
**Adroddiad i Gyngor Dinas
Caerdydd**

**Report to Cardiff City
Council**

gan;

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Dyddiad: 05/01/2016

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Inspectors appointed by the Welsh Ministers

Date: 05/01/2016

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 64

**REPORT ON THE EXAMINATION INTO THE
CARDIFF LOCAL DEVELOPMENT PLAN
2006 - 2026**

Plan submitted for examination on 14th August 2014

Examination Hearings held between 13th January and 27th February 2015
and on 28th and 29th September 2015

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Non-Technical Summary

This report concludes that, subject to the recommended Matters Arising Changes (MACs) set out in Appendices A and B, the Cardiff Local Development Plan 2006 - 2026 (LDP) provides an appropriate basis for the planning of the City up to 2026. The Council has sufficient evidence to support the strategy and has shown that it has a realistic prospect of being delivered. A number of changes are needed to meet legal and statutory requirements and to ensure that the Plan is sound. These do not alter the thrust of the Council’s overall strategy and do not undermine the Sustainability Appraisal carried out by the Council. The main changes are summarised as:

- Revised housing requirement to reflect consideration of Welsh Government (WG) 2011-based population and household projections and inclusion of the flexibility allowance figure within the overall housing target;
- Improved clarity on how and when the required housing – together with any required flexibility allowance - will come forward;
- Extend non-strategic housing allocation H1.3 and delete non-strategic health employment site;
- Delete the Gypsy & Traveller allocation and include a timetable to identify and deliver a new site or sites within the Plan and the monitoring framework;
- Provide new policies for each of the strategic sites to include infrastructure requirements and master planning principles;
- Set out the affordable housing requirement in the Plan including the tenure mix;
- Clarify that affordable housing provision should be provided on site unless there are exceptional circumstances;
- Provide more clarity on the timing and phasing of infrastructure for the strategic sites by including categories of infrastructure in the policies and more detail in the Infrastructure Plan;
- State that planning obligations will be sought where they satisfy WG Circular 13/97 and the Community Infrastructure Levy Regulation 122(2);
- Improved clarity that development will need to show that it has maximised achievement towards the 50:50 modal transport split target;
- Provide more details of the bus corridor enhancements and rapid transit corridors in the Plan and greater clarity about the distinction between them;
- Provide a new policy for the planned Metro to ensure development won’t prejudice this regionally important project by safeguarding land where routes are known;
- Include a new policy setting out criteria for employment proposals to come forward on unallocated land;
- Inclusion of the hierarchy of retail centres in the Plan;
- Change the Green Belt designation to Green Wedge;
- Include a statement in the Plan of how the needs and interests of the Welsh language have been taken into account;
- Changes to settlement boundaries to more closely follow defined physical features;
- Changes to Minerals policies including a new comprehensive policy relating to mineral safeguarding;
- Deletion of the site proposed to be allocated for Waste;
- Changes to policy wording to reflect national planning policy more closely and ensure their effectiveness; and
- Changes to the monitoring framework developing the targets and indicators in more detail to improve monitoring.

Almost all of the recommended changes have been put forward by the Council in response to matters discussed during the examination. With the recommended changes the Plan satisfies the requirements of section 64(5) of the 2004 Act and meets the tests of soundness.

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Appendix A: The Council’s proposed changes recommended by the Inspectors

Appendix B: Inspector Matters Arising Changes

1 Introduction

- 1.1. Under the terms of Section 64(5) of the Planning & Compulsory Purchase Act 2004, the purpose of the independent examination of a Local Development Plan is to determine:
 - a) whether it satisfies the requirements of sections 62 and 63 of the Act and of regulations under section 77, and
 - b) whether it is sound.
- 1.2. This report contains the assessment of the Cardiff Local Development Plan 2006 - 2026 (from here referred to as “the LDP” or “the Plan”) in terms of the above matters, along with recommendations and the reasons for them, as required by section 64(7) of the Act. The submitted LDP has been prepared pursuant to the Act and the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005. The Town and Country Planning (Local Development Plan) (Wales) (Amendment) Regulations 2015 came into force in August 2015. These amend the 2005 regulations and, as the changes relate primarily to plan revision procedures and the alternative sites stage, they have no bearing on this examination.
- 1.3. Chapter 2 of Planning Policy Wales (PPW) has been updated in the light of the new regulations and a new LDP Manual has been published. The new Manual includes revised soundness tests, which have been reduced from ten to three although the principles underpinning them remain the same. The LDP has been prepared on the basis of the previous tests, but as the principles remain unchanged, there was no need to seek views from the participants on the impact of the new tests on the soundness of the Plan. Subject to the changes set out in the Appendices, we are satisfied that the LDP accords with national policy.
- 1.4. Since the purpose of the examination is to determine whether the Plan is sound we recommend changes in this report only where there is a clear need to amend the Plan in the light of the legal requirements and/or the tests of soundness. These binding changes are numbered in **bold** and are highlighted in Appendices A and B of this report, where they are highlighted. We are satisfied that these changes are in line with the substance of the overall Plan and its policies, and do not undermine the Sustainability Appraisal (SA) and participatory processes that have been undertaken.
- 1.5. All duly made representations and the matters raised at the examination Hearings have been considered. Given the focus of the examination on soundness, our report does not refer specifically to the individual representations made in each case. Matters raised by individual representations are referred to only where it is considered that they raise substantive issues concerning the Plan’s soundness. Plan changes sought by any representor are the subject of a recommended change only where we have found, on the basis of the evidence, that such a change is required to make the Plan sound.

Post-Deposit Changes

- 1.6. Prior to submission of the LDP for examination the Council considered the representations received and determined that no substantive changes to the deposit Plan were required. It did, however, identify minor changes which it wished to make to the deposit Plan. We have reviewed these minor changes and are satisfied that none would alter the Plan in any substantive manner and that they are not related to soundness. It is for the Council to determine whether or not to incorporate these changes into the final version of the Plan. This report does not consider these minor changes.

Recommended Changes

- 1.7. The Council has prepared a range of Matters Arising Changes (MACs) following the discussions at the Hearing sessions¹. These MACs were subject to public consultation for a period of 6 weeks and publicised on the examination website. At the same time the Council reassessed the SA of the Plan in the light of the changes. We considered the consultation responses and held additional Hearings where we required further information or clarity in respect of some aspects of the Plan and the MACs. Further consequential amendments were considered necessary and the Council carried out SA² and a further 6 week consultation on the additional MACs³. We have taken into account all the representations made in coming to our conclusions in this report.
- 1.8. Almost all of the MACs put forward by the Council are needed as the Plan would be unsound without them. However, in a small minority of cases MACs have been put forward which, although providing helpful additional clarity and precision, are not strictly required to make the Plan sound. Accordingly these are not the subject of a binding recommendation, although we understand the Council’s wish to incorporate them. The MACs numbered in **bold type** in this report and highlighted in Appendix A are changes put forward that are required to make the Plan sound. These are all addressed in this report, where the relevant MAC number is similarly identified in bold type.
- 1.9. Appendix B sets out the additional changes (Inspector Matters Arising Changes) (IMACs) not proposed by the Council, but which we have concluded on the evidence are also needed to make the Plan sound. None of the changes undermine the SA, Strategic Environment Assessment (SEA) and Habitats Regulations Assessment (HRA) or the overall strategy or policy thrust within the Plan.
- 1.10. The Council has also identified some outstanding typographical or factual errors in the submitted Plan that it wishes to correct. We authorise any final editorial changes of this nature, together with any other presentational matters and consequential changes flowing from agreed MACs and the recommended IMACs such as altered policy cross-references, map title amendments, site area or numerical changes and paragraph numberings.

¹ City of Cardiff Council Draft Matters Arising Changes Schedule: May 2015

² Final SA Report revised reflecting May and October 2015 Draft MAC Schedule

³ Additional Matters Arising Schedule Final Version October 2015

2 Procedural Tests

- 2.1. The LDP has been prepared in accordance with the Delivery Agreement (as revised by agreement with the WG)⁴ and the Community Involvement Scheme as demonstrated in the Consultation Report. Concern was expressed that no substantive changes were proposed to the Plan by the Council as a result of the deposit stage public consultation. However, the Council are not obliged to make such changes. The Council engaged with a wide range of organisations and the general public on the generation of alternative strategies and options and identifying key issues. A number of conferences for consultees and public events were also held. We are satisfied that the requirements of the Community Involvement Scheme have been met.
- 2.2. All proposed changes made to the deposit Plan have been advertised and consulted on. The Plan thus complies with the requirements of the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005 (as amended) in this respect, including in relation to consultation, advertisement and the publication and availability of prescribed documents.
- 2.3. The Plan has been subject to SA including Strategic Environmental Assessment (SEA)⁵. The SA provides a summary of the strategic alternatives considered and a brief summary of reasons why they were not selected. Further changes put forward by the Council as part of the examination process have likewise been tested where necessary for any impacts they have upon the SA and SEA⁶. We are satisfied that the SA/SEA process undertaken is robust and satisfies procedural and legal requirements.
- 2.4. In accordance with the Habitats Directive⁷ a Habitats Regulations Assessment (HRA) of the Plan has been undertaken⁸, and reviewed as necessary in the light of changes put forward during the examination⁹. We are satisfied that the results of the HRA Screening demonstrate that an Appropriate Assessment is not required. It can therefore be concluded that no significant effects upon the integrity of the European sites¹⁰ within the plan area or in adjacent areas are likely to occur (either alone or in combination with other plans or projects) as a result of implementing the Plan.
- 2.5. The Public Sector Equality Duty requires the Council to have due regard to the need to eliminate discrimination, promote equality of opportunity and foster good relations between different communities. The Council has undertaken and publicised an Equality Impact Assessment of the LDP¹¹ to ensure that equality issues have been taken into account throughout the Plan preparation process. This has been an iterative process to ensure that the LDP promotes equality and diversity and does not adversely affect or discriminate against any people who are protected under the Equality Act 2010.

⁴ Revised Delivery Agreement approved by Welsh Government dated 5 December 2011

⁵ Cardiff LDP Final Sustainability Appraisal Report (September 2013)

⁶ Final SA Report revised reflecting May and October 2015 Draft MAC Schedule

⁷ European Union Habitats Directive (92/43/EEC)

⁸ Deposit Plan HRA Report (September 2013)

⁹ HRA revised reflecting May and October 2015 Draft MAC Schedule

¹⁰ As defined in PPW paragraph 2.3.13

¹¹ Background Technical Paper 3: Equality Impact Assessment Report (September 2013)

- 2.6. Changes to the Plan Introduction as proposed in **MAC1** would improve the Plan’s clarity by setting out the up-to-date position in respect of the additional assessments undertaken.

Conclusion

- 2.7. Accordingly, the relevant procedural and legal requirements have been complied with.

3 The Overall Plan Strategy

The Vision, Objectives and Principles of the Strategy

- 3.1. The LDP Vision reflects the priorities for Cardiff and the Capital Region in the Wales Spatial Plan (WSP), which recognises that the success of the region relies on Cardiff developing its capital functions in order for the area to work as a networked city region, to provide an appropriate quality of life for all and to be able to compete with comparable areas in the UK and EU for investment and growth. The vision recognises the key role that Cardiff plays. The LDP objectives seek to respond in spatial terms to the identified economic and social needs in a co-ordinated way that sets out a framework for delivering the sustainable neighbourhoods of the future as part of a connected, sustainable city.

Greenfield Development and the Loss of Agricultural Land

- 3.2. In assessing the appropriate level of growth required to satisfy the evidenced economic and social needs, the Council considered the extent of development that could realistically be delivered over the Plan period as well as the environmental impact upon Cardiff and the wider area. Opportunities to maximise the re-use of previously-developed land were sought and an assessment of the availability of brownfield land for residential development and potential housing land within the urban areas was undertaken¹².
- 3.3. Whilst brownfield sites have made the biggest contribution to dwelling completions in recent years, this has narrowed the range and choice of provision with a focus on high density developments, mostly apartments in Cardiff Bay. The regeneration of Cardiff Bay has reduced large-scale brownfield development opportunities. In preparing the strategy, the Council recognised that whilst brownfield sites would be likely to form a significant source of supply, in order to meet housing growth aspirations and deliver a range and choice of housing, greenfield housing sites would also be required. Several spatial options were explored but given the levels of growth set out in each of the alternatives considered by the Council; together with the finite capacity of brownfield sites to deliver the requisite amount of homes and jobs; it was recognised that all options would necessitate significant release of greenfield land.

¹² Background Technical Paper 2: Urban Capacity Study (Updated May 2014)

- 3.4. In the assessment of sites, the Council considered a number of factors including whether development of the site would be likely to have an impact on natural resources such as agricultural land. The Council says that there is no definitive map of agricultural land quality in Cardiff but the Welsh Government (WG) Agricultural Land Classification maps were used as a starting point. These indicate that the best and most versatile (BMV) agricultural land exists in parts of the west, north and east of Cardiff. Further information provided by the WG on the strategic candidate sites indicated the high, moderate or low probability of there being BMV agricultural land on these sites. This, together with submitted information in support of candidate sites and local surveys, was used to inform the site selection process.
- 3.5. Development of large-scale greenfield strategic sites would lead to the loss of BMV agricultural land. However, this has to be weighed against the need to provide a range and choice of new jobs and homes to meet evidenced need¹³. The Council acknowledges that there is insufficient brownfield or lower grade agricultural land within the area to accommodate the scale of development necessary for the Plan period. The evidence has shown the difficulties in achieving agriculture potential in those areas which lie adjacent to the urban fringe. The Council also recognises that much of the lower grade agricultural land in Cardiff correlates with areas of high landscape value such as the Garth Mountain and the Caerphilly Mountain Ridge which provide a strategically significant landscape setting and backdrop to Cardiff and are generally poor locations for development given their topography. Overall, we consider that the benefits of retaining the land in agricultural use would not outweigh the advantages of providing the identified requirement for housing and employment development on these sites.
- 3.6. Opportunities for the LDP to provide a mechanism to manage impacts and effectively mitigate potential harm have also been explored. The provision of new infrastructure is an important element of the strategy. The Council acknowledged that new greenfield releases, and the scale of strategic sites proposed to be allocated, would enable more comprehensive solutions and significant improvements to be delivered. It would also facilitate contributions towards the wider provision of strategic infrastructure, including infrastructure linked to the implementation of the sustainable transport strategy, thereby bringing wide-ranging benefits to the City as a whole. Notwithstanding the scale of existing housing commitments, there remains a need to identify significant amounts of additional housing land to meet overall requirements up to 2026 and provide flexibility and choice to provide for a 5-year supply of deliverable sites. We are satisfied that the Council has considered reasonable alternatives in terms of the level of growth to be accommodated during the Plan period. There is a limited supply of potential housing land within existing built up areas and the allocation of strategic sites and significant extensions to existing settlements are inevitable if sufficient housing is to be delivered.

The Distribution of Development Growth

- 3.7. One of the Plan’s key priorities is to make provision for new homes and jobs. Key strategic sites are defined in the LDP as being sites of 500 homes or more

¹³ City of Cardiff Response to Action Point 6, Hearing 1 (Examination Document AP1.6)

and/or with significant employment/mixed-uses and which have the potential to deliver significant benefits to the City. Two brownfield and 6 greenfield strategic sites are proposed to be allocated:

Strategic Site A: Cardiff Central Enterprise Zone & Regional Transport Hub

3.8. The proposed allocation of this City centre strategic mixed-use site represents an employment-led initiative at Cardiff Central Enterprise Zone to deliver major employment opportunities focussed on financial and business services and to maximise the advantages of its location adjacent to the Central Rail Station and Bus Station through development of a Regional Transport Hub.

Strategic Site B: Former Gas Works, Ferry Road

3.9. The allocation of this centrally-located strategic brownfield site would provide an opportunity to develop approximately 500 dwellings over the Plan period as well as to improve existing pedestrian and cycling links.

Strategic Site C: North West Cardiff

3.10. The largest of the strategic sites, Strategic Site C is approximately 346 ha located to the west of Radyr, Fairwater and Pentrebanne and north of St Fagans. A development of approximately 5,000 new homes is proposed within the Plan period at this strategic site together with a number of other uses including education, community, recreation and primary health care facilities, employment and retail/commercial use as part of the development of District and Local Centres. It would also provide for bus-based Rapid Transit Corridors through the site and a new Transport Hub.

Strategic Site D: North of Junction 33 on M4

3.11. A mixed-use allocation of approximately 2,000 dwellings, employment and associated community uses is proposed at this strategic site together with bus-based Rapid Transit Corridors through the site and a park and ride facility.

Strategic Site E: South of Creigiau

3.12. It is proposed to allocate this site for approximately 650 dwellings. Strategic Sites D and E are adjacent to one another, separated by Llantrisant Road. It is proposed to develop an overall Master Plan for both sites which would reflect site-specific requirements for each site whilst ensuring a comprehensive approach is taken to development.

Strategic Site F: North East Cardiff (West of Pontprennau)

3.13. A mixed-use allocation of approximately 4,500 new homes, employment and education uses and District and Local Centres to include community and leisure facilities is proposed together with bus-based Rapid Transit Corridors through the site.

Strategic Site G: East of Pontprennau Link Road

- 3.14. It is proposed to allocate the site for approximately 1,300 new dwellings together with associated education and community uses including a Local Centre and provision of bus-based Rapid Transit Corridors through the site.

Strategic Site H: South of St Mellons Business Park (Employment only)

- 3.15. The site is adjacent to the St Mellons Business Park and would offer an opportunity to provide appropriate accommodation for high value and knowledge-based employment sectors, such as advanced manufacturing, research and development as well as the growth of indigenous businesses. It is outside the City centre but close to the strategic highway network and would afford an opportunity to provide additional bus services, a park and ride facility, a transport hub including a new rail station as well as improved walking and cycling facilities to maximise access from neighbouring communities. It would be immediately accessible to a large residential population with high unemployment.
- 3.16. The concentration of new housing and development growth on these strategic sites partly reflects their clear potential to deliver significant numbers of new homes and jobs in a relatively short timescale, alongside the provision of necessary new infrastructure, services and facilities to support growth and to help achieve the Plan’s aims and objectives. Together, these allocations would be able to provide an appropriate range of size and types of new housing across the area and provide reasonable choice and some flexibility for the house building industry. The involvement of national house builders in many of the allocated sites in the Plan should also assist early delivery in most cases.

Master Planning Principles

- 3.17. The Master Planning general principles are set out in Policy KP4: ‘Masterplanning Approach’ which seeks to ensure that major development schemes are planned in a comprehensive and integrated manner setting out the phasing of development and provision of supporting infrastructure. The Masterplanning Framework document sets out a broad framework for development of the strategic sites described as “schematic frameworks”. These site-specific frameworks give an indication of land uses, transportation measures and information on the indicative densities, infrastructure and phasing of these sites and are intended to act as a starting point for development of further, more detailed design.
- 3.18. In conjunction with this process, the Council and developers of the strategic sites produced ‘Statements of Common Ground’ for the examination which set out a trajectory of housing provision over the plan period (where relevant), a summary of infrastructure requirements and updated the schematic framework diagrams for each site. It was agreed during the examination that including this level of detail in the Plan itself, rather than in the supporting documentation would provide a greater level of clarity in respect of the infrastructure and master planning requirements of each of the strategic sites and more certainty that they would be delivered as planned. As such, a new key policy for each of the strategic sites is proposed to be included in the Plan to follow KP2: ‘Strategic Sites’ numbered KP2 (A) to KP2 (H) (**MAC5**). The policies would identify the approximate quantum of various key uses and a summary of the main infrastructure requirements together with a cross-reference to the Cardiff

Infrastructure Plan which would be regularly updated and linked to the Plan’s monitoring framework. The policies would retain a degree of flexibility as more details would be provided in future master plans. However, sufficient detail would be provided at the strategic stage to assist in bringing forward the sites.

- 3.19. Key requirements would be set out within these new policies with reasoned justification providing supporting detail and site-specific schematic frameworks. In addition, consequential changes to the reasoned justification to Policy KP2: ‘Strategic Sites’ and Policy KP4: ‘Masterplanning Approach’ are proposed (**MAC5, MAC6**) which would make reference to the new strategic site-specific policies. These changes are considered necessary to ensure that sufficient policy detail is embedded within the Plan to enable all relevant factors which will influence the delivery of the strategic sites to be taken into consideration and to improve the Plan’s clarity and certainty.
- 3.20. Strategic Site A comprises land in numerous ownerships and would be developed by a number of different developers. Proposed new Policy KP2 (A) would provide an overarching master planning and infrastructure planning framework setting out the infrastructure requirements together with indicative densities of development and other master planning requirements such as the need to create destination spaces with active uses which complement the business offer, clearly defined pedestrian routes and addressing potential impacts on Conservation Areas and Listed Buildings within and adjoining the site.
- 3.21. The new policy would also set out the necessary transport and highways infrastructure including the Regional Transport Hub which would link different forms of transport and improvements to existing bus-routes and services and enhanced pedestrian and cycling access. The schematic framework would provide an indication of the walking and cycling routes and bus-based rapid transit corridor as well as the proposed land uses.
- 3.22. Strategic Site B is owned by a single landowner and the new Policy KP2 (B) would assist in ensuring that the site is developed in a comprehensive manner by providing indicative development densities and establishing development principles such as the need to respond to landscape and heritage assets as well as addressing any impacts on biodiversity assets and nature conservation.
- 3.23. New policy KP2 (C) would set out the necessary infrastructure and land-uses for Strategic Site C including employment, District and Local Centres, new schools, transport and highways infrastructure as well as the need to respond to, and address potential impacts on, heritage and nature conservation assets including the St Fagans Conservation Area and Listed Buildings within and adjacent to the site. It would also provide an indication of the densities and phasing of development throughout the site. Development and transport would need to integrate with the adjoining areas of Pentreban, Fairwater and Radyr.
- 3.24. Proposed new Policy KP2 (D & E) would set out that the mixed-use development at Strategic Sites D and E should be undertaken in a comprehensive manner. The layouts of these sites should reflect the inter-relationships between the sites with the initial phases including the provision of the park and ride facility together with public transport enhancement measures. It would include the necessary infrastructure requirements together with an indication of the

location of the Park and Ride facility, a District/Local Centre, employment and other land uses and development densities. Other key master planning requirements would include the need for a landscape buffer between employment and residential uses and the M4 motorway to reduce impact and to effectively respond to landscape, heritage and biodiversity assets.

- 3.25. The second largest site, Strategic Site F, is proposed to be allocated to the west of Pontprennau. The proposed new Policy KP2 (F) would set out the key master planning requirements and land uses to include residential, employment, District/Local Centres and community facilities. It would provide an indication of how development would be phased, how it should proceed in light of constraints such as the C2 Flood Zone area and proximity of the M4 motorway and the range of densities required. The Policy would also set out the necessary transport, highways and other infrastructure required both on-site and off-site together with the need to respond effectively to landscape quality and heritage and biodiversity assets.
- 3.26. The necessary infrastructure and land use components of Strategic Site G, would be set out in the proposed new policy KP2 (G). This would include the provision of education, primary care and community facilities and on-site and off-site transport and highways improvements. The policy would also indicate the required density and indicative phasing of development as well as the need to respond to the landscape, heritage and nature conservation assets of the site.
- 3.27. The requirement for Strategic Site H to be developed in a comprehensive manner, providing a high quality development similar to the existing business park at St Mellons, would be set out in proposed new Policy KP2 (H). It would specify the necessary infrastructure to be provided, including transport improvements and provision of a transport hub that would include a new rail station and park and ride facility. It would also include other master planning key requirements such as flood mitigation, measures to protect nature conservation, biodiversity, heritage and archaeological assets and the need to respond to landscape considerations.

The Effect on the Welsh Language

- 3.28. PPW says that local planning authorities should consider whether they have communities where the use of the Welsh language is part of the social fabric, and that where this is so it should be taken into account in the formulation of land use policies¹⁴. Whilst ways of assessing whether the Welsh language is part of the social fabric of the community is not prescribed, the WG’s National Action Plan for a Bilingual Wales *Iaith Pawb* says that in communities where Welsh is spoken by over 70% of the local population, Welsh is more likely to be spoken in social, leisure and business activities and not just in the home or at school. It is within these areas that Welsh is considered to be a living everyday language and part of the fabric of the community and where LDP policies and proposals could affect the linguistic balance of an area.

¹⁴ Planning Policy Wales paragraph 4.13.2

- 3.29. The 2011 Census shows that 11% of the population of Cardiff speaks Welsh with some electoral divisions recording a higher percentage such as Canton (19.1%), Pentyrch (18.5%) and Creigiau/St Fagan’s (18.2%). These levels are significantly below the 70% threshold identified in Iaith Pawb and are not considered to be sufficiently high for development proposals in the Plan to have a detrimental impact upon the Welsh language in terms of linguistic balance. Furthermore, an Equalities Impact Assessment undertaken as part of the Plan preparation process did not identify any changes required to the Plan in respect of the effect on use of the Welsh language.
- 3.30. However, PPW says that development plans should include a statement on how they have taken the needs and interests of the Welsh language into account in plan preparation. In order to comply with this requirement, the Council propose to include a statement to that effect (**MAC2**). We are satisfied that the potential impact of the LDP on the Welsh language has been adequately considered. Subject to this change, and based on the evidence, the Plan would accord with national planning policy and is considered to be soundly based.

Relevant Plans, Policies and Strategies in Adjoining Areas

- 3.31. In preparing the Plan, the Council has worked with its neighbouring authorities on an individual basis and through regional frameworks to consider cross-boundary and wider contextual issues. The Council set up a working group made up of officers from the 10 south-east Wales local planning authorities and other participating organisations in the South East Wales Strategic Planning Group. A number of workshops were held to discuss the cross-boundary implications of the emerging issues in the preparation of the LDP¹⁵.
- 3.32. The area around Llantrisant and North West Cardiff is identified in the WSP as a Strategic Opportunity Area (SOA). The designation of SOAs is intended to offer potential regional benefits from their sustainable development and to act as a vehicle to promote good cross-boundary working. The WSP says that substantial growth of housing in the City Coastal Zone should be compatible with the health of housing markets in the Heads of the Valleys and Connections Corridor. Neighbouring authorities generally support the growth of the City and recognise its role in helping to spread prosperity within the wider area. It is recognised also that the Council needs to allocate sufficient land for housing and employment to meet the projected needs of the City.
- 3.33. Whilst Rhondda Cynon Taf County Borough Council (RCT) has not objected to the proposed land allocations, or to their scale, it raised concerns about the transportation implications of development of the strategic sites to the North West of Cardiff (Strategic Sites C, D and E). It was confirmed during the examination that the Council is engaged in on-going dialogue with officers in RCT regarding the transport infrastructure requirements for sites in North West Cardiff including measures to secure bus rapid transit connections along the A4119 corridor. This dialogue includes engagement with WG regarding long-term proposals for a rail based transport route extending north-west to Rhondda Cynon Taf and planned collaboration on a joint cross-border strategy designed to deliver improvements along this corridor (see details in the

¹⁵ Summary of Cross-Boundary Working (September 2013)

Transport section below). The joint working is intended to feed into the review of RCT’s LDP and to help strengthen the focus on cross-border linkages through the LDP process.

- 3.34. Where cross-boundary issues are relevant, and subject to the changes recommended in this report, the LDP is compatible with the development plans and relevant strategies prepared by neighbouring authorities.

Conclusion

- 3.35. The development strategy rightly seeks to steer the majority of development during the remaining Plan period to the strategic sites which would provide access to jobs, services and public transport. At the same time it recognises the need for development (albeit on a lesser scale) across numerous suitable locations and provides for a degree of choice and flexibility in terms of potential sites. The distribution of new housing and development proposed is appropriate, given the economies of scale and concentration of new infrastructure that is likely to assist delivery, particularly of the strategic sites. These conclusions are borne out by the conclusions of the SA/SEA work and the same would not apply to a more dispersed pattern of new housing growth, incorporating smaller scale schemes across the City. Accordingly, subject to the proposed changes set out above, the general distribution of housing and development growth put forward in the Plan is soundly based and is consistent with national planning policy and the WSP.

4 Housing Provision, including Allocated Housing Sites

The Level of Housing Growth

- 4.1. The submitted Plan identified a housing requirement of 41,100 dwellings between 2006 and 2026. This was based on the WG’s 2008-based household projections together with recommendations from Edge Analytics whom the Council commissioned to evaluate a range of growth options including a number of migration-led and dwelling-led scenarios. In all scenarios, household growth was assessed using assumptions from the WG 2008-based household projection model. Sensitivity analysis was also undertaken using evidence from the Department of Local Government and Communities (DCLG) 2011-based household model for Local Planning Authorities in England to estimate the likely impact that the WG 2011-based household projections might have.
- 4.2. Ten alternative scenarios were considered, culminating in a recommended housing growth target range of between 42,500 – 43,000 over the Plan period (Scenarios F and G). It was also recommended that the Council consider a reduced rate of household formation on the basis of the sensitivity analysis and a reduced vacancy rate in light of Council targets. The Council considered the report’s findings and chose Scenario G as the preferred option, though reduced the vacancy rate from 3.74% to 3% to reflect the previous rate in the 2001 Census and the Council’s intentions to bring the rate down. The resultant housing requirement identified was 41,100 dwellings. The Council excluded any reduction allowance for “un-attributable population change” into assumptions for future migration or reductions in household formation rates which would

have reduced the housing requirement by 10%¹⁶. In the absence of any data to substantiate the need for any reduction, the Council considered that such an approach would carry significant risks for the soundness of the Plan.

- 4.3. The WG 2011-based household projections were published in February 2014 after the Plan was prepared. These projections indicated that the housing requirement for Cardiff over the Plan period would be 44,400 new dwellings¹⁷, equating at that time to 2,674 units per annum over the remainder of the Plan period (2014 to 2026). Subsequently, the WG’s evidence submitted to the examination indicates that the 2011-based household projections for Cardiff over the Plan period amount to 44,742 dwellings¹⁸. Either figure would represent a significantly higher annual build rate than previous rates, though the Council recognised that the low build rate in part reflected the long absence of an up-to-date development plan and referenced the build-up of latent demand, given the extensive development of brownfield sites for apartments, and a need for new family housing.
- 4.4. In response to the Inspectors’ request for further evidence and clarification during the examination Hearings, the Council reconsidered the implications of excluding the “un-attributable population change” (UPC) component from the growth calculation. Following this more recent analysis, the Council concluded that it would be appropriate to include the UPC at the local level. This is due in part to likely discrepancies in the Census estimates for 2001 or 2011 or in the migration flows. If the discrepancies are in the migration flows then projecting forward based on the estimated past flows will introduce errors into the projections. Whilst the Council originally discounted the un-attributable element, consistent with the approach ONS have taken at the national level, the more recent analysis shows potential implications in neglecting this at the local level. Edge Analytics also reconfirmed their recommendation to include it in the assessment of the future housing requirement for the Plan¹⁹.
- 4.5. The Council also reviewed the 3% vacancy rate and amended it in light of the most up-to-date evidence from the 2011 Census which indicates a vacancy rate of 3.74%²⁰. In addition, the Council reassessed the recommendation by Edge Analytics to apply a 10% sensitivity reduction in household formation rates in light of publication of the WG 2011-based household projections which show a lower rate of household growth when compared to the 2008-based household projections²¹.
- 4.6. The proposed modifications to the analysis of the housing requirement as outlined above would result in a slight increase in the number of dwellings required over the Plan period from 41,100 to 41,415. Consequently, the Council proposes an amendment to Policy KP1: ‘Level of Growth’ to reflect the updated figure as well as changes to the reasoned justification (**MAC4**). The changes set out that the proposed level of growth is based on up-to-date

¹⁶ Cardiff Population & Household Forecasts: Updating the Evidence (June 2013)

¹⁷ Background Technical Paper 1: Population & Housing (Updated May 2014)

¹⁸ Welsh Government Hearing Statement to Hearing Session 3 (January 2015)

¹⁹ Council Response to Housing Related Action Points: Action Point 4 of Hearing Session 3

²⁰ Council Response to Housing Related Action Points: Action Point 3 of Hearing Session 3

²¹ Council Response to Housing Related Action Points: Action Point 2 of Hearing Session 3

evidence and analysis of a number of relevant factors and represents the most appropriate target for the Plan.

- 4.7. Whilst this is still lower than the WG 2011-based household projections, the Council has taken the WG’s 2008-based household projections as the starting point for assessing housing requirements, in accordance with national planning policy²² and has reviewed the figure in light of subsequent population and household projections. It has analysed a range of housing, economic and demographic forecasts and trends to provide the most reliable basis upon which to assess the LDP’s future housing requirement. The LDP provision for housing, as proposed to be amended, is supported by a robust evidence base. It is considered that this figure is in line with the projections and that the Plan’s level of housing growth is soundly based.

Housing Supply

- 4.8. The supporting text to Policy KP1 includes a table (as amended by **MAC4**) which provides a detailed breakdown of how it is intended to provide for the 41,415 new dwellings over the Plan period. This table includes the number of dwelling completions from 2006 to 2014 recorded from Council tax data. This differs from the approach taken by some other local planning authorities who have used data from their Joint Housing Land Availability Studies (JHLAS).
- 4.9. In response to discussions at the relevant Hearing and the Inspectors’ request for justification for the use of Council tax data, the Council submitted additional evidence²³. This cited inaccuracies in Cardiff’s historic JHLAS data such as the number of completions reported annually not reflecting changes to dwelling stock as a result of subdivision of property. Furthermore, JHLAS are concerned with recording and forecasting housing completions for the purpose of monitoring a 5 year housing land supply and do not record wider changes such as those arising from demolitions, residential development resulting in a net loss of dwellings or change of use from residential to non-residential use. There is no prescribed way of calculating the number of completions and in these circumstances we are satisfied that the ONS/Valuation Agency data on changes to Council tax presented in the evidence base provides a more accurate measurement of the change in dwelling stock over the period 2006-14.
- 4.10. An allowance of 20% was factored into the calculation of housing provision for possible reduced dwelling yield on brownfield sites with planning permission and some sites with planning permission subject to a Section 106 planning obligation (S106). In response to the Inspectors’ request for evidence to justify the 20% non-delivery allowance, the Council revisited the analysis of the housing land bank to identify changes to the number of dwellings being proposed on existing sites over the previous two years²⁴. Whilst there has been a reduction in anticipated dwellings on a few large sites, on the whole there has been a general trend for an increase in anticipated dwellings compared to previous years which may be in response to improved market conditions.

²² PPW paragraph 9.2.2

²³ Council Response to Housing Related Action Points: Action Point 5 of Hearing Session 3

²⁴ Council Response to Housing Related Action Points: Action Point 6 of Hearing Session 3

- 4.11. Consequently, the Council propose to reduce this flexibility allowance to 15% which it considers to be more appropriate and realistic in light of the assessment of the most recent data and the evidence of improved market conditions more generally. Given the analysis and consideration of relevant prevailing factors within Cardiff’s housing market, we are satisfied that this is an appropriate adjustment. Furthermore, regular monitoring will ensure that this allowance is accurately reflected in future reviews of the Plan. In revisiting the figures the Council identified that the flexibility allowance had been mistakenly applied to two strategic sites. The flexibility allowance has subsequently been amended so that these sites are now excluded from the calculation of the allowance.
- 4.12. The Council proposes to show key commitments (those strategic housing developments with planning permission for over 500 dwellings) on the Proposals Map. Furthermore, a list of sites with planning permission for 10 or more dwellings would be provided as an Appendix to the Plan. This list would show detailed information relating to the number of dwellings not started, those under construction and those completed (**MAC71** and **MAC PM5**). These changes would provide a greater level of detail and clarity regarding the supply and delivery of housing and are thus supported.
- 4.13. The soundness tests require LDPs to be reasonably flexible to enable them to deal with changing circumstances. The submitted Plan included an overall flexibility allowance of 10% (4,000 dwellings) over the Plan period. Areas for future development were identified by way of arrows on the Proposals Map together with part of Strategic Site C, and it was proposed that any necessary additional land would be brought forward via a review of the Plan should a need be identified through annual monitoring. Further to discussions at the Hearings, the Inspectors requested additional clarity on what level of flexibility should be provided in the Plan, how this would be provided and where, in terms of its spatial distribution, any necessary additional housing would be delivered.
- 4.14. It has generally been accepted that a 10% contingency would provide the required level of flexibility but more or less may be acceptable depending on the circumstances of each case. The Council considers that 10% would be appropriate and would provide the right level of additional land should flexibility be needed to allow for non-delivery of sites and unforeseen issues. It is thus proposed to amend Policy KP1 to make reference to the total provision to be made for 45,415 new dwellings over the Plan period which would include a 4,000 dwelling flexibility allowance (**MAC4**). It is also proposed to replace the arrows with spatial boundaries that would be identified on the Proposals Map (**MAC PM2**).
- 4.15. The sites forming extensions to Strategic Site D, north of Junction 33 of the M4 and Strategic Site C, north of Llantrisant Road have been the subject of SA but are not included within the strategic site allocations. The need for these extensions would only be triggered through monitoring and through future Plan review. Additional explanatory text is also proposed to be included in the reasoned justification to new Policies KP2 (C) and KP2 (D and E) explaining how the release of these further sites would be triggered if required and how they would fit in with the wider master planning of the strategic sites. Proposed changes to the monitoring framework would result in a more precise set of

triggers for additional sites to come forward, thereby providing additional clarity in respect of the timing of the release of the additional sites (**MAC75**).

Five-Year Supply of Land for Housing

- 4.16. PPW is clear that Local Planning Authorities must ensure that sufficient land is genuinely available or will become available to provide a 5-year supply of land for housing²⁵. In response to the Inspectors’ request for information prior to the Hearings, the Council prepared a statement²⁶ to show how a 5-year supply of land for housing would be provided once the LDP was adopted. Agreed data in the JHLAS published in November 2014 was used as a starting point and an analysis was undertaken of factors contributing to the latter years of the 5-year period (2020-21) where no agreed JHLAS data exists. This included data on annual anticipated build rates which were agreed with landowners and developers in the Statements of Common Ground (SCG).
- 4.17. Other contributing factors such as windfalls and minor adjustments reflecting past build rates were also included. Windfall assumptions contained in the background evidence²⁷ were used to estimate the number of units likely to be completed in 2019-20 and 2020-21 on sites of over 10 units and through change of use applications. The study indicates that, using a base date of 1 April 2016, Cardiff would have a 5.1 years supply of housing land. This was calculated using the residual method. Subsequent to this, a revised Technical Advice Note (TAN) 1: ‘Joint Housing Land Availability Studies’²⁸ was published in January 2015. The Council considered the effect of the updated guidance on the calculation of the housing land supply²⁹.
- 4.18. Several changes were introduced in the revised TAN 1 including a new stipulation that for housing to be included in the 5-year housing land supply it must fall within the C3 use class. Cardiff’s 2014 JHLAS contains a number of student developments that fall outside this use class. Removing these developments would result in the loss of 480 units from the housing supply. The Council says that there are other considerations, not least the fact that household projections within the submitted LDP exclude the population “not-in-households” (i.e. the communal/institutional population such as those in prisons, residential care homes and student halls of residence). Any students that live in accommodation not included in the “communal establishment” category, such as private student apartments, are included within the household calculations.
- 4.19. The policy changes occurred during the examination. There are practical difficulties in estimating the number of private householders living in non-C3 accommodation as census/ONS data does not differentiate between use classes. As the change in policy occurred during the examination, and in the absence of any revised guidance on how to distinguish between these components to arrive at an accurate dwelling requirement, it has not been possible for the Council to

²⁵ PPW paragraph 9.2.3

²⁶ Statement indicating how the Plan will meet the 5-year supply of housing land, December 2014

²⁷ Background Technical Paper No 1: Population and Housing (Updated May 2014)

²⁸ PPW Technical Advice Note (TAN) 1: ‘Joint Housing Land Availability Studies’

²⁹ Council Response to Housing Related Action Points: Action Point 1 of Hearing Session 5

develop an updated robust methodology. Nonetheless, for illustrative purposes, the Council considered the impact of removing 480 units from the housing supply. This would result in a total housing land supply of 4.9 years. However, as the Council has included the non-C3 housing component in the dwelling requirement of the submitted Plan, we agree that any reduction made on the supply side would be likely to be balanced by a reduction on the demand side.

- 4.20. The updated TAN 1 also allows for sites with a resolution to grant planning permission subject to the signing of a S106 Agreement to be included within the supply, where there is clear evidence that the S106 will be signed shortly, even if more than 12 months has elapsed since the date of the resolution to grant planning permission. This will need to be considered in agreement of the JHLAS on a case-by-case basis based on the available evidence³⁰. The Council says that more sites would have been included in the housing land supply had this provision been in place at the time of the 2014 JHLAS. The Former Arjo Wiggins Paper Mill Site is the subject of a S106 Agreement signed on 28 July 2014. Site clearance and ground works have commenced and a significant number of pre-commencement conditions have been discharged. Current indications are that this site would be likely to be developed within 5 years. A S106 Agreement was signed in respect of 130 – 132 Bute Street on 17 June 2014. The site is under construction and would have been included in the JHLAS. Phasing for these sites has been taken from the agreed 2014 JHLAS. Collectively they would add 769 units to the 5 year housing land supply.
- 4.21. The Council’s updated table³¹ includes these additional units as well as reflecting the impact of removing student accommodation. This shows a 5.2 year housing land supply. In addition, the Council has shown an amended table to reflect the revised dwelling requirement (41,415) and adjusted to exclude student accommodation and to include 769 units subject to S106 Agreements as referred to above. This indicates that there would be a 5.2 year supply of housing land at 1 April 2016. It is proposed to include these changes in the amended Policy KP1 (**MAC4**). The ‘JHLAS’ exercise undertaken by the Council can only provide an insight and the housing supply estimates have not been tested through a JHLAS process. However, the Council has identified land which it considers will meet housing requirement for the next 5 years and this provides a useful indication of the sources of supply that will assist subsequent monitoring. We are satisfied that current indications are that there would be at least a 5-year supply of housing land upon adoption of the Plan.

Housing Delivery

The Contribution from Strategic and Non-Strategic Allocated Sites

- 4.22. SCG between the Council, developers and landowners or agents of strategic sites B to H were submitted to the examination before the Hearings. The SCG each included a trajectory of housing provision for the remainder of the Plan period (2015 to 2026) as well as setting out infrastructure requirements based on information derived from the LDP Infrastructure Plan (IP). The same information was also provided for Strategic Site A and annual anticipated build

³⁰ PPW Technical Advice Note (TAN) 1: ‘Joint Housing Land Availability Studies’ paragraph 4.3.1

³¹ Council Response to Housing Related Action Points: Action Point 1 of Hearing Session 5

rates have been agreed between developers, landowners, agents and the Council on all non-strategic sites allocated in the Plan. In addition, updated information has been included in the IP to provide a list of infrastructure, estimated costs, potential funding sources and lead delivery body. The timescales for delivery have also been amended to provide a more accurate guideline. The trajectories show that these allocations will provide the level of housing needed over the Plan period and we consider that they take a reasonable approach to the delivery of new homes from these large strategic proposals, including likely start dates and annual rates of completion. Nevertheless, they can only be a broad estimate of likely new housing delivery, and will have to be regularly reviewed through the plan’s monitoring process.

- 4.23. The Council acknowledges that build rates for the remainder of the Plan will need to be higher than in previous years to deliver the required level of housing. A wide range and choice of allocations in terms of brownfield and greenfield sites, strategic and non-strategic sites and in terms of geographical spread is proposed to ensure that the sites can be developed concurrently. The long-term absence of an adopted Plan being in place with allocations that could be developed, particularly greenfield sites, has resulted in a high “pent-up” demand for new homes. This, together with improving market conditions, supports a higher future build rate.
- 4.24. Representors raised concerns that development of the strategic sites could create a “monopoly” whereby developers would control the release of housing to manage/limit supply and increase house prices. In response to the Inspectors’ request at the Hearings, the Council sought the input of the house building industry to demonstrate that complementary delivery could be achieved between different developers on strategic sites without delay for reasons related to competition such as phasing development to influence market demand.
- 4.25. A briefing note was produced by Nathaniel Lichfield & Partners (NLP) on behalf of the landowners of strategic site C and their development partners, Redrow Homes³². The note confirms that the agreed housing trajectory is achievable owing to historic constraint on the release of suitable sites for family housing, the geographical spread of the strategic sites and the range and choice in housing types that will be offered. It is also supported by research conducted by NLP into housing delivery rates on major residential sites based on schemes built over the last 15 years. Strategic site C shares many characteristics with sites analysed in the north of Bristol and East Devon and both of these sites delivered in excess of 450 units per annum when the housing market was still in recovery.
- 4.26. There is little evidence to suggest that developers will phase delivery on an arbitrary basis. We agree it would seem reasonable to assume that build rates of over 500 units per annum can be achieved within 4 years of Plan adoption on sites that are configured to contain several sales outlets and where there is strong market demand. All the available evidence, including the Economic Viability Study³³, indicates that both the timing and total of new housing would

³² Council Response to Housing Related Action Points: Action Point 7 of Hearing Session 3

³³ Community Infrastructure Levy Economic Viability Study: Final Report by PBA (August 2014)

be largely viable and essentially deliverable over the Plan period. Although it is acknowledged that the delivery rates would be challenging, the Council’s proposed updated evidence in the Infrastructure Plan³⁴ (as referred to in **MAC8**) is essentially robust, up-to-date and credible with no insurmountable barriers to development apparent in relation to the strategic sites. Whilst this conclusion is based on the current position, continuing strengthening of the national and local economy would only reinforce this judgement.

- 4.27. The viability evidence is sufficient to demonstrate that the strategic sites should be deliverable with sufficient “critical mass” to support the provision of necessary infrastructure and community facilities/services. The Master Planning approach, as set out in the new policies KP2 (A) to KP2 (H), will set out in detail the necessary infrastructure to ensure the delivery of those sites. Moreover, with a variety of strategic sites identified, the Plan’s overall strategy does not rely on any one or more specific elements of new infrastructure having to be in place before the delivery of the development envisaged by the Plan. Consequently, it provides a reasonable degree of flexibility regarding delivery in the event that one or more of the strategic sites does not come forward as expected for whatever reason. Furthermore, the updated trajectories within the IP linked to infrastructure requirements for each of the strategic sites would provide the necessary certainty with regard to delivery to ensure a continuous supply of housing throughout the Plan period.
- 4.28. In most cases, the allocated sites have active developer interest. There is nothing to suggest that there are any insurmountable barriers to the development of the strategic sites. Some have planning permission or Council resolutions to permit, subject to legal agreements. Planning applications have also been submitted on a number of sites which shows the commitment from developers to deliver homes as soon as possible. This also indicates that the allocations have been subject to detailed viability and deliverability assessments. A significant number of dwellings are currently under construction which would be able to provide for part of the identified housing need in the early stages of the Plan. Moreover, there are no phasing restrictions in the Plan that might hinder an enhanced rate of delivery should that prove viable on any strategic site, or elsewhere. In the light of all the above, there would be no justification for any such measures in any event.
- 4.29. To supplement the housing delivered through the strategic allocations, the Plan allocates nine non-strategic housing sites. These sites have been tabulated in Policy H1: ‘Non-Strategic Housing Sites’, although the contribution each site would make to the supply has been subject to change in response to evidence arising from the Examination. **MAC18** amends Policy H1 to reflect the most up to date information.
- 4.30. Concerns were raised at the Hearings that four of the non-strategic housing sites (H1.1: ‘Land at Areas 9-12 St Mellons; H1.2’: ‘Land Rear of Clive Street’; H1.4: ‘Former Lansdowne Hospital’; and H1.7: ‘Ely Bridge Farm’) are located, at least in part, within the C1 Flood Zone as defined by the most up-to-date Development Advice Maps (DAMs). In response, the Council provided further

³⁴ Cardiff Infrastructure Plan (Working Draft 27th November 2015)

justification for the allocation of these sites³⁵, in accordance with the requirements of PPW and Technical Advice Note (TAN) 15: ‘Development and Flood Risk’.

- 4.31. Site H1.1 is located to the south of St Mellons at the edge of an existing settlement which could be described as being on the urban fringe. It falls within a deprived area described in the context of the Index of Multiple Deprivation 2011 as Cardiff’s ‘Southern Arc of Deprivation’³⁶. It does not constitute previously developed land and as such, the allocation fails to meet all of the tests set out in TAN 15. Nevertheless, a flood consequences assessment has found that the consequences of a flooding event would be acceptable and, given that it would form part of the Council’s Housing Partnership Programme, the development would deliver approximately 150 residential units of which some 40% would be affordable. As such, the allocation would contribute significantly to the identified need for affordable housing in a deprived area, would complement the proposed employment allocations and go some way to sustaining the existing settlement. On this basis, the advantages far outweigh the fact that the site is not previously developed and, for this reason, we are satisfied that it represents a sound allocation.
- 4.32. Site H1.2 comprises a former railway embankment and therefore meets the definition of previously developed land. The site would also make an important contribution to the local housing stock, providing a different offer to that provided through the large greenfield strategic sites, thereby serving to sustain the existing settlement. The consequences of a flooding event have been satisfactorily demonstrated to be acceptable and, for these reasons, the allocation is fully compliant with the provisions of TAN 15. Moreover, with no insurmountable constraints to development, the allocation would be capable of delivering some 80 dwellings within the five year period following the adoption of the Plan.
- 4.33. Site H1.4 meets the definition of previously developed land by virtue of its former use as a hospital and the contribution it would make to the local housing supply would help sustain the existing settlement. Concerns have been raised in relation to whether flood risk on site can be mitigated in accordance with TAN 15 requirements. However, a Position Statement³⁷ has been agreed by the Council, the site proponent and Natural Resources Wales (NRW), identifying two potential means of alleviating flood risk within the plan period. Flood mitigation measures would be funded within the overall viability of the scheme and, given that the intention is now for the site to be developed as apartments, the estimate of 75 units remains realistic and deliverable within the plan period. As the site can be delivered in accordance with national policy requirements, it represents a sound allocation.
- 4.34. Site H1.7 comprises previously developed land by virtue of the buildings on site and a flood consequences assessment has been submitted to demonstrate that the consequences of a flooding event would be acceptable. The site benefits from a relatively recent grant of planning permission for 41 affordable homes

³⁵ Council Response to Action Point 2 of Hearing Session 9

³⁶ Final SA Report revised reflecting May and October 2015 Draft MAC Schedule

³⁷ Position Statement in Response to Action Point 3 of Hearing Session 20 (October 2015)

and would help sustain the existing settlement. As there are few constraints to development, it is anticipated that the site could be delivered within the early years of the plan. Such information has been reflected in the proposed revisions to Policy H1 (**MAC18**) and, on this basis, the allocation is demonstrated to be soundly based.

- 4.35. Site H1.3: ‘Rookwood Hospital’ is currently occupied by health care facilities and was allocated within the deposit LDP for some 80 residential units. Alternative site AS (B) 1 proposed a modest extension to the allocation to better reflect the extent of the area likely to become surplus to requirements by the NHS. In light of this evidence, the Council proposes, through **MAC18** and **MAC PM3**, to extend the allocation from approximately 2.9 ha to 3.4 ha, effectively increasing the capacity to some 90 units. This proposed change would provide greater certainty and would ensure consistency between the allocation and any subsequent proposal submitted through the development management process. The proposed change has been subject to the necessary SA and preparatory processes, including necessary public consultations, and we are satisfied that it would not undermine the outcomes of the original SA.
- 4.36. Concerns were raised through representations that the development of site H1.3 would have adverse consequences for the site’s natural and built heritage assets. However, nothing has been submitted to suggest that such matters could not be adequately addressed through the development management process. Meanwhile, nothing has been submitted to demonstrate that concerns relating to localised traffic congestion would be materially different from existing or other permissible uses. Accordingly, the allocation, as amended by **MAC18** and **MAC PM3**, complies with the tests of soundness.
- 4.37. The contribution H1.5: ‘Land at Dan-y-Garth, Pentyrch’ would make to the housing provision has been amended through **MAC18** to 47 units. This reflects a relatively recent grant of planning permission. The site abuts the existing built form of Pentyrch and does not have any insurmountable constraints to development. The site is therefore capable of contributing to the immediate five year land supply and is soundly based. Likewise, **MAC18** also amends Policy H1 to reflect the grant of planning permission for 64 residential units at site H1.6: ‘Land at Former St John’s College’. There are no significant barriers to the development of the site and, for this reason its allocation is considered sound.
- 4.38. Site H1.8: ‘Electrocoin Automatics Ltd, Caerphilly Road’ would result in the loss of a former industrial site. However, the site is currently vacant and not considered an important site within the context of the LDP’s employment strategy. Moreover, given the adjacent residential uses, the site would be suitable for housing development and capable of delivering approximately 20 units within the 5 years following the adoption of the Plan. Likewise, whilst H1.9: ‘Land at Mill Road, Tongwynlais’ is only allocated for approximately 5 residential units, it would be capable of providing a modest level of growth in the village of Tongwynlais immediately after the adoption of the Plan. Nothing has been submitted to indicate that a change is necessary with respect to these allocations.
- 4.39. For these reasons, we are satisfied that the non-strategic housing allocations would provide for a range and choice of housing sites that are capable of being

delivered within the plan period. They provide for a different offer to that provided through the allocation of the strategic sites and would provide for some 572 dwellings over the Plan period.

- 4.40. The Council produced a composite table showing housing provision for the remainder of the Plan period to include anticipated contributions from windfalls, changes of use and commitments as well as anticipated rates of delivery for the allocated sites. It is proposed that the table would be included in the supporting text to Policy KP1 (**MAC4**). This change would offer additional clarification and would provide an accurate basis upon which to plan to meet the identified housing requirement. A housing trajectory would be included within the revised monitoring framework (**MAC75**) which would enable regular monitoring of housing completions on the allocated sites as well as the rate of small sites and windfalls coming forward. This would indicate when sites were not delivering dwellings as anticipated and would trigger a review of the Plan.

The Contribution from Windfalls

- 4.41. The Plan makes an allowance for 4,807 dwellings to come forward from windfall sites which would represent approximately 11% of the total housing supply. To place this in context, the allocations would comprise approximately 35% of the new dwelling requirement with existing consents comprising approximately 26% of the total and the remainder anticipated from new household formation and dwellings delivered from the start of the Plan period. The reliance on windfalls would thus not be disproportionate.
- 4.42. The windfall allowance is based on the rate of windfalls that have come forward in the past 10 years, but reduced by a rate of 40% to reflect the constrained housing land supply over this period and in recognition that the potential for windfalls to be achieved at the same rate will be diminished over time. However, it is anticipated that the opportunities for windfall development would continue over the Plan period and the Council point to the potential for windfalls arising from the likely review of education sites and institutions as well as the redevelopment of existing buildings. For example, some 460 homes are the subject of windfall applications received since the Plan was submitted including the BBC site at Llandaff, Caerau Nurseries and the Hamadryad Centre. Other potential sources of future windfalls have also been identified in the Council’s Urban Capacity Study³⁸. There is thus a strong likelihood that windfall sites in Cardiff will continue to come forward.

Alternative Sites

- 4.43. A number of representors propose alternative sites to those allocated in the Plan, most notably for housing development. Some may consider that the allocations in the Plan do not present the best solution but we are limited by statute and can only recommend a change to make the Plan sound. We cannot seek to make a sound Plan better. The Council considers that it has produced a strategy, policies and allocations that are sound. The Plan makes satisfactory provision for the delivery of housing in a manner consistent with the development strategy. Subject to the recommended changes set out above,

³⁸ Background Technical Paper 2: Urban Capacity Study (Updated May 2014)

the Plan is thus sound in respect of its general housing provisions without inclusion of further sites.

Conclusion

4.44. There will be sufficient land allocated to ensure the delivery of 41,415 homes within the Plan period. A significant proportion of the housing allocations are the subject of planning applications and in some cases, benefit either from planning permission or a resolution to grant planning permission, subject to the signing of a S106 Agreement. Whilst the delivery rate would be challenging, there is a high level of demand and interest from major house builders. Sufficient land is proposed to be allocated and current indications are that a 5-year supply of housing land would be provided. There is adequate evidence to support the Council’s assessment of the potential supply of housing land. A robust and thorough assessment has been undertaken using reasonable assumptions in terms of whether sites are deliverable and over what timescale. The Council, together with landowners and developers, have shown that the allocations can be delivered and there is confidence that the Plan can provide the number of houses required. Furthermore, additional flexibility could be delivered, as set out in Policy KP1, through a future review of the Plan.

5 Affordable Housing Provision

Affordable Housing Need

- 5.1. A Local Housing Market Assessment (LHMA) was published in 2008 and updated in 2013³⁹ to take account of amendments to the requirements of LHMA as set out in PPW⁴⁰. The updated calculations of the affordable housing requirement as set out in this assessment indicate that there is an annual requirement for 3,989 affordable dwellings from 2013 to 2018. The likely tenure profile required by households resident in Cardiff in 13 years’ time in comparison to the tenure profile recorded currently indicates that 62.4% of new dwellings should be market properties, with 4.6% intermediate housing and 33% social rented accommodation⁴¹. It is proposed to include a new paragraph in the Plan which would set out the level of affordable housing required (**MAC13**). This would improve the Plan’s clarity.
- 5.2. Following discussions at the Hearings, the Council was asked to determine whether there was a backlog of need for affordable dwellings from the start of the Plan period 2006 to 2013 and to calculate any residual requirement once all sources of supply, including allocations, commitments and windfalls had been taken into account. The updated evidence identifies a backlog of 1,695 units from 2006 to 2014⁴². However, it is evident from the LHMA that any need arising from the start of the Plan period would have been factored into the overall assessment of housing need as set out in the LHMA Guide⁴³. We are thus content that the LHMA findings are based on a robust assessment of need.

³⁹ Local Housing Market Assessment Update (July 2013)

⁴⁰ Planning Policy Wales paragraph 9.1.4

⁴¹ Local Housing Market Assessment Update (July 2013): Table 6.4.

⁴² Council Response to Action Point 1 of Hearing Session 4

⁴³ Local Housing Market Assessment Guide (March 2006)

Provision of Affordable Housing

- 5.3. The submitted Plan set a target to deliver 6,953 affordable dwellings over the remaining Plan period (2013 – 2026) which would equate to 535 units per annum. This figure was based on an estimate of the likely number of affordable homes that would be provided via the LDP housing allocations, windfalls and proposals for change of use based on the Plan’s affordable housing contribution targets in Policy H3: ‘Affordable Housing’. The total affordable housing target also takes into account the current landbank of affordable units, less a 15% flexibility allowance. Some affordable housing may also come forward from other sources, such as on sites or in units acquired by social housing providers.
- 5.4. Policy H3, as submitted for examination, sought a contribution of 20% affordable housing on brownfield sites and a 30% contribution on greenfield sites on proposals that contain 10 or more dwellings or sites of 0.3 ha or above in gross site area. The findings of the LDP Economic Viability Report⁴⁴ informed the affordable housing contribution targets. The findings were based on viability appraisals of a range of different development types and sites across Cardiff with varying levels of affordable housing. The assessments included a calculation for necessary infrastructure which could be achieved through S106 Obligations and/or Community Infrastructure Levy (CIL) charges which would be consistent with Policy KP6: ‘New Infrastructure’.
- 5.5. The report says that the LDP affordable housing contribution targets of 30% on greenfield sites and 20% on brownfield sites would be viable. However, at the Hearings the Inspectors sought clarification that 20% affordable housing would be justified on large brownfield sites. The Council’s response⁴⁵ says that the viability assessment was undertaken at a high level across a representative number of hypothetical development typologies rather than a detailed assessment of individual sites and allocations. Whilst this approach is consistent with the advice in the Harman Report⁴⁶, the Council undertook further viability assessments which were informed by real situations in developments in Cardiff consistent with the scale and location of sites in the Plan⁴⁷. These detailed appraisals show that development remains viable with a 30% affordable housing target on greenfield sites and 20% on brownfield sites with sufficient headroom to make a contribution towards necessary infrastructure.
- 5.6. The Economic Viability Report also confirms that the LHMA recommended tenure split (40% social rented, 40% intermediate rented and 20% low cost home ownership) was used to inform the viability calculations. It is proposed to amend the reasoned justification to Policy H3 to provide a broad tenure mix (**MAC19**) which would help support delivery of the type of housing required.

⁴⁴ Cardiff LDP Viability Testing: Economic Viability Report (September 2013)

⁴⁵ Council Response to Action Point 11 of Hearing Session 4

⁴⁶ Viability Testing Local Plans: Advice for Planning Practitioners (June 2012)

⁴⁷ Council Response to Action Point 11 of Hearing Session 4

- 5.7. At the Hearings the Inspectors requested additional clarification⁴⁸ on some of the data in the Economic Viability Report, including any differences in assumptions between that report and the CIL Economic Viability Study published in 2014⁴⁹. The Council provided additional clarification including a table to show the differences between the 2013 and 2014 studies, to explain why values have changed for some assumptions and to identify any implications for viability. Both studies generally took a high level approach to viability testing in line with CIL Regulations and guidance offered by Harman⁵⁰. The lower land values in the 2014 report would be expected to improve viability. However, the Council response showed that a combination of changes to other assumptions, such as build costs, resulted in only a marginal difference.
- 5.8. In light of the identified level of affordable housing required, it was explored at the Hearings whether all policy options had been adequately pursued in order to maximise the provision of affordable homes. The Council was asked to provide a rationale for its approach to achieving affordable housing targets rather than pursuing a more spatial approach based on market values. The Council says that the viability appraisals have been undertaken across a range of site typologies across Cardiff. Additional testing on sites consistent in scale and location to those identified in the LDP has also been undertaken. This is consistent with advice in Harman which suggests a proportionate approach via testing a range of site typologies reflecting the mix of sites upon which the Plan relies. The purpose is to provide high level assurance that the policies within the Plan are set in a way that is compatible with the likely economic viability of development needed to deliver the Plan.
- 5.9. Whilst different housing market areas were identified for the LHMA the viability assessments undertaken do not conclude that a differential rate applied according to those areas, could be supported. The Council’s evidence shows that whilst viability will vary between locations, the largest factor for sites identified in the Plan are in terms of costs, particularly land values and opening up costs, and the largest differences would be between greenfield and brownfield sites rather than specific locations. The distinction between greenfield and brownfield sites has been made in recognition of the likely site specific infrastructure costs (such as onsite provision of schools on strategic sites) being generally higher on greenfield sites⁵¹.
- 5.10. The Council’s Economic Viability Report indicates that the threshold, for which development schemes could make a contribution to the provision of affordable housing, could be reduced. In seeking to maximise opportunities for affordable housing provision, the Council proposes a number of changes to Policy H3 including reducing the threshold to 5 units and the site size to 0.1 ha. Amendments would be made to criterion iii. seeking to ensure that sites are not developed in a piecemeal way and to maximize affordable housing provision where adjacent sites are being developed. It is also proposed to amend the policy to state that affordable housing will be sought to be delivered on-site unless there are exceptional circumstances (**MAC19**). The requirement for

⁴⁸ Council Response to Action Points 3-18 of Hearing Session 4

⁴⁹ Cardiff Community Infrastructure Levy: Economic Viability Study Final Report (August 2014)

⁵⁰ Viability Testing Local Plans: Advice for Planning Practitioners (June 2012)

⁵¹ Council Response to Action Point 10 of Hearing Session 4

evidence of need is also proposed to be removed as the need for affordable housing has been established through the LHMA. These changes would ensure that the policy more closely aligns with national planning policy⁵².

- 5.11. The supporting text to Policy H3 refers to the requirement for all housing developments of 50 or more dwellings to be accompanied by an independent viability assessment. This is not fully justified in the evidence and in cases where agreement cannot be reached on affordable housing contributions an independent assessment would need to be provided in any case. It is also clear from the preceding text that each proposal’s actual contribution would depend on the scheme’s capacity for provision. Changes proposed by the Council in **MAC19** would remove the requirement for independent assessment on all developments of 50 or more dwellings. It is considered that these changes would improve the Plan’s clarity and consistency of interpretation.
- 5.12. To take these proposed amendments into account, the Council has subsequently provided an updated breakdown of the anticipated residual affordable housing provision when assessed against all sources of supply, including allocations, commitments and windfalls⁵³. This shows the anticipated number of affordable dwellings to be provided over the remainder of the Plan period (2014 – 2026) to be 6,646. Consequential changes to Policy KP13: ‘Responding to Evidenced Social Needs’ and the supporting text are proposed in **MAC13** to reflect this updated position.
- 5.13. Whilst the affordable housing target has slightly reduced from that of the submitted Plan, it is not a significant reduction and the target is more accurate. The Council has considered during the examination ways in which the Plan might realistically increase affordable housing delivery, given the shortfall in the number of affordable dwellings expected to be delivered compared to the level of need identified. The Council has sought to maximise affordable housing provision whilst taking into account the viability of developing potential sites, the anticipated future level of financial assistance in building new affordable homes and the level of developer contribution that can be realistically sought.
- 5.14. Proposed changes to the monitoring framework (**MAC75**) would include an indicator to effectively monitor the delivery of affordable housing over the Plan period. The new paragraph as proposed in **MAC13** would also make clear that the affordable housing target would not meet the total identified need and that the Plan is only one of a variety of means to achieving a supply of affordable housing. The Plan seeks an appropriate balance between the contribution from development to the provision of infrastructure and achieving a viable level of affordable housing. This is consistent with PPW which requires the level of developer contribution that can realistically be sought when setting affordable housing targets to be taken into account⁵⁴. Monitoring would ensure that affordable homes were being delivered in accordance with the strategy and overall the strategy is considered sufficiently flexible to deal with future changes.

⁵² Planning Policy Wales paragraph 9.2.17

⁵³ Council Response to Action Point 1 of Hearing Session 4

⁵⁴ Planning Policy Wales paragraph 9.2.16

Conclusion

- 5.15. We are satisfied that the evidence supports the need to seek affordable housing provision at the level envisaged and the proportions sought on brownfield and greenfield sites reflect available evidence. Policy H3, as proposed to be amended by **MAC19**, would set out a clear yet flexible approach which would take into account the effect on the viability of development along with other site specific factors. Subject to those changes proposed by the Council as set out above, we find the Plan’s approach to affordable housing sound.

6 Gypsy & Traveller Sites

Level of Need for Permanent Sites and Plan Allocation

- 6.1. There are two Council-managed Gypsy and Traveller residential sites in Cardiff at Rover Way and Shirenewton. There are also a few privately run sites, most notably next to the Council’s site at Shirenewton. The sites generate a need for new pitches. The Council commissioned an independent study⁵⁵, carried out in consultation with the Gypsy and Traveller community, to assess the level of need for permanent and transit sites over the Plan period. The level of need identified for the remainder of the Plan period (2013 – 2026) was 108 additional permanent pitches. This comprises a current need for 43 pitches and a future need for 65 pitches.
- 6.2. The submitted Plan allocates land for the provision for Gypsy and Traveller accommodation at Seawall Road via Policy H7: ‘Allocation Policy for Gypsy and Traveller Site’ which would accommodate 65 new pitches. However, the site is within a Zone C2 floodplain, as identified by the TAN 15 Development Advice Maps (DAMs)⁵⁶. This position remains unchanged with the update to the DAMs in January 2015. TAN 15 says that sites in Zone C2 should not be allocated for highly vulnerable development⁵⁷, such as residential premises which includes caravan parks. WG Circular 30/2007 says that Gypsy and Traveller sites should not be located in areas at high risk of flooding given the particular vulnerability of caravans.
- 6.3. The Council’s study into potential sites rejected it on the basis of it being within Flood Zone C2⁵⁸. The allocation was based on the findings of the Phase 2 Strategic Flood Consequences Assessment (SFCA) which indicated that flood risk would be within current guidelines for development conditions but that flooding would become an issue when considering the impact of rising sea levels in future years. However, national planning policy advises that flooding consequence assessments should ensure that the development meets an acceptable standard of flood defence for the design life of the development⁵⁹.
- 6.4. Moreover, national planning policy also requires a sequential approach to the location of development in areas at high risk of flooding. The objective is to

⁵⁵ Gypsy and Traveller Accommodation Needs Study (April 2013)

⁵⁶ PPW Technical Advice Note (TAN) 15: ‘Development and Flood Risk’

⁵⁷ PPW Technical Advice Note (TAN) 15: ‘Development and Flood Risk’ paragraph 10.8

⁵⁸ Gypsy, Traveller and Travelling Showpeople Sites Study: Final Report (July 2013)

⁵⁹ PPW Technical Advice Note (TAN) 15: ‘Development and Flood Risk’ Appendix 1, E) paragraph 8

move away from flood defence and the mitigation of the consequences of new development in areas of flood hazard towards a more positive avoidance of development in those areas⁶⁰. Flood defence enhancement schemes are currently planned as part of a wider scheme that would reduce flood risk on the site. However, in light of the site’s location in Flood Zone C2 the allocation would conflict with TAN 15 and soundness tests.

- 6.5. Consequently, the Council proposes to delete the allocation and Policy H7 (**MAC22, MAC PM4**). However, in line with recommendations in the sites study, the site would be kept under review should satisfactory measures be implemented as part of a wider scheme to mitigate flooding in the area. An indicator is proposed to be included in the revised monitoring framework to that effect (**MAC75**).
- 6.6. The existing site at Rover Way was the subject of a report commissioned by the Council to examine its physical condition⁶¹. The report identified the site as being potentially vulnerable to flooding due to coastal erosion. If this site had to close, there would be a need to find a further 21 replacement pitches. The report recommends that this situation will need to be resolved by 2033. Accordingly, it is proposed to include an indicator in the monitoring framework to ensure that the existing supply of pitches is maintained and a trigger to seek alternative pitches should existing pitches be lost (**MAC75**).

Level of Need for Transit Sites

- 6.7. The Gypsy and Traveller Accommodation Needs Study identified a gap in provision for a suitably located transit site of around 10 pitches near the M4. However, the study says that this does not necessarily fall within Cardiff and could potentially be met by a range of local planning authorities in the area. The study recommends that the needs of Gypsy and Travellers visiting South East Wales should be considered at a strategic level.

Provision of Permanent and Transit Sites

- 6.8. Further to the examination Hearing, and in response to the Inspectors’ request, the Council prepared a position statement setting out clear mechanisms and timescales for delivery of a site or sites to meet the identified need for 108 pitches. It is proposed to undertake a comprehensive review of the site selection process, including revisiting the site selection criteria, to identify suitable sites to meet the identified current need over the next two years and to meet the longer term need by 2021. The review would also identify potential funding sources. Consequential changes to the Plan, as proposed by **MAC23**, would make clear that local authorities are required by the Housing (Wales) Act 2014 to assess the accommodation needs of Gypsy families and to submit the assessment to the WG for approval by February 2016. This assessment would also include an evaluation of the need for transit sites in Cardiff.
- 6.9. The Council proposes to establish a Steering Group to work proactively with its Housing Department and the Gypsy and Traveller community to identify a

⁶⁰ PPW paragraph 13.2.3 and Technical Advice Note (TAN) 15: ‘Development and Flood Risk’

⁶¹ Site Appraisal Report on the Rover Way Gypsy and Traveller Site (May 2013)

permanent site. It is proposed to include the process and timescales for identification and provision of accommodation in the Plan (**MAC23**). Whilst the proposed deletion of the allocation means that a site has not now been allocated, we are satisfied that adequate explanation has been provided and clear procedures would be put in place to ensure that the necessary provision is made. The Council is also well aware of its duty under the Housing (Wales) Act to provide a permanent site where there is evidence of need. The mechanisms and timescales for delivery would also be set out in the revised monitoring framework (**MAC75**) to ensure that a suitable site or sites would be identified and provided to meet the current need by 2017 and the longer term need by 2021; failing this the Plan would be partially reviewed.

- 6.10. In addition, Policy H8: ‘Sites for Gypsy and Traveller Caravans’ provides criteria to allow suitable sites to come forward. Proposed changes to criterion ii (**MAC23**) would ensure that the correct terminology is used in respect of land contamination and would ensure that the policy was coherent. Subject to this change and proposed changes to the reasoned justification, Policy H8 would provide a sufficiently sound basis for meeting the need for Gypsy and Traveller sites.

7 Sustainable Transport and Infrastructure

Sustainable Transport: Modal Split

- 7.1. A key priority of the Plan is to establish Cardiff as a sustainable travel City as part of the wider objective of ensuring that people in Cardiff have a clean, attractive and sustainable environment. A central aim of the transport strategy underpinning the LDP is to achieve a 50:50 split between travel by car and sustainable travel. The modal split would relate to all journeys. The Plan refers to the Council’s modelling assessment which shows that the growth projected in the LDP will result in major increase in transport movements and to accommodate the additional trips on the highway network, it will be necessary for at least 50% of all trips on Cardiff’s transport network to be made by sustainable modes by the end of the Plan period.
- 7.2. The supporting evidence⁶² indicates that traffic flows need to be constrained to 2010 levels for the transport network to accommodate the growth envisaged in a way which avoids unmanageable levels of congestion. In order to achieve this, there needs to be a shift from car use to sustainable modes across all journey purposes from the 64% share identified in 2011 to the 50% share in the 50:50 target. The Plan acknowledges that in order to achieve the 50:50 modal split, development in the LDP would need to be supported by significant new transport infrastructure, improvements to existing transport and measures to manage travel demand and encourage use of sustainable transport both within existing and new communities in Cardiff.
- 7.3. The Council’s evidence points to various data sources to show that there has been a significant increase in sustainable travel to work over the last 10 years, including a corresponding increase in rail use and cycling over the same period. The evidence indicates that a shift to more sustainable travel is already taking

⁶² Background Technical Paper 5: Transportation (September 2013)

place whilst comparisons with other cities suggests that growth can stimulate investment in transport infrastructure and bring about a shift to sustainable modes⁶³. The Council also plans a range of measures to influence and change travel behaviour such as improvements to walking, cycling and public transport infrastructure, route improvements, transport hubs, parking controls and pricing policies.

- 7.4. The position statement⁶⁴ submitted by Vectos on behalf of the parties bringing forward strategic sites C,D, E, F and G refers to joint working between the Council, developers, landowners, Welsh Government, Sustrans, the Design Commission for Wales and public transport operators. The master planning and design for transport is at an advanced stage for these strategic sites and has been based on traffic models that take into account traffic and movement associated with the strategic sites in the north-east and north-west of Cardiff. It sets out 4 key themes of design, choice, behaviour and management. It is proposed to influence the internalisation of movement within the sites through design and to provide an appropriate level of infrastructure at the early stages of development to influence choice and promote behaviour change. The strategic sites would be designed to make sustainable modes more attractive and achieve a better modal share than existing developments⁶⁵.
- 7.5. It was confirmed during the examination that it is not the Councils’ intention to require all development to achieve a 50:50 modal split. Mitigating the transport impacts of development by securing supporting infrastructure or measures which maximise trips by sustainable travel will be crucial to achieving the modal split target. Each development would have to show that it had maximised achievement towards the target in light of specific evidence available⁶⁶. Proposed changes to the reasoned justification to Policy KP8: ‘Sustainable Transport’ (**MAC10**) would provide further clarity in that respect. New development would thus play a role in providing infrastructure or measures that would collectively contribute to achievement of the target.
- 7.6. New Policies KP2 (A) to (H) as proposed by **MAC5** would include details of the specific transport infrastructure to be provided on each of the strategic sites. Furthermore the updated Infrastructure Plan (IP)⁶⁷ provides further clarity in respect of the combination of strategic site investment and other initiatives to achieve the infrastructure necessary to facilitate the modal split. The sites would be planned to encourage residents to walk, cycle and take public transport.
- 7.7. The IP includes two categories of infrastructure. Category 1 is essential/enabling infrastructure which is defined as being required ‘to facilitate development’ and would need to be delivered prior to, or at the commencement of the relevant phases of development (e.g. transportation, utilities and flood mitigation) and Category 2 necessary infrastructure which is described as necessary ‘to make development acceptable’ and would be phased and

⁶³ Cardiff Council Examination Statement Hearing Session 14: Transport Matters

⁶⁴ Hearing Session 2 Position Statement: Transport Infrastructure

⁶⁵ Background Technical Paper 5: Transportation Updated May 2014 provides the potential percentage of journeys that could transfer from car to walking, cycling or public transport

⁶⁶ Cardiff Council’s Examination Statement to Additional Hearing Session 25: Transport & Infrastructure

⁶⁷ Cardiff Infrastructure Plan (Working Draft 27th November 2015)

implemented alongside new development (e.g. schools and open space). Proposed changes (**MAC5**) to include the categories of infrastructure in new policies KP2 (A) to (H) and Policy KP6: ‘New Infrastructure’ (**MAC8**) would help clarify the difference between the infrastructure types and provide greater certainty over the timing of delivery of infrastructure. Furthermore, proposed changes to the reasoned justification to Policy KP8 (**MAC10**) would introduce specific references to the provision of transport infrastructure in the development of the strategic sites. It would also include cross references to other relevant policies, thereby providing a comprehensive policy framework within which to identify necessary transport infrastructure and ensure it is delivered.

- 7.8. The IP includes estimated costs of infrastructure, funding sources as well as anticipated timescales for delivery and would be regularly updated. Proposed changes to the Plan (**MAC5** and **MAC75**) would ensure that the summary of key infrastructure requirements within KP2 (A) to (H) would be cross-referenced to the Infrastructure Plan and directly linked to the Plan’s monitoring framework. Master plans, which would be informed by the new policies and the schematic frameworks forming part of those policies, are intended to play an important part in creating sustainable communities many of which would include retail, employment, community and education facilities on-site. The scale of the sites would make it possible for new housing to be integrated with a range of new facilities. This would help to reduce the need to travel.
- 7.9. The master plans would also provide opportunities to provide connectivity both within the sites and externally to neighbouring areas. They would be designed to maximise the use of public transport, including the provision of new and extension of existing services as well as walking and cycling. Discussions have already taken place between developers and transport operators on some sites and key routes have been identified and costed. Furthermore, cycle networks and pedestrian links have been planned which would be an integral feature of the new communities and would make walking and cycling practical choices for daily trips. Off-site connections would improve the scope for connecting with upgraded cycle routes beyond the sites, including to the Taff Trail and City Centre. Where relevant, these details have been included as ‘Essential’ or Category 1 infrastructure in the proposed new policies KP2 (A) to (H).
- 7.10. It is recognised that achieving the modal shift will require a significant shift from car to other modes for residents. However, we agree with assertions made at the examination that it would be unrealistic to expect traffic to flow unimpeded at peak times or to attempt to build sufficient road capacity to accommodate and prioritise the convenience of car users. PPW aims to extend transport choice, encourage a more efficient and effective transport system and to minimise the need to travel. It expects this to be achieved through improving accessibility, promoting walking, cycling and supporting public transport, traffic management and infrastructure improvements⁶⁸.
- 7.11. It is intended to measure progress in achieving the modal split by including within the IP a time-phased trajectory or timeline of expected progress towards the achievement of the 50:50 modal split target by the end of the Plan period.

⁶⁸ Planning Policy Wales paragraphs 8.1.1 and 8.1.4

Progress would also be measured by surveying the mode of travel by individual journey purposes via the monitoring framework (**MAC75**). This would enable the Council to identify appropriate interventions that may be required to be targeted at specific types of journeys. The monitoring framework would include indicators to measure the mode split for all journeys as well as improvements in journey times and reliability. If a trigger point is activated this would necessitate an assessment to investigate the underlying causes including accessibility mapping, corridor investigations into mode shift, journey time and reliability by mode and pinch points. It would also assess relative journey costs by mode and an assessment of the provision of transportation infrastructure. This information would be used to identify the necessary remedial actions including review of the Plan.

Strategic Rapid Transit and Bus Corridors

- 7.12. The Council’s transport strategy focuses on seeking to reduce car use by encouraging people to use more sustainable modes of transport. To achieve these objectives the Council intends to use a range of measures including infrastructure improvements to the strategic bus corridors by developing bus priority measures, bus lanes, bus gating and junction improvements to reduce bus journey time and improve reliability. It is also working with bus operators to re-configure the network to support development of the strategic sites and take account of proposals for the new bus station, new orbital routes and interchange points. The Council is working with neighbouring authorities to support and encourage sustainable commuting into the City. This includes work with RCTCBC to secure bus rapid transit connections along the A4119 corridor. RCTCBC has submitted a funding bid to WG to develop a park and ride site adjacent to this corridor with supporting junction improvements and bus priority measures⁶⁹. Other measures include newly acquired enforcement powers in respect of moving traffic offences and on-street parking controls. It is also proposed to develop the active travel network through development of comprehensive walking and cycling networks and delivery of new infrastructure to support these networks.
- 7.13. In response to the Inspectors’ request for additional information regarding bus capacity and journey times, the Council provided calculations showing the improvement in highway capacity in terms of ‘total people movement’ if buses replaced private cars on the highway. Also, how increases in bus capacity would result in a reduction in traffic demand and lead to improved journey times for all traffic. Information was also provided on how bus lanes can provide priority over general traffic and encourage modal shift⁷⁰. The graphs show that congestion increases most significantly beyond the 0.8 ratio of flow to capacity and the Council intends to use this ratio to identify what pinch points in the network contribute to the journey times. This information would be used in the analysis of transport data which in turn would be used for any assessment triggered via the monitoring framework and resultant prioritisation of transport interventions. Improvements in infrastructure, services and measures such as those outlined above would be targeted at areas that support the growth in the Plan in a deliverable and phased manner.

⁶⁹ Council Response to Transport Related Action Points: Action Point 6 of Hearing 7

⁷⁰ Council Response to Transport Related Action Points: Action Point 7 of Hearing 14

- 7.14. Proposed changes to Policy T2: ‘Strategic Rapid Transit and Bus Corridors’ (**MAC38, MAC PM13**) would provide more details of the bus corridor enhancements and would ensure that there was consistency with the details shown on the Proposals Map. Changes are also proposed to the reasoned justification to Policy T2. The updated text would refer to 4 Rapid Transit Corridors that have been broadly identified along corridors leading to the City Centre. The mode and precise alignment of rapid transit is not yet known and for this reason we agree with the Council that the routes cannot be defined on the Proposals Map and should not be included. However, provision for Rapid Transit Corridors would be made in the proposed new policies KP2 (A) and KP2 (C) to (H).
- 7.15. Further technical assessment would need to be undertaken, including as part of the master planning of the strategic sites, which would help to inform the precise mode and route alignments. Types of rapid transit are being considered including heavy rail, tram rail, light rail and bus rapid transit. Options for the types of infrastructure required to provide rapid transit serving the strategic sites are set out in the IP together with funding sources. The proposed changes to Policy T2 (**MAC38**) would provide for the development of 4 principal rapid transit corridors that would serve the strategic sites. The bus corridor enhancements would be located largely within these corridors but would be specifically highlighted as such. The proposed changes would thus provide the necessary distinction between the rapid transit corridors and the bus corridors within the Plan. We are also satisfied that the policies in the Plan (as proposed to be amended) would provide an overarching framework with sufficient detail at this stage to guide more detailed master planning for the transport infrastructure required, for both the strategic sites and for links to surrounding areas.

Cardiff City Region ‘Metro’ Network

- 7.16. The WG’s National Transport Finance Plan 2015 was consulted upon and published during the examination. It sets out its priorities for strategic transport over the next 5 years and beyond, the estimated expenditure required to deliver the schemes and the likely sources of funding. It includes a number of short, medium and longer-term schemes which will contribute to the delivery of the ‘Metro’ network. The Council is working with the WG to develop and implement walking, cycling and bus priority improvements. However, as outlined above, until the WG has undertaken technical assessments, details of the modes routes and alignment of the rapid transit are not yet known.
- 7.17. Following discussions at the Hearings, the Council has proposed a number of changes to the Plan, including a new policy, to provide a policy context to ensure commitment to delivery of this key project. It would ensure that the Plan safeguards land required for the ‘Metro’ transport scheme and avoid prejudicing the future development of ‘Metro’ routes. Proposed new Policy T9: ‘Cardiff City Region ‘Metro’ Network’ (**MAC39**) would seek to ensure that development that is required now does not prejudice delivery of this regionally important project. It would set out in the supporting text that any necessary safeguarding of land would be integrated within the design of approved development. The need for the rapid transit corridors is set out in the new

policies proposed for the relevant strategic sites, together with reference to improvements to the strategic public transport network.

- 7.18. The ‘Metro’ project is a longer-term initiative. Delivery of the Plan’s transport strategy is not wholly reliant upon it being in place before development in the Plan can commence. The strategy provides for a number of different transport improvements and measures rather than reliance upon one project. Neither does it rely upon one particular mode – such as a track, tram or rail-based solution. It provides a sound basis to support and help deliver the growth proposed rather than relying solely on initiatives it cannot control. However, the IP would offer an opportunity to provide updated information on potential timescales, costs and sources of funding for the ‘Metro’ which would be regularly updated. This would enable effective monitoring of progress in respect of the ‘Metro’ and other transport infrastructure by linking to the monitoring framework and enabling the Council to take any necessary action if the delivery of infrastructure fails to progress as expected.

Regional Transport Hub

- 7.19. Policy T4: ‘Regional Transport Hub’ seeks to support development of infrastructure and facilities around Cardiff Central railway station. It is proposed to develop a central public transport interchange around the railway station and Central Square. The site is part of a major redevelopment initiative being progressed by the Council and developers with landowners, Network Rail and transport operators. A study providing options to reconfigure the City bus network has been completed together with public consultation on the requirements of a new bus station.
- 7.20. New policy KP2 (A) would provide a policy context within the Plan and set out specific infrastructure requirements including the need for a central, public transport hub providing access to and interchange between the rail network, rapid transit, strategic bus corridors as well as the City-wide bus network and cycle networks. The new policy would also include reference to the potential need to safeguard land for future development of the ‘Metro’ project. Policy T4 would set out the key components and scope of the transport hub which would inform the development of more detailed specifications as part of a comprehensive master plan of the strategic site. We are satisfied that the proposed changes would ensure that sufficient details would be included in the Plan to ensure provision of an accessible interchange which would be integrated with surrounding development and provide connectivity between national, regional and local rail and bus services.

Monitoring and Managing Transport Impacts

- 7.21. The development of the strategic sites would inevitably result in substantial increases in traffic flows. Without adequate mitigation this would place undue pressure on the local road networks leading to significant traffic congestion and potentially impact on air quality. However, the policies in the Plan would require a range of transport mitigation and improvement measures, including capacity improvements and public transport links. The Plan makes clear that implementation of Policy KP8 and other policies in the Plan would help to reduce pollution arising from road traffic.

- 7.22. Policy EN13: ‘Air, Noise, Light Pollution and Land Contamination’ (as proposed to be amended by **MAC35**) would also seek to ensure that development that would generate unacceptable levels of air or other pollution would be appropriately located and controlled in line with national planning policy⁷¹. Furthermore, Air Quality Management Areas (AQMA) would be identified on the constraints map and an indicator would be included in the monitoring framework (via **MAC75**) to monitor the number of AQMAs throughout the Plan period. As the Highway Authority, the Council has undertaken a thorough and robust assessment of the transport implications of developing the strategic sites and is satisfied that adequate mitigation can be put in place. On the basis of evidence available, we share this view.
- 7.23. There would be scope to review transport mitigation measures as the development of the strategic sites progressed. A number of measures have been introduced to effectively monitor progress and take any necessary action to ensure delivery of transport infrastructure. The proposed changes would introduce new policies for each of the strategic sites identifying the necessary infrastructure, including links to the IP and clearer timescales by which it is required. Policy KP6: ‘New Infrastructure’ would require new development to make provision for, or contribute towards, the infrastructure needed as a consequence of the proposed development which would be delivered in a timely manner to meet the needs of existing and planned communities. Proposed changes via **MAC5** and **MAC8** would provide greater certainty over the timing of delivery of infrastructure and would make clear that any essential/enabling categories of infrastructure, such as transport and highways, would be delivered prior to commencement of the relevant phases of development.
- 7.24. Updated information in the IP would identify all the development projected to come forward together with information on the infrastructure requirements, including for each of the strategic sites. This would ensure that there is a benchmark for monitoring the delivery of infrastructure. This is a reasonable approach and avoids the complexity of having to separately identify in the Plan the requirements of a wide range of infrastructure providers. A trajectory or time-based schedule of expected progress towards achievement of the 50:50 modal split target over the Plan period linked to the monitoring framework would provide additional clarity and ensure that necessary infrastructure is delivered at the appropriate stage to reduce car dependency.
- 7.25. This, together with the amended monitoring framework, would provide the Council with a delivery and funding implementation timetable which would inform the master planning process as well as ensure that funding is in place to enable the relevant infrastructure to be provided from the first occupation of the strategic sites (where relevant) or over the medium to longer term. Furthermore, it would provide the basis for the Council to monitor progress by setting out a programme and key progression points for the critical infrastructure and to identify what action would be taken if the delivery of infrastructure fails to progress as expected.
- 7.26. We are satisfied on the basis of the available evidence that the effects of the strategic sites on traffic and transport can be adequately mitigated.

⁷¹ Planning Policy Wales paragraph 13.11

Furthermore, there would be scope to review transport mitigation measures as the development of the strategic sites progress.

The Provision of Infrastructure

- 7.27. As outlined above, proposed changes to include the categories of infrastructure in new policies KP2 (A) to (H) and Policy KP6 (**MAC5, MAC8**) would help clarify the difference between the infrastructure types. Proposed changes to the reasoned justification to Policy KP6 would also clarify that for the strategic sites, the new policies would provide clear guidance on the infrastructure and master planning requirements. There would also be a cross-reference to the IP.
- 7.28. Policy KP7: ‘Planning Obligations’ requires development to provide contributions to fund necessary improvements to infrastructure and community benefits to meet requirements arising from new development. Proposed changes to the policy and the supporting text would clarify that planning obligations would be sought on a case-by-case basis (**MAC9**). Other changes would make clear that contributions would be sought where they are necessary, directly related to the development and fairly and reasonably related in scale and in kind to the development. These changes would bring the Plan in line with the provisions of WG Circular 13/97 ‘Planning Obligations’ and the CIL Regulations 2010 (as amended). The proposed changes would also reflect the possibility of a CIL charging schedule being introduced during the lifetime of the Plan.
- 7.29. The Council’s intention is to introduce a CIL after adoption of the LDP. However, the Council intends to continue to seek necessary infrastructure for the strategic sites via S106 agreements, where appropriate, rather than relying solely on the CIL mechanism. In certain circumstances, S106 contributions would allow for required infrastructure to be delivered in line with the appropriate phases of development via triggered thresholds. This would help to ensure that the necessary infrastructure is in place when required. The IP is intended to support both the LDP and any future CIL charging schedule in this regard. In order to closely monitor the delivery of infrastructure the Council intend to prepare and keep under review an IP Delivery Report which would be included within the monitoring framework.
- 7.30. The IP Delivery Report would include details of S106 agreements that have been entered into, planning permissions granted that are CIL liable (should a CIL be adopted) and details of any grants of other sources of funding that have been secured towards infrastructure provision⁷². This would provide a clear distinction between S106 and CIL and ensure that there would be no ‘double dipping’ where developers pay twice for the same piece of infrastructure. It would also ensure that funding was effectively co-ordinated and could form the basis for priority and inclusion of appropriate infrastructure in the CIL Regulation 123 list.

⁷² Council Response to Action Point 7 of Hearing Session 2

- 7.31. The Council commissioned a Strategic Flood Consequences Assessment (SFCA) which provides a broad level assessment of the flood risk for the sites in the Plan and considers fluvial and tidal influences together with other sources of flood risk such as ordinary watercourses and public sewer networks. It sets out current and future flood risks for each of the sites and an assessment of the ability of the site to comply with acceptance criteria set out in Technical Advice Note (TAN) 15: ‘Development and Flood Risk’. Where mitigation measures would be required to meet the requirements of TAN 15, the SFCA sets out detailed and modelled mitigation measures including estimated costs. These indicative costs, which have been included in the IP, provide a summary of infrastructure requirements related to flood defences and drainage. The Plan makes clear that site specific assessments, including FCA would be required where appropriate and that development would only be permitted where the risks and consequences of flooding could be demonstrated to be managed to an acceptable level in line with national planning policy.
- 7.32. Dŵr Cymru Welsh Water (DCWW) was consulted on the LDP and has provided relevant water, sewerage and waste water comments on the allocations as well as providing assistance with assessing the potential demands for water and sewerage. The IP identifies the relevant waste water treatment works likely to be affected and the fact that some works would need to be upgraded to accommodate the proposed growth. The SCG for each of the strategic sites also acknowledge the necessity for water infrastructure requirements which would be linked with the phasing of development. DCWW has been in detailed discussions with the Council and developers and say that water or sewerage constraints would not be insurmountable barriers to delivery and that there is no reason why a combination of improvements through Asset Management Plan investment, developer contributions and the requisition process would not ensure that the allocated sites are delivered as proposed⁷³.

8 The Economy & Employment, including Retail

Provision of Employment Land and Premises

- 8.1. The Council’s updated Employment Land and Premises Study⁷⁴ assessed the existing employment land supply, the forecast supply of labour for different sectors of the economy and the future requirements for employment land and property. In assessing likely future employment scenarios for the Plan period, an uplift factor was applied to annual employment growth to take account of economic and labour market changes since the 2008 Cardiff Employment Land and Premises Study was undertaken. The employment scenarios were also developed to reflect planned interventions for some sectors identified as high growth prospects, in particular the financial and business services, construction, hotel and restaurant sectors where additional funding had been identified to boost growth rates within the Central Enterprise Zone. The analysis of population and labour market projections aligned to the LDP strategy suggests that Cardiff will need to expand its employment base by 40,000 jobs over the Plan period to sustain a healthy labour market.

⁷³ DCWW Hearing Statement for Hearing 2: Constraints to Development, Provision of Infrastructure, Timing and Delivery

⁷⁴ Cardiff Employment Land Study Update undertaken by DTZ (June 2011)

- 8.2. Further analysis of the labour supply by sector indicates that of those jobs, 23,220 are forecast to be in Non B uses and would not require employment land allocations⁷⁵. There is thus a requirement to accommodate 17,600 jobs on or in employment land and premises. The Council’s Employment Land and Property Study Gap Analysis⁷⁶ assessed the future office requirements, including an allowance for complementary non-B Use Class activities to be accommodated on employment sites such as motor trades/car showrooms as well as an allowance for market churn and stock modernisation. The estimated future requirement for office floorspace is between 413,900 to 501,200 sqm. The identified supply of office floorspace is estimated to be 537,883 sqm⁷⁷. This is based on an up-to-date calculation considering a number of sources of data including vacant premises, existing consents and sites with planning permission granted subject to the signing of S106 Agreements. On the basis of the available evidence we are satisfied that this is an accurate assessment.
- 8.3. The identified requirement for industrial land over the Plan period is between 83 and 125 ha. This estimate makes an allowance for the replacement or refurbishment of some industrial stock. However, the supply of industrial land assessed as part of the Gap Analysis was 69.5 ha. This suggests a potential shortfall of industrial and warehousing land (Use Classes B1 (b), (c), B2 and B8) to meet requirements. Furthermore, a substantial element of forward supply was ruled out due to further evidence on flooding which would prevent some sites coming forward unless effective flood mitigation measures were put in place. The Council provided an up-to-date calculation of supply for the examination Hearings based on the monitoring of completions since 2006 and an element of employment land that is anticipated as coming forward as part of the mixed-use strategic sites. It is anticipated that there would be a total supply of 125.4 ha⁷⁸ of employment land over the Plan period.
- 8.4. The WSP recognises that the Capital Region needs to develop a stronger presence in higher value services and the knowledge economy and acknowledges Cardiff’s pivotal role as a key provider of professional services, focussing on innovation and higher value-added knowledge sectors⁷⁹. The lack of high quality out-of-town office space is accepted as being a significant issue in terms of providing an appropriate range and choice to maintain and improve the competitiveness of the City and to attract expansion and investment in knowledge-based and other identified high-value growth sectors.⁸⁰ The need for start-up premises and ‘grow-on’ space is also acknowledged, as is the need to provide jobs in accessible locations and to create and support sustainable neighbourhoods. Policy KP9: ‘Responding to Evidenced Economic Needs’ sets out how the Plan intends to provide for a range and choice of employment sites in different locations, directing development to the most sustainable locations to deliver the level of growth in the Plan and to create balanced communities.

⁷⁵ Cardiff Council Examination Statement Hearing Session 10: Employment and Retail

⁷⁶ Cardiff Employment Land and Property Study Gap Analysis Final Report (April 2012)

⁷⁷ Erratum to Cardiff Council Examination Statement Hearing Session 10: Employment and Retail

⁷⁸ Not including the Non-Strategic Employment Site for Health Related Employment as outlined below

⁷⁹ WSP paragraphs 19.9 and 19.22

⁸⁰ Background Technical Paper No 4: Economic (September 2013)

- 8.5. High density office development would be concentrated in the Central Enterprise Zone and Cardiff Bay area whilst the mixed-use strategic sites would include employment uses for existing and future residents. The existing employment sites identified in Policy EC1: ‘Existing Employment Land’ are located in long-established business and industrial areas. Many of the sites identified for protection are located in areas to the west and south of the City which have high levels of unemployment.
- 8.6. Whilst the Plan would moderately exceed the forecast need for office floorspace, this would assist in maintaining a supply of employment land and providing some flexibility in the event that actual economic growth is stronger than forecast. This is consistent with TAN 23 which says that land provision targets may exceed anticipated demand to allow for the chance that the assessments are too low and to promote flexibility, competition and choice⁸¹.
- 8.7. Further to the hearings some boundary amendments were proposed to the Proposals Map. Proposed change **MAC PM6** would more accurately reflect Associated British Port’s land ownership on the map showing employment land EC1.2 and the Central Bay Business Area whilst a proposed change to the boundary of Cardiff Business Park via **MAC PM7** would reflect the land where planning permission for housing has been granted. These changes are recommended to improve the Plan’s accuracy and for clarity.

The Strategic Employment Site

- 8.8. Strategic Site H is located within flood risk Zone C1 of the TAN 15 DAMs (January 2015). TAN 15 promotes a precautionary approach which sets out that development can take place subject to justification including the acceptability of the consequences of flooding⁸². Further to the Hearings, at the request of the Inspectors, the Council provided additional information⁸³ to support and justify the allocation in line with the requirement for a sequential approach set out in PPW⁸⁴ and TAN 15⁸⁵. Also, to confirm whether the principle of a sequential test in terms of town centre-related uses had been taken in line with PPW⁸⁶ and TAN 23: ‘Economic Development’⁸⁷.
- 8.9. Focusing first on the matter of a sequential test for town centre-related uses, PPW seeks to promote a broad balance between housing and employment opportunities in order to minimise the need for travel. Major generators of travel demand such as employment should be located within existing urban areas or in other locations which are or can be well served by public transport, or can be reached by walking and cycling⁸⁸. TAN 23 says that local planning authorities should apply judgement depending on the nature of the economic use and its applicability to a particular location. Also, that they should have

⁸¹ Technical Advice Note (TAN) 23: ‘Economic Development’ paragraph 4.5.2

⁸² Technical Advice Note (TAN) 15: ‘Development and Flood Risk’ paragraph 6.2

⁸³ Council Response to Action Point 4 of Hearing Session 5

⁸⁴ Planning Policy Wales paragraphs 9.2.9 and 13.3.1

⁸⁵ Technical Advice Note (TAN) 15: ‘Development and Flood Risk’ paragraphs 3.1 and section 10

⁸⁶ PPW paragraphs 10.2.9 and 10.2.11

⁸⁷ Technical Advice Note (TAN) 23: ‘Economic Development’ paragraph 1.2.7 and 2.1

⁸⁸ Planning Policy Wales paragraph 4.7.4

regard to considerations set out in the TAN in respect of weighing economic benefit i.e. jobs accommodated, alternatives and special merit.

- 8.10. The proposed allocation of this strategic employment site to the east of St Mellons would provide considerable employment opportunities at the edge of an existing settlement in a deprived area which benefits from European Assisted Area status, as well as the potential for a new railway station and park and ride facility given the advantages of its location adjacent to the main line. It is readily accessible by public transport but would provide further opportunities to provide public transport access to the site from other parts of the City as well as improvements to walking and cycling facilities to improve local access to the site and help sustain neighbouring communities including Trowbridge and St Mellons. The site would provide some office space but it would also offer campus style or bespoke accommodation promoted for high value service and knowledge-based sectors as well as potential accommodation for new start-ups or spin-off businesses. It would offer an opportunity to extend the existing St Mellons Business Park which is at capacity.
- 8.11. Strategic Site A would offer City-centre high density B1 Use Class accommodation. However, the evidence indicates that there are few opportunities within the City-centre to offer the type of low-density, bespoke, incubator type of accommodation that would provide floorspace on one level and be capable of being adapted to suit the needs of the business and/or to provide grow on space. The sequential search undertaken by the Council also shows that whilst Cardiff has a number of designated employment sites, these tend to be located in the traditional urban areas characterised by industrial and warehousing activities with very little new floorspace to accommodate the needs of the knowledge-based sectors that require high specification buildings. Furthermore, there is not sufficient vacant land at existing out-of-town business parks such as at Cardiff Gate to accommodate the scale and type of employment site as that proposed at St Mellons.
- 8.12. This is further supported by the findings of the Council-commissioned report on the economic case for St Mellons Business Park extension⁸⁹. The report says that the strategic site would provide the opportunity to create a low-density business park offering more floor space on one level, modern infrastructure and flexibility to the occupiers. It also offers an opportunity to provide facilities valued by businesses as well as shared services such as broadband packages and security. Furthermore, there would be the potential to attract new investment from high growth knowledge-led sectors and even future development of a high tech cluster. This would accord with PPW and TAN 23 which says that the planning system should particularly support the low-carbon economy, innovative business/technology clusters and social enterprises which are defined as businesses that are particularly important in providing opportunities for social groups disadvantaged in the labour market. Developments that will provide space for these categories of businesses count as making special policy contributions⁹⁰.

⁸⁹ St Mellons Business Park Extension 2014 Update: The Economic Case for the Extension Draft Report

⁹⁰ Technical Advice Note (TAN) 23: 'Economic Development' paragraph 2.1.13

- 8.13. Turning to the issue of flood risk, Zone C1 of the TAN 15 DAMs are areas of the floodplain which are developed and served by significant infrastructure, including flood defences. TAN 15 sets out a precautionary framework for flood risk which includes justification for development and the acceptability of potential flooding consequences. Commercial development is defined as less vulnerable development in terms of the justification test and the TAN says that development can only be justified if it can be demonstrated that its location is necessary to assist, or be part of, a local authority regeneration initiative or strategy required to sustain an existing settlement; or its location is necessary to contribute to key employment objectives supported by the local planning authority and other key partners, to sustain an existing settlement or region. Also, that it concurs with the aims of PPW and meets the definition of previously developed land.
- 8.14. The site is not previously developed land. However, as outlined above, the Council consider that the edge of settlement allocation is necessary to contribute to both the LDP economic strategy and to that of the wider City Region. The Council’s sequential approach to identifying land for a strategic employment site has shown that there is no existing brownfield site within the City centre capable of accommodating the proposal. The allocation would provide opportunities for development in those sectors identified in the WG Economic Renewal Programme⁹¹ such as advanced materials and manufacturing, as well as the potential to promote and develop clusters of key sectors and research and development expertise. Key to the success of this would be the correct type of available land and premises in sustainable locations across the City to promote growth and attract inward investment. It would also act as a catalyst to developing a sustainable transport corridor for the wider region. The strategic employment site would thus be a key element of a wider spatial strategy which would align jobs, development and infrastructure in line with TAN 23⁹².
- 8.15. Without the proposed allocation, the supply of industrial land would fall to approximately 97 ha. Whilst this would be within the range identified as a requirement over the Plan period, there would be a reliance on all sites with planning permission and those with permission subject to S106 Agreements, coming forward. Furthermore, the Council says that approximately 15 ha of the industrial supply would be on land without planning consent and identified as having potential for redevelopment. If this land was discounted, the supply would fall to the minimum amount identified as being necessary to deliver the Plan’s strategy⁹³. The LDP economic strategy seeks to support Cardiff’s role set out in the WSP as the key economic driver for the region, at the centre of a strong regional economy which is internationally competitive. In order to do this it needs to provide for a range and choice of employment land and premises to promote opportunities for growth and economic prosperity.
- 8.16. TAN 15 also sets out that it should be demonstrated that the potential consequences of a flooding event for the particular type of development have been considered, and in terms of the criteria contained in sections 5 and 7 and

⁹¹ ‘Economic Renewal: A New Direction’ (Welsh Assembly Government, July 2010)

⁹² Technical Advice Note (TAN) 23: ‘Economic Development’ paragraph 2.1.12

⁹³ Council Response to Action Point 4 of Hearing Session 5

appendix 1, found to be acceptable⁹⁴. The Council’s SFCA included an assessment of the site against these criteria and demonstrated that the flood risk could be effectively mitigated through a combination of raising the sea wall at points most likely to be prone to breaching and raising ground levels at the site⁹⁵. Furthermore, the first sections of necessary work at Tabb’s Gout are in progress⁹⁶.

- 8.17. The SCG agreed between the developer and the Council proposes development north of the railway with the area to the south being used for compensatory flood storage and ecological mitigation. The Council’s consultants also provided a technical note with further clarity on the proposed compensatory storage facilities. This sets out the principles of a multi stem system to provide compensatory fluvial flood storage to mitigate for raising ground within the site⁹⁷. The position statement from NRW confirms that it agrees with the principles illustrated in the technical note, though this would need to be assessed within a more detailed site-specific FCA submitted as part of a planning application. However, for the purposes of the LDP flood risk matters are agreed.
- 8.18. The site is within the Gwent Levels: Rumney and Peterstone Site of Special Scientific Interest (SSSI). PPW says that there is a presumption against development likely to damage a SSSI⁹⁸. NRW object to the proposed allocation on the basis that it will result in a loss of some of the SSSI area. NRW’s view is that such developments cannot be accommodated in such a way as to conserve and enhance the SSSI. This is a general objection based on experience of other large scale developments within the Gwent Levels suite of SSSIs⁹⁹. The SCG agreed between the Council and developer sets out the principles to protect the value of the SSSI and the reens system within the site. These include ensuring there would be a minimum buffer from the main reens and from field ditches. If the infilling of any main reen or field ditch proves to be unavoidable, it would be realigned with at least an equivalent capacity around the perimeter of the development or a compensatory length of ditch would be provided elsewhere in the site.
- 8.19. Other compensatory measures include fluvial flood storage to mitigate for ground raising within the site, as referred to above. In response to issues raised by NRW, the developer’s flood risk consultants have confirmed that the new reens would be connected to the existing reens which would mean that the quantity and quality of water within the new reens would be the same as that in the existing. In this way, the role of reens in supporting special features of the SSSI can be maintained with the new reens complementing retained existing reens. It has also been confirmed that the proposed additional reens to the south of the railway would be a direct replacement for the loss of any existing reens to the north of the railway. This, together with the multi cell system,

⁹⁴ Technical Advice Note (TAN) 15: ‘Development and Flood Risk’ paragraph 6.2

⁹⁵ Cardiff SFCA Phase 3 Study – Area A Wentloog Tidal and Area A Wentloog Fluvial

⁹⁶ Council response to Action Point 4 of Hearing Session 5

⁹⁷ Technical Note ‘Multi Cell Flood Storage Concept LDP Strategic Site H: Atkins (February 2015)

⁹⁸ Planning Policy Wales paragraph 5.5.8

⁹⁹ Council response to Action Point 5 of Hearing Session 5

would either replace or increase flood storage thereby offsetting any loss as a result of the development¹⁰⁰.

- 8.20. On the basis of the evidence available, we are satisfied that the site could be developed in a manner which would ensure that the reen system and biodiversity assets would be adequately protected. This would need to be addressed in detail as part of an environmental assessment supporting a future planning application. Furthermore, proposed new Policy EN7: ‘Priority Habitats and Species’ (**MAC32**) would make clear that developers would be expected to minimise any impact on biodiversity assets and to provide sufficient mitigation.
- 8.21. The site also lies within the Wentlog Levels Landscape of Outstanding Historic Interest and Archaeologically Sensitive Area. The environmental and flood risk constraints have been carefully assessed to ensure that any necessary mitigation and enhancement measures would be embedded within the new Policy KP2 (H). This would provide an appropriate framework within which to address these and other issues. There is little to suggest that the site could not be developed in a manner sympathetic to its environmental and heritage status. Considerations such as impacts on landscape, archaeology and protected species are detailed matters which could be addressed at the planning application stage.
- 8.22. The SA stresses that from an environmental perspective this is a poor site and recommends that it is avoided. However, it is acknowledged in the SA that its allocation would provide land for the kind of jobs that would not easily be accommodated in the City centre and that these might be accessible for residents of Trowbridge and Rumney. Moreover, providing employment land in St Mellons would help address some of the key problems identified in Cardiff’s ‘Southern Arc’ where geographically there is a concentration of deprivation¹⁰¹. The SA recommends providing employment and housing land within this area to help minimise existing deprivation and inequality.
- 8.23. The purpose of the SA is to appraise economic, environment and social effects of the Plan’s strategy and policies to ensure decisions are made that accord with sustainable development. Ultimately, the SA should inform the Plan not determine it. There are still judgements to be made that are essentially qualitative and the Council has emphasised that it needs to strike a reasonable balance in making these judgements, including consideration of mitigation measures. In our view, the Council has provided robust evidence to support the allocation of the site. For this and the above reasons, it is considered that allocation of the site would meet the objectives of national planning policy in terms of delivering additional economic benefits and contribute to all dimensions of sustainability¹⁰². The allocation is thus considered to be sound.

Health Employment Non-Strategic Allocation

- 8.24. Policy C10: ‘Health Employment Non-Strategic Allocation’ sought to allocate land for health related uses at the Government Offices, St Agnes Road, Heath.

¹⁰⁰ Council response to Action Point 5 of Hearing Session 5

¹⁰¹ Final SA Report revised reflecting May and October 2015 Draft MAC Schedule

¹⁰² Technical Advice Note (TAN) 23: ‘Economic Development’ paragraph 2.1.1

However, it was clear at the relevant Hearing that the allocation was largely unsupported by evidence and that the landowner had no intention to bring forward the site for its proposed use. As such, the allocation is proposed to be deleted by **MAC58** and **MAC PM15**. In response to this change, numerous representations have been received in support of the allocation, including significant evidence outlining the strategic opportunity that the allocation would provide. Nevertheless, the allocation remains unsupported by the landowner and, given the importance of deliverability in the examination of LDPs, the deletion of the allocation is necessary for soundness. The site would however remain within the settlement boundary meaning that such a health related use would not be precluded should an agreement be made with the landowner.

Employment and Housing Alignment

8.25. The evidence suggests that the supply of employment land is aligned to economic and labour market forecasts and takes into account Cardiff’s population projections, economic activity and unemployment rates and commuting patterns. As outlined above, the Plan provides for an appropriate geographical correlation between the distribution of employment and housing. Overall, it would provide for an appropriate level of growth in the context of Wales’ Capital City and would be sufficiently flexible to accommodate the level and type of growth forecast. The Plan’s approach is thus considered sound.

Safeguarding Existing Employment Land and Premises

8.26. The evidence points to substantial losses of employment land in some parts of Cardiff as well as a move away from traditional employment to other uses such as residential, retail and sui generis activities including car showrooms. The Employment Land and Commercial Property Strategy¹⁰³ recommends that further losses of employment land should be resisted if the City is to meet economic targets and to achieve a balance between jobs and homes. The Council recognises that there has been growing pressure over recent years for the development of employment land and premises for other uses, particularly housing¹⁰⁴. The Plan strategy thus seeks to protect existing industrial and warehousing land as well as high quality and accessible office accommodation. Policy EC1 identifies and seeks to protect existing employment areas in recognition of the important role they play as part of the employment land portfolio and their distribution across the City.

8.27. Policy EC3: ‘Alternative Use of Employment Land and Premises’ sets out the circumstances where development for other uses would be permitted. Proposed changes setting out the circumstances whereby conversion to alternative uses would be permitted within the policy itself rather than in the supporting text (**MAC24**) would improve clarity and consistency of interpretation.

Support for Business Expansion and Inward Investment

8.28. The Employment Land Study Update undertaken in 2011 anticipated that between 12 and 18 ha of the supply of employment land would come forward

¹⁰³ Employment Land and Commercial Property Strategy: Final Report by GVA Grimley(March 2009)

¹⁰⁴ Background Technical Paper No 4: Economic (September 2013)

from windfalls¹⁰⁵. The Council’s more recent assessment¹⁰⁶ identifies sites with scope for redevelopment or expansion on vacant land in existing employment areas amounting to over 14 ha. However, the absence of a policy framework to enable economic development proposals such as the expansion of existing businesses and inward investment to come forward on land that is not specifically allocated for such use may prevent Cardiff from fulfilling its economic aspirations.

- 8.29. Consequently, the Council propose a new Policy EC7: ‘Employment Proposals on Land not Identified for Employment Use’ (**MAC25**) setting out criteria against which proposals for employment use on unallocated land would be permitted. This would provide additional flexibility by allowing unanticipated opportunities to come forward. It would also ensure that the Plan could respond positively if economic growth is stronger than forecast. The proposed new Policy EC7: would thus be necessary to satisfy the coherence and effectiveness tests of soundness.
- 8.30. In conclusion, the Plan provides adequate opportunity to meet the identified need for employment land and sufficient flexibility to support employment generating development proposals. No further allocations put forward by representors are required to make the Plan sound, nor are suggested changes to the status of some employment sites. Subject to the recommended changes, it meets the tests of soundness.

Retail

- 8.31. Chapter 5 sets out the Council’s approach to retailing. The provisions of this chapter have been amended significantly through the Examination and, to reflect such changes, the Council has proposed the renumbering of the policies through MAC48. However, the proposed renumbering is inconsistent with policy number referencing included in other MACs. As such, and to avoid confusion, MAC48 is neither recommended nor endorsed. Nevertheless, such changes do not relate to the soundness of the plan and, in any event, the Council is authorised to make such final editorial changes, including presentational matters and consequential changes arising from the recommended MACs.
- 8.32. Consistent with national policy set out in PPW and Technical Advice Note (TAN) 4: ‘Retailing and Town Centres’, the Plan, as amended by **MAC40**, sets out a hierarchy of retail centres which establishes a sequential approach to the consideration of new retail developments. This is achieved through the introduction of a new policy entitled ‘Retail Hierarchy’ which places the Central Shopping Area at the head of the hierarchy, supported by a range of district and local centres. Retail proposals outside of these centres would either be assessed against the Policy entitled ‘Retail Development (Out of Centre)’ or that relating to ‘Retail Provision within Strategic Sites’. This approach is consistent with national policy and provides an appropriate framework for the consideration of retail proposals over the plan period.

¹⁰⁵ Cardiff Employment Land Study Update undertaken by DTZ (June 2011)

¹⁰⁶ Cardiff Council Examination Statement Hearing Session 10: Employment and Retail

- 8.33. The Plan is supported by a 2008 Retail Capacity Study and a 2011 based Update. The 2008 Retail Capacity Study concluded that, including commitments, there was not a county wide need for additional convenience, non-bulky comparison or bulky comparison floorspace. This stance was also advocated in the 2011 Update which refers to a material oversupply of floorspace to 2016 and recommends more of a focus on developing the existing retail offer. Despite the country being within the midst of a recession in 2011, the results of the sensitivity testing allow for a boost to the need for convenience and comparison goods floorspace and, on this basis, we are satisfied that the strategy is founded on a robust and credible evidence base.
- 8.34. Policy R1: ‘Retail Provision within Strategic Sites’, as submitted, is proposed to be amended by **MAC41**. This Policy provides the framework for the consideration of retail proposals within the residential-led strategic site allocations. Subject to the proposed changes, the Policy would support retail developments where: they are of an appropriate scale which satisfies an identified need; would not negatively impact on the vitality and viability of the designated centres; would be located along public transport corridors and easily accessible by walking and cycling; and where they would form part of a planned centre. The proposed changes would ensure consistency with national policy and would also ensure that its provisions are sufficiently robust to ensure that retail uses could be successfully integrated into the development of the strategic sites without impacting negatively on designated centres.
- 8.35. Key Policy KP10: ‘Central and Bay Business Areas’ provides the strategic framework for consideration of proposals within the Central and Bay Business Areas, appropriately outlining the range of uses that would be considered acceptable. Policy R2: ‘Development in the Central Shopping Area’ provides a criteria based approach to managing the diversity of uses within the Central Shopping Area identified on the Proposals Map, providing protection for shop uses whilst also recognising that an appropriate mix of complementary non-shopping uses can also contribute to the vitality and viability of shopping areas.
- 8.36. Proposals involving the loss of A1 shop related uses within protected shopping frontages would be assessed against the criteria set out in Policy R3: ‘Protected Shopping Frontages’. Concerns have been raised that the Plan adopts an outdated approach by providing too much protection for A1 uses. However, whilst the Policy does provide for an enhanced level of protection for the City Centre’s most important frontages, it does not preclude complementary uses where they would not undermine the primary shopping role of that frontage. As such, we are satisfied that the policy strikes an appropriate and necessary balance. **MAC42** and **MAC PM14** would ensure that the protected frontages are identified on the Proposals Map. These changes add clarity and certainty to the retail strategy and are therefore recommended.
- 8.37. Policy R5: ‘District Centres’ seeks to promote and protect the shopping role of the District Centres identified on the Proposals Map, whilst Policy R6 provides a similar role for the identified Local Centres. Concerns have been raised in relation to the status of Cardiff Gate Retail Park, most notably in relation to its omission from Policy R5. Specifically, it has been submitted that the presence of a large food store with integral post office and pharmacy on site, means that the retail park, at least in part, appears to function as a District Centre for people living and working in this part of Cardiff, particularly given its distance

from other identified centres. Indeed, it was clarified at the Hearings that a recent grant of planning permission would mean that the retail park would soon benefit from a leisure facility, smaller shops and potential café or restaurant uses typical of a District Centre.

- 8.38. However, in response to a request for further information¹⁰⁷, the Council submitted that the current nature and format of the vast majority of the retail park, including the presence of the large bulky goods retail warehouse units that are restricted by planning condition, remain more akin to an out of centre retail park. Indeed, we were able to appreciate at a site visit that the retail park does not currently possess the physical characteristics of a District Centre. Notwithstanding this, should all or part of the retail park be designated as a District Centre, then the bulky goods units would effectively become edge of centre, which could potentially be a threat to the retail strategy and ‘town centre first’ approach advocated through the Plan. Accordingly, we are satisfied that the Plan’s approach of excluding Cardiff Gate Retail Park from the list of designated District Centres is soundly based.
- 8.39. The proposals relating to both the District and Local Centre designations are sound in all other respects. Indeed, they are based on a robust assessment of the role and function of such areas¹⁰⁸ and have been identified in accordance with the advice contained within national planning policy. **MAC44** and **MAC45** lift elements of the reasoned justification into the policy wording of R5 and R6 respectively and, subject to these changes, the Policies would provide a sound basis for the determination of planning applications affecting such designations.
- 8.40. Subject to **MAC46**, which deletes the requirement for proposals for A3 uses within 400 metres of a school to be considered against Policy C7: ‘Health’, Policy R7: ‘Food and Drink Uses’ provides a robust framework for assessing proposed food and drink related uses. It has been suggested that the test of whether such uses would cause unacceptable harm to the shopping role and character of the designated centres is unnecessarily restrictive. However, we are satisfied that such wording is consistent with national policy and that the aims of the Policy are soundly based.
- 8.41. Policy R8: ‘Protection of Local Shopping Parades’ of the Deposit Plan sought to provide protection for local shopping parades. However, the Policy lacks clarity, with the status of such parades not identified within the retail hierarchy. Moreover, such designations would not be provided with a spatial dimension on the Proposals Map. As such, the Policy is not adequately justified in light of the advice contained within national policy and, for this reason, **MAC47**, which proposes the deletion of the Policy in its entirety, is recommended. However, to reflect national policy, the valuable role of smaller groups of shops and individual ‘corner shops’ would be referenced in the reasoned justification to Policy R6, as amended by **MAC45**.
- 8.42. Policy R4 of the submitted Plan provides the framework for out of centre retail developments. Subject to **MAC43**, which proposes the deletion of those elements of the reasoned justification that go beyond national policy and

¹⁰⁷ Council’s response to Action Point 8 of Hearing Session 10

¹⁰⁸ Background Technical Paper 7: District and Local Centres (September 2013)

established case law, it provides an effective basis for the determination of such planning proposals.

- 8.43. On this basis, and subject to the recommended changes identified, the Plan’s retail strategy is soundly based.

9 Settlement Boundaries and Green Belt

- 9.1. The Plan’s settlement boundaries are clearly defined on the Proposals Map and play an important role in establishing the overarching principles for the strategic management of the spatial growth of Cardiff. Policy KP3(B): ‘Settlement Boundaries’ stipulates that all areas outside of the defined settlement boundaries would be referred to as ‘countryside’, where a corresponding presumption against inappropriate development would prevail. Such provisions are critical to the management of growth within the City and, given that they would be consistent with the approach advocated through national planning policy¹⁰⁹, the approach is soundly based.
- 9.2. The methodology for defining the Plan’s settlement boundaries is clear, logical and appropriate. Wherever possible, the boundaries follow defined physical features and have been drawn to respect the characteristics of specific parcels of land, together with their planning histories. This approach provides the necessary certainty to inform planning processes and is consistent with the strategic aims and objectives of the Plan. **MAC PM1**, amends the settlement boundary at Strategic Site G to follow the River Rhymney. This ensures that the boundary conforms to the general approach described above and is therefore recommended.
- 9.3. Inconsistencies between settlement and allocation boundaries at Strategic Sites C and G were discussed at the respective Hearing sessions. Specifically, the Plan proposes that the settlement boundaries be drawn tighter than the allocation boundaries at both sites to reflect the area that the Council considers to be developable. This approach is consistent with the Schematic Frameworks identified in Policies KP2 (C) and KP2 (G), which identify the parcels of land located outside of the proposed settlement boundary as retained woodland and open space in the case of Site C and as an area of open space in respect of Site G. As this approach would be embedded into the adopted Plan via the Schematic Frameworks¹¹⁰, no change is necessary to make the Plan sound in this respect.
- 9.4. Policy EN1: ‘Countryside Protection’ expands upon the policy framework set by Policy KP3 (B) and, subject to **MAC26**, accurately reflects national policy set out in PPW and Technical Advice Note (TAN) 6: ‘Planning for Sustainable Rural Communities’. **MAC26** would also ensure that the requirement for landscape assessments is elevated into the Policy wording, consistent with the requirements of Policy EN3: ‘Landscape Protection’, whilst superfluous elements of the reasoned justification, including the requirement for Design and Access Statements, would be deleted from the Plan. Such changes add clarity and certainty to the Plan and are therefore recommended.

¹⁰⁹ Planning Policy Wales and PPW Technical Advice Note 6: ‘Planning for Sustainable Communities’

¹¹⁰ MAC5

- 9.5. Policy EN2: ‘Conversion, Extension and Replacement Buildings in the Countryside’ provides a criteria-based policy against which such proposals would be assessed. The submitted version of the policy lacked clarity and included potential inconsistencies in terms of interpretation of the policy. **MAC27** seeks to rectify such concerns by resolving potential tensions within the Plan and ensuring consistency with national policy. Subject to this change, Policy EN2 provides a sound policy basis for use through the development management process.

Green Belt

- 9.6. The Plan proposes the designation of an extensive area of land north of the M4 as Green Belt. This is proposed through Policy KP3(A): ‘Green Belt’ and, together with the proposed approach to settlement boundaries, would seek to strategically manage the future built form of Cardiff’s urban area and protect the setting of the city beyond the period covered by the Plan. PPW¹¹¹ sets the framework within which Green Belts should be designated, specifically stating that the most important attributes are their permanence and their openness¹¹². It also goes on to clarify the purpose of a Green Belt which is to: prevent the coalescence of large towns and cities with other settlements; manage urban form through controlled expansion of urban areas; assist in safeguarding the countryside from encroachment; protect the setting of an urban area; and assist in urban regeneration by encouraging the recycling of derelict and other urban land¹¹³.
- 9.7. In light of the substantial growth envisaged in Cardiff over the Plan period, in particular the extensive greenfield allocations together with significant development pressures within the south east region of Wales, the Council consider that the proposed designation is necessary to effectively manage the urban form, safeguard the countryside from encroachment and protect the green backdrop which is considered to represent a strategically important setting to the city. However, to the west, north and north-east of the proposed Green Belt are defensible borders in the form of steep topography and semi-ancient woodland whilst the M4 motorway lies to the south and nearby settlements are some distance away to the north, north-west and south-west. Given the use of the land beyond the proposed Green Belt and the extensive greenfield allocations proposed within the Plan, it is clear that the threat of urban coalescence is not central to its purpose in this case.
- 9.8. Openness is an important attribute of any Green Belt. Through the examination process, we have sought to establish whether the concept of openness could be applied to the area proposed as Green Belt. In response¹¹⁴, the Council has referred to the Landscape Study for Cardiff¹¹⁵ which lists the positive and negative attributes for the various landscape character areas comprising the proposed Green Belt, including the Garth Hill Uplands, Pentyrch Ridges and Valleys, the Fforest Fawr and Caerphilly Ridge and the Caerphilly Ridge

¹¹¹ Planning Policy Wales, section 4.8

¹¹² Planning Policy Wales, paragraph 4.8.5

¹¹³ Planning Policy Wales, paragraph 4.8.3

¹¹⁴ Council Response to Action Point 2 of Hearing Session 12

¹¹⁵ Landscape Study of Cardiff, Atlantic Consultants, May 1999

Foothills. Specifically, the study highlights that, in terms of landscape and topography, the concept of openness can be applied to the area identified. The presence of specific areas of land that do not command extensive views across the City, including undulations and minor stream valleys, are acknowledged. However, such areas clearly form an integral element of the wider landscape and, for this reason, we are satisfied that it is considered as such.

- 9.9. Consistent with the requirements of national policy, the Council has been required through the examination to demonstrate why it is considered that normal planning and development management policies would not provide the necessary protection. In doing so, it has referred to the significant development pressures within the area and the cumulative harm that has been caused in recent years by incremental developments. The Council has made specific reference to a review of planning applications determined since 2000, which is considered to reveal a marked increase in the number of development proposals approved in this area, particularly for single dwellings and associated residential developments¹¹⁶. However, it became clear through the examination that a high proportion of the applications considered as part of this review related specifically to developments that represent policy exemptions under national policy, including conversions and replacement dwellings. This evidence does not, therefore, unequivocally support the need for Green Belt, particularly given that such developments are excluded from the definition of inappropriate development in Green Belts, as outlined in PPW¹¹⁷. In addition, it remains unclear as to how factors such as the lack of an up-to-date development plan and a limited land supply had impacted upon such historic applications.
- 9.10. Nevertheless, the pressure for development within Cardiff is undeniable, with the undeveloped area proposed as Green Belt no exception. Indeed, such development pressures are reflective of Cardiff’s critical role within the south east region and more widely as the capital city of Wales. Within this context, there is little doubt that incremental developments north of the M4 could have potential to cause cumulative harm to the distinctive green back drop to the City. As such, the additional protection that would be provided by the presumption against inappropriate development in a Green Belt would serve a useful planning purpose. Specifically, it would give priority to maintaining the openness of the area and would, as such, provide a level of protection beyond that offered by other planning and development management policies. Indeed, such a designation would complement the other policies within the Plan by assisting in the wider management of the urban form, safeguarding the countryside from encroachment and protecting the strategically important setting of the city.
- 9.11. A fundamental characteristic of any Green Belt, however, is its permanence. Specifically, PPW states that, when considering a Green Belt designation, local planning authorities should ensure that a sufficient range and choice of development land is available which is suitably located in relation to the existing urban edge and the proposed Green Belt, bearing in mind the longer term need for development land, the effects of development pressures in areas beyond the

¹¹⁶ Council’s Response to Action Point 2 of Hearing Session 12

¹¹⁷ Planning Policy Wales paragraph 4.8.16

Green Belt and the need to minimise travel¹¹⁸. There is little to demonstrate that such longer term implications of a Green Belt designation have been fully explored, particularly given the strategic approach to planning advocated through the Planning (Wales) Act 2015.

- 9.12. We also note that, at deposit stage, there was no cross-boundary support for the designation of areas in Cardiff as either Green Belt or Green Wedge and in discussions as part of the joint working it was agreed that it was necessary to look beyond the period of the LDP when considering what areas needed protective designations to avoid preventing further growth options¹¹⁹. Indeed, there is no doubt that the permanence of a Green Belt designation would have potential to prejudice the conclusions reached through a regional approach to planning, particularly given that evidence submitted to the examination indicates that a Strategic Development Plan for the south east region is likely to be adopted in advance of the end date of the LDP.
- 9.13. Despite this position, the Council has made it clear that it considers that a Green Wedge designation would fail to provide the necessary protection for the setting of the City. There has also been considerable public support for the allocation of a Green Belt, also evidenced through representations made on the consultation following the additional hearings. Nevertheless, PPW is clear that Green Wedges may be justified where land is required to serve the same purpose as a Green Belt, save for the level of permanence. In this respect, replacing the proposed Green Belt designation with a Green Wedge would enable the openness of the area, and the setting of the City, to be appropriately protected during the lifetime of the Plan, with further strategic consideration given to the need, form and function of a Green Belt through any subsequent strategic development plan process.
- 9.14. Considerable weight should be attached to the need to avoid prejudicing the outcomes of any strategic approach to planning and, as such, a change is necessary in the interest of achieving a sound Plan. Accordingly, it is recommended that the proposed Green Belt designation be replaced in its entirety by a Green Wedge designation (**Inspector MAC1**). This change has been subject to consultation and the necessary SA has been undertaken. The SA refers to the change as having the potential to weaken the Council’s ability to deliver the spatial strategy through developers holding back on brownfield regeneration and the risk of the Green Wedge designation being “rolled back” during the Plan period. However, a Green Wedge would have the same policy effect as a Green Belt and there is little evidence that the Green Wedge would be “rolled back” as part of the development plan review process. The change would therefore not undermine the Plan’s Strategy.

10 Natural Environment, Natural Resources & Green Infrastructure

Natural Environment and Green Infrastructure

- 10.1. Changes proposed by **MAC15**, would add clarity to Policy KP16: ‘Green Infrastructure’ by removing the word ‘created’, thereby providing a suitable

¹¹⁸ Planning Policy Wales, paragraph 4.8.8

¹¹⁹ Summary of Cross Boundary Working (September 2013)

framework for the protection, enhancement and management of Cardiff’s distinctive natural heritage assets. Moreover, changes proposed by **MAC31** would address internal tensions in Policy EN6: ‘Ecological Networks and Features of Importance for Biodiversity’, thereby providing sufficient protection for ecological networks and biodiversity features of importance. In addition Policy EN8: ‘Trees, Woodland and Hedgerows’ would adequately protect Cardiff’s trees, woodland and hedgerows of natural heritage or amenity value.

- 10.2. Policy EN5: ‘Local Nature Reserves and Non-statutory Sites of Nature Conservation and Geological Importance’ would provide specific protection for Cardiff’s designated sites. **MAC30** ensures that this Policy would incorporate sites of international and national nature conservation importance. Such amendments are consistent with both the legislative requirements and national policy and therefore render the Policy sound. Due to practicalities of mapping, locally designated sites would be identified on the Constraints Map, along with other higher level designations. **MAC72** adds clarity to the Plan’s proposals by ensuring that all designated sites covered by Policy EN5 are listed in the Plan’s appendices.
- 10.3. Policy EN7: ‘Priority Habitats and Species’ sets out circumstances where development proposals that would have a significant adverse effect on the continued viability of habitats and species identified as priorities in the UK or Local Biodiversity Action Plan would be permitted, including situations where mitigation and compensatory measures would be necessary. **MAC32** rectifies the omission of legally protected species from the submitted version of the policy and, subject to this change, the policy is sound.
- 10.4. Policy EN3: ‘Landscape Protection’ provides protection for the landscape and the setting of the City, with particular priority given to protecting, managing and enhancing the character and quality of five Special Landscape Areas (SLAs)¹²⁰. The SLAs have been designated on the basis of the LANDMAP assessment process as recognised by PPW. Subject to the changes proposed through **MAC28**, which adds greater clarity to the policy, its provisions are soundly based and supported by a robust and credible evidence base.
- 10.5. Policy EN4: ‘River Valleys’ would, amongst other things, specifically protect, promote and enhance the natural heritage, character and other key features of Cardiff’s river corridors. **MAC PM8** proposes to define the boundary and **MAC PM9, MAC PM10, MAC PM11** and **MAC PM12** propose changes to the boundaries of the designation on the Proposals Map. Such changes add clarity and certainty to the Plan’s proposals and are therefore recommended. The Council has proposed, through MAC29, to amend Policy EN4 to refer to Natural Resources Wales (NRW) as opposed to Countryside Council for Wales (CCW). However, as this is not a matter of soundness, it is not recommended in this Report.
- 10.6. On the basis that the Plan should be read as a whole and alongside national policy, the approach to the natural environment and green infrastructure satisfies the tests of soundness.

¹²⁰ As evidenced by Evidence Base documents EBL 01- 04

Natural Resources

- 10.7. Policy KP15: ‘Climate Change’ seeks to mitigate against the effects of climate change and adapt to its impacts. **MAC14** amends this Policy to better reflect national policy in relation to development and flood risk and to ensure consistency with other Policies within the Plan. Policy EN14: ‘Flood Risk’ would also be amended by **MAC36**, which is necessary to adequately reflect the principles set out in national policy¹²¹ and ensure that the Constraints Map is updated to reflect the most up-to-date development advice maps at the time of adoption. The same change would also ensure that relevant requirements for Flood Consequences Assessments (FCA) and Sustainable Urban Drainage Systems (SUDS) are set out in policy wording, as opposed to the reasoned justification.
- 10.8. Policy EN12: ‘Renewable Energy and Low Carbon Technologies’ aims to encourage developers of major and strategic sites to incorporate renewable and low carbon technologies into developments. **MAC34** adds clarity and consistency to the Policy, whilst also specifying that further guidance in relation to energy assessments will be issued in the form of Supplementary Planning Guidance (SPG). Together with Policy KP5: ‘Good Quality and Sustainable Design’ and Policy KP15, the Plan’s approach to combating and adapting to Climate Change and maximising renewable energy is one that is soundly based.
- 10.9. Policy KP18: ‘Natural Resources’ seeks to minimise impacts on the city’s natural resources and minimise pollution, whilst Policy EN13: ‘Air, Noise, Light Pollution and Contaminated Land’ seeks to prevent unacceptable harm caused by air, noise, light pollution or land contamination. **MAC17** and **MAC35** respectively update these policies to better reflect the legislative definition of land contamination. Policy EN10: ‘Water Sensitive Design’ provides a framework for the management of water through planning and urban design and Policy EN11: ‘Protection of Water Resources’ seeks to prevent unacceptable harm to the quality or quantity of waters. Having regard to the presence of separate legislation and the Plan’s monitoring framework, as amended by MAC75, the approach is considered sound.
- 10.10. Therefore, subject to the recommended changes, and on the basis that the Plan should be interpreted as a whole, the proposed approach to natural resources is sound with respect to the tests of soundness.

11 Historic Heritage

- 11.1. Policy KP17: ‘Built Heritage’ seeks to protect, manage and enhance Cardiff’s distinctive heritage assets. **MAC16** proposes an amendment to the Policy to ensure that registered historic landscapes are covered by the provisions of the policy. Subject to this change, the Policy provides a suitable high level framework for the delivery of the Plan’s aims and objectives in respect of heritage assets.
- 11.2. Policy EN9: ‘Conservation of the Historic Environment’ provides a more detailed development management policy in respect of Cardiff’s built heritage assets.

¹²¹ Planning Policy Wales and PPW Technical Advice Note (TAN) 15: ‘Development and Flood Risk’

Representations submitted to the Examination suggested that the Policy should set a higher level of protection. However, the policy is consistent with the statutory tests¹²² and those set out in national policy and is therefore, soundly based. Subject to **MAC33** and **MAC73**, which would add clarity to the Plan by ensuring that each area of protection covered by Policy EN9 is listed in the Plan’s appendices, the Policy would provide a sound and effective framework for the determination of planning applications. The Council has also made a commitment to ensure that the boundaries of the identified areas of protection are up-to-date on the Constraints Map at the time of adoption of the Plan and, whilst this strictly lies outside of the scope of the LDP Examination, such an assurance is supported.

- 11.3. Accordingly, the Plan’s approach to built heritage and the historic environment is soundly based.

12 Minerals

- 12.1. National minerals policy is set out in Minerals Planning Policy Wales (MPPW) (2001) and is supplemented by Minerals Technical Advice Note 1: Aggregates (2004) (MTAN 1) and Minerals Technical Advice Note 2: Coal (2009) (MTAN 2). The South Wales Regional Aggregates Working Party (SW RAWP) prepared a Regional Technical Statement (RTS) dated 2008 and this has now been superseded by the RTS 1st Review, dated 2014. This document outlines the important matter of supply and demand for the South Wales region, specifically setting out the strategy for the provision of aggregates. The position in respect of crushed rock indicates that Cardiff has a surplus of permitted reserves when compared to the requirements set out in the RTS 1st Review and, as such, there is no requirement for an allocation within the LDP. Nevertheless, the Plan adequately recognises that Cardiff is an important provider of minerals within the region.
- 12.2. Policy KP11 provides the strategic framework for crushed rock aggregates and other minerals within Cardiff for the period covered by the Plan. Subject to **MAC11**, the Policy seeks to maintain a steady and adequate supply of minerals and contribute to aggregate supplies by promoting and supporting the efficient use of minerals, protecting existing mineral reserves and safeguarding potential resources from development that would preclude their extraction and maintaining a minimum 10 year land bank of permitted crushed rock aggregate reserves. Moreover, the Policy would safeguard wharves from development that would prevent their use for landing marine dredged sand and gravel and provide support for appropriate applications for sand and gravel extraction. The changes proposed through **MAC11** add clarity to the Policy and ensure consistency with both national policy and the framework set at the regional level. Subject to these changes, the Policy provides a suitable strategic level policy for the Plan period.
- 12.3. Representations from the industry have suggested that the Plan should provide strategic level guidance for industrial limestone and High Specification Aggregate (HSA). However, MPPW¹²³ recognises that high purity limestone is

¹²² Planning (Listed Buildings and Conservation Areas) Act 1990

¹²³ Minerals Planning Policy Wales, paragraph 81

extracted jointly with limestone for aggregate use and that it can be difficult to differentiate between the materials produced for the two different markets until after it has been processed. As such, and bearing in mind that the Plan makes provision for the protection of limestone reserves and potential resources, such an omission does not render the Plan unsound. Moreover, only a small area of Category 1 HSA is identified within Cardiff’s administrative boundaries and, as this is already protected by the Coal Safeguarding Area, it is neither practicable nor necessary to identify the area separately.

- 12.4. Policy M1: ‘Mineral Limestone Reserves and Resources’ seeks to safeguard mineral reserves from development that could cause sterilisation and thereby prevent their extraction. **MAC60** amends this Policy by also identifying the resource areas at Creigiau and Ton Mawr Quarries as ‘Preferred Areas’ of known resource suitable for the future working of limestone. These changes remove ambiguity, reflect national policy and are therefore recommended.
- 12.5. With regards the approach to safeguarding, it was agreed at the Hearings that the three separate policies included in the submitted version of the Plan could be effectively merged into a single criteria based policy, expanding on the framework set by Policy KP11. Accordingly, **MAC64**, **MAC65** and **MAC66** delete Policies M7, M8 and M9 respectively, whilst **MAC67** introduces the new integrated and criteria based safeguarding Policy M7: ‘Safeguarding of Sand and Gravel, Coal and Limestone Resources’. The new Policy M7 has had input from the industry, would provide greater clarity and would enable a more balanced and reasonable assessment of development proposals submitted within the identified safeguarding areas. It also explains the reasoning for not separately identifying the small amount of Category 1 Sandstone HSA resource, as referred above. These changes are necessary for soundness and are therefore recommended.
- 12.6. The general approach to safeguarding reflects that outlined in the British Geological Survey’s (BGS) good practice guidance¹²⁴ insofar as it is consistent with Welsh Policy. Moreover, the safeguarding areas for sand and gravel, coal and limestone are clearly distinguishable on the Proposals Map. However, **MAC PM16**, which excludes international and national designations of environmental and cultural importance from the coal safeguarded area, is necessary to ensure consistency with the requirements of national policy. Likewise, the changes proposed through **MAC PM17** are necessary to correct errors on the Proposals Map and are therefore recommended. On this basis, and subject to the MACs recommended in this report, we are satisfied that the approach to safeguarding is soundly based.
- 12.7. Notwithstanding the fact that Cardiff’s existing minerals landbank means it is unlikely to be necessary to grant further permissions for mineral resource release within the Plan period, Policy M2: ‘Preferred Order of Mineral Resource Release’ sets out the sequential approach that would be adopted to assess such needs should it become necessary. This, alongside **MAC75**, which enables the monitoring framework to effectively monitor the landbank situation, would ensure that the Plan’s approach is reasonably flexible to enable it to deal with changing circumstances. Moreover, subject to **MAC61**, which improves the

¹²⁴ BGS Mineral Safeguarding in England: Good Practice Advice 2011

coherence and effectiveness of the Policy, whilst also ensuring consistency with national policy¹²⁵, the RTS 1st Review and the other Policies in the Plan, Policy M2 and its reasoned justification represents a sound basis for considering such proposals.

- 12.8. Concerns have been raised in relation to the potential for lateral extensions at Creigiau Quarry. However, Policy M2, as amended, is clear that any such extension or deepening application would only be considered acceptable where it would involve the swap of reserves for those considered to be environmentally sensitive. Given that the historic permission at Creigiau Quarry remains extant, this represents a pragmatic proposal that is soundly based.
- 12.9. Policy M5 aims to ensure that all proposals for mineral working or related development are accompanied by plans for restoration and suitable after-use of the site, in accordance with MPPW and MTAN1. Meanwhile, Policy M3: ‘Quarry Closures and Extension Limits’ identifies those areas where measures to prevent further mineral working will be sought in accordance with the provisions of MPPW. This Policy, as amended by **MAC62**, states that, to eliminate any doubt over possible re-working at the identified sites, measures to prevent further extraction and secure restoration and landscaping works will be pursued. Such measures will include the use of Prohibition Orders, consistent with the advice contained within MPPW.
- 12.10. Concerns have been raised regarding the status of the sites included in Policy M3, particularly whether they are in fact inactive. In this respect, the Council has clarified that Cefn Garw and Creigiau Quarries are in fact classified as ‘inactive sites’ in the RTS 1st Review (2014)¹²⁶. However, in recognition that only parts of the Creigiau Quarry are no longer considered appropriate for mineral working, only the southern and western parts of the quarry have been identified under Policy M3, consistent with the approach advocated through Policies M1 and M2. Highland Park and West End Brickworks do not meet the definition of aggregate quarries and are not, therefore, listed as ‘inactive sites’ at Appendix B of the RTS 1st Review (2014). However, it is common ground that they are in fact dormant and, as they are unlikely to be reactivated in the foreseeable future, their inclusion within the Policy is consistent with the general thrust of national policy.
- 12.11. Blaengwynlais Quarry was included within the submitted version of Policy M3, reflecting the Council’s concerns relating to its sensitive location and access constraints. However, as it does not comprise a formally inactive site, **MAC62** proposes its omission from the Policy, with any subsequent applications to be considered on their merits under the criteria provided by Policy M2. This approach rectifies any conflict with national policy¹²⁷ and, given the improvements to Policy M2 proposed under **MAC61**, any concerns regarding the environmental sensitivities of the site or indeed the access arrangements can be adequately addressed at the development management stage. **MAC61** and **MAC62** are therefore recommended.

¹²⁵ Policy Clarification letter CL-05-14

¹²⁶ RTS 1st Review (2014), Appendix B, Table 4: Inactive Aggregate Quarries in South Wales (2013)

¹²⁷ Minerals Planning Policy Wales, paragraph 19

- 12.12. Within the context set by MPPW¹²⁸, Policy M4: ‘Minerals Buffer Zones’ seeks to protect permitted mineral reserves and those resources identified as potentially suitable for future working from incompatible development. MTAN1¹²⁹ sets out minimum distances for buffer zones which should be adopted unless there are clear and justifiable reasons for reducing distances. In this respect, the Council has proposed bespoke buffer zones for each individual quarry, all of which are more extensive than the minimum distances set out in national policy. The buffer zones proposed are based on extensive research that measured the actual impacts of the blasting at each site¹³⁰. Based on this cogent evidence, the approach advocated is sound.
- 12.13. New Policy M8: ‘Areas where coal working will not be acceptable’ is proposed through **MAC68**. This policy identifies the areas within which coal working would not be considered acceptable, unless exceptional circumstances indicate otherwise. The aim of the Policy is to protect the amenity of existing residential properties and international and national designations of environmental and cultural importance. This approach is consistent with the advice contained within MPPW¹³¹ and MTAN 2¹³² and represents a sufficiently flexible and sound proposal.
- 12.14. The Plan acknowledges that there is a reliance on marine dredged sand and gravel which provides for an adequate supply to meet the majority of demand in Cardiff. Longer term solutions are being considered and the resource areas identified on the Proposals Map are adequately protected should they comprise a strategic solution in future. Policy M6: ‘Dredged Aggregate Landing and Distribution Facilities’ provides a framework for marine dredged operations, protecting existing wharves and providing assessment criteria for new or improved sand and gravel wharves and related facilities. The changes proposed through **MAC63** ensure that proposals for the provision and improvement of landing and distribution facilities for marine dredged aggregates within the sand wharves identified on the Proposals Map are not prejudiced. Such changes improve the clarity and certainty of the policy whilst also ensuring consistency with national policy. As such **MAC63** is recommended.
- 12.15. Therefore, subject to the changes recommended in this report, the Plan’s approach to minerals is soundly based.

13 Waste

- 13.1. The planning policy framework for waste in Wales changed significantly following the publication of the revised Technical Advice Note (TAN) 21: ‘Waste’ in 2014 and the more recent updates to PPW. Specifically, the new TAN 21 replaced the previous requirement for plans to provide for the land use requirements of the Regional Waste Plan (RWP), with monitoring arrangements to assess the capacity of the region against the Collections, Infrastructure and Markets Sector Plan (CIM Sector Plan) tonnage figures. The CIM Sector Plan approach is based on providing for likely future capacity across the region,

¹²⁸ Minerals Planning Policy Wales, Paragraph 40

¹²⁹ Minerals Technical Advice Note (MTAN), 1 Paragraph 71

¹³⁰ Background Technical Paper No 9: Minerals (September 2013)

¹³¹ Minerals Planning Policy Wales, Paragraph 15

¹³² Minerals Technical Advice Note (MTAN) 2, Paragraph 26-31 and 49-54

although regional monitoring and working arrangements have yet to be formalised and the first waste monitoring report introduced by TAN 21 yet to be issued.

- 13.2. Policy KP12: ‘Waste’ provides a strategic framework for the management of waste over the Plan period and, subject to **MAC12**, it is consistent with the approach advocated through the amendments to TAN 21. Specifically, the changes make reference to the CIM Sector Plan approach and delete references to the estimated land take requirement of 20.9 hectares identified through the now revoked RWP process. The proposed changes have full regard to the changes to national policy and are therefore necessary for soundness.
- 13.3. Policy W1: ‘Land for Waste Management’ allocates land at Lamby Way for the purposes of waste management. However, existing landfilling was due to cease at the site in September 2015¹³³ and the Council has confirmed that there are no plans currently to provide any additional waste landfill facilities on site. The Council has clarified that the site was initially included as an allocation within the context of the land take requirements set by the RWP and, in light of the number of waste management facilities that have relatively recently been granted planning permission¹³⁴, as well as the suitability of B2 industrial sites for such purposes, the allocation is now proposed for deletion under **MAC69** and **MAC PM18**. Notwithstanding such matters, the site would be located within a C1 flood zone, a SSSI designation and within the confines of the River Valley designation proposed under LDP Policy EN4. Accordingly, the allocation conflicts with both national planning policy and the wider objectives of the LDP and, for this reason, the deletion of the site is recommended.
- 13.4. The Council clarified at the Hearing session the important role on-going waste projects such as Prosiect Gwyrdd and the Cardiff Organic Treatment Project will have in meeting the ambitious waste and recycling targets set at the European and national levels¹³⁵. Moreover, the robust indicators and triggers included in the monitoring framework, as amended by **MAC75**, would complement the new regional monitoring arrangements set out in TAN 21 and would be sufficiently robust to ensure that waste capacity requirements for the region, as set out in the CIM Sector Plan (2012), are met.
- 13.5. Policy W2: ‘Sites for Waste Management Facilities’ seeks to provide a framework for the assessment of planning applications for waste management facilities. **MAC70** would amend this policy to ensure consistency with the CIM Sector approach and the requirements of TAN 21¹³⁶, whilst also affording policy status to requirements previously set out in the reasoned justification. This change adds greater clarity and consistency to the Policy and is therefore recommended. The Policy also clarifies that facilities for the handling, treatment and transfer of waste will generally be encouraged towards existing use class B2 general industrial land which provides for a range and choice of sites within the Plan period¹³⁷. This conforms to national policy¹³⁸ and, given

¹³³ Council’s Response to Action Point 14 of Hearing Session 15

¹³⁴ Council’s Response to Action Point 15 of Hearing Session 15

¹³⁵ Council’s Statement, Hearing Session 15, page 10

¹³⁶ PPW Technical Advice Note (TAN) 21 ‘Waste’, Paragraph 4.2

¹³⁷ Council’s Response to Action point 15 of Hearing Session 15

¹³⁸ PPW Technical Advice Note (TAN) 21 ‘Waste’, Paragraph 3.22

the industrial land supply figures for the area¹³⁹, would not adversely affect the Plan’s employment strategy.

- 13.6. Policy W3: ‘Provision for Waste Management Facilities in Development’ would require new developments to provide facilities for the storage, recycling and management of waste. This is consistent with national planning policy and would assist in meeting the challenging waste and recycling targets. Concern was raised at the Hearings regarding the provision for hazardous waste. However, this is not a requirement of national policy and, in any event, I am satisfied that the policy framework provided is sufficiently flexible and robust to deal with such proposals should they arise, with on-going monitoring providing an opportunity to adapt to any unforeseen circumstances.
- 13.7. The Waste section of the Plan, as amended by those MACs recommended below, has been prepared with due regard to the relevant legislation and national policy, as well as other relevant plans and policies. It would provide an appropriate framework for the assessment of waste management proposals and is, therefore, sound.

14 Other Development Management & Policy Considerations

- 14.1. Policy KP5: ‘Good Quality and Sustainable Design’ establishes the general principles against which the design of new developments would be assessed. Subject to **MAC7**, which amends criterion ix) to make reference to land contamination, the policy provides an effective basis for the determination of planning applications.
- 14.2. Policy H2: ‘Conversion to Residential Use’ provides an appropriate policy framework for the conversion of suitable space above commercial premises to residential use, whilst Policy H4: ‘Change of Use of Residential Land or Properties’ identifies the circumstances in which proposals for the conversion or redevelopment of residential properties to other uses outside of the Central and Bay Business Areas and District and Local Centres would be permitted. **MAC20** amends Policy H4 to ensure that any such change of use would not have an unacceptable impact on residential amenity.
- 14.3. Policy H5: ‘Sub-division or conversion of residential properties’ is proposed to be amended by **MAC21**. This change amends criterion i) by deleting the reference to proposed extensions to properties. As an extension may be considered acceptable in principle, this change is necessary to ensure that the policy is not unduly restrictive. Meanwhile, Policy H6: ‘Change of use or redevelopment to residential use’ strikes an appropriate balance in relation to proposals for the change of use, conversion or redevelopment of redundant premises, reflecting a particular localised issue. For this reason, it is soundly based.
- 14.4. Policy C1: ‘Community Facilities’ provides the policy context for new and improved community, health and religious facilities. **MAC49** adds clarity to this Policy and is therefore recommended. **MAC51** proposes a New Policy entitled

¹³⁹ Council Statement to Hearing Session 10: Erratum Tables

‘Protection of Existing Community Facilities’, with the purpose of rectifying an omission in the submitted version of the Plan. However, whilst the principles behind the policy are supported, the requirement to satisfy both criteria renders the policy ineffective. As such, MAC51 is not recommended. Nevertheless, simply replacing the word ‘and’ following criterion i with the word ‘or’ would enable the policy to function as intended. Indeed, such a change would rectify the omission in the submitted version of the Plan and would be consistent with the general thrust of the policy proposed by the Council. This change is necessary for soundness, would not undermine the SA process and is therefore recommended via **Inspector MAC2**.

- 14.5. Chapter 6 of the Plan provides a suite of policies relating to Open Space. Policy C3: ‘Protection of Open Space’ relates to the protection of existing Open Space, whilst Policy C4: ‘Provision for Open Space, Outdoor Recreation and Sport’ relates to the provision of new space. Policy C4 is amended by **MAC52**, which incorporates children’s play into the provision of the Policy. This change enables Policy C6: ‘Provision for Children’s Play’ to be deleted by **MAC54**. These changes avoid any unnecessary duplication and add clarity to the suite of policies and are therefore recommended. On this basis, and subject to the Council’s response to the matters raised at the Hearing¹⁴⁰, the Plan’s open space policies are consistent with national policy and are soundly based.
- 14.6. Policy C5: ‘Provision for Allotments and Community Growing’ proposed to seek provision of land for allotments on developments over 46 units. The Policy lacked clarity and was not justified by robust evidence. Therefore, in response to concerns raised at the Hearing, the Council proposes to delete the Policy in its entirety through **MAC53**. This change is necessary to ensure a sound Plan and is therefore recommended.
- 14.7. Policy C7: ‘Health’ is amended by **MAC55**. This change is necessary to delete reference to the location of fast food takeaways to ensure consistency with other Plan policies. It also makes the policy more focussed and is sound in all other respects.
- 14.8. Policy C8: ‘Planning for Schools’ and Policy C9: ‘New Education Facilities’ would be deleted by **MAC56** and **MAC57** respectively. However, a new Policy, which following the renumbering of the policies within the chapter would become New Policy C7: ‘Planning for Schools’, is proposed through **MAC59**. This approach avoids unnecessary repetition and provides an appropriate framework for the consideration of such proposals. Concerns have been made in relation to the proposed phasing. However, this adds necessary certainty to the delivery of such facilities which is particularly important given the scale of the sites allocated for development through the Plan process. Moreover, the Policy wording is suitably flexible to ensure that contributions would only be sought where a need has been identified and contributions will be negotiated and fairly and reasonably related in scale and kind to the development proposed.
- 14.9. Representations have suggested that a Policy is necessary to support the on-going expansion of Cardiff’s universities. However, no tangible evidence has been submitted to the Examination to demonstrate the growth anticipated and,

¹⁴⁰ Council Response to Action Point 8 of Hearing Session 16

in any event, concerns relating to the amenity of existing communities could be adequately dealt with under the provisions of the other policies within the plan and that set out in national policy. It was also submitted at the Hearings that the Plan should make provision for ‘Place Plans’. However, this has not been submitted as a proposal within the Plan and its omission does not render the Plan unsound. Notwithstanding this, should this be something the Council wish to progress, it could be a matter dealt with as SPG, outside of the scope of this examination.

15 Plan Monitoring, Implementation & Review

- 15.1. The Council accepted during the examination that Appendix 9, as submitted, did not set out a sufficiently clear and effective monitoring framework. Intervention strategies to address any delay were unclear and there was a lack of site specific targets and dates to monitor the delivery of development. A number of measures have been introduced to effectively monitor progress and take any necessary action to ensure delivery of the housing target. Firstly, the proposed changes would introduce new policies identifying the necessary infrastructure, including links to the IP for each strategic site and clearer timescales by which it is required. The monitoring framework, as proposed to be amended by **MAC75** would measure achievement of the 50:50 modal split target for all journeys over the Plan period; it would set out a programme for monitoring delivery of key infrastructure so that progress can be examined and it would identify what action would be taken if the delivery of infrastructure fails to progress as expected.
- 15.2. Secondly, a revised comprehensive trajectory would identify all the housing projected to come forward and identify the anticipated delivery rates, including for each of the strategic sites, against a delivery target sufficient to meet the housing requirement. Finally, the amended monitoring framework would link a commitment to take action if critical infrastructure does not come forward as expected and identify measures to be undertaken if the housing falls behind the projected target. We are satisfied that this is a proactive and flexible approach and the changes are necessary to ensure that there is always a forward looking monitoring process to identify problems with the delivery of necessary infrastructure long in advance of any difficulties arising and appropriate action being taken to ensure targets are met.
- 15.3. During the examination process the Council has developed in greater detail the targets and indicators for monitoring delivery of policies in the Plan. Other changes proposed by **MAC75** would enable more responsive monitoring over shorter time periods and reflect other proposed changes set out above. The Plan would also include an appendix listing proposed SPG to support the Plan and a timetable for preparation (**MAC74**). With these changes the Plan provides a robust mechanism for monitoring delivery, implementation and to establish when the Plan or individual policies need to be reviewed. It is also sufficiently flexible to deal with changing circumstances. The changes would ensure that the Plan satisfies the coherence and effectiveness soundness tests.

16 Overall Conclusions

16.1. We conclude that, with the binding recommended changes identified in this report and set out in Appendices A and B, the Cardiff Local Development Plan 2006 - 2026 satisfies the requirements of section 64(5) of the 2004 Act and meets the procedural, consistency and coherence and effectiveness tests of soundness in LDP Wales.

R Phillips

Inspector

R Jenkins

Inspector

Appendix A: The Council’s proposed changes recommended by the Inspectors

Appendix B: Inspector Matters Arising Changes

Appendix A: Council proposed changes recommended by the Inspectors

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
Chapter 1:Introduction				
MAC1	1	1.1 – 1.19	1.4	<p>Update and amend paragraphs 1.1 – 1.19</p> <p>1. Introduction</p> <p><u>The purpose of and status of the need for a new adopted Local Development Plan (LDP)</u></p> <p>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.</p> <p>1.2 New homes, jobs, supporting transportation and other facilities <u>are</u> will be required to meet the needs of future generations. These needs must be carefully balanced against environmental and quality of life factors.</p> <p>1.3 The <u>adopted</u> Cardiff Local Development Plan (LDP) is the tool to address these issues. It represents a 'plan-led' approach to meeting future needs. All Local Authorities in Wales must prepare a LDP. Many have now been adopted, with others reaching advanced stages.</p> <p>1.4 Without a Plan in place, there would be an unplanned, piecemeal, 'free for all' which would not be desirable. In Cardiff, the need for a new</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>Plan is more acute than elsewhere for a number of reasons:</p> <ul style="list-style-type: none"> • The existing Development Plan framework is seriously outdated with the Structure Plans and Local Plan being over 16 years old; • In Cardiff, unlike most other Local Authorities in Wales, a Unitary Development Plan designed to replace the old Structure and Local Plans was never adopted; The first attempted LDP had to be withdrawn due to the Inspector's significant concerns (particularly critical of a 'brownfield-only' Strategy). The delay has caused the Plan period to be extended by 5 years, significantly raising the level of development required in this Plan and lengthening the period of time without an adopted Plan in place; • There is currently an insufficient housing land supply which has resulted in the Council losing planning appeals for development in the open countryside; • This is the first time in generations that Cardiff has no significant urban extensions taking place. Evidenced need for new homes is therefore not currently being met resulting in a build up of latent demand; and <ul style="list-style-type: none"> • Cardiff experiences significantly higher development pressures than many other parts of Wales. Many greenfield planning applications have recently been submitted underlining the need for a new, up to date framework to be put in place. <p>The Local Development Plan (LDP) process</p> <p>1.45 The <u>adopted</u> LDP will <u>provide</u> 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</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>Purchase Act 2004 which requires the Council to prepare a LDP. Once adopted, it will <u>It</u> replaces existing Structure Plans and Local Plans relating to Cardiff which are now outdated as explained above. <u>It and</u> will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications.</p> <p>1.56 The Plan <u>has been</u> must be prepared in accordance with formal regulations <u>and the</u> and involves numerous stages of preparation together with associated consultation and engagement. A document called the, 'LDP Delivery Agreement' <u>which</u> sets out a timetable for <u>its</u> preparation along with details of consultation as the Plan progressess. This was agreed with the Welsh Government on 5th December, 2011. Progress to date has fully accorded with the agreed timetable.</p> <p>The Deposit LDP</p> <p>1.7 The Deposit LDP is an important stage of the plan preparation process. It contains an overall Strategy together with land use allocations and detailed policies. The Plan aims to deliver the Council's overall vision as set out in the 10 year, 'What Matters' Strategy (2010-2020) and also takes account of the national and regional policy framework (summarised in Appendix 3). Furthermore, a wide range of evidence has been collected to inform the plan along with collaborative working, and findings from consultation and engagement processes.</p> <p>1.8 Importantly, the Deposit LDP is the next stage of the LDP preparation process following the Preferred Strategy which was approved by Council in October 2012. The Preferred Strategy set out the proposed strategic approach to meeting development needs over the Plan period and was subject to a six week</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>consultation period. The Deposit LDP therefore takes full account of the Preferred Strategy, the consultation findings, analysis of up to date evidence together with all other relevant material factors.</p> <p>1.69The Plan contains the following sections:</p> <p>Foreword; Summary; Introduction; LDP Vision & Objectives; Strategy, Key Policies and Key Diagram; Detailed Policies; Monitoring and Implementation; How to make comments; Proposals Map and Constraints Map; <u>Appendices.</u></p> <p>1.10 Numerous Appendices and Supporting Documents have also been prepared which contain relevant background work underpinning the Plan. These have been placed in the public domain to assist readers in gaining a full understanding of the evidence informing Plan content. This also allows the Deposit LDP to be a more succinct and user friendly document without being over cluttered with technical material. A full list of Supporting Documents is provided in the contents section of this document.</p> <p>Deposit LDP and Alternative Sites consultation</p> <p>1.11 The Deposit LDP will be subject to 6 weeks consultation. Full details of how to make comments are provided in Section 7. The Council will acknowledge and</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>carefully consider all comments made. Following the Deposit LDP consultation process, the Council must also consult on 'alternative sites' which will involve seeking views on alternative sites for development which have been put forward by parties commenting on the Deposit LDP.</p> <p>1.12 The Council will then consider all comments made and prepare any proposed, 'focussed changes' to the Deposit LDP which depending on timing is either before or after it is submitted for a process of formal examination. A series of Supporting Documents will also be submitted including an updated version of the Initial Consultation Report summarising representations made along with the Council's response.</p> <p>Independent examination</p> <p>1.13 Ultimately, approval for the Plan rests with an independent Inspector who will decide if the Plan is fit for purpose by assessing it against ten, 'tests of soundness'. These are listed in Appendix 8 together with an explanation of how the Council considers the document contents and preparation process accord with these tests.</p> <p>1.14 The examination process will commence once the Council formally submits the plan to the Welsh Government. The process will be co-ordinated by the independent Inspector and include examination sessions to explore issues. Further evidence may be provided by the Council and others to assist the independent Inspector fully explore any relevant matters. Once the examination process is completed, the independent Inspector will issue a binding report including any changes required to the Plan.</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>Adoption, Monitoring and Review</p> <p>1.7<u>15</u> The Council must formally adopt the LDP within 8 weeks of the receipt of the independent Inspector's Report. Following this, <u>the</u> Council will work with others to implement the Plan and take decisions within the new adopted policy framework.</p> <p>1.8<u>16</u> 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 indicators 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.</p> <p>Supplementary Planning Guidance (SPG)</p> <p>1.9<u>17</u> These are non-statutory documents intended to provide useful advice and guidance which expand on policies set out in the <u>adopted</u> Deposit LDP. They must be subject to public consultation. but are not documents to be assessed by the LDP independent Inspector. Appendix 5 of this document lists all proposed new and/or updated SPG which are intended to be prepared together with timescales. and at which stage of the LDP process. In this respect, it should be noted that a phased programme of preparation is proposed.</p> <p><u>Other Assessment processes that have informed the adopted Plan</u></p> <p>1.10<u>8</u> In addition to the overall independent examination of the LDP, the Plan <u>has</u> must also <u>been</u> subject to two further formal assessment</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>processes as described below: 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. The Final SA Report forms Supporting Document 11; 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. The HRA forms Supporting Document 12.</p> <p>1.119 Furthermore, the <u>adopted</u> Deposit-LDP has been subject to the following additional internal assessments designed to further scrutinise the Plan contents: Health Impact Assessment - a process involving relevant stakeholders in assessing the health implications of the Plan. A summary forms Supporting Document 13; and Equality Impact Assessment - a process involving relevant stakeholders in assessing the equality implications of the Plan. A summary forms Supporting Document 14.</p>
MAC2	1	New paragraph	1.8, 7.5	<p>Insert new paragraph in the Introduction after existing paragraph 1.19 Other Assessment Processes.</p> <p><u>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.</u></p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
Chapter 2: The Cardiff Context and Key Issues the Plan must Address				
MAC3		2.1 (page 21)	Schedule of Minor Changes	<p>Key Environmental trends and issues</p> <ul style="list-style-type: none"> 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 4 sites noted for their international biodiversity (Cardiff Beechwoods SAC and Severn Estuary SAC/SPA/RAMSAR)
Chapter 4: Strategy, Key Policies and Key Diagram				
MAC4	4	KP1: Level of Growth	1.2, 2.1, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 5.1	<p>Replace existing Policy KP 1: Level of Growth with revised KP1</p> <p>Please see Appendix One of this schedule for amended KP 1</p>
MAC5	4	Policy KP2 Strategic Sites KP2 New Key Policies, KP2(A) to KP2(H)	2.2, 6.2, 7.1, 7.3, 8.1, 8.3, 10.13, 12.1, 13.16, 16.2	<p>Amend Policy KP2:Strategic Sites and reasoned justification and insert new policies KP2A to H after existing KP2</p> <p>Please see Appendix Two of this schedule</p>
MAC6	4	KP4: Master planning Approach Paragraphs 4.84 - 4.85	2.2, 6.2, 7.1, 7.3, 8.1, 8.3, 10.13, 12.1, 13.16, 16.2	<p>Amend reasoned justification of KP4: Masterplanning approach</p> <p>Retain existing paragraph 4.84 but delete existing paragraph 4.85: 4.85 The outputs of this approach are set out in Supporting Document</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>No. 16 which includes:</p> <p>General Principles: 10 General Principles based on different themes considered essential to create new sustainable neighbourhoods. These principles have been agreed by the Cabinet Meeting of 16th May, 2013 and relate to all sites, strategic or non strategic, greenfield or brownfield;</p> <p>Strategic Schematic Framework: To provide a link between the General Principles and Site Specific Principles, 3 county wide plans together with supporting text will provide a spatial context relating to landscape, movement and neighbourhood factors;</p> <p>Site-Specific Framework: Working within the context of the first 2 outputs, this output will not be overly prescriptive but give a spatial indication of land uses, transportation measures and key open space corridors together with information on proposed densities, infrastructure and phasing of the strategic sites allocated in the Deposit LDP. It is intended that following consideration of consultation responses, that the site specific framework will be drafted into SPG and follow the normal SPG consultation process prior to the LDP examination; and</p> <p>Area-Based Masterplans: Detailed Masterplans will be worked up by the landowners/developers with the context of the framework prepared by the Council as set out in the Deposit LDP supporting information. These will contain a greater level of detail than the over arching framework and can assist in the examination of the LDP together with providing a context for the phased submission of planning applications for development sites.</p> <p>New paragraphs to be inserted after existing paragraph 4.84 to replace deleted paragraph 4.85 reflecting changes with regard to embedding</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>more masterplanning details for Strategic Sites into the Plan:</p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p>
MAC7	4	KP5: Good Quality and Sustainable Design	11.6, 13.9, 16.1	<p>Amend criterion (ix) of Policy KP5: Good Quality and Sustainable Design</p> <p>(ix) "Promoting the efficient use of land, developing at highest practicable densities and where appropriate achieving the remediation of contaminated land <u>contamination</u>;"</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
MAC8	4	Policy KP6: New Infrastructure	2.4, 2.5	<p>Amend Policy KP 6 and reasoned justification</p> <p>KP6: NEW INFRASTRUCTURE</p> <p>New development will make appropriate provision for, or contribute towards, the <u>all essential, enabling and necessary infrastructure required as a consequence of the proposed development in accordance with Planning Policy Guidance.</u> 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 <u>subject having regard to the nature, scale and location and details of the proposed development:</u></p> <p><u>Essential / Enabling Infrastructure:</u></p> <ul style="list-style-type: none"> • Transportation and highways including access, circulation, parking, public transport provision, walking and cycling; • Utility services; • <u>Flood mitigation / defences;</u> <p><u>Necessary Infrastructure:</u></p> <ul style="list-style-type: none"> • 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;

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<ul style="list-style-type: none"> • 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; and Other requirements • Other facilities and services considered necessary. <p>Retain existing paragraphs 4.89-4.90. Amend paragraph 4.89</p> <p>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 such as highways or utilities) or can be required to make a development acceptable (necessary such as schools, community facilities, open space). 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.</p> <ul style="list-style-type: none"> ▪ <u>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).</u> ▪ <u>Category 2: Necessary Infrastructure (to make development acceptable) - Items which need to be phased and implemented alongside new</u>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p><u>development, to ensure that areas are served with appropriate facilities over time (e.g. schools and recreational open space)'. </u></p> <p>New paragraph to be inserted after existing paragraph 4.90:</p> <p><u>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.</u></p> <p>4.91 Further work has therefore been undertaken to supplement the Policy and is included in Supporting Document 6 (Infrastructure Plan) which provides details and evidence of the infrastructure that is required to support the planned level of growth. The Infrastructure Plan also identifies the potential costs of such infrastructure provision, potential funding mechanisms and / 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. However, at this stage it It is important to note that there are numerous potential funding sources and that the potential sources those shown on the diagram raise peripheral issues which require further discussion and work to investigate the feasibility of securing funding through these means.</p> <p>Retain diagram at Page 68 and paragraph 4.92</p> <p>4.93 The provision of flexible, multi-functional buildings and places will</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>allow for essential services to be provided, whilst allowing communities to 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 new @Loudoun development in Butetown) is a trend which is set to continue. The Infrastructure Plan (Supporting Document 6) provides further information regarding potential opportunities for shared premises as well as an indication of compatible uses and services.</p> <p>Retain paragraph 4.94</p> <p>4.95 There may also be additional requirements depending on the scale, nature, location and phasing of proposed developments to support the future needs of infrastructure providers and the communities they serve. Further detailed work will be undertaken following consultation on the Deposit LDP to fine tune requirements and delivery sources. This will include identifying in more detail the different ways in which infrastructure can be provided.</p>
MAC9	4	Policy KP7 Planning Obligations Paragraphs 4.98 and 4.101	2.3	<p>Amend KP 7 and paragraph reasoned justification</p> <p>KP7: PLANNING OBLIGATIONS</p> <p><u>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.</u></p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>4.98 The legislative and policy framework governing the use of planning obligations is provided in PPW, Community Infrastructure Levy Regulations 2010 (<u>as amended</u>) and Welsh Office Circular 13/97 'Planning Obligations' (<u>or subsequent versions</u>).</p> <p>4.101 They will be sought where they are:</p> <ul style="list-style-type: none"> ▪ Necessary to make a proposal acceptable in land use planning terms; ▪ Relevant to planning; and ▪ Directly related to the proposed development. ▪ <u>Necessary to make the development acceptable in planning terms</u> ▪ <u>Directly related to the development; and</u> ▪ <u>Fairly and reasonably related in scale and kind to the development</u>
MAC10	4	Policy KP8 new paragraph and amendments to 4.117	14.3	<p>Insert new paragraph after existing paragraph 4.105 and amend paragraph 4.117 of Policy KP8.</p> <p>New paragraph after existing paragraph 4.105:</p> <p><u>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:</u></p> <ul style="list-style-type: none"> • <u>the walking and cycling infrastructure supported by Policy T1;</u> • <u>the strategic rapid transit, bus corridor enhancements and wider</u>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p><u>improvements to the city's bus network supported by Policy T2;</u></p> <ul style="list-style-type: none"> • <u>Transport Interchanges supported by Policy T3; and</u> • <u>the Regional Transport Hub supported by Policy T4.</u> <p><u>Policies KP2 (A) to KP2 (H) list the 'Essential' and 'Enabling infrastructure' required to support the development of each strategic site s contribution to and the delivery of the county-wide 50:50 modal split target.</u></p> <p><u>Policies KP2 (A) to KP2 (H) list the 'Essential' and 'Enabling infrastructure' required to support the development of each strategic site and the delivery of the 50:50 modal split target.</u></p> <p>4.117 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 the schematic master plans and site specific principles for each site <u>Policy KP2.</u> 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.</p>
MAC11	4	KP11: Minerals And Aggregates Paragraph 4.141	15.1, 15.2, 15.3, 15.4, 15.9, 15.10, 15.12	<p>Amend Policy KP11 and the reasoned justification</p> <p><u>KP11: MINERALS AND CRUSHED ROCK AGGREGATES AND OTHER MINERALS</u></p> <p>Cardiff will <u>maintain a steady and adequate supply of minerals and contribute to regional aggregate supplies by:</u></p> <p>i Promoting and supporting the efficient use of minerals and use</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>of alternatives to naturally occurring minerals including the re-use of secondary aggregates;</p> <p>ii. Protecting existing mineral reserves and safeguarding potential resources <u>of limestone, coal and sand and gravel</u> from development that would preclude their future extraction; and</p> <p>iii. Maintaining a minimum 10 year land bank of permitted <u>crushed rock aggregate reserves in line with national guidance</u>;</p> <p><u>iv. Supporting appropriate applications for sand and gravel extraction; and</u></p> <p><u>v. Safeguarding wharves from development that would prevent their use for landing marine dredged sand and gravel.</u></p> <p>4.141 Crushed rock production in the past has averaged 1 million tonnes (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 <u>crushed rock aggregates</u>. Secondary materials, such as construction and demolition waste, are also used as substitutes for natural aggregates. <u>Cardiff is also an important source of dolomitic and high purity limestone for industrial use in the local steelmaking process.</u> Existing permitted reserves of hard rock minerals (41 mt.) represent over 69 years' supply at current output rates, sufficient to meet need well beyond the Plan period. Regionally, Cardiff contributes around 10% of South Wales' annual crushed rock aggregate production and its reserves represent 8% of the regional total, sufficient to maintain this contribution during the Plan period. <u>The Regional Technical Statement 1st 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 is a total apportionment of 21.5 million tonnes. This requirement</u></p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>is based on average annual production for the period 2001 to 2010 and compares with the existing landbank of 41 million tonnes (as at 31st 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 1st 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.</p>
MAC12	4	Policy KP12 Waste Paragraphs 4.144, 4.145	15.13, 15.16	<p>Amend Policy KP 12 and the reasoned justification</p> <p>KP12 WASTE</p> <p>Waste arisings from Cardiff will be managed by:</p> <p>i. Promoting and supporting additional sustainable waste management facilities, measures and strategies in accordance with the <u>Collections, Infrastructure and Markets Sector Plan (2012) and TAN 21 (2014) Regional Waste Plan</u> 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 disposal of waste 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;</p> <p>ii. Encouraging the provision of in-building treatment facilities on existing and allocated areas of general industry;</p> <p>iii. Supporting the provision and maintenance of sustainable</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>waste management storage and collection arrangements in all appropriate new developments; and</p> <p>iv. Supporting waste minimisation prevention and reuse and the provision of facilities that use recycled or composted products.</p> <p>4.144 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. Additional treatment facilities are likely to be required within the Plan period in order to achieve these aims.</p> <p>4.415 The South East Wales Regional Waste Plan indicates that a maximum of 20.9 hectares of land will be required for waste management facilities within the county. New waste management facilities will generally be favoured on B2 land for general industry, in line with national guidance. In this respect the 1st Review of the Regional Waste Plan endorsed by the Council in July 2008 identifies a range of potential sites for waste management purposes on vacant general industrial land. TAN 21 (2014) sets a framework for the delivery of sustainable waste management infrastructure through the planning process. The Collections, Infrastructure and Markets 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</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<u>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).</u>
MAC13	4	Policy KP13: Responding to Evidenced Social Needs	4.1, 4.2, 4.19	<p>Amend Policy KP13 and reasoned justification</p> <p>KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS</p> <p>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:</p> <p>i. Providing a range of dwelling sizes, types and affordability including seeking to provide a target of 6,953 6,646 affordable dwellings over the remaining 13 12 years of Plan period;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>v. Encouraging the enhancement of communities through better equality of access to services for all, promoting cultural and wider</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>diversity for all groups in society, and creating places that encourage social interaction and cohesion;</p> <p>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</p> <p>vii. Designing out crime and creating communities which are safer and feel safer.</p> <p>4.149 The affordable housing target (6,953 <u>6,646</u> or 535 units per annum) identifies the number of affordable housing units that it is anticipated will be provided over the remainder of the Plan period 2013 <u>2014</u> 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 and 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.</p> <p>Insert new paragraph after existing paragraph 4.149</p> <p><u>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.</u></p>

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MAC14	4	KP15 Climate Change Paragraph 4.167	1.7, 13.3	<p>Amend Policy KP15 and paragraph 4.167 of the reasoned justification</p> <p>KP15: CLIMATE CHANGE</p> <p>To mitigate against the effects of climate change and adapt to its impacts, development proposals should take into account the following factors:</p> <ul style="list-style-type: none"> 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 of renewable energy; and v. Avoiding unnecessary flood risk by assessing the implications of development proposals within areas susceptible to flooding and preventing development that unacceptably increases risk. Avoiding areas susceptible to flood risk in the first instance in accordance with the sequential approach set out in national guidance; and <u>(vi) Preventing development that increases flood risk.</u> <p>4.167 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. <u>In accordance with TAN15: Development and Flood Risk no highly vulnerable development will be permitted in</u></p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>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 criterion which will be considered when assessing development proposals in areas of high risk of flooding. Information is provided to demonstrate that a proposal satisfies the Flood Consequence Assessment tests set out in TAN15: Development and Flood Risk.</p>
MAC15	4	Policy KP16 Green Infrastructure	13.6	<p>Amend Policy KP16</p> <p>KP16: GREEN INFRASTRUCTURE</p> <p>Cardiff’s distinctive natural heritage provides a network of green infrastructure which will be protected, enhanced, created, and managed to ensure the integrity and connectivity of this multi-functional green resource is maintained.</p> <p>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.</p> <p>Natural heritage assets are key to Cardiff’s character, value, distinctiveness and sense of place. They include the City’s:</p> <p>i. Undeveloped countryside and coastline (EN1 and EN2);</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>ii. Landscape, geological and heritage features which contribute to the City's setting (EN3);</p> <p>iii. Strategically important river valleys of the Ely, Taff, Nant Fawr and Rhymney (EN4);</p> <p>iv. Biodiversity interests including designated sites and the connectivity of priority habitats and species (EN5, EN6 and EN7);</p> <p>v. Trees (including street trees), woodlands and hedgerows (EN8);</p> <p>vi. Strategic recreational routes, cycleways and the public rights of way network (T5, T6 and T8);</p> <p>vii. Parks, playing fields, green play areas and open spaces (C3, C4 and C6);</p> <p>viii. Growing spaces including allotments, community orchards and larger gardens (C5); and</p> <p>ix. Holistic integrated surface water management systems (EN10).</p>
MAC16	4	Policy KP17 Built Heritage	13.1	<p>Amend Policy KP17</p> <p>Policy KP17: BUILT HERITAGE</p> <p>Cardiff's distinctive heritage assets will be protected, managed and enhanced, in particular the character and setting of its Scheduled Ancient Monuments; Listed Buildings; <u>Registered</u></p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
		Paragraphs 4.174, 4.176, 4.178, 4.179		<p>Historic <u>Landscapes</u>, Parks and Gardens; Conservation Areas; Locally Listed Buildings and other features of local interest that positively contribute to the distinctiveness of the city.</p> <p>Amend paragraphs 4.174, 4.176, 4.178, 4.179 of KP 17</p> <p>4.174 There are currently 28 s<u>Scheduled</u> a<u>Ancient</u> m<u>Monuments</u> in Cardiff. This Policy affords appropriate protection to these ancient monuments and others that may be scheduled over the Plan period, as well as other important archaeological remains identified within the Historic Environment Record. The SPG on Archaeologically Sensitive Areas provides further guidance on four areas of the city where significant finds have been recorded.</p> <p>4.176 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. <u>Welsh Office</u> Circular 61/96 identifies the weight their designation may have in the assessment of development proposals.</p> <p>4.178 Finally, there are currently 19 historic parks and gardens and 1 historic landscape (the Wentloog Levels) included on the Cadw/ICOMOS 'Register of Historic <u>Landscapes</u> Parks, <u>and</u> Gardens and Landscapes'. 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.</p> <p>4.179 In seeking to respond to the presence of heritage assets, developers are encouraged to follow a sequence of investigation and</p>

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				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 Welsh Office Circular 61/96 and advice within BS Standard 7913, <u>20131998</u> .																									
MAC17	4	KP18: Natural Resources Paragraph 4.184	11.6, 13.9, 16.1	<p>Amend criterion (iv) and paragraph 4.184 of Policy KP18</p> <p>(iv) "Remediating contaminated land <u>contamination</u> through the redevelopment of contaminated sites."</p> <p>Amend the first sentence of Paragraph 4.184</p> <p>"The redevelopment of <u>sites with contaminated land contamination</u> allows such land to be brought back into beneficial use, prevents dereliction and reduces the need to develop greenfield sites land."</p>																									
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MAC18	5	Policy H1 Non Strategic Housing Sites Table 3	9.3, 9.6	<p>Amend Table 3 of Policy H1</p> <table border="1"> <thead> <tr> <th colspan="5">Table 3: SUMMARY OF NON-STRATEGIC HOUSING SITES</th> </tr> <tr> <th>Site Ref.</th> <th>Site Name</th> <th>Estimated Units</th> <th>Site (Ha)</th> <th>Size</th> </tr> </thead> <tbody> <tr> <td>H1.1</td> <td>Land at Areas 9-12, St Mellons</td> <td>150</td> <td>3.98</td> <td></td> </tr> <tr> <td>H1.2</td> <td>Land rear of Clive Street</td> <td>80</td> <td>2.87</td> <td></td> </tr> <tr> <td>H1.3</td> <td>Rookwood Hospital</td> <td>80 90</td> <td>2.90 3.40</td> <td></td> </tr> </tbody> </table>	Table 3: SUMMARY OF NON-STRATEGIC HOUSING SITES					Site Ref.	Site Name	Estimated Units	Site (Ha)	Size	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	80 90	2.90 3.40	
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MAC19	5	Policy H3 Affordable Housing Paragraphs 5.11, 5.12, 5.13	4.3 to 4.18	<p>Amend Policy H3 and paragraphs 5.11, 5.12 and 5.13 of the reasoned justification.</p> <p>Policy H3: AFFORDABLE HOUSING</p> <p>Where there is evidence of need The Council will seek 20% affordable housing on Brownfield sites and 30% affordable housing on Greenfield sites in all residential proposals that:</p> <p>i. Contain 10-5 or more dwellings; or ii. Sites of or exceeding 0.13 hectares in gross site area; or iii. Sites of or exceeding the thresholds in (i) or (ii) above for adjacent sites.</p> <p><u>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</u></p>																								

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				<p><u>affordable housing target percentages set out above</u></p> <p><u>Affordable housing will be sought to be delivered on-site in all instances unless there are exceptional circumstances.</u></p> <p>5.11 The LDP target for affordable housing for the Plan period is detailed in Policy KP13. During the remaining Plan period from 2013 to 2026 the target amounts to 535 units per annum.</p> <p>5.12 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 Sn106 and/or CIL, consistent with Policy KP6: New Infrastructure and the LDP Background Paper: Infrastructure Plan) 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 (<u>based on indicative tenure mixes of 40% social rented, 40% intermediate rented and 20% Low Cost Home Ownership</u>). This is consistent with the recommendations of the Cardiff Local Housing Market Assessment and the <u>Economic Viability Reports of 2013 and 2014</u> in seeking an appropriate mix of tenures to address evidenced housing need over the Plan period. The full findings of the Viability Study, including the methodology and assumptions made are set out in supporting document 20</p> <p>5.13 In negotiating affordable housing, each proposal's actual contribution will depend on that scheme's capacity for provision. This will ensure that</p>

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				<p>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. Notwithstanding this, in order to determine an appropriate level of contribution all housing developments of 50 or more dwellings will be expected to provide an independent assessment 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.</p>
MAC20	5	Policy Change H4: Of Use Of Residential Land Or Properties Paragraph 5.18	16.3	<p>Amend Policy H4 and paragraph 5.18 of the reasoned justification.</p> <p>H4: CHANGE OF USE OF RESIDENTIAL LAND OR PROPERTIES</p> <p>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:</p> <p>i. The premises or their location are no longer suitable for residential use; or</p> <p>ii. The proposal is for a community use necessary within a residential area.</p> <p>iv. The proposal is for a use that could contribute to the creation of sustainable communities.</p> <p><u>iii. There would be no unacceptable impact on residential amenity.</u></p> <p>5.18 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.</p>

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				Similarly there are other uses such as local shops and other commercial uses, of an appropriate scale, that could contribute to the creation of sustainable communities. Such uses will be permitted where there would be no unacceptable impact on residential amenity or to an area's character. Subsequent conversion from such uses to other non-residential uses will not normally be permitted. Further guidance on the conversion of residential properties to childcare facilities will be set out in SPG.
MAC21	5	Policy H5 Sub-Division or Conversion of Residential Properties	16.4	<p>Amend Policy H5</p> <p>H5: SUB-DIVISION OR CONVERSION OF RESIDENTIAL PROPERTIES</p> <p>Proposals for any conversion to flats or Houses in Multiple Occupation will be permitted where:</p> <p>i. The existing property is of a size (without being extended for the proposed use), 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.</p> <p>ii. There would be no material harm to the amenity of existing, nearby residents by virtue of general disturbance, noise or overlooking.</p> <p>iii. The cumulative impact of such conversions will not adversely affect the amenity and/or the character of the area.</p> <p>iv. Does not have an adverse effect on local parking provision</p>
MAC22	5	Policy H7:Allocation Policy for	11.1 to 11.5, 11.7	<p>Delete Policy H7 and reasoned justification</p> <p>H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
		Gypsy and Traveller Site Paragraphs 5.34 - 5.50		<p>Land is allocated for the provision of Gypsies and Travellers accommodation at Seawall Road as defined on the Proposals Map.</p> <p>5.34 Currently, there are two Council managed Gypsy and Traveller residential sites in Cardiff: at Rover Way and Shirenewton which were developed in the 1970's and 1980's. These sites provide 80 pitches between them; 59 at Shirenewton and 21 at Rover Way. In addition there are a few privately run facilities, most notably a site next to the Council's residential site at Shirenewton. Collectively these sites generate a future need for new pitches which the Council has a statutory duty to provide for with the LDP providing the tool to formally identify appropriate land to meet this need.</p> <p>5.35 In order to fully inform considerations, the Council has recently commissioned 3 independent studies carried out in consultation with the Gypsy and Traveller community to assess the relevant aspects of this matter. The first independent study, by Opinion Research Services, was to identify the level of need over the LDP plan period. It identifies a need to provide for an additional 108 pitches in the city up to 2026 together with an additional need for a transit site of around ten pitches, which should be located near the M4 to meet the needs of Gypsy and Travellers who are visiting the area or travelling through it. The study concludes that a transit site need not necessarily fall within the boundaries of the County of Cardiff and recommends entering a cross boundary process with neighbouring Councils and across South East Wales to identify a suitable site within the region.</p> <p>5.36 The second independent study carried out by Atkins examined the physical condition of the Rover Way site. It outlined some significant and</p>

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				<p>challenging issues which would require resolution in future years. Therefore, in the event that this site could be replaced at some point in the future, this could add to the level of need to be provided for in the LDP (21 pitches).</p> <p>5.37 The third independent study was prepared by Peter Brett Associates and provides advice to the Council on potential sites required to respond to the needs identified in the first study. It contains an assessment of potential sites for the Council to consider which is further discussed in the following paragraphs.</p> <p>5.38 The Peter Brett study followed criteria set out in national guidance and looked at the availability, suitability and achievability of potential sites. The process resulted in a long list of 32 sites with 5 sites being identified as potentially suitable to contribute additional pitches. However, it is noted that the sites recommended would only deliver 92 pitches which falls short of the required number. The Council has placed the study in the public domain and received feedback on its contents. Work has been undertaken to examine the study in considerable detail. As a result of recent analysis, there are significant concerns with the suitability of all 5 recommended sites having regard to a wide range of material factors including the role of potential sites for other uses.</p> <p>5.39 Consideration of the study has also included addressing all 32 sites on 'the long list' of sites assessed by the consultants. In this respect, further work has been undertaken with regard to the large area of unused land at Pengam Green bounded by Seawall Road to the west, and Rover Way to the south, (opposite the existing Gypsy and Traveller site at Rover Way). The study concluded that the land was not considered suitable due to flood risk but added, "However should satisfactory flood mitigation</p>

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				<p>measures be identified as part of a wider scheme to mitigate flood risk in the area it is considered the site could have the potential for Gypsy and Traveller use. The Council should keep this under review”.</p> <p>5.40 Dialogue with Natural Resources Wales (NRW) undertaken since the Peter Brett study has revealed that NRW are proposing to carry out 2 flood defence enhancement schemes in relation to the River Rhymney and Roath Brook. These schemes are currently programmed for implementation in 2015/16 as part of the Severn Estuary Flood Risk Management Strategy and will reduce flood risk in part of the flood plain contiguous with land south of the railway line.</p> <p>5.41 Whilst the schemes do not remove flood risk from the unused land north of Rover Way, they provide an important stage in delivering significant measures to address flood risk in the wider area. If complemented by further measures closer to the mouth of the River Rhymney and existing tidal defences, a comprehensive solution may be feasible which significantly reduces flood risk for the whole local area including a large number of existing properties and premises in the locality. Flood defence enhancements would also be fully consistent with the Severn Estuary Shoreline Management Plan 2 which supports, ‘holding the line’ of sea defences in this area.</p> <p>5.42 Detailed analysis of the land east of Seawall Road and north of Rover Way reveals different degrees of flood risk within the site. A Phase 2 Strategic Flood Consequences Assessment (SFCA) undertaken for the Council by Atkins in 2011 indicates that flood risk is within guidelines for development for conditions today but becomes an issue when considering the impact of rising sea levels in future years and guidance states regard must be had to, ‘lifetime of development’ rather than assessing purely current conditions. The western corner of the site adjacent to Seawall</p>

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				<p>Road is unused with no extant planning consents and contains two large raised areas of land including access roads which removes flood risk according to national guidance criteria until 2110 flood extents whilst lower surrounding developed and unused land triggers flood risk in 2085 flood extents.</p> <p>5.43 In order to fully assess the precise nature of flood risk and explore effective mitigation measures in relation to the lifetime of development, a Phase 3 Flood Consequence Assessment will need to be undertaken. Initial dialogue has taken place with NRW in this respect and the Council will commission independent consultants to work to a brief agreed with NRW and in accordance with national guidelines. Given the fact that flood risk does not become an issue until 2110 on this part of the unused land plus the fact that the Severn Estuary Strategy Management Plan is proposing sea defence improvements before this time, an allocation on this land is not unreasonable at this juncture. However, the Phase 3 study will be progressed as a priority to allow the Council time to consider its findings and update details as appropriate prior to formally agreeing the LDP submission and focussed changes in May 2014.</p> <p>5.44 Having regard to other factors, there are strong reasons to support this allocation. This has the benefits of building upon the strong existing links with the existing community and facilities provided. Indeed, the site would benefit from far safer access to Willows High School and local services, overcome existing coastal erosion concerns and provide a more satisfactory living environment in a well screened site not directly adjacent to the busy Rover Way.</p> <p>5.45 In terms of potential capacity, the area of raised land adjacent to</p>

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				<p>Seawall Road is approximately 3.2 hectares in size. It could be developed for Gypsy and Travellers in a phased manner utilising existing access roads together with room for new internal landscaping to compliment strong and mature boundary planting forming the western site boundary which extends to the north and east providing a distinctive feature in the local landscape. Based on existing pitch densities, the site can deliver around 65 pitches.</p> <p>5.46 The site would be of a large scale in a Wales context and above recommended site size in national guidance. However this guidance also states local authorities may consider it necessary to be flexible by allowing more pitches on a site when taking into account local circumstances and the current level of need. Furthermore, the council's experience in operating the Shirenewton site of 59 pitches has demonstrated that large sites can be very effectively managed providing both benefits for the Gypsy and Traveller community and enabling the effective delivery of supporting services. The site allows for a logical phased development where pitches can be provided in a managed and orderly manner together with integrating the provision of supporting facilities. Developing a larger site at this location is not considered a viable or sustainable solution. It would go well beyond the recommended size of sites in national guidance and well beyond the Council's ability to demonstrate that such a model could effectively operate in practice.</p> <p>5.47 The allocation of a new site for 65 pitches at Seawall Road represents a major provision in a national context and demonstrates the Council's continued commitment to responding to the needs of a large Gypsy and Traveller community. This represents meeting more than the immediate needs in Cardiff (43 pitches) as identified in the ORS needs</p>

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				<p>assessment. However, it does not satisfy the overall level of need identified in the ORS needs assessment. This is a reflection of the unprecedented level of need to be addressed in a Wales context together with the limited suitability of other potential sites as shown through consideration of the Peter Brett Study. There has been insufficient time since the consideration of the Peter Brett study to identify additional sites prior to progressing the Deposit LDP in strict accordance with the Delivery Agreement approved by the Welsh Government.</p> <p>5.48 The progression of the LDP through to examination allows this issue to be more thoroughly explored including an analysis of consultation responses on the Deposit Plan. Discussions have already been initiated with the Welsh Government to progress a balanced approach to addressing needs for the South East Wales region. Furthermore, it should be noted that policy H8 provides a criteria-based policy to assess any future sites which may come forward over the plan period so the plan clearly has mechanisms to effectively consider future sites.</p> <p>5.49 The consideration of the provision for Gypsy and Traveller needs on a South East Wales scale may contribute to future deliberations. A continuation of the current situation would result in future provision limited to those Authorities who have catered for needs in the past whilst other (and often adjoining) Authorities technically will have no future needs to meet at all as there is currently no provision. This is considered an unreasonable and unsustainable approach. Future dialogue regarding strategic planning options for South East Wales including the upcoming consultation from the Wales Government on the Draft Planning Reform Bill and Consultation Paper may offer an opportunity to further explore this matter. The future consideration of a more reasonable, sustainable and strategic approach may well have implications on how provision is</p>

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				<p>addressed in Cardiff.</p> <p>5.50 With regard to the provision of a transit site which could accommodate about ten pitches, it is noted that the independent consultants recommended that this site should be located near to the M4 and that its location should not be limited to Cardiff. The Council has therefore made initial contact with relevant local authorities along the M4 in South East Wales with regard to exploring suitable potential opportunities to meet this element of need. Given the limited time since the studies have been completed, further work and dialogue will continue to identify a suitable transit site within the region which will then be progressed accordingly by the local authority concerned. Should the site ultimately be identified within Cardiff (although the Peter Brett study did not identify a suitable site), it would be progressed as part of the material submitted for the LDP independent examination.</p>
MAC23	5	Policy H8 Sites for Gypsy and Traveller Caravans Paragraphs 5.52 and 5.53	<p>11.6, 13.9, 16.1</p> <p>11.1 to 11.5, 11.7</p>	<p>Amend criterion (ii) and paragraphs 5.52 and 5.53 of the reasoned justification to Policy H8</p> <p>(ii) "Environmental factors including flood risk, ground stability, contaminated land <u>contamination</u> and proximity of hazardous installations do not make the site inappropriate for residential development;"</p> <p>5.52 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</p>

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				<p>and Traveller pitches. Local authorities are required to assess the accommodation needs of Gypsy families (Housing (Wales) Act 20014 S.225 & 226) .—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.</p> <p>5.53 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.</p> <ul style="list-style-type: none"> • <u>Agree methodology and project management arrangements by end of 2015</u> • <u>Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 by February 2016</u> • <u>Undertake a site search and assessment and secure approval of findings by October 2016</u> • <u>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</u> • <u>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</u>

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				<p>5.53 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. Policy H7 allocates land specifically for the provision of Gypsy and Travellers but This policy provides further scope for considering any additional proposals which may arise over the plan period.</p>
MAC24	5	Policy EC3: Alternative Use Of Employment Land And Premises Paragraphs 5.68 and 5.69	10.2, 10.3, 10.4	<p>Amend Policy EC3 and paragraphs 5.68 and 5.69 of the reasoned justification</p> <p>EC3: ALTERNATIVE USE OF EMPLOYMENT LAND AND PREMISES</p> <p>Development of business, industrial and warehousing land and premises for other uses will only be permitted if:</p> <p>i. The land or premises are no longer well located for business, industrial and warehousing use; or</p> <p>ii. <u>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</u></p> <p>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</p> <p>iv. There will be no unacceptable impact on the operating</p>

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				<p>conditions of existing businesses.</p> <p>5.68 Provision might be made for conversion to alternative uses but only if there were compelling and exceptional circumstances, for example:</p> <ul style="list-style-type: none"> • Robust evidence that there is no realistic prospect of employment use on the site; and/or • The property is physically unsuitable for employment use, even after adaptation/refurbishment or redevelopment. <p>5.69 The 'robust evidence' for assessing the need to retain land and premises for business, industrial and warehousing use include the following criteria:</p> <ul style="list-style-type: none"> • 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 need to be accommodated on business, industrial or warehousing land (e.g. transport depots). • <u>Other priorities, such as housing need, override more narrowly focussed economic considerations.</u>
MAC25	5	New Policy	10.2, 10.3,	Insert new policy and reasoned justification after paragraph 5.85 new

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			10.4	<p>policy to be referenced EC7</p> <p><u>EC7 EMPLOYMENT PROPOSALS ON LAND NOT IDENTIFIED FOR EMPLOYMENT USE</u></p> <p><u>Proposals for employment use (B Use Class) on unallocated sites will be permitted provided that:-</u></p> <ul style="list-style-type: none"> <u>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);</u> <u>ii. The site falls within the settlement boundary and has no specific policy designation;</u> <u>iii. The use is compatible with uses in the surrounding area and;</u> <u>iv. The proposal is well related to the primary highway network and accessible to sustainable modes of transport</u> <p><u>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.</u></p> <p><u>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.</u></p>

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MAC26	5	Policy EN: Countryside Protection	13.4, 13.5	<p>Amend Policy EN1 and the reasoned justification</p> <p>Policy EN1: COUNTRYSIDE PROTECTION</p> <p>There will be a presumption against development in the countryside, beyond the settlement boundaries identified on the Proposals Map, except where it can be justified for agricultural and forestry needs or it is essential for facilitating sustainable access to and enjoyment of the countryside including appropriate outdoor recreation and tourism uses.</p> <p>Appropriate development in the countryside should be in harmony with, and not cause unacceptable harm to, the character and quality of the surrounding countryside and landscape demonstrating:</p> <p>The need for the development to be located in the countryside;</p> <p>ii. That alternative locations have been considered, where appropriate;</p> <p>iii. That the need cannot be accommodated through the conversion, extension or demolition and replacement of an existing building;</p> <p>iv. That farm diversification schemes are ancillary to, and do not prejudice, the operation of the existing business;</p> <p>v. That the proposed development respects the character of the surrounding area and is of appropriate scale, and design including both soft and hard landscaping and access;</p>

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				<p>vi. That any new buildings are grouped and designed in harmony with existing buildings wherever possible and;</p> <p>vii. Appropriate measures are in place to protect, maintain, manage or improve the features of the surrounding countryside and landscape.</p> <p><u>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.</u></p> <p>5.88 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 agriculture and forestry, including farm rural diversification and enterprise will be assessed against the above criteria, (PPW 2014)(2012, Para 7.3.3) 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</p>

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				<p>Rural Communities (2010 Para 3.7) and Policy KP7.</p> <p>5.89 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 above <u>in national guidance</u>..</p> <p>5.90 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 above <u>set out in national guidance</u>.</p> <p>5.91 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 above <u>in national guidance</u>.</p>

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				<p>5.92 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 (2012), 2014 and TAN 6: Planning for Sustainable Rural Communities (4.3 – 4.4).</p> <p>5.93 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. In these instances a Design and Access Statement will be required.</p>
MAC27	5	Policy EN2 Conversion, Extension and Replacement Buildings in the Countryside Paragraph 5.96	16.6	<p>Amend Policy EN2 by deleting criterion v and to include criterion vi within an amended criterion ii remaining parts of the policy stays the same. Amend paragraph 5.96</p> <p>EN2: CONVERSION, EXTENSION AND REPLACEMENT BUILDINGS IN THE COUNTRYSIDE</p> <p>There will be a presumption against conversion, extension and replacement of buildings in Cardiff’s countryside except where:</p> <p>a. The proposed conversion is demonstrated to:</p>

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			Schedule of Minor Changes	<p>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 <u>or have a harmful effect on the countryside</u>; iii. Not give rise to a demand for additional buildings; and iv. Be suitable for the proposed re-use.</p> <p>With particular regard to the proposed conversion to residential use in addition to the above, control similar to that of new house building in the open countryside will be applied where:</p> <p>v. the building is unsuitable for conversion without extensive alteration, rebuilding or extension or if vi. the creation of a residential curtilage would have a harmful effect on the countryside.</p> <p>5.96 The Policy contributes towards Plan objectives and PPW (2012, Para 7.6.8) 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. It further accords with PPW (2012, Para 7.6.9 and 7.6.10) which supports the inclusion of polices within the development plan which do not allow residential re-use which would have a harmful effect on the character of the countryside. Reference should also be made to KP3A with regard to the consideration of proposals in the Green Belt area.</p>
MAC28	5	Policy EN3 : Landscape Protection	13.10, 13.11	<p>Amend Policy EN3 and reasoned justification</p> <p>EN3: LANDSCAPE PROTECTION</p>

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		Paragraph 5.106		<p>Development will not be permitted that would cause unacceptable harm to the character and quality of the landscape and setting of the city, with</p> <p>Particular priority <u>will be</u> given to protecting, managing and enhancing the character and quality of the following Special Landscape Areas:</p> <ul style="list-style-type: none"> 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. <p><u>A landscape assessment and landscaping scheme will be required for significant development proposals.</u></p> <p>5.106 Where landscape assessments or landscaping schemes are required they should set out the impact of the development on key features, of the <u>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 and should focus on the relevant aspect areas, their descriptions, and evaluations. using the LANDMAP approach (as described below).</u> 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</p>

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				<p>implemented prior to all or part of the site coming into beneficial use. The management of landscape features of importance will also be encouraged.</p> <p>*Further information can be found at http://www.ccw.gov.uk/landscape--wildlife/protecting-our-landscape/landmap.aspx</p>
MAC29		Policy EN4 River Valleys	Schedule of Minor Changes	<p>Amend paragraph 5.118 of Policy EN4</p> <p>5.118 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 <u>Natural Resources Wales Countryside Council for Wales</u>, other Cardiff Council funding and planning obligations.</p>
MAC30	5	Policy EN5:	9.5, 10.1,	Rename and amend Policy EN5 and reasoned justification

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		Local Nature Reserves And Non-Statutory Sites Of Nature Conservation And Geological Importance	13.12, 13.13, 13.14	<p>EN5: LOCAL NATURE RESERVES AND NON-STATUTORY SITES OF NATURE CONSERVATION AND GEOLOGICAL IMPORTANCE</p> <p><u>Designated Sites</u></p> <p><u>Development will not be permitted that would cause unacceptable harm to sites of international or national nature conservation importance.</u></p> <p>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 nature 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.</p> <p><u>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.</u></p> <p><u>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</u></p>

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				<p><u>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.</u></p> <p><u>Assessment of unacceptable harm will be in accordance 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).</u></p> <p><u>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.</u></p> <p><u>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</u></p> <p><u>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.</u></p> <p>5.121 The network of SSSIs/SACs/SPAs <u>and Ramsar Sites</u> alone is not</p>

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				<p>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 (SINC's) and Local Nature Reserves (LNR's). Cardiff currently has 177 SINC's and 6 LNR's.</p> <p>5.122 Cardiff's LNR's are shown on the Proposals Map and SINC's are illustrated in the Biodiversity SPG.</p> <p>5.123 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, SINC's and RIGS referred to above.</p> <p>5.124 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.</p> <p>5.125 The current SPG on Biodiversity covers the protection of non-statutory and locally designated sites. This document will be updated and made available as SPG to the LDP.</p> <p>5.126 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:</p>

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				<ul style="list-style-type: none"> • 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. <p>5.127 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, in accordance with the Council's Biodiversity SPG.</p> <p>5.128 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.</p>

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				<p>5.129 Where the conservation interest cannot be protected by planning conditions or obligations, it may be necessary to refuse development proposals.</p> <p>5.130 SINC's will be measured in accordance with the annual review of SINC's and additionally reported on in the LDP Annual Monitoring Report.</p> <p><u>New paragraph: The Designated Sites identified in this Policy are defined on the Constraints Map and listed in Appendix (tbc). (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.</u></p>
MAC31	5	Policy EN6 Ecological Networks and Features of Importance for Biodiversity Paragraph 5.137	13.7	<p>Delete paragraph 5.137 of Policy EN6 Ecological Networks and Features of Importance for Biodiversity</p> <p>5.137 Where the ecological networks or landscape features of importance for biodiversity cannot be adequately protected by planning conditions or obligations, it may be necessary to refuse development proposals.</p>
MAC32	5	Policy EN7: Priority Habitats And Species	13.15	<p>Amend Policy EN7 and reasoned justification</p> <p>EN7: PRIORITY HABITATS AND SPECIES</p> <p>Development proposals that would have a significant adverse</p>

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				<p>effect on the continued viability of habitats and species <u>which are legally protected or which are identified as priorities in the UK or Local Biodiversity Action Plan will only be permitted where:</u></p> <ul style="list-style-type: none"> 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. <p>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.</p> <p>5.138 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.</p> <p><u>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</u></p>

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				<p><u>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).</u></p>
MAC33	5	Policy EN9: Conservation of the Historic Environment: paragraphs 5.152, 5.153, 5.155, 5.159	13.2	<p>Amend paragraphs 5.152, 5.153, 5.155 and 5.159 of the reasoned justification to Policy EN9:</p> <p>5.152 This Policy aims to set out the criteria against which proposals affecting Cardiff's heritage assets will be assessed. <u>The Heritage assets identified in this Policy are defined on the Constraints Map and in Appendix (tbc) with the exception of Statutory Listed Buildings and Locally Listed Buildings of Merit which can be viewed on the Council website *</u> *http://ishare.cardiff.gov.uk/mycardiff.aspx?layers=ListedBuildings&startEasting=315000&startNorthing=179000&startZoom=50000 <u>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.</u> 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.</p> <p>Scheduled Ancient Monuments</p>

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				<p>5.153 PPW, Chapter 3 <i>Conserving the Historic Environment</i> and <u>Welsh Office Circular 60/96: Planning and the Historic Environment: Archaeology (scheduled to be replaced by a Technical Advice Note within the plan period)</u> set out clear statements of national development management policy for archaeological remains and should be referred to accordingly.</p> <p>Listed Buildings</p> <p>5.155 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 <u>(scheduled to be replaced by a Technical Advice Note within the plan period)</u>. 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.</p> <p>Conservation Areas</p> <p>5.159 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 Welsh Office 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.</p>
MAC34	5	EN12: Renewable	16.2	Amend Policy EN12 and reasoned justification

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		Energy And Low Carbon Technologies Paragraphs 5.184, 5.186, 5.187		<p>EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES</p> <p><u>Development proposals are required to maximise the potential for renewable energy.</u></p> <p>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.</p> <p><u>An independent energy assessment investigating the financial viability and technical feasibility of incorporating such schemes will be required to support applications.</u></p> <p>5.184 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. <u>The REA (and future updates) can assist in identifying which renewable energy technologies may be appropriate in</u></p>

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				<p><u>particular locations.</u></p> <p>5.186 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 <u>Council's</u> 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 & TAN 22). <u>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.</u></p> <p>5.187 PPW contains national policy relating to climate responsive development and specifies the current sustainable building standards in Wales[i]. 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 Policy and TAN 22 <u>Planning for Sustainable Buildings'</u> 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.</p>

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				Consequential amendment: Amend OB4 SN23 of the Monitoring Framework to include new SPG
MAC35	5	EN13 Air, Noise, Light Pollution and Contaminated Land, Paragraph 5.208	11.6, 13.9, 16.1	Amend title of Policy EN13 and paragraph 5.208 of the reasoned justification EN13 Air, Noise, Light Pollution and Contaminated Land Contamination 5.208 The onus will remain with the developer to ensure that the development of the site will not result in designation as <u>a site with contaminated land contamination</u> under Part 2A of the Environmental Protection Act 1990, thus ensuring the land is suitable for its proposed use.
MAC36	5	EN14: Flood Risk Paragraph 5.211	1.7, 13.3	Amend Policy EN14 and paragraph 5.211 of the reasoned justification EN14: Flood Risk Development will not be permitted: i. <u>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; existing or proposed flood prevention and/or protection measures are acceptable; or</u> ii. <u>Where it would increase the risk of flooding from fluvial and/or tidal flooding or from additional run-off from the development in</u>

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				<p>any location; or iii. Where it would hinder future maintenance or improvement schemes of flood defences and watercourses; or iv. Where it would cause adverse effects on the integrity of tidal or fluvial defences; or v. Where ground floor bedrooms are proposed in areas at high risk of flooding; or <u>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).</u></p> <p>5.211 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) Areas of Cardiff identified by Natural Resources Wales to be at risk from tidal or river flooding through surveys undertaken under Section 105(2) of the Water Resources Act 1991 are shown on the Constraints Map.</p>
MAC37	5	Policy T1: Walking and Cycling Paragraph 5.221	Minor amendment	<p>Amend paragraph 5.221 of Policy T1</p> <p>5.221 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</p>

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				and support the Council in fulfilling its legal duty under the (emerging) Active Travel (Wales) Bill <u>Act 2013</u> to develop, improve and maintain local walking and cycling networks.
MAC38	5	Policy T2: Strategic Rapid Transit And Bus Corridors	14.5	<p>Amend Policy T2 and reasoned justification</p> <p>T2: STRATEGIC RAPID TRANSIT AND BUS CORRIDORS</p> <p>BUS CORRIDOR ENHANCEMENTS</p> <p>i. City Centre Bus Routes;</p> <p>ii. Eastern Bus Corridor (A48, <u>A4232 from the A48 to Junction 30 of the M4 Motorway, A48M Trunk Road, Southern Way and A4161 Newport Road</u>);</p> <p>iii. Northern Bus Corridor (A470 North Road/ Manor Way and A469 Caerphilly Road/<u>A470 Trunk Road to the County Boundary</u>); and</p> <p>iv. Western Bus Corridor (A4161 Lansdowne Road, Cowbridge Road, A48, <u>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</u>)</p> <p>v. <u>Southern Bus Corridor (Lloyd George Avenue, Lloyd George Avenue to the County Boundary via A4232 and Cogan Spur and via the Cardiff Barrage).</u></p> <p>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. <u>The trunk road sections of the Bus Corridor Enhancements are the responsibility of the Welsh Government. Cardiff Council</u></p>

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				<p><u>will work with the Welsh Government to identify appropriate measures on the trunk road sections of these routes.</u></p> <p>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.</p> <p>5.227 This Policy requires development to be served by effective public transport through the development of new rapid transit routes, key strategic bus corridors and improvements to the wider city bus network.</p> <p>Rapid Transit Corridors</p> <p>5.228 Rapid transit corridors will connect neighbourhoods to the city centre with high frequency services which will run along on road and off road infrastructure and offer shorter journey times than conventional bus services <u>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 5.230 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</u></p>

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				<p><u>will include improvements that give rapid transit and bus services increased priority over general traffic and improved accessibility to a wider range of destinations.</u></p> <p>5.229 This Policy provides for the development of four principal rapid transit corridors that will serve the main LDP strategic sites. The form of rapid transit (heavy rail, light rail, tram train, bus rapid transit etc.) which can be accommodated on each corridor will be determined through further technical assessment work and as part of the detailed master planning of the strategic sites. The Rapid Transit Corridors are shown on the Constraints Map with further detailed work informing the precise mode, alignments and land take requirements. 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:</p> <ul style="list-style-type: none"> • <u>heavy rail;</u> • <u>light rail;</u> • <u>tram;</u> • <u>tram/train running on segregated rails;</u> • <u>tram/train combining running on segregated rails and on-street running;</u> • <u>conventional buses operating a limited stop express service using carriageway space on the public highway used by general traffic;</u> • <u>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; or</u> • <u>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</u>

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				<p><u>priority measures on the public highway.</u></p> <p><u>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.</u></p> <p>Bus Corridor Enhancements</p> <p>5.230 The city's key strategic bus corridors form a central element of the city's strategic public transport network. Around 80% of daily inbound commuter journeys 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 providing for improvements to maximise the efficiency and attractiveness of bus services on each of the city's key bus corridors. Such measures will include provision of bus lanes (including timed bus lanes operating at peak times only), bus priority measures at key junctions and improved passenger waiting and information facilities. The Bus Corridors referred to in this policy are shown on the Constraints Map.</p>

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				<p>5.230 <u>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.</u></p> <p><u>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,</u></p>

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				<p><u>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.</u></p> <p>Local Bus Network</p> <p>5.231 Ensuring the bus is a more attractive and practical travel option is crucial to reducing car dependency and improving accessibility. 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 routes and the strategic bus corridors.</p> <p>5.232 The alignments of the strategic rapid transit corridors, strategic bus corridors and other bus routes are likely to overlap in some locations offering the opportunity for interchange between services. Therefore, the Council will seek to ensure that the routes, services and supporting facilities which make up the rapid transit and bus networks are fully integrated in their design and operation.</p> <p><u>Improvements to the Wider City Bus Network</u></p> <p><u>5.231 Ensuring the bus is a more attractive and practical travel option is</u></p>

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				<p><u>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.</u></p> <p><u>5.232 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.</u></p>
MAC39	5	New Policy and reasoned justification	14.4	<p>Insert new policy to be referenced T9 after existing paragraph 5.259</p> <p><u>Policy T9 Cardiff City Region 'Metro' network</u></p> <p><u>The Council will seek to facilitate the development of a future regional 'Metro' network of integrated public transport routes and</u></p>

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				<p><u>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:</u></p> <ul style="list-style-type: none"> <u>i. Existing and new heavy rail routes</u> <u>ii. New light rail routes</u> <u>iii. Tram</u> <u>iv. Tram/train on segregated rails and/or running on street</u> <u>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.</u> <u>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</u> <u>vii. conventional buses using carriageway space on the public highway used by general traffic.</u> <p><u>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,</u></p>

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				<p><u>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.</u></p> <p><u>Reasoned justification:</u> 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.</p> <p><u>Potential routes/corridors which would make up the 'Metro' network have been identified in a series of investigative studies in recent years. Future</u></p>

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				<p><u>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 Plan 2015—Consultation Draft (December 2014) 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.</u></p> <p><u>It is important that development that takes place within the plan period does not prejudice the delivery of this regionally important future asset.</u></p> <p><u>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.</u></p> <p><u>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:</u></p> <ul style="list-style-type: none"> • <u>secure infrastructure forming part of the network; or</u> • <u>otherwise, safeguard the route alignment, potential mode options and physical space requirements for future 'Metro' routes/corridors.</u> <p><u>This protection will be integrated within the design and layout of</u></p>

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				<p>approved developments. The policy also provides the basis for resisting developments which would prevent or compromise future delivery of a 'Metro' route.</p>
MAC40	5	New Policy and reasoned justification	10.5. 10.6. 10.7. 10.8. 10.9, 10.10, 10.11, 10.12, 10.14	<p>Insert new policy at the start of the Retail Section to be referenced R1</p> <p><u>R1 RETAIL HIERARCHY</u> <u>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.</u></p> <p>This policy is a central component of the retail strategy which aims to:</p> <ul style="list-style-type: none"> • <u>Sustain and enhance the role of the Central Shopping area at the head of the regional shopping hierarchy;</u> • <u>Sustain and enhance the vitality, viability and attractiveness of district and local centres identified on the Proposals Map.</u> • <u>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</u> • <u>To control the amount, size and nature of out-of-centre retail.</u> <p>The policy establishes the existing hierarchy of centres in line with national guidance and favours new and improved retail facilities within the</p>

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				<p><u>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. Proposals outside centres identified on the Proposals Map will be assessed against Policy R6: Retail Development (Out of Centre).</u></p> <p><u>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.</u></p>
MAC41	5	Policy R1 Retail Provision Within Strategic Sites	10.5. 10.6. 10.7. 10.8. 10.9, 10.10, 10.11, 10.12, 10.14	<p>Amend Policy R1 (to be renumbered R7)</p> <p>R17: RETAIL PROVISION WITHIN STRATEGIC SITES Retail development which forms part of the allocated housing led Strategic Sites will be supported where:</p> <ul style="list-style-type: none"> i. It is of appropriate scale which satisfies an identified local need; ii. <u>It will not negatively impact on the vitality and viability of designated centres.</u> 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
MAC42	5	Policy R3:	10.5. 10.6.	Amend paragraph 5.264 of Policy R3

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
		Protected Shopping Frontages Para 5.264 of	10.7. 10.8. 10.9, 10.10, 10.11, 10.12, 10.14	5.264 This Policy provides an enhance level of protection for the City Centre's most important shopping streets. <u>The protected frontages are identified on the Proposals Map.</u> Supporting Document No. 8 – City Centre Protected Frontage Assessment provides the methodology and analysis to determine city centre Protected Shopping Frontages and further guidance will be set out in SPG.
MAC43	5	Policy R4:Retail Development (Out of Centre) Paragraphs 5.271, 5.272, 5.276	10.5. 10.6. 10.7. 10.8. 10.9, 10.10, 10.11, 10.12, 10.14	<p>Amend paragraph 5.271 and delete paragraphs 5.272 and 5.276 of the reasoned justification to Policy R4</p> <p>5.271 The sequential test <u>as detailed in PPW</u> 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 location 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:</p> <ul style="list-style-type: none"> • 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 of Local Centre; • An out-of-centre location accessible by a choice of means of transport. <p>5.272 The sequential test applies to the level of need agreed between the applicant and the Council, not to the development format proposed by the applicant. Thus, a series of sites in different centres may accommodate and agreed retail need, though the proposal may be for large scheme in a single location. The test is not satisfied because a</p>

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				<p>retailer considers that a town centre site does not meet its operational requirements in principle. It must address whether the types of goods proposed could be accommodated in or on the edge of a designated centre.</p> <p>5.276: In addition, in line with Policy R8, Protection of Local Shopping Parades, consideration will also be given to the impact of out of centre retailing on local shops selling convenience goods in smaller shopping parades outside of designated centre.</p>
MAC44	5	Policy R5 District Centres	10.5. 10.6. 10.7. 10.8. 10.9, 10.10, 10.11, 10.12, 10.14	<p>Amend Policy R5</p> <p>R5: DISTRICT CENTRES</p> <p>Retail, office, leisure and community facilities will be favoured within the following District Centres identified on the Proposal Map:</p> <p><u>(1)</u> Albany Road / Wellfield Road</p> <p><u>(2)</u> City Road</p> <p><u>(3)</u> Clifton Street</p> <p><u>(4)</u> Cowbridge Road East</p> <p><u>(5)</u> Crwys Road/ Woodville Road</p> <p><u>(6)</u> Bute Street/James Street</p> <p><u>(7)</u> Merthyr Road, Whitchurch</p> <p><u>(8)</u> Penarth Road/Clare Road</p> <p><u>(9)</u> St Mellons</p>

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				<p>(10) Thornhill (11) Whitchurch Road</p> <p>This will be subject to:</p> <p>(i) The proposal being of a scale appropriate to the particular centre;</p> <p>(ii) The location of business offices (Class B1) above the ground floor,</p> <p>(iii) Proposals not impeding the effective use of upper floors.</p> <p>(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;</p> <p><u>Unacceptable harm should take account of:</u></p> <ul style="list-style-type: none"> • <u>The existing level and nature of non-shopping uses within the centre as a whole</u> • <u>The size of the retail unit in relation to the overall size of a centre or a specific group of frontages; and</u> • <u>The distribution and proximity of non-shopping uses within a frontage.</u> <p><u>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</u></p>

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				<p><u>favourably considered</u></p> <p><u>Applications for changes of use that involve new non-shopping uses in vacant premises will be considered in light of the following:</u></p> <ul style="list-style-type: none"> • <u>The vacancy rate in the surrounding area; and</u> • <u>Whether, and for how long, the premises have remained vacant whilst being actively marketed for their existing or previous use.</u>
MAC45	5	Policy R6 Local Centres	10.5. 10.6. 10.7. 10.8. 10.9, 10.10, 10.11, 10.12, 10.14	<p>Amend Policy R6 and insert new paragraph after existing paragraph 5.295</p> <p>R6: LOCAL CENTRES</p> <p>Retail, office, leisure and community facilities will be favoured within the following Local Centres identified on the Proposal Map:</p> <p>(1) Birchgrove</p> <p>(2) Bute Street (Loudoun Square)</p> <p>(3) Cathedral Road</p> <p>(4) Countisbury Avenue</p> <p>(5) Caerau Lane</p> <p>(6) Fairwater Green</p> <p>(7) Gabalfa Avenue</p>

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				<p>(8) Grand Avenue</p> <p>(9) High Street, Llandaff</p> <p>(10) Maelfa, Llanedeyrn</p> <p>(11) Newport Road, Rumney</p> <p>(12) Rhiwbina Village</p> <p>(13) Salisbury Road</p> <p>(14) Splott Road</p> <p>(15) Station Road, Llanishen</p> <p>(16) Station Road, Llandaff North</p> <p>(17) Station Road, Radyr</p> <p>(18) Tudor Street</p> <p>(19) Willowbrook Drive</p> <p>(20) Wilson Road</p> <p>This will be subject to:</p> <p>(i) The proposal being of a scale appropriate to the particular centre;</p>

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				<p>(ii) The retention of residential accommodation at upper floors;</p> <p>(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;</p> <p><u>Unacceptable harm should take account of:</u></p> <ul style="list-style-type: none"> • <u>The existing level and nature of non-shopping uses within the centre as a whole</u> • <u>The size of the retail unit in relation to the overall size of a centre or a specific group of frontages; and</u> • <u>The distribution and proximity of non-shopping uses within a frontage.</u> <p><u>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</u></p> <p><u>Applications for changes of use that involve new non-shopping uses in vacant premises will be considered in light of the following:</u></p> <ul style="list-style-type: none"> • <u>The vacancy rate in the surrounding area; and</u> • <u>Whether, and for how long, the premises have remained vacant whilst being actively marketed for their existing or</u>

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				<p><u>previous use.</u></p> <p>Insert new paragraph after paragraph 5.295</p> <p><u>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.</u></p>
MAC46	5	Policy R7: Food and Drink Uses Paragraphs 5.299, 5.303,	10.5. 10.6. 10.7. 10.8. 10.9, 10.10, 10.11, 10.12, 10.14	<p>Amend paragraph 5.299 and delete paragraph 5.303 of Policy R7</p> <p>5.299 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 R5 <u>4</u> District Centres and R6 <u>5</u> Local Centres.</p> <p>5.303 Proposals for A3 uses within 400 metres of a school will be considered against Policy C7 Health and the related Health SPG.</p>
MAC47	5	Policy R8 Protection Of Local Shopping Parades	10.5. 10.6. 10.7. 10.8. 10.9, 10.10, 10.11, 10.12, 10.14	<p>Delete Policy R8 and reasoned justification</p> <p>Policy R8 PROTECTION OF LOCAL SHOPPING PARADES</p> <p>Proposals that would lead to the loss of local shops outside of identified centres will be assessed having regard to the role of</p>

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				<p>those shops in meeting local shopping needs and the viability of the premises for continued retail use</p> <p>5.305 In addition to the District and Local Centres identified on the Proposals Map there are numerous smaller local shopping parades across the County. Although these have a smaller more limited retail offer, they provide easily accessible valuable shopping provision to surrounding communities.</p> <p>5.306 For the purpose of this Policy the definition of a local parade is a cluster of 3 or more A1 retail units (i.e. newsagents, convenience store, off-licence) with supporting A2, A3, or D1 uses that function as a group of units capable of serving the needs of the local resident catchment population.</p> <p>5.307 In such areas the Policy will seek to protect and retain local convenience shops, because of the importance of these uses for meeting the everyday needs of those living locally. Proposals for development within such areas must relate to the scale, role and function of the local shopping parade and will be determined on individual merit. Individual 'corner shops', have an important role in areas which are relatively remote from other shops particularly convenience retail. This is especially important for residents who are less mobile or do not have access to private transport.</p> <p>5.308 It should be noted that many shops within a local shopping parade are independently run and can therefore become vacant as a result of retirement by the proprietor rather than a fall in business sales or patronage.</p>

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				<p>5.309 In terms of assessing the viability of the premises for continued retail use, the applicant will need to provide evidence of active marketing if a retail unit is vacant, taking into consideration the fact that a recently vacated unit may have the potential to attract an A1 use.</p> <p>5.310 The role and function of local shopping parades should be protected from out of centre retail development that could potentially harm their vitality and viability. Such schemes will need to be considered against Policy R4.</p>
MAC48	5	All Retail Policies	10.5. 10.6. 10.7. 10.8. 10.9, 10.10, 10.11, 10.12, 10.14	<p>Re-order and renumber retail policies</p> <p>R1 RETAIL PROVISION WITHIN STRATEGIC SITES</p> <p><u>R1 RETAIL HIERARCHY</u></p> <p>R2 DEVELOPMENT IN THE CENTRAL SHOPPING AREA</p> <p>R3 PROTECTED SHOPPING FRONTAGES</p> <p>R4 RETAIL DEVELOPMENT (OUT OF CENTRE)</p> <p>R4 DISTRICT CENTRES</p> <p>R5 DISTRICT CENTRES</p> <p><u>R5 LOCAL CENTRES</u></p> <p>R6 LOCAL CENTRES</p>

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				<p>R6 RETAIL DEVELOPMENT (OUT OF CENTRE)</p> <p>R7 FOOD AND DRINK USES</p> <p><u>R7 RETAIL PROVISION WITHIN STRATEGIC SITES</u></p> <p>R8 PROTECTION OF LOCAL SHOPPING PARADES</p> <p><u>R8 FOOD AND DRINK USES</u></p>
MAC49	5	Policy C1 Community Uses Paragraphs 5.311 and 5.316 of	16.7	<p>Amend reasoned justification of Policy C1 and insert new paragraph after existing paragraph 5.311</p> <p>5.311 For the purpose of this Policy, community facilities are defined as <u>non-commercial</u> facilities used by local communities for leisure and social purposes. <u>This constitutes including</u> community centres and meeting places, community halls, community learning, leisure centres, libraries and youth centres. Religious facilities also often provide for wider community provision. <u>Health facilities would include doctors and dentists surgeries which serve the local community.</u></p> <p><u>New Paragraph - 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.</u></p> <p>5.316 Community facilities, health uses (including doctors and dental surgeries) 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</p>

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				(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).
MAC50		Policy C2 Community Safety / Creating Safe Environments Paragraphs 5.318, 5.321	Schedule of Minor Changes	<p>Amend paragraph 5.318 and 5.321 of existing Policy C2</p> <p>5.318 Designing out crime contributes to Policy KP5. Further detailed information relating to the objectives of this Policy can be found at www.securedbydesign.com. in the Cardiff Community Safety Partnership's guidance "As Safe as Houses - Crime and the Built Environment" (May 2006).</p> <p>5.321 Prior to submitting detailed proposals, developers are encouraged to seek advice by engaging in pre-application discussions with the South Wales Police Architectural Liaison Officer (ALO) <u>Crime Prevention Design Officer</u> 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.</p>
MAC51	5	New Policy and reasoned justification	16.5	<p>Insert new Policy to be referenced C2 after existing paragraph 5.316</p> <p><u>C2: Protection of Existing Community Facilities:</u></p> <p><u>Proposals involving the loss or change of use of buildings currently or last used for community facilities will only be</u></p>

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				<p><u>permitted if:</u> <u>i) An alternative facility of at least equal quality and scale to meet community needs is available or will be provided within the vicinity and;</u> <u>ii) It can be demonstrated that the existing provision is surplus to the needs of the community.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>In order to satisfy criterion ii) of the policy it will be necessary to demonstrate that continued use as community facility is no longer viable giving consideration to; appropriate marketing, and local need and demand for the existing community facility.</u></p>
MAC52	5	Policy C4: Provision For Open Space, Outdoor	16.8	<p>Amend Policy C4 and reasoned justification</p> <p><u>C4: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION, CHILDREN'S PLAY AND SPORT</u></p>

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		Recreation, And Sport Paragraph 5.340		<p>Provision for open space, outdoor recreation, <u>children's play</u> 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.</p> <p>5.340 The Open Space SPG sets out detailed guidance on how the provision of functional open space, outdoor recreation, <u>children's play</u> and sport from new residential developments will be assessed and managed. It explains 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.</p>
MAC53	5	Policy C5: Provision For Allotments And Community	9.16	<p>Delete Policy C5 and reasoned justification</p> <p>C5: PROVISION FOR ALLOTMENTS AND COMMUNITY GROWING</p> <p>Provision for allotments and/or community growing areas will be</p>

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		Growing		<p>sought on new residential developments over 46 units and on all developments over 1800, provision of a 40 plot allotment site will be sought, increasing on a pro-rata basis for larger sites.</p> <p>5.346 Where the provision of land for allotments is not possible, provision will be sought for land for community growing. This would include such uses as community spaces, community farms, communal gardens, orchards and community harvesting schemes.</p> <p>5.347 The role of allotments and community growing areas in contributing towards sustainable communities, healthy living and improved interaction between different social and age groups is recognised in PPW and TAN 16: Open Space (2008). Further information is set out in the Cardiff Allotment Strategy and Open Space SPG.</p> <p>5.348 Allotments and community growing areas play an important open space function particularly in urban areas and can help enhance biodiversity, provide opportunities for recreation and improve the quality of life.</p> <p>5.349 Provision for allotments and community growing areas helps work towards delivering Plan Objectives and key policies.</p> <p>5.350 For developments over 46 units, the Council will seek to secure financial contributions towards off site provision of increased allotment or community growing space or improving and enhancing existing allotments or community growing areas.</p> <p>5.351 For developments over 1800 units, the Council will seek to secure</p>

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				<p>the provision of a new 40 plot allotment site, increasing on a pro-rata basis for developments over 1800 units. The developer would be required to provide and fence the land and provide a financial contribution to lay out the allotments site and all associated infrastructure. The Council would then subsequently adopt the allotments and provide for future management and maintenance, including the designation of the site as a statutory allotment area.</p> <p>5.352 The required standard for allotment size and the calculation for off-site contributions towards allotments and community growing areas are covered in greater detail in the Open Space SPG.</p>
MAC54	5	Policy C6: Provision of Children's Play	16.8	<p>Delete Policy C6 and reasoned justification</p> <p>C6: PROVISION FOR CHILDREN'S PLAY Provision for children's play should be an essential element of the layout of new developments. Access to at least three different types of outdoor play provision as indicated below shall be provided within 400m of family homes within new developments.</p> <p>5.353 This Policy and the associated model for play provision seeks to ensure that that the developmental needs of children to access varied play opportunities are properly provided for in new developments and do not rely exclusively on the provision of a limited number of fixed equipment play areas.</p> <p>5.354 The inclusion of private gardens as a location for play will ensure that those developments that do not have access to private gardens will require a greater level of alternative provision for play, which could include child friendly streets and safe access to good quality open space</p>

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				as well as the provision of accessible playgrounds in accordance with Policy T1.
MAC55	5	Policy C7 Health Paragraphs 5.355, 5.350, 5.362	16.10	<p>Amend Policy C7 and reasoned justification</p> <p>C7: HEALTH Priority in new developments will be given to reducing health inequalities and encouraging healthy lifestyles through:</p> <ul style="list-style-type: none"> 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; and iii. Managing the location of fast food takeaways to appropriate locations; and in all cases; iv. Demonstrating that the effect of new developments on health is taken into account. <p>5.355 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, managing the location of fast food takeaways and ensuring that health is a key consideration in new developments.</p> <p>5.360 In order to support the aims of this Policy, it is recommended that the Welsh Health Impact Assessment Unit document 'Health Impact Assessment: A Practical Guide' (2012) is used in screening large planning</p>

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				<p>applications to assess whether a Health Impact Assessment is required. It is recommended that all large developments including housing, health care, retail, waste and schools undertake a Health Impact Assessment.</p> <p>5.362 Further details on this Policy will be set out in <u>an</u> Health SPG to accompany the LDP. regarding new or enhanced health facilities and on managing the location of fast food takeaways (see Policy R7), in particular when they are near a residential area or a school and when a Health Impact Assessment may be required.</p>
MAC56	5	C8 Planning for Schools	16.12	<p>Delete Policy C8 and reasoned justification</p> <p>C8: PLANNING FOR SCHOOLS New and improved school facilities will be provided to meet existing and future educational needs.</p> <p>5.363 — 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.</p> <p>5.364 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.</p>

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				<p>5.365 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:</p> <p>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</p> <p>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.</p> <p>5.366 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' and Supporting Document No. 6 Infrastructure Plan for detailed analysis.</p> <p>5.367 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.</p> <p>5.368 There will also be a need to address school provision in catchment</p>

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				<p>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.</p> <p>5.369 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.</p> <p>5.370 Further guidance on the application of this Policy will be set out in SPG.</p>
MAC57	5	Policy C9: New Educational Facilities	16.12	<p>Delete Policy C9 and reasoned justification</p> <p>C9: New Educational Facilities 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.</p>

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				<p>5.371 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.</p> <p>5.372 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.</p> <p>5.373 Further guidance on the application of this Policy will be set out in SPG.</p>
MAC58	5	Policy C10: Health Employment Non Strategic Allocation	16.11	<p>Delete Policy C10 and reasoned justification</p> <p>C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION</p> <p>Land is allocated for health related uses at Government Offices, St Agnes Road, Heath (4.07ha)</p> <p>5.374 The site provides a good opportunity to allow for the future expansion of health related uses associated with University Hospital Wales.</p> <p>5.375 This non-strategic site was put forward as a candidate site in the LDP process and is considered acceptable for health related uses.</p>

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				<p>Dialogue with the University and NHS Trust has indicated the merits of health related uses for this site, which can assist the strategic provision of health care in future years as the city continues to grow, placing further demands on the health service.</p> <p>5.376 There are potential opportunities to develop the site for health related uses in direct conjunction with the existing hospital, offering the potential for comprehensive transport and access solutions.</p> <p>5.377 The allocation of the site for health related uses supports the LDP vision and objectives on health and policies KP14 and C7 which promote the provision of health facilities in accessible locations. The site is directly adjacent to the existing University Hospital and in an accessible location which reduces the need to travel, a key component of developing sustainable communities. The precise nature of health related uses will be subject to further detailed work but could include health related employment and/or include an element of ancillary key health worker accommodation providing accessible accommodation and minimising travel to work distances.</p>
MAC59	5	New Policy and reasoned justification	16.12	<p>Insert new Policy after existing paragraph 5.362 to be referenced as Policy C7</p> <p><u>C7 PLANNING FOR SCHOOLS</u></p> <p><u>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</u></p>

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				<p><u>on site provision will be required.</u></p> <p><u>Development of nursery, primary, secondary and sixth form education should:</u></p> <p><u>i. Be well designed, well related to neighbourhood services and amenities, and easily accessible by sustainable transport modes; and</u></p> <p><u>ii. Include, where appropriate, provision for other appropriate community uses in addition to their educational use.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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:</u></p> <p><u>a. the capacity at the school(s) in whose catchment area (s) new housing development are proposed would as a result of the development</u></p>

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				<p><u>be exceeded by demand; and/or</u></p> <p><u>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.</u></p> <p><u>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' and Supporting Document No. 6 Infrastructure Plan for detailed analysis.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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</u></p>

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				<p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>Further guidance on the application of this Policy will be set out in SPG.</u></p>
MAC60	5	Policy M1: Mineral Limestone Reserves And Resources Paragraph 5.380	15.1,2,3,4,9,10	<p>Amend Policy M1 and the reasoned justification</p> <p>M1: MINERAL LIMESTONE RESERVES AND RESOURCES</p> <p>Mineral reserves with planning permission will be safeguarded from development that would prevent their extraction at:</p> <ul style="list-style-type: none"> i. Creigiau Quarry; ii. Taffs Well Quarry; iii. Ton Mawr Quarry; and iv. Blaengwynlais Quarry.

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				<p><u>Preferred Resource Areas of known resources suitable for the future working of Limestone have been identified –will be safeguarded from development that would prevent their as extensions to at:</u></p> <ul style="list-style-type: none"> v. Creigiau Quarry; and vi. Ton Mawr Quarry. <p>5.380 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. <u>Preferred Mineral Resource Areas of known resources</u> are sites within the County considered suitable for the future working of limestone. Areas of mineral resource <u>These areas</u> are identified on the Proposals Map. The methodology used to identify these areas is set out in Supporting Document No.9 - Minerals.</p>
MAC61	5	Policy M2: Preferred Order Of Mineral Resource Release Paragraphs 5.382, 5.384, 5.384	15.1,2, 3,4,9,10	<p>Amend Policy M2: PREFERRED ORDER OF MINERAL RESOURCE RELEASE and reasoned justification</p> <p>M2: PREFERRED ORDER OF MINERAL RESOURCE RELEASE</p> <p>The extension or deepening of existing mineral workings will be favoured in preference to the release of new sites and, <u>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.</u> <u>Applications to extend or deepen mineral workings will be permitted</u> where it can be demonstrated that:</p> <p><u>i. There are environmental improvements at the site which can be</u></p>

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				<p><u>justified by the addition of new reserves, or traded off by the giving up of existing reserves, or;</u> <u>ii. The addition of new reserves preserves the productive capacity of Cardiff to meet its sub regional apportionment commitments; or</u> <u>iii. There are operational benefits in permitting further reserves that will lead to more efficient exploitation of the resource;</u> i. There are no suitable alternative materials available; ii. Reserves in the existing site will be exhausted, at existing output levels, within 10 years; iii. Reserves in the extended or deepened site, in combination with those remaining in the existing site, do not provide, at existing output levels, for more than 20 years' reserves; and <u>iii. 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.</u></p> <p>5.382 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. <u>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</u></p>

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				<p><u>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.</u></p> <p>5.383 This Policy expands on Policy KP11 and promotes and supports the efficient use of minerals. The Policy accords with guidance contained in MPPW which recognises that extensions to existing minerals workings are often more generally acceptable than new greenfield sites. Minerals Technical Advice Note (Wales) 1: Aggregates (2004) (MTAN1) indicates that a minimum 10 year landbank of crushed rock should be maintained throughout the entire Plan Period, but that new allocations in development plans will not be necessary where landbanks already provide for more than 20 years of aggregates extraction.</p> <p>5.384 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 <u>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.</u></p>
MAC62	5	Policy M3: Quarry	15.11	Amend Policy M3 and reasoned justification in paragraphs 5.389 and 5.391

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		Closures And Extension Limits Paragraphs 5.389 and 5.391		<p>M3: QUARRY CLOSURES AND EXTENSION LIMITS</p> <p>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:</p> <ul style="list-style-type: none"> i. Cefn Garw Quarry, Tongwynlais; ii. Highland Park Brickworks, Ely; iii. West End Brickworks, Ely; and iv. Southern and western parts of Creigiau Quarry. <p>No further extension to mineral reserves will be permitted at these sites, or at:</p> <p>v. Blaengwynlais Quarry, Rhiwbina Hill.</p> <p>5.389 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. Additionally, Blaengwynlais Quarry is considered unsuitable for extension in view of its sensitive location and poor access, so further extensions at this site will be resisted.</p> <p>5.391 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 <u>will</u> may include the use of Prohibition Orders to ensure that no further working can <u>takes 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. ,</u> No further extensions will be permitted, except at Creigiau Quarry, in line with Policy</p>

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				M1 on Mineral Limestone Reserves and Resources. Blaengwynlais Quarry is not considered appropriate for extension, and any applications will be determined accordingly.
MAC63	5	Policy M6: Dredged Aggregate Landing And Distribution Facilities Paragraphs 5.405, 5.408	15.1,2,3,4,9,10	<p>Amend Policy M6 and the reasoned justification</p> <p>Policy M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES</p> <p>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 <u>the sand wharves shown on the Proposals Map Cardiff Docks</u> will be favoured where there will be no unacceptable harm to the environment, or nearby residential areas or future regeneration prospects of the waterfront area.</p> <p>5.405 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 South Wales Regional Technical Statement 1st Review for Minerals (2008)14) which requires the protection of existing and potential wharves.</p> <p>5.408 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</p>

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				<p>treatment of mineral products usually need permission. Where proposals are submitted they will need to demonstrate minimal impact on the environment. and nearby residential areas, and that they will not prejudice any future regeneration proposals in the waterfront area of Cardiff Bay. 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 <u>Severn Estuary SSSI/SAC/SPA and Ramsar site</u> and where proposals are likely to have a significant effect on an international site, an appropriate assessment of the proposal would be undertaken.</p> <p>In addition there are the following consequential changes needed to the Plan arising out of the proposed changes to the Policy:</p> <ul style="list-style-type: none"> (i) Revision to the legend on the Proposals Map to change the reference to 'Limestone Resource Area M1' to 'Minerals Preferred Area M1. (ii) Paragraph 1.18 of Appendix 3 "National and regional policy framework be amended to read" "1.18 The South Wales Regional Technical Statement 1st Review for Aggregates (RTS) (200814) 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 construction, by striking the best balance between environmental, economic and social costs. To achieve that

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				<p>objective, the RTS has been prepared by <u>consultants on behalf of</u> the South Wales <u>and North Wales</u> Regional Aggregates Working Party (RAWPs) to provide a strategic basis for aggregates supply for LDPs in the south Wales region until 2021<u>36</u>. 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 the <u>Welsh Government and constituent authorities including Cardiff in August 2014</u>July 2007.</p> <p>(iii) <u>Amend Appendix 6: Summary of LDP Process including technical glossary so reference to Regional Technical Statement (RTS) on page 42 reads "The Regional Technical Statement (RTS) 1st Review</u> - The RTS is <u>was produced by consultants on behalf of</u> the South Wales <u>and North Wales</u> Regional</p>
MAC64	5	Policy M7: Safeguarding Of Sand And Gravel Resource	15.6	<p>Delete Policy M7 and the reasoned justification</p> <p>M7: SAFEGUARDING OF SAND AND GRAVEL RESOURCE</p> <p>The sand and gravel safeguarding area shown on the Proposals Map will be protected against all forms of permanent development in order to prevent sterilisation of the resource and to ensure that the sand and gravel within that area will be preserved for the future, should a demonstrable need for the use of those resources arise.</p>

MAC Number	Chapter	Deposit Policy /Para No	<i>HS/A P or other source</i>	Proposed Change
				<p data-bbox="1014 308 2121 443">5.409 The aim of this Policy is to ensure that the area of sand and gravel resource identified on the Proposals Map is protected from development that would cause its sterilisation and safeguarded for the future, should a need for the resource arise.</p> <p data-bbox="1014 485 2121 767">5.410 This Policy expands on Policy KP11 in that it protects potential resources from development. The Policy accords with guidance contained in MPPW which requires Mineral Planning Authorities to safeguard access to mineral deposits which society may need and cautions against continuing to rely on marine dredged materials. MTAN1: Aggregates 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.</p> <p data-bbox="1014 809 2121 1337">5.411 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.</p>

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				5.412 The designation as a safeguarded area does not indicate an acceptance of sand and gravel working in that area.
MAC65	5	Policy M8: Safeguarding Coal Resources	15.6	<p>Delete Policy M8 and the reasoned justification</p> <p>M8: SAFEGUARDING OF COAL RESOURCES</p> <p>The coal safeguarding area shown on the Proposals Map will be protected against all forms of permanent development in order to prevent sterilisation of the resource and to ensure that the coal within that area will be preserved for the future, should a demonstrable need for the use of those resources arise.</p> <p>5.413 The aim of this Policy is to ensure that the areas of coal resource identified in the County are protected from development that would cause sterilisation and safeguarded for the future, should a need for the resources arise.</p> <p>5.414 This Policy expands on Policy KP11 in that it protects potential resources from development. The Policy accords with MPPW which requires Mineral Planning Authorities to safeguard access to mineral deposits which society may need and MTAN2: Coal which requires the safeguarding of mineral resources.</p> <p>5.415 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.</p> <p>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</p>

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				<p>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.</p> <p>5.416 All coal resources up to settlement boundaries are identified on the Proposals Map. Where safeguarded coal resources abut defined settlement boundaries, a 500m buffer has been shown. Although this buffer area includes safeguarded coal resources, it identifies the area of land within which future coal extraction will generally not be acceptable.</p> <p>5.417 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.</p> <p>5.418 The designation as a safeguarded area does not indicate an acceptance of coal working in that area.</p>
MAC66	5	Policy M9: Safeguarding Of Limestone Resources	15.6	<p>Delete Policy M9 and the reasoned justification</p> <p>M9: SAFEGUARDING OF LIMESTONE RESOURCES</p> <p>The limestone safeguarding area shown on the Proposals Map will be protected against all forms of permanent development in order to prevent sterilisation of the resource and to ensure that the limestone within that area will be preserved for the future, should a demonstrable need for the use of those resources arise.</p> <p>5.419 The aim of this Policy is to ensure that the areas of limestone</p>

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				<p>resource identified in the County are protected from development that would cause sterilisation and are safeguarded for the future, should a need for the resources arise.</p> <p>5.420 This Policy expands on Policy KP11 in that it protects potential resources from development. The Policy accords with MPPW which requires Mineral Planning Authorities to safeguard access to mineral deposits which society may need.</p> <p>5.421 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.</p> <p>5.422 The designation as a safeguarded area does not indicate an acceptance of limestone working in that area.</p>
MAC67	5	New Policy: Safeguarding Of Sand And Gravel, Coal And	15.6	<p>Insert new policy after existing paragraph 5.408 to be referenced M7</p> <p><u>New Policy M7: SAFEGUARDING OF SAND AND GRAVEL, COAL AND LIMESTONE RESOURCES</u></p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
		Limestone Resources		<p><u>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:</u></p> <p><u>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</u></p> <p><u>ii. The mineral can be extracted satisfactorily prior to the incompatible development taking place; or</u></p> <p><u>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</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>This Policy expands on Policy KP11 in that it protects potential resources from development. The Policy accords with guidance contained in MPPW 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</u></p>

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				<p><u>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.</u></p> <p><u>Sand and Gravel Safeguarding Area</u></p> <p><u>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.</u></p> <p><u>Coal Safeguarding Area</u></p> <p><u>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</u></p>

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				<p><u>future, should this become necessary.</u></p> <p><u>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 will not be acceptable.</u></p> <p><u>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.</u></p> <p><u>Limestone</u></p> <p><u>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</u></p>

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				<p>from sterilisation to maintain their potential for use in the future, should this become necessary.</p> <p>The designation as a safeguarded area does not indicate an acceptance of sand and gravel, coal or limestone working in that area.</p> <p><u>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.</u></p>
MAC68	5	New Policy: <u>Areas Where Coal Working Will Not Be Acceptable</u>	15.7	<p>Insert new policy to be referenced M8</p> <p><u>New Policy M8: AREAS WHERE COAL WORKING WILL NOT BE ACCEPTABLE</u> <u>Future Coal extraction will not be permitted within the Areas where Coal Working will not be Acceptable shown on the Proposals Map unless exceptional circumstances show a smaller Area is appropriate.</u></p> <p>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</p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>protected. The Policy accords with guidance contained in MPPW and MTAN2: Coal.</p> <p><u>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,</u></p> <p><u>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:</u></p> <ul style="list-style-type: none"> • <u>Where coal working provides the most effective solution to prevent risks to health and safety arising from previous mineral working;</u> • <u>To remediate land damaged by shallow coal workings or mine waste, where coal extraction appears to be the most sustainable option;</u> • <u>Where topography, natural features such as woodland, or existing development, would significantly and demonstrably mitigate impacts;</u> • <u>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;</u> • <u>Where the surface expression of underground working does not include the significant handling or storage of the mineral or waste;</u>

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				<ul style="list-style-type: none"> • <u>When the proposal is of overriding significance for regeneration, employment and economy in the local area; or</u> • <u>Where extraction would be in advance of other, permanent, development which cannot reasonably be located elsewhere.</u> <p><u>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.</u></p>
MAC69	5	Policy W1: Land for Waste Management	15.14	<p>Delete Policy W1 and reasoned justification</p> <p>W1: LAND FOR WASTE MANAGEMENT</p> <p>Land will be allocated for waste management purposes at Lamby Way as defined on the Proposals Map</p> <p>5.423 The purpose of this Policy is to allocate an area of land at the existing waste management facility at Lamby Way to accommodate waste related development, so that the Council can continue to manage current waste arisings and can accommodate further facilities which will enable it to meet European and national targets.</p>

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				<p>5.424 This Policy expands on Policy KP12. The Policy accords with TAN 21: Waste (2001); The National Waste Strategy for Wales: Wise About Waste (2002); Towards Zero Waste (2010) and the South East Wales Regional Waste Plan 1st Review (2008)</p> <p>5.425 Challenging targets set for recycling and composting, and the reduction of waste going to landfill, mean there is a need for further facilities which divert waste away from landfill and increase materials recovery, recycling and composting. The land allocated at Lamby Way, as shown on the Proposals Map, may prove an appropriate location for any new waste management facilities which may be required over the Plan period.</p> <p>5.426 Completion of landfilling at the Lamby Way waste management site is likely to take place early in the Plan period. Upon completion of landfilling, the majority of the land will be utilised for public open space. However, waste management facilities may be retained on a permanent basis and will need to be integrated into the eventual after use of the site.</p> <p>5.427 The five local authorities who make up the Prosiect Gwyrdd regional partnership have agreed that Viridor should be appointed the preferred bidder for a 25 year contract to deal with the residual waste of the region. Viridor's solution is based on an energy from waste facility located at Trident Park. This facility is currently under construction and a permit to operate was granted by Natural Resources Wales in 2010.</p> <p>5.428 The Regional Waste Plan 1st Review identified that Cardiff will need to provide a maximum of 20.9ha of land for waste management purposes. The identified sites will contribute towards this requirement.</p>

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MAC70	5	Policy W2: Sites For Waste Management Facilities	15.13, 15.16	<p>Amend Policy W2 and the reasoned justification</p> <p>W2: SITES FOR WASTE MANAGEMENT FACILITIES</p> <p>Proposals for the development of waste management facilities will be permitted where:</p> <ul style="list-style-type: none"> i. There is a demonstrable need assessed against County and regional requirements; ii. They conform with the <u>principle of 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</u> , the 'proximity principle' and the principle of regional self-sufficiency; 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; and 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;

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				<p><u>viii. They would not cause unacceptable air, noise or light pollution, dust, vibration or odours, or attract excessive vermin;</u> <u>ix They provide safe means of access to the highway and adequate on-site parking and turning facilities; and</u> <u>x. They are accompanied by a Waste Planning Assessment containing sufficient information to enable an assessment of the proposal.</u></p> <p>Facilities for the handling, treatment and transfer of waste will generally be encouraged towards existing use class B2 general industrial land.</p> <p>5.430 This Policy expands on Policy KP12. The Policy accords with <u>TAN 21: Waste (2001); The National Waste Strategy for Wales: Wise About Waste (2002); Towards Zero Waste (2010) and the South East Wales Regional Waste Plan 1st Review (2008). 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).</u></p> <p>5.431 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 <u>South East Wales Regional Waste Plan 1st Review (2008). The RWP estimates that, within Cardiff, a maximum of 20.9ha of land will be required for waste management facilities. Collections, Infrastructure and Markets Sector Plan and capacity requirements established through regional monitoring, as set out in TAN 21.</u></p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>5.432 The 'waste hierarchy' advocates a sequential approach to waste management. At the top of the hierarchy is waste prevention <u>and re-use</u>, followed by reduction, re-use, then materials recovery (e.g. recycling and composting), then energy recovery (e.g. incineration to provide energy) and finally (i.e. least favoured) disposal (e.g. landfill or incineration without energy recovery). The 'proximity principle' requires waste to be disposed of as near to its place of production as possible, to reduce the amount of waste transported long distances, and to reflect the 'polluter pays' principle. 'Regional self sufficiency' refers to the aim of minimising the amount of waste exported to other regions or countries. <u>preparation for reuse, recycling, recovery and finally (i.e. least favoured) disposal.</u></p> <p>5.433 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. The RWP contains Areas of Search maps 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. The first Review of the Regional Waste Plan endorsed by the Council in July 2008 identifies a range of potential sites for waste management purposes on vacant general industrial land. <u>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.</u></p>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<p>5.434 In addition to the tests set out in the Policy, all proposals will be assessed against other relevant policies. Notably, they should not be located within an area at risk from flooding, cause unacceptable air, noise or light pollution, dust, vibration or odours, or attract excessive vermin. Proposals should also: Provide safe means of access to the highway and adequate on site parking and turning facilities; Be accompanied by details of the type, quantity and source of waste; and Set out the proposed duration of the development.</p> <p>5.435 Planning applications for waste management facilities should be accompanied by sufficient information to allow the environmental impact of the proposal to be adequately assessed. Such information should include the nature of the waste, the broad technical requirements arising from the type of waste, the amount of waste proposed to be treated or disposed of, access, the timescale of the operations and, where appropriate, restoration and after use proposals. <u>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:</u></p> <ul style="list-style-type: none"> • <u>Waste Policy Statement (contribution to the CIM Sector Plan, need and locational requirements, demand, identification of markets, current shortfall in treatment capacity, consultation);</u> • <u>Time-scale (lifespan of the operation, days and hours of operation);</u> • <u>Types and quantities of waste to be managed;</u> • <u>Design, layout, buildings and plant;</u> • <u>Amenity and nuisance;</u> • <u>Air pollution;</u> • <u>Energy efficiency.</u>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				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.
Appendices				
MAC71		New Appendix	8.3	Insert New Appendix Showing Sites over 10 dwellings with planning permission for residential Please see Appendix Three of this schedule
MAC72		New Appendix	9.5, 10.1, 13.12, 13.13, 13.14	Insert New Appendix <u>Appendix Designated Sites</u> <u>(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.</u>
MAC73		New Appendix: Areas of Protection	13.2	Insert New Appendix <u>Appendix : Areas of Protection</u> <u>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</u>

MAC Number	Chapter	Deposit Policy /Para No	HS/A P or other source	Proposed Change
				<u>designated sites which can be accessed via the Council website.</u> <ul style="list-style-type: none"> • Conservation Areas • Scheduled Ancient Monuments • Archaeologically Sensitive Areas • Historic Parks Gardens and Landscapes • Statutory Listed Buildings • Local Listed Buildings of Merit
MAC74		Appendix 5	1.5	Delete Appendix 5:Supplementary Planning Guidance and insert new appendix Please see Appendix Four of this schedule
MAC75		Appendix 9	19.1 to 35	Insert new monitoring chapter & monitoring framework Please see Appendix Five of this schedule.
MAC76				Amend the plan to ensure appropriate cross referencing is applied
MAC77				Amend the Plan to reflect consequential changes to the policy and paragraph numbers resulting from the amendments in this schedule Please see Appendix Six of this schedule to show amendments to the Policy numbering
MAC78				To address any typographical or grammatical errors
MAC79				Amend the plan to ensure references to national guidance are correct
MAC80				Amend the Key Diagram to reflect amendments proposed through the matters arising.
MAC81				Amend the Plan to remove references to the Background Technical Papers where appropriate
				Amendments to the Proposals Map Please see Appendix Seven of this schedule

Appendix One : MAC4 KP1: LEVEL OF GROWTH

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** a range and choice of opportunities to deliver **41,100** new dwellings and **40,000** new jobs in Cardiff between 2006-2026. Furthermore, in order to demonstrate that the Plan meets the flexibility test of soundness and to accommodate potentially higher build rates than anticipated, provision has been made to deliver an additional 10% flexibility allowance (for 4,000 dwellings) which can be triggered, if demonstrated as necessary through annual monitoring, in the later phases of the Plan period.~~

~~4.12 The LDP Preferred Strategy considered the merits of three growth options and set out a reasoned justification for proposing option B which was below the official household projections but higher than long term past build rates. It considered all relevant factors including a report by independent population forecasting experts (Edge Analytics, June 2011) which applied more locally robust data to the official statistics. It was also informed by a process of regional collaborative dialogue involving all local authorities in South East Wales together with other key relevant national and regional bodies.~~

~~4.13 Views have since been gathered through consultation on the Preferred Strategy which took place in November and December, 2012. The formal consultation process collected 1,028 responses and 8 petitions. Additionally, 444 responses were collected from the Citizens Panel representing a wide distribution of ages and geographical locations across the city. This was in sharp contrast to the wider consultation responses which showed a significant geographical 'clustering' of responses generally in proximity to the location of proposed development sites. Responses relating to the proposed level of growth can be summarised as follows:~~

~~Delete table on Citizens Panel LDP Consultation~~

~~Citizens Panel LDP Consultation~~

~~No. % No. %~~

~~Too low 20 4.6 Too low 32 5.2~~

~~About right 209 48.2 About right 34 5.5~~

~~Too high 205 47.2 Too high 553 89.3~~

~~TOTAL 434 100 TOTAL 619 100~~

~~4.14 The consultation findings indicate sharply contrasting views on this matter. This underlines the importance of the level of growth in the Deposit LDP being based on robust and up to date evidence.~~

~~4.15 Therefore, additional independent expert advice has been sought based on the best possible information currently available. Edge Analytics, the independent population forecasting experts providing advice on the Preferred Strategy, have undertaken a further detailed analysis with their report forming Supporting Document No. 18. It is informed by important new information which was not previously available, the 2011 census results and revised back population figures issued by the Office of National Statistics at the end of April, 2013. The material informing this work is of a more detailed and locally robust nature than the official population projections which do not benefit from such a thorough local analysis of relevant data.~~

~~4.16 Overall, the Edge Analytics report has produced compelling, up to date and robust evidence to justify a level of growth lower than the official projections and also lower than that proposed in the Preferred Strategy. The recommendations contained in the report are based on a thorough examination of a number of different growth scenarios.~~

~~4.17 The Edge Analytics Report has reviewed the new evidence, presented an analysis of inter-censal change in Cardiff's demographic profile and developed a revised suite of demographic forecasts for consideration. The analysis of inter-censal change revealed a 35,400 (11.4%) increase in Cardiff's population between 2001 and 2011. The analysis of the 'components of change' underpinning Cardiff's population growth has revealed the critical importance of migration, both internal and international in shaping population growth.~~

~~4.18 Using the updated evidence, a number of 'trend' scenarios were evaluated and compared to the 'starting point' of the official 2008 based projections. The report concluded by drawing attention to the future uncertainties associated with international migration and recommended to the Council that a lower dwelling growth trajectory of 42,500-43,000 (scenarios F & G) over the 2006-26 Plan period might be more appropriate. Furthermore, the report recommended that the Council gives consideration to further reducing the figure due to the potential impact of applying a slightly lower home vacancy rate for 2026 and also considering a 10% further sensitivity reduction due to a potential decrease in household formation rates.~~

~~4.19 The Council recognise that scenarios F and G result in a very similar level of growth which is considered to be consistent with the overall strategic objectives of the Plan. With regard to the potential options to further reduce the dwelling requirement, the Council supports applying a 3% vacancy rate for 2026 as opposed to a figure of 3.74%. This is because 3%~~

~~was the previous rate in the 2001 census and due to current Council policy and actions to tackle this issue, a rate of 3% in 2026 is considered to represent a sound, robust and reasonable figure backed by supporting policy framework to deliver.~~

~~4.20 However, the Council has significant concerns with applying a further 10% reduction in dwelling need due to a potential reduction in household formation rates. The report draws on recent evidence from England and suggests this recent trend could also be taking place in Cardiff. However, at this juncture, prior to the Welsh Government household projections being released in late 2013, no official data or evidence can be used to substantiate any reduction. Therefore, to reduce figures without any firm evidence carries significant risks, since if the figures do not show a decrease, the Plan would be clearly out of line with evidence and run the risk of being deemed unsound. However, as the Welsh Government household projections will be issued before the Council submit the Plan for examination, there will still be an opportunity to consider their impact ahead of the examination but any analysis must also take account of the issues highlighted in the paragraph below.~~

~~4.21 Even if the Welsh Government household projections indicate a reduced rate of household formation, it cannot be assumed that the rate would continue over the entire Plan period. Indeed, if there was to be a reduction, this may be explained by a reflection of the current limited supply of greenfield sites together with the challenging economic conditions at that time. The Plan Strategy of providing a range and choice of sites to meet evidenced need is considered a strong and compelling reason not to apply a 10% reduction which is not founded on hard existing evidence and cannot be justified looking ahead, particularly given the Strategy set out in the Plan.~~

~~4.22 Moreover, it should be noted that the annual net migration assumption 2011-26 without the 10% sensitivity adjustment is given as 1,268 persons p.a. This compares to the actual annual net migration data 2001-11 for Cardiff of 1,344p.a. (47p.a. internal and 1,297p.a. international), excluding the 320 per annum asylum seekers net flow to Cardiff. Given Cardiff's role as economic driver of South East Wales, it may be considered unsound for the LDP to incorporate assumptions for a significant reduction in net migration whilst at the same time promoting itself as a European Capital City seeking to attract new employment for instance into the proposed Cardiff Central Enterprise Zone.~~

~~4.23 Therefore, the Council consider the most robust and sound approach to adopt is to set a level of dwelling growth based on the recommended scenarios F and G incorporating a 3% vacancy rate in 2026 which have a very similar dwelling requirement. Of the two scenarios, the Council considers the logic and reasoning behind scenario G is more robust and represents a sound basis on which to base the future dwelling requirement which has been rounded down to 41,100 dwellings for clarity purposes. This level of dwellings is almost exactly proportionate to delivering the 40,000 jobs proposed in the Preferred Strategy so this figure will be retained in the Deposit LDP. This represents: A rise in population from 323,766 in 2006 to 395,378 in 2026, (an additional population of 71,612, representing an increase of 22.1%); A rise in dwellings~~

~~from 138,735 in 2006 to 179,835 in 2026, (an additional 41,100 new dwellings, equivalent of an 29.6% increase); An average build rate of 2,055 dwellings per annum over the entire Plan period but due to lower than average completions in early years of Plan period (2006-13), a residual required annual build rate (2013-26) of 2,295 dwellings per annum~~

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.

4.24 ~~All other 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. Other relevant factors include:~~

- ~~• Accordance with Wales Spatial Plan and other key national policy and guidance;~~
- ~~• Cross boundary/city region implications;~~
- ~~• Accordance with 'What Matters', the Community Strategy for Cardiff Council;~~
- ~~• Extent to which evidenced economic needs are delivered;~~
- ~~• Extent to which evidenced social/housing needs are delivered;~~
- ~~• Environmental and climate change implications;~~
- ~~• Deliverability and capacity factors; and~~
- ~~• Consultation and collaborative working findings.~~

4.25 ~~A summary of the consideration of relevant factors is set out below. However, more detailed relevant information is also contained in Supporting Documents including:~~

- ~~• Supporting Document No. 18: Edge Analytics Report (June 2013);~~
- ~~• Supporting Document No. 1: Population & Housing Technical Background Paper;~~
- ~~• Supporting Document No. 2: Urban Capacity Study; and~~
- ~~• Supporting Document No. 16: Masterplanning Framework – General~~

~~• Principles, Strategic Framework & Site Specific Frameworks for larger sites.~~

~~4.26~~ 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. ~~Whilst the~~ The Plan makes provision to deliver the level proposed may fall short of official projections, it 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 Deposit 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 ~~the Preferred Strategy~~ consultation processes.

~~4.27~~ 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, below. ~~The masterplanning approach consultation findings and wider work undertaken have informed the number of new homes and jobs proposed for the Strategic Sites which are described in greater detail in Policy KP2 and Supporting Document.~~

Table 1: Housing Provision over the Plan Period			
Row	Topic/Factor	Note/Source	Dwellings
NEW DWELLING REQUIREMENT 2006 - 2026			
1	2006-2026 Dwelling Requirement	As referenced in Policy KP1	41,415
2	2006-2026 Dwelling Requirement per year (20 years)	Row 1 divided by 20 years	2,071
CHANGE IN DWELLINGS 2006 to 2014 AND RESIDENTIAL LANDBANK AT 1st APRIL 2014			
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 http://www.voa.gov.uk/corporate/Publications/statisticsCouncilTax.html	12,255
4	Current Landbank (Under Construction, Not Started and Sites subject to Legal Agreement).		10,885
ADJUSTMENTS FOR CHANGE IN CURRENT DWELLING STOCK			
5	Adjustments (Demolitions, Change of Use from Residential to Other Uses and Residential Conversions)		242
ALLOWANCES			
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 S106 sites not coming forward		-1,043
LDP STRATEGIC SITES*			
8	Units on LDP Strategic Sites	Excludes Strategic Site A - existing commitment in the landbank	13,950

LDP NON-STRATEGIC SITES*		
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	Total Supply	41,456
11	Additional 10% flexibility allowance, as referenced in KP1.	4,000

4.28 The Plan deliberately 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.

4.29 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.

4.30 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. ~~The last decade has seen significant brownfield developments, the most notable being the successful regeneration of Cardiff Bay. However, brownfield opportunities of this scale no longer exist. Research work has been undertaken to explore the possibilities of maximising the contribution of brownfield land to meet future provision. Supporting Document 2 sets out in detail the findings of this work and demonstrates the different potential opportunities which have been explored.~~

~~4.31 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. These changed market conditions also mean that delivering previously anticipated levels of affordable housing may prove challenging due to current financial viability factors. This, in part, contributes to the current limited number of sites being brought forward for development from the landbank. Additionally, there are serious policy issues with losing further employment land of strategic or local importance to housing and it is not considered acceptable for the Plan to propose building on river valleys, parks and playing fields.~~

4.32 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.

~~4.33 The Deposit LDP seeks to respond to need in a way which provides range and choice of land for housing. Maximising the contribution of brownfield sites still forms over half of the provision over the whole Plan period, but this is supplemented by a range of greenfield opportunities offering a range and choice and to provide a catalyst to help kick-start the currently depressed housing market situation. Greenfield sites generally have far lower site development costs/constraints and are therefore widely recognised as providing far higher levels of affordable housing than brownfield sites.~~

4.34 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.

4.35 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 focussed manner.

4.36 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.

~~4.37~~ 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.

~~4.38~~ Consideration also needs to be given to demand being higher than expected. This is considered to be a less likely possibility, ~~based on current evidence of low completion rates and the challenging economic conditions.~~ 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.

~~4.39~~ 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.

~~4.40~~ 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 focussing 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 Belt designation.

~~4.41~~ Three areas have been identified to provide ~~good~~ 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 take account of these potential additional areas in the planning of land uses and supporting~~

~~infrastructure. Other strategic sites have far more fixed boundaries and do not lend themselves to logical extension. 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.~~

4.42 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 ~~by an arrow for potential future development on the Key Diagram; 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 ~~by an arrow for potential future development on the Key Diagram; as Search Area B on the Proposals Map; and~~
- iii. North West Cardiff Strategic Site - ~~As highlighted in Table 1, above,~~ 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 a allocation in its entirety.

~~4.43~~ 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.

~~4.44~~ 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 (as evidenced in the recent Cardiff LDP regional collaborative working exercise summarised in Supporting Document 17) that there are significant benefits for adjoining areas from Cardiff's success in achieving economic growth.

~~4.45~~ 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.

~~4.46~~ 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.

~~4.47~~ Further background evidence underpinning the approach to providing the range and choice of new jobs is provided in Supporting Document 4.

Appendix Two: MAC5 New Key Policies, KP2(A) to KP2(H)

Policy KP2

Amend Policy KP2: Strategic Sites and reasoned justification and insert new policies KP2A to H after existing KP2

New paragraphs to be inserted after existing paragraph 4.54:

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.

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.

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.

Delete existing paragraphs 4.55 to 4.67 relating to Strategic Site H as these matters will now be covered by proposed new KP2(H):

~~4.55 In response to issues raised in the Sustainability Appraisal with regard to environmental aspects of the strategic employment site at south of St Mellons Business Park, the following paragraphs explain the rationale for including the site together with how flood risk and other environmental concerns can be addressed as part of the scheme.~~

~~4.56 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.~~

~~4.57 However, 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. Additionally, the adjoining Estuary is a European designated site so run off issues and disturbance will be particularly sensitive. 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.~~

~~4.58 These environmental and flood risk constraints have been carefully examined so that suitable mitigation and enhancement measures can be put in place to address these issues. Further details are contained in Supporting Document 16 outlining site specific masterplanning framework for the site.~~

~~4.59 Considerable work has been undertaken to evidence the degree of flood risk in line with national guidance. The Strategic Flood Consequence Assessment work (SFCA) has analysed the risks when looking at the lifetime of development. The Phase 3 SFCA report undertaken by Atkins demonstrates that the flood risk can be effectively mitigated for the site. This can be achieved through a combination of raising the Sea Wall at points most prone to breaching together with raising ground levels on the development site. The costs associated with this work are not considered to undermine the financial viability of the proposal.~~

~~4.60 The Environment Agency (EA, now called Natural Resources Wales) has validated the methodology undertaken during this study. Furthermore, the Severn Estuary Flood Risk Management Strategy 2013 consultation proposes sea wall improvements to the area identified by Atkins as a weak section at Tabb's Gout requiring an upgrade so it is consistent with other flood defences along the coast. It is anticipated that the works will be implemented in the near future, probably in 2015/16.~~

~~4.61 It should be stressed that an extensive area of land behind the Sea Wall is exposed to flood risk both in Cardiff, Newport and Monmouthshire, especially in future years when evidence points to sea levels rising. This includes existing properties, the main rail line into South Wales, power lines and undeveloped land, much of which forms part of the far wider Wentloog Levels Site of Special Scientific Interest (SSSI). Any significant flood event could therefore have profound implications (social, economic and environmental) which is why the aim of the Severn Estuary Shoreline Management Plan is to 'hold the line' in terms of flood defences in this area.~~

~~4.62 The social and economic benefits of delivering a strategic employment site in St Mellons would be profound. In a Cardiff context, it would represent a key strategic site by providing a well accessed and high quality site close to the strategic highway network. With these qualities the site is uniquely placed within the city region and would be capable of attracting inward investment opportunities for high value and knowledge based sectors. The site would also add an extra dimension to the Cardiff offer in terms of office supply by adding to the range and choice of employment locations and providing a degree of flexibility in providing campus style office jobs which address market requirements. Furthermore, its location adjacent to the main line offers the potential to develop direct rail links with a new rail station linked to a park and ride facility.~~

~~4.63 The site is located near to residential areas of high unemployment and could be readily integrated with the existing St Mellons Business Park. In particular, this is a high quality site for existing businesses, who are looking to raise their added value, a key requirement for manufacturing companies if they are to grow and embed themselves in the local economy. Research has indicated that a high quality site (like St Mellons) and buildings can attract both low value added users and high value added users. However, a low quality site and buildings can only attract low value added users. Having regard to size, location, proximity to other uses and access, the St Mellons site is particularly well placed in Cardiff to deliver this important role.~~

~~4.64 The land is currently used for agricultural purposes but is also designated as an SSSI for the reens together with fields which host invertebrates and bees. Furthermore, the area is noted for its high landscape and historic value. Development of this site can be undertaken in a sensitive manner to minimise harm and include enhancements with considerable scope for large scale mitigation measures south of the rail line and incorporating a design and layout following guidance issued by the Countryside Council for Wales which offers practical guidance on how development can take place in the Wentloog Levels SSSI. In this respect it should be noted that the site forms the western extremity of a far wider landscape unit and in many ways is not a pristine example of the levels environment with a large number of detracting elements together with few reens on large parts of the site.~~

~~4.65 However, the social and economic benefits are considerable both in a Cardiff context and locally due to the location of the site near areas of high unemployment and could be readily integrated with adjoining uses. Additionally, the provision of a new rail station adjacent to a new employment area opens up considerable wider benefits beyond Cardiff and will help deliver social, economic and sustainable transportation benefits for South East Wales.~~

~~4.66 Furthermore, the development of this site will act as a catalyst to bring about the Sea Wall defence works which will help protect a much wider area. Indeed, the whole SSSI could be lost if inundated with sea water so an appropriate balance must be made. Mitigation measures can be undertaken to reduce impact and in this respect account will be taken of the CCW Guidance Booklet on how to bring forward development in the Wentloog Levels SSSI.~~

~~4.67 In conclusion, taking all evidence and assessments into account, it is considered that the economic and social benefits of this proposal are considered to outweigh environmental concerns and in this respect it is noted that mitigation measures can be delivered to reduce harm.~~

KP2(A): CARDIFF CENTRAL ENTERPRISE 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 Loudon 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.**

1. 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.

2. 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. 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.

5. 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.

6. 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.

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.**

1. 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.

2. 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. 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.

5. 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.

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.**

1. 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.

2. 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. 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.

5. 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.

6. 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.

7. 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.

8. 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.

9. 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.

10. ~~Search Area A The further future flexibility option~~ (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.

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 Gwenybwla, 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;**

1. Land 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.

2. The masterplanning process to date has reflected joint-working between parties relating to both sites to ensure a comprehensive approach is taken.

3. 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. 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.

5. 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.

6. 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.

7. 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.

8. 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.

9. ~~The further future flexibility option~~ 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.

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;**
 - ~~**Enhancing the disused rail line as a walking/ cycling and ecological corridor;**~~
 - **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.**

1. 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.

2. ~~Most of the land is owned by two landowners and.~~ 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.

3. 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. 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 queuing 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.

5. 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;**
- **Effectively respond to heritage assets by:**
- **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 Mwlan;**
- **Address issues with Japanese Knotweed along the River Rhymney;**
- **No development to take place in C2 flood zone forming part of River Rhymney valley.**

1. 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.

2. 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.

3. 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

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 reen 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 Shriill 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;**

1. 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.

2. 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.

3. 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.

Appendix Three: MAC71 New Appendix - Sites over 10 dwellings with planning permission for residential

SITE REF	SITE LOCATION	ELECTORAL DIVISION	TENURE	APPLICATION NUMBER	PERMISSION TYPE	DATE GRANTED	BROWNFIELD GREENFIELD	NOT STARTED (PLOTS)	NOT STARTED (AREA ha)	IN PROGRESS (Plots)	IN PROGRESS (AREA ha)	COMPLETED (PLOTS)	COMPLETED AREA (ha)	TOTAL (PLOTS)	TOTAL (AREA 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, Moira 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, Clarence Road	Butetown	HA	11/01168	Outline	18/03/2013	Brown	0	0.00	19	0.00	0	0.00	19	0.04	0	0.00
BU123A	Brandon Tool Hire, 151 Bute Street	Butetown	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	Butetown	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)	Butetown	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)	Butetown	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	Butetown	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	Butetown	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	Butetown	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	Butetown	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"	Butetown	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 Church, Hannah Street	Butetown	HA	13/01239	Full	Legal Agreement	Brown	14	0.05	0	0.00	0	0.00	14	0.05	0	0.00
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
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
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 Cwarra	Ely	Private	13/00444	Outline	Legal Agreement	Green	0	0.44	0	0.00	0	0.00	30	0.44	0	0.00
EL84B	Land off Clos Y Cwarra	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	Grangetown	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	Grangetown	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	Grangetown	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 Fruit Centre, Bessemer Road	Grangetown	Private	10/01432	Full	Legal Agreement	Brown	215	0.00	0	0.00	0	0.00	215	6.00	0	0.00
GR156B	Land at Wholesale Fruit Centre, Bessemer Road	Grangetown	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)	Grangetown	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)	Grangetown	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)	Grangetown	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)	Grangetown	HA	12/00935	Full	05/04/2013	Brown	34	0.00	0	0.00	0	0.00	34	0.30	0	0.00
GR161A	Watkiss Way (ISV)	Grangetown	Private	13/00829	RM	18/07/2013	Brown	35	0.00	0	0.00	0	0.00	35	0.42	0	0.00
GR161B	Watkiss Way Affordable (ISV)	Grangetown	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	Grangetown	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)	Grangetown	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)	Grangetown	HA	06/00613	Full	27/10/2006	Brown	0	0.00	6	0.00	83	0.00	89	0.17	0	0.00

SITE REF	SITE LOCATION	ELECTORAL DIVISION	TENURE	APPLICATION NUMBER	PERMISSION TYPE	DATE GRANTED	BROWNFIELD GREENFIELD	NOT STARTED (PLOTS)	NOT STARTED (AREA ha)	IN PROGRESS (PLOTS)	IN PROGRESS (AREA ha)	COMPLETED (PLOTS)	COMPLETED AREA (ha)	TOTAL (PLOTS)	TOTAL (AREA ha)	Completed Plots 2013-14	Completed Area 2013-14
HE75	Thornbury House, Thornbury Close	Heath	Private	11/00238	Outline	Legal Agreement	Brown	10	0.00	0	0.00	0	0.00	10	0.10	0	0.00
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, Pwllmelin 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
NP58	Land at Church Road	Pontprennau/ O	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	Maelfa 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	Maelfa 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
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 Winefrides Nursing Home, 24 Romily 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
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	Criegiau/St Fag	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	Criegiau/St Fag	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	Criegiau/St Fag	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	Criegiau/St Fag	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/ O	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/ O	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 Sanguhar Street	Splott	HA	13/02674	Full	Legal Agreement	Brown	26	0.00	0	0.00	0	0.00	26	0.27	0	0.00
SP84	The Bayside, East Tyndall Street	Splott	Private	07/00333	Full	Legal Agreement	Brown	32	0.00	0	0.00	0	0.00	32	0.13	0	0.00
SP99A	Splott Market, Lewis Road	Splott	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 Crickhowell Road and Willowbrook Dr	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 Crickhowell Road and Willowbrook Dr	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, Ha	Trowbridge	HA	08/02456	RM	Legal Agreement	Brown	15	0.00	0	0.00	0	0.00	15	0.30	0	0.00
WH71A	Whitchurch Hospital	Whit/Tongwynl	Private	10/02301	Outline	09/01/2014	Brown	248	0.00	0	0.00	0	0.00	248	6.70	0	0.00
WH71B	Whitchurch Hospital	Whit/Tongwynl	HA	10/02301	Outline	09/01/2014	Brown	82	0.00	0	0.00	0	0.00	82	2.21	0	0.00

SITE REF	SITE LOCATION	ELECTORAL DIVISION	TENURE	APPLICATION NUMBER	PERMISSION TYPE	DATE GRANTED	BROWNFIELD GREENFIELD	NOT STARTED (PLOTS)	NOT STARTED (AREA ha)	IN PROGRESS (Plots)	IN PROGRESS (AREA ha)	COMPLETED (PLOTS)	COMPLETED AREA (ha)	TOTAL (PLOTS)	TOTAL (AREA ha)	Completed Plots 2013-14	Completed Area 2013-14
	TOTALS							8,343	5.92	589	0.00	693	0.00	9,625	108	31	0.97

Appendix Four MAC74 New Appendix Supplementary Planning Guidance

New Appendix – 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)	Current adopted SPG to the Local Plan To be revised to link to adopted LDP updated and extended. New planning obligations SPG to pick up S106 issues from Transportation SPG	T5	Within 6 months of adoption
Affordable Housing	Current adopted SPG to the Local Plan To be revised to link to adopted LDP New planning obligations SPG to pick up S106 issues	H3	Within 6 months of adoption
Open Space	Current adopted SPG to the Local Plan To be revised to link to adopted LDP New planning obligations SPG to pick up S106 issues	C4	Within 6 months of adoption
Houses in Multiple Occupation	New SPG	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"> • Affordable Housing • Access, Circulation and Parking Requirements • Open Space • Schools • Public Art • PROW • Community Facilities • Trees and Development • Waste Collection and Storage Facilities • Biodiversity 	New SPG	KP7	Within 12 months of adoption
<p>Locating Waste Management Facilities</p>	<p>Current adopted SPG to the Local Plan</p> <p>To be revised to link to adopted LDP</p>	W2	Within 12 months of adoption
<p>Central Shopping Area Protected Frontages</p>	New SPG	R3	Within 12 months of adoption
<p>Flooding</p>	New SPG	EN14	Within 12 months of adoption

Natural Heritage Network	New SPG	KP16, EN3 - 8	Within 12 months of adoption
Design Guidance and Standards for Flat Conversions	New SPG	H5	Within 12 months of adoption
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
Public Art Guidance	Current adopted SPG to the Local Plan To be revised to link to adopted LDP New planning obligations SPG to pick up S106 issues	KP5	Within 18 months of adoption
Public Rights of Way and Development	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	T1	Within 18 months of adoption

Protection of Employment Land and Premises for Business, Industry and Warehousing	Current adopted SPG to the Local Plan. To be revised and updated to link to adopted LDP	EC1,EC3	Within 18 months of adoption
Food Drink and Leisure Uses	Current adopted SPGs to the Local Plan. To be merged together and revised and updated to link to adopted LDP	R7	Within 18 months of adoption
Premises for Eating, Drinking & Entertainment in Cardiff City Centre			
Trees and Development	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	EN8	Within 18 months of adoption
Community Facilities and Residential Development	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	C1	Within 18 months of adoption
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	W3	Within 18 months of adoption
Biodiversity	Current adopted SPG to the Local To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	EN5,EN6, EN7	Within 18 months of adoption
Archaeologically Sensitive Areas	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP	KP17, EN9	Within 18 months of adoption
Health	New SPG to be prepared	C7	Within 18 months of adoption
Gypsy and Traveller Sites	New SPG to be prepared	H8	Within 18 months of adoption

Appendix Five MAC75 Monitoring Framework

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 ~~review~~ 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 target 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.

6.8 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.

6.9 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.

6.10 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.

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	RELEVANTS LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB1 EC1	KP2, KP9, EC1-EC6	CORE 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.	<ul style="list-style-type: none"> • Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC2	KP2, KP9, EC1-EC6	CORE 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%	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	<ul style="list-style-type: none"> • Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule

				above or below the target for 2 or more consecutive years	review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB1 EC3	KP2, EC1-EC7	LOCAL 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.	<ul style="list-style-type: none"> • Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule • Council Monitoring – Planning Applications and Consents
OB1 EC4	KP2(A), KP9, EC1-EC6	LOCAL 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	<ul style="list-style-type: none"> • Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule

OB1 EC5	KP2(C), KP9, EC1-EC6	LOCAL 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	<ul style="list-style-type: none"> • Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC6	KP2(D&E), KP9, EC1-EC6	LOCAL 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	<ul style="list-style-type: none"> • Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC7	KP2(F), KP9, EC1-EC6	LOCAL 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	<ul style="list-style-type: none"> • Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC8	KP2 (H), KP9, EC1-EC6	LOCAL 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	<ul style="list-style-type: none"> • Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC9	KP2, KP9, EC1-EC8	LOCAL Net job creation over the	19,100 by 2026 or 1,736 annually. Target	If annual creation of new jobs falls more	When a trigger point is activated an assessment will	<ul style="list-style-type: none"> • ONS (Annual Business Inquiry & Annual

		remaining Plan period (Total = 40,000 over whole Plan period, 20,900 jobs created between 2006 and 2015)	is set out 1,750 jobs annually over the remaining Plan period	than 10% below the anticipated rate of 1,750 jobs for 2 or more consecutive years	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.	Population Survey
OB1 EC10	R1-R8	LOCAL 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	<ul style="list-style-type: none"> Council Monitoring/Site Surveys

					Plan.	
OB1 EC11	R1-R8	LOCAL Proportion of protected City Centre shopping frontages with over 50% Class A1 (Shop) units.	100%	90%	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.	<ul style="list-style-type: none"> • Council Monitoring/Site Surveys
OB1 EC12	KP10, R1-R8	LOCAL 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	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	<ul style="list-style-type: none"> • Council Monitoring/Site Surveys • Council City Centre Land Use Floor Space Survey • GOAD Data (Experian)

					whether the underlying reasons do not require changes to the Plan.	
OB1 EC13	KP10, R1-R8	LOCAL Number of retail developments permitted outside of the Central Shopping Area and District Centres not in accordance with Policy R4 and an assessment of need and strict application of the sequential test	No retail developments permitted outside these areas (unless in accordance with Policy R4 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 R4 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.	<ul style="list-style-type: none"> • Council Out of Centre Monitoring Schedule • Council Monitoring – Planning Applications and Consents
OB1 EC14	KP2, KP6, KP8, T1-T8	LOCAL 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 =	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	<ul style="list-style-type: none"> • CCC Planning Policy/ Transportation • Infrastructure Plan • Cardiff Local Transport Plan (LTP) • Ask Cardiff Survey

			57.8% (2014) 3) Shopping (City Centre) = 67.1% (2014) 4) Shopping (Other) = 43.2% (2014) 5) Leisure = 58% (2014)		including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	<ul style="list-style-type: none"> • Infrastructure Plan
OB1 EC15	KP2, KP6, KP8, T1-T8	LOCAL 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.	<ul style="list-style-type: none"> • Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Infrastructure Plan
OB1 EC16	KP2, KP6, KP8, T1-T8	LOCAL Percentage of people cycling(all journeys)	An annual increase of journeys made by bike for each journey purpose: 1) Work =	Failure to achieve an annual increase for each journey purpose for two or more	When a trigger point is activated an assessment will be undertaken to identify the underlying causes	<ul style="list-style-type: none"> • Transportation Surveys • Accessibility Mapping • Congestion Monitoring

			10.6% (2014) 2) Education = 9.5% (2014) 3) Shopping (City Centre) = 5.9% (2014) 4) Shopping (Other) = 5.7% (2014) 5) Leisure = 10.1% (2014)	consecutive years	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.	<ul style="list-style-type: none"> • Ask Cardiff Survey • Infrastructure Plan
OB1 EC17	KP2, KP6, KP8, T1-T8	LOCAL 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.	<ul style="list-style-type: none"> • Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Infrastructure Plan
OB1 EC18	KP2, KP6, KP8, T1-T8	LOCAL Percentage of	An annual increase of	Failure to achieve an	When a trigger point is activated	<ul style="list-style-type: none"> • Transportation Surveys

		people travelling by train (all journeys)	<p>journeys made by bus for each journey purpose:</p> <p>1) Work = 5.8% (2014)</p> <p>2) Education = 5.2% (2014)</p> <p>3) Shopping (City Centre) = 10.6% (2014)</p> <p>4) Shopping (Other) = 3.8% (2014)</p> <p>5) Leisure = 8.7% (2014)</p>	annual increase for each journey purpose for two or more consecutive years	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.	<ul style="list-style-type: none"> • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Infrastructure Plan
OB1 EC19	KP2, KP6, KP8, T1-T8	LOCAL Improvement in journey times <u>by bus</u>	<p>An annual percentage improvement in journey times for key corridors from October 2015</p> <p><u>An annual 1 percent improvement in journey times for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern</u></p>	<p>Failure to achieve an annual improvement for two or more consecutive years</p> <p><u>Failure to achieve an annual improvement in bus journey times of 1% for two or more consecutive years</u></p>	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	<ul style="list-style-type: none"> • Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Transport Assessments received through the Development Control process; • S106 Monitoring Requirements established through the

			<u>Corridor) from adoption of the Local Development Plan</u>		changes to the Plan. <u>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</u>	<u>Development Control process</u> <ul style="list-style-type: none"> • <u>Infrastructure Plan</u>
OB1 EC20	KP2, KP6, KP8, T1-T8	LOCAL Improvement in <u>bus</u> journey time reliability	An annual percentage improvement in journey time reliability for key corridors from October 2015. <u>An annual 1 percent improvement in journey time reliability for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from</u>	Failure to achieve an annual improvement for two or more consecutive years <u>Failure to achieve an annual improvement in bus journey time reliability of 1% for two or more consecutive years</u>	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. <u>The</u>	<ul style="list-style-type: none"> • Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • <u>Transport Assessments received through the Development Control process;</u> • <u>S106 Monitoring Requirements established through the Development Control process</u>

			adoption of the Local Development Plan		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	<ul style="list-style-type: none"> • Infrastructure Plan
OB1 EC21	KP2, KP6, KP8, T1-T8	LOCAL 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.	<ul style="list-style-type: none"> • Cardiff Council Corporate Business Plan • Infrastructure Plan • Cardiff Local Transport Plan
OB1 EC22	KP2, KP6, KP8, T1-T8	LOCAL Delivery of new	To prepare & implement a	Failure to deliver projects	When a trigger point is activated	<ul style="list-style-type: none"> • CCC Planning Policy/

		sustainable transportation infrastructure including: Rapid Bus Corridors, Cycle Network, Transport Hubs and LTP schemes to mitigate development impacts and support modal shift	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	identified in LTP timeframes and/or failure to deliver sustainable key principles as referenced in OB4 SN12	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.	<ul style="list-style-type: none"> Transportation Infrastructure Plan Cardiff Local Transport Plan
OB1 EC23	R3	LOCAL 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	CCC Planning Policy

					changes to the Plan.	
OB1 EC24	KP5	LOCAL 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	LOCAL 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	CCC Planning Policy

					guidance or whether the underlying reasons do not require changes to the Plan.	
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OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	RELEVANTS LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB2 SO1	KP1	CORE The housing land supply taken from the current Housing Land Availability Study (TAN1)	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 necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	<ul style="list-style-type: none"> • Council Housing Monitoring Survey • Joint Housing Land Availability Study
OB2 SO2	KP1	CORE 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:	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	<ul style="list-style-type: none"> • Council Housing Monitoring Survey • Joint Housing Land Availability Study

			2016: 2,495 2018: 4,096 2020: 4,153 2022: 4,042 2024: 4,010 2026: 3,759		necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO3	KP1, KP2, KP4, KP13, H1-H6	CORE 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 2024: 1,181 2026: 1,108	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.	<ul style="list-style-type: none"> • Council Housing Monitoring Survey • Joint Housing Land Availability Study
OB2 SO4	KP1	CORE Annual dwelling completions (all	Provide 29,201 dwellings over the remaining Plan	Failure to deliver the required number of	When a trigger point is activated an assessment	<ul style="list-style-type: none"> • Council Housing Monitoring

		dwellings)	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	dwellings for each 2 year period.	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.	Survey <ul style="list-style-type: none"> Joint Housing Land Availability Study
OB2 SO5	KP1	LOCAL 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	Council Housing Monitoring Survey

					to the Plan.	
OB2 SO6	KP3(B)	LOCAL 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
OB2 SO7	H8	LOCAL 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	CCC Planning Policy CCC Housing Service

					whether the underlying reasons do not require changes to the Plan.	
OB2 SO8	H8	LOCAL Provision is made for meeting identified needs for permanent Gypsy and Traveller accommodation	<ol style="list-style-type: none"> 1. Agree project management arrangements including reporting structure and representatives - July 15 2. Agree methodology for undertaking site search and assessment - December 2015 3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 - Feb 2016 4. Undertake a site search and assessment and secure approval of findings - Jul 2016 5. Secure planning permission and 	Failure to achieve these targets	Yes	CCC Planning Policy CCC Housing Service

			<p>funding (including any grant funding from Welsh Government) for identified sites(s) required to meet <u>the</u> short term need <u>for 43 pitches by</u> May 2017</p> <p>6. Secure planning permission and funding (including any grant funding from Welsh Government) for identified(s) required to meet <u>the</u> long term need <u>for 65 pitches by</u> May 21</p>			
OB2 SO9	H8	LOCAL Provision is made for meeting identified needs for transit Gypsy and Traveller accommodation	<ol style="list-style-type: none"> 1. Agree project management arrangements including reporting structure and representatives - July 15 2. Agree methodology for undertaking site search and assessment - December 2015 	Failure to achieve these targets	Yes	CCC Planning Policy CCC Housing Service

			<p>3. Undertake Gypsy and Traveller 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</p>			
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			long term need – May 21			
OB2 SO10	H8	LOCAL 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	LOCAL 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	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	Council Housing Monitoring Survey

			<p>developer intentions: 2016: 231 2018: 254 2020: 405 2022: 400 2024: 400 2026: 460</p>		<p>guidance or whether the underlying reasons do not require changes to the Plan.</p>	
OB2 SO12	KP2	<p>LOCAL Total annual dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road</p>	<p>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</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>	<p>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.</p>	<p>Council Housing Monitoring Survey</p>
OB2 SO13	KP2	<p>LOCAL Total annual dwelling completions of Strategic Housing Site C – North</p>	<p>5,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance</p>	<p>Failure to deliver the required number of dwellings for each 2 year period.</p>	<p>When a trigger point is activated an assessment will be undertaken to identify the</p>	<p>Council Housing Monitoring Survey</p>

		West Cardiff	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		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.	
OB2 SO14	KP2	LOCAL 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	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	Council Housing Monitoring Survey

			2026: 500		require changes to the Plan.	
OB2 SO15	KP2	LOCAL 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
OB2 SO16	KP2	LOCAL 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	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	Council Housing Monitoring Survey

			rates are based on developer intentions: 2016: 180 2018: 1,197 2020: 808 2022: 808 2024: 808 2026: 699		as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO17	KP2	LOCAL 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
OB2 SO18	KP2, KP13	LOCAL Annual affordable dwellings	414 affordable dwellings will be delivered over the	Failure to deliver the required number of	When a trigger point is activated an assessment	Council Housing Monitoring Survey

		<p>completions of Strategic Housing Site A – Cardiff Central Enterprise Zone</p>	<p>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</p>	<p> dwellings for each 2 year period.</p>	<p>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.</p>	
OB2 SO19	KP2, KP13	<p>LOCAL Annual affordable dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road</p>	<p>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:</p>		<p>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</p>	

			2016: 0 2018: 16 2020: 28 2022: 34 2024: 22 2026: 0		guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO20	KP2, KP13	LOCAL 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		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.	
OB2 SO21	KP2, KP13	LOCAL 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		When a trigger point is activated an assessment will be undertaken to identify the underlying	

			<p>the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:</p> <p>2016: 100 2018: 100 2020: 100 2022: 100 2024: 100 2026: 103</p>		<p>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.</p>	
OB2 SO22	KP2, KP13	<p>LOCAL Annual affordable dwelling completions of Strategic Housing Site E – South of Creigiau</p>	<p>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:</p> <p>2016: 37 2018: 74 2020: 49 2022: 12 2024: 11</p>		<p>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</p>	

			2026 - 11		to the Plan.	
OB2 SO23	KP2, KP13	LOCAL 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 2026: 210		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.	
OB2 SO24	KP2, KP13	LOCAL Annual affordable dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road	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		When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate	

			rates are based on developer intentions: 2016: 42 2018: 113 2020: 86 2022: 81 2024: 60 2026: 8		including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO25	KP13, H3	LOCAL Changes in market value of property in Cardiff on Greenfield and Brownfield areas	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 2024: 1,181 2026: 1,108	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
OB2 SO26	KP1	LOCAL Need for release of additional housing land	To ensure sufficient land is brought forward for development in	<u>Build rates exceed the anticipated number of completions as set</u>	When a trigger point is activated an assessment will be	Council Housing Monitoring Survey

		identified in the flexibility allowance	accordance with the Plan strategy and to maintain a minimum 5 year supply of land as set out in the JHLAS.	out in indicator OB2 SO4 by the 1st Plan review i.e. more than 13,910 dwellings completed between 2014 - 2020 overall anticipated completion rates at 1st and 2nd LDP review stages. Exceeding the rate will trigger allocation of additional land which can be secured through Plan revision	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.	
OB2 SO27	KP13, H3	LOCAL Affordable Housing SPG		Failure to adopt SPG within 6 months of Plan adoption	No	CCC Planning Policy
OB2 SO28	C4	LOCAL Houses in Multiple Occupation SPG		Failure to adopt SPG within 6 months of Plan adoption	No	CCC Planning Policy
OB2 SO29	KP7	LOCAL Planning Obligations SPG incorporating Developer contributions for		Failure to adopt SPG within 12 months of Plan adoption	No	CCC Planning Policy

		transport facilities and relevant sections from <ul style="list-style-type: none"> • Affordable housing • 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	LOCAL Community Facilities and Residential Development SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB2 SO31	C2	LOCAL Childcare Facilities SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy

OB2 SO32	C7	LOCAL Health SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB2 SO33	H8	LOCAL 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	RELEVANTS LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB3 EN1	KP3(A), KP3(B), KP5, KP15, KP16, KP18, EN1-EN14	CORE 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, EN1-EN14	CORE 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, EN1-EN14	LOCAL 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	CCC Planning Policy

					guidance or whether the underlying reasons do not require changes to the Plan.	
OB3 EN4	KP15, KP16, KP18, EN1-EN14	LOCAL Number of permissions granted where there is a known risk of deterioration in status.	No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dwr 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 EN5	KP15, KP16, KP18, EN1-EN14	LOCAL Number of permissions incorporating measures designed to improve water quality where	No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dwr Cymru	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	CCC Planning Policy

		appropriate.	(Welsh Water)		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 EN6	EN11, EN14,	LOCAL 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	LOCAL The number of	No inappropriate developments	1 application permitted for	When a trigger point is activated	CCC Planning Policy

		inappropriate developments permitted within the Green Belt that do not satisfy LDP policies	granted planning permission contrary to policies KP3 (A) and EN1	development in any 1 year	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.	
OB3 EN8	EN3	LOCAL 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	CCC Planning Policy

					underlying reasons do not require changes to the Plan.	
OB3 EN9	EN8	LOCAL 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	LOCAL 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	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	CCC Planning Policy

			SINC that does not satisfy LDP policies		as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB3 EN11	EN1-EN8	LOCAL 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
OB3 EN12	EN1-EN8	LOCAL Number of planning applications	No application granted permission that would result in	1 application permitted contrary to the advice of NRW or	When a trigger point is activated an assessment will be	CCC Planning Policy

		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	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	the authority's ecologist	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.	
OB3 EN13	KP16, KP18, C3-C6	LOCAL Achievement of functional open space requirement across Cardiff as set out in Policy C4	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	CCC Planning Policy

					require changes to the Plan.	
OB3 EN14	EN13	LOCAL 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	LOCAL Open Space SPG		Failure to adopt SPG within 6 months of Plan adoption	No	CCC Planning Policy
OB3 EN16	T1	LOCAL Public Rights of Way and Development SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB3 EN17	EN8	LOCAL Trees and Development SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB3 EN18	EN5, EN6, EN7	LOCAL Biodiversity SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB3 EN19	EN14	LOCAL Flooding SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy
OB3 EN20	KP16, EN3-EN8	LOCAL Natural Heritage Network SPG		Failure to adopt SPG within 12 months of adoption of the	No	CCC Planning Policy

				Plan		
OB3 EN21	KP17, EN9	LOCAL Archaeologically Sensitive Areas SPG		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	RELEVANTS LDP POLICIES	CORE & LOCAL INDICATORS	TARGET	TRIGGER	PLAN REVISION REQUIRED?	SOURCE
OB4 SN1	EN12	LOCAL 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	KP11, W2	LOCAL Maintain a sufficient amount	Maintain a sufficient capacity to cater for	No trigger	When a trigger point is activated an assessment	CCC Waste Management Section

		of land and facilities to cater for Cardiff's waste capacity	Cardiff's waste (to be confirmed at a regional level in accordance with TAN21)		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.	
OB4 SN3	KP12, W1, W2, W3	LOCAL 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. Biodegradable landfill allowance = 41,692t by	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. Biodegradable	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	CCC Waste Management Section

			2016, 33,557t by 2020 and n/a by 2025.	landfill allowance = less than 41,692t by 2016, 33,557t by 2020 and n/a by 2025.	reasons do not require changes to the Plan.	
OB4 SN4	KP12, W1, W2, W3	LOCAL 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	LOCAL 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	SWRAWP Annual Reports

					corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB4 SN6	M6	LOCAL 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
OB4 SN7	MX	LOCAL Amount of development	No permanent sterilising development as	1 application permitted for development in	When a trigger point is activated an assessment	CCC Planning Policy

		permitted within a mineral safeguarding area.	defined in MPPW/MTAN1 will be permitted within a Mineral safeguarding area which is contrary to Policy x of the Plan.	any 1 year	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.	
OB4 SN8	M2	LOCAL 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	CCC Planning Policy

					reasons do not require changes to the Plan.	
OB4 SN9	M4	LOCAL 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	LOCAL 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	CCC Planning Policy

					including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB4 SN11	KP17	LOCAL 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	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-C9, T1-T8	LOCAL Delivery of each key principle from the Strategic Sites Masterplanning	Failure of any key principles being effectively delivered in accordance with	1 (or more) key principles not delivered	When a trigger point is activated an assessment will be undertaken to	CCC Planning Policy

		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	details which are approved through the Development Management process (e.g. S106 obligations & planning conditions)		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.	
OB4 SN13	KP6	LOCAL Preparing an annual Infrastructure Plan and Infrastructure Plan Delivery Report update.	Update the Infrastructure Plan and Infrastructure Plan Delivery Report annually to reflect the latest available information with regard to key infrastructure, costs/funding and estimated timescales.	Failure to update the Infrastructure Plan and Infrastructure Plan Delivery Report annually.	No	Place Making Team (Development Management)
OB4 SN14	T5	LOCAL Design and Parking Guidance SPG (incorporating		Failure to adopt SPG within 6 months of adoption of the Plan	No	CCC Planning Policy

		Access, Circulation and Parking Requirements SPG and sustainable design guidance)				
OB4 SN15	W2	LOCAL Locating Waste Management Facilities SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN16	KP5	LOCAL Infill Sites Design Guidance SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN17	KP5	LOCAL Tall Buildings Guidance SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN18	KP5	LOCAL Householder Design Guidance SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN19	KP5	LOCAL Public Art SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN20	R7	LOCAL Food Drink and		Failure to adopt SPG within 18	No	CCC Planning Policy

		Leisure Uses + Premises for Eating, Drinking and Entertainment in Cardiff City Centre SPG		months of adoption of the Plan		
OB4 SN21	W3	LOCAL 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	LOCAL Design Guidance and Standards for Flat Conversions SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy
<u>OB4 SN23</u>		<u>LOCAL Renewable Energy Assessments SPG</u>		<u>Failure to adopt SPG within 12 months of adoption of the Plan</u>	<u>No</u>	<u>CCC Planning Policy</u>

Appendix Six: MAC77 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: ~~MINERALS AND~~ 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: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)~~

~~H8~~7: 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

ENVIRONMENT

Countryside Protection

EN1: COUNTRYSIDE PROTECTION

EN2: CONVERSION, EXTENSION AND REPLACEMENT BUILDINGS IN THE COUNTRYSIDE

The Natural Environment

EN3: LANDSCAPE PROTECTION

EN4: RIVER VALLEYS

~~EN5: LOCAL NATURE RESERVES AND NON-STATUTORY SITES OF NATURE CONSERVATION AND GEOLOGICAL IMPORTANCE~~
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 ~~CONTAMINATED 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 PROVISION WITHIN STRATEGIC SITES~~

R1 RETAIL HIERARCHY

R2: DEVELOPMENT IN THE CENTRAL SHOPPING AREA

R3: PROTECTED SHOPPING FRONTAGES

~~R54~~ DISTRICT CENTRES

~~R65~~ LOCAL CENTRES

R46 RETAIL DEVELOPMENT (OUT OF CENTRE)

~~R7 FOOD AND DRINK USES~~

R7 RETAIL PROVISION WITHIN STRATEGIC SITES

~~R8 PROTECTION OF LOCAL SHOPPING PARADES~~

R8 FOOD AND DRINK USES

COMMUNITY

C1: COMMUNITY FACILITIES

C2: NEW Policy Protection of Existing Community facilities

~~C2-3~~: COMMUNITY SAFETY/CREATING SAFE ENVIRONMENTS

~~C34~~: PROTECTION OF OPEN SPACE

~~C45: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION CHILDREN'S PLAY AND SPORT~~

~~C5: PROVISION FOR ALLOTMENTS AND COMMUNITY GROWING~~

~~C6: PROVISION FOR CHILDREN'S PLAY~~

~~C7-6: HEALTH~~

~~C8: PLANNING FOR SCHOOLS~~

~~C9: NEW EDUCATIONAL FACILITIES~~

~~C10: HEALTH EMPLOYMENT NON-STRATEGIC ALLOCATION~~

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: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES

~~M7: SAFEGUARDING OF SAND AND GRAVEL RESOURCE~~

~~M8: SAFEGUARDING OF COAL RESOURCES~~

~~M9: SAFEGUARDING OF LIMESTONE RESOURCES~~

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

M8: AREAS WHERE COAL WORKING WILL NOT BE ACCEPTABLE

WASTE

~~W1: LAND FOR WASTE MANAGEMENT~~

W21 SITES FOR WASTE MANAGEMENT FACILITIES

W32: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT

Appendix Seven: Proposals Map Matters Arising Schedule

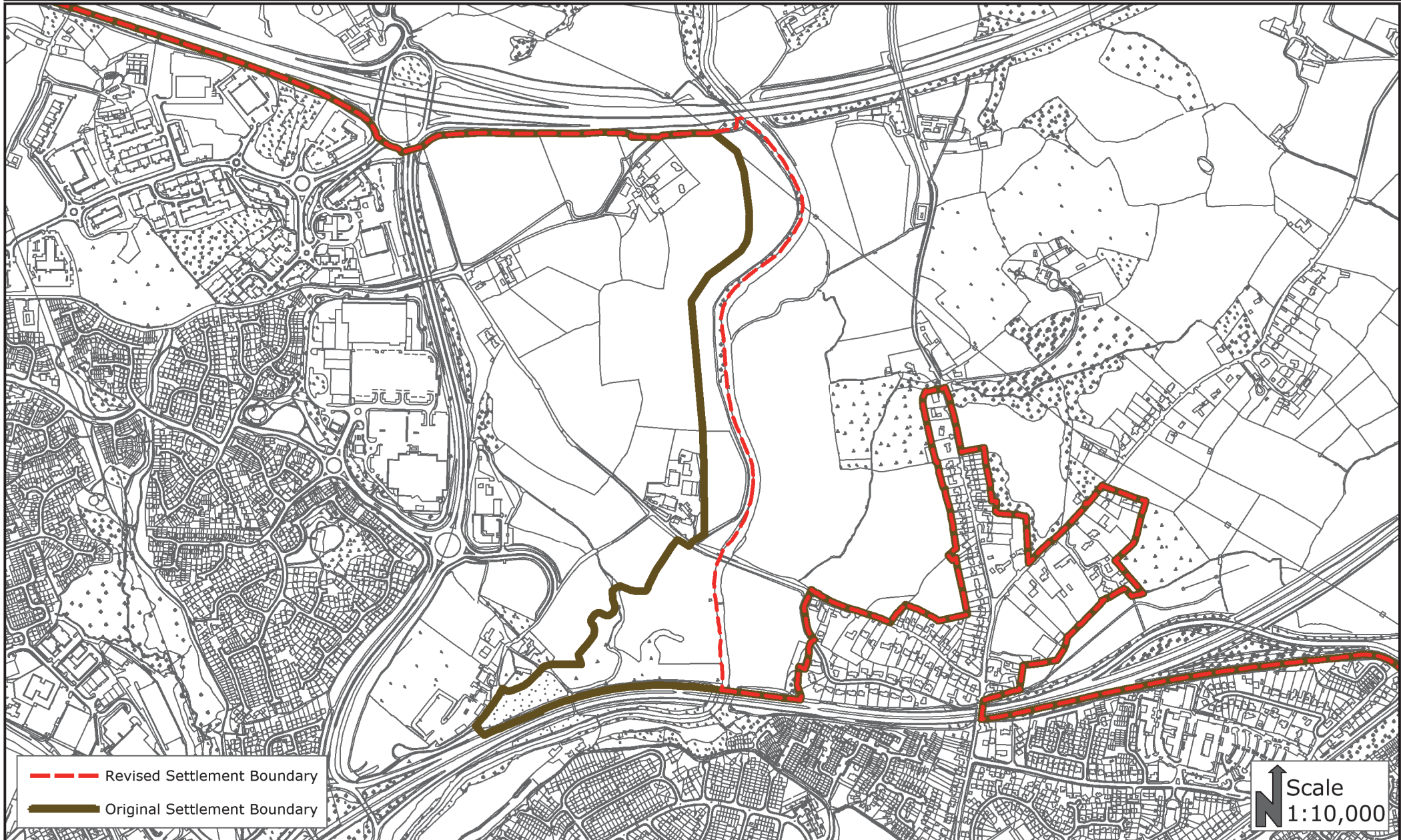
Matters Arising Change (MAC) Ref No.	Site name	Section	Policy /Para No	HS/A P or other source	Proposed Change
MAC PM1	Eastern edge of Settlement Boundary at Strategic Site G	Key Polices		6.6, 8.2	Amend the Eastern edge of Settlement Boundary at Strategic Site G further to the East so that it follows the line of the River Rhymney and then follow the Northern edge of the A48 along its Southern edge.
MAC PM2		KP1	KP1	9.1, 3.9, 3.10, 3.11, 7.4	Amend the denotation of the flexibility areas.
MAC PM3	Rookwood Hospital	Housing		9.6	Amend the boundary of H1.3 Rookwood Hospital
MAC PM4	Land at Seawall Road	Housing	Policy H7	11.1 to 11.7	Delete site for Gypsy and Traveller from the Proposals Map
MAC PM5		Housing		3.8	Include selected sites over 500 dwellings on the Proposals Map
MAC PM6	Employment Land EC1.2 and Central Business Area	Economy	Policy EC1.2	-	Amend boundary to include site within EC1.2 and delete from Central and Business Area
MAC PM7	Cardiff Business Park and Land North of Maes y Coed Road Llanishen	Economy	Policy EC1.7	-	Amend boundary of Cardiff Business Park and Land North of Maes y Coed Road Llanishen (EC1.7)
MAC PM8		Environment	Policy EN4	13.8	Redraw the river corridor boundaries, to provide a solid boundary line to the hatching

Matters Arising Change (MAC) Ref No.	Site name	Section	Policy /Para No	HS/A P or other source	Proposed Change
MAC PM9	River Rhymney Corridor: Land adjacent to Ball Road, Llanrumney	Environment	Policy EN4	13.8	Amend the Rhymney River corridor boundary
MAC PM10	River Ely Corridor: Land adjacent to Arjo Wiggins Site	Environment	Policy EN4	13.8	Amend the Ely River corridor boundary
MAC PM11	River Rhymney Corridor: Land adjacent to the Employment Allocation EC1.4	Environment	Policy EN4	13.8	Amend the Rhymney River corridor boundary as shown on
MAC PM12	River Rhymney Corridor: Area between the M4 and the A48M	Environment	Policy EN4	13.8	Amend the Rhymney River corridor boundary
MAC PM13		Transport	Policy T2: Strategic Rapid Transit And Bus Corridors	14.5	Identify Bus Corridor Enhancements
MAC PM14		Retail		10.7	Identify the Protected Shopping Frontages
MAC PM15	Land at Government Offices, St Agnes Road, Heath	Community	Policy C10: Health Related Uses	16.11	Delete allocation for Health related uses

Matters Arising Change (MAC) Ref No.	Site name	Section	Policy /Para No	HS/A P or other source	Proposed Change
MAC PM16		Minerals		15.6	Amend the Coal Safeguarding Area
MAC PM17	South west of Tongwynlais	Minerals	New sand and gravel safeguarding area	15.8	Identify land south west of Tongwynlais as a new sand and gravel safeguarding area. Remove this area from the Limestone Safeguarding Area.
MAC PM18	Land at Lamby Way	Waste	W1: Land for Waste Management	15.14	Delete the waste management allocation at Lamby Way

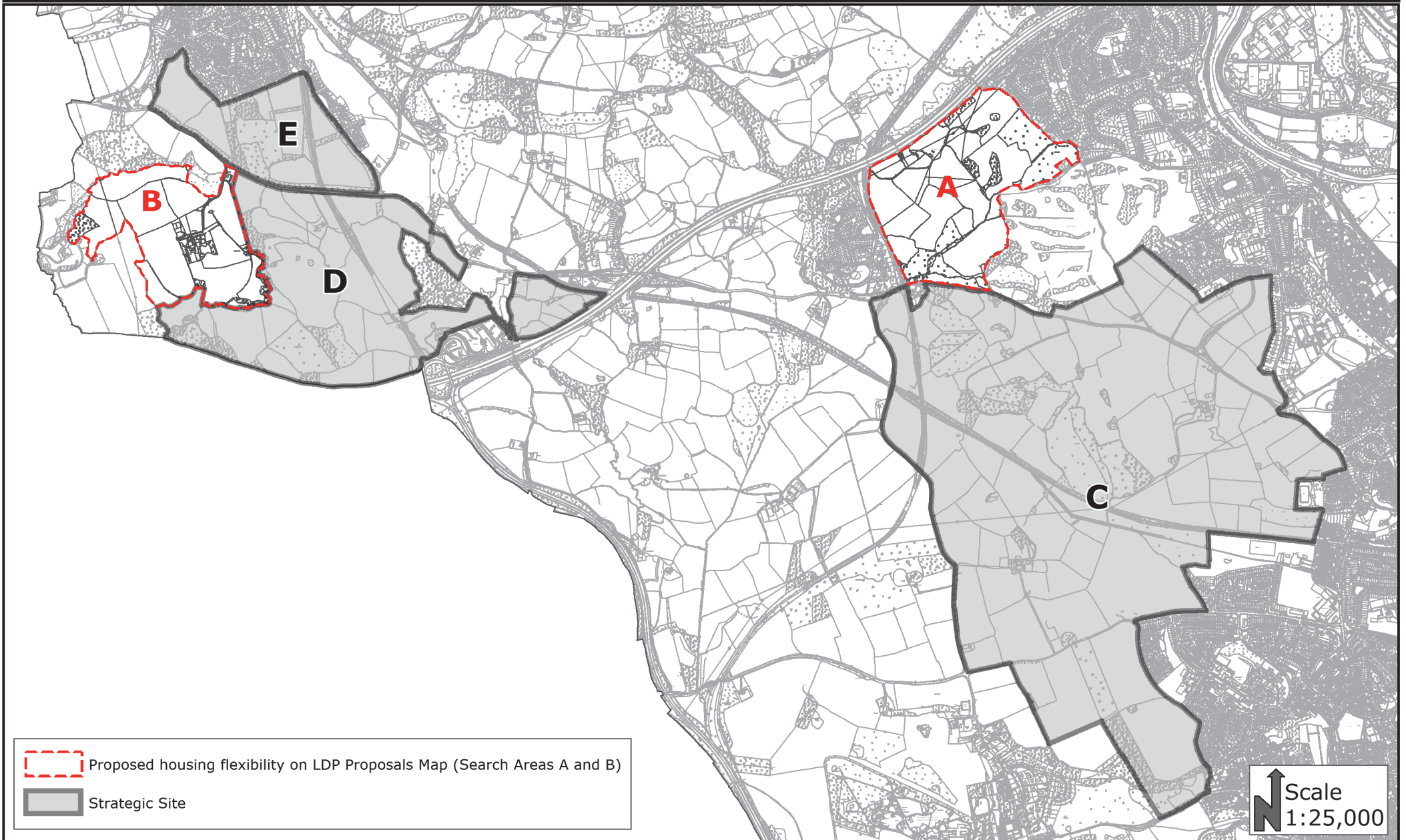
MAC PM1: Revised Settlement Boundary

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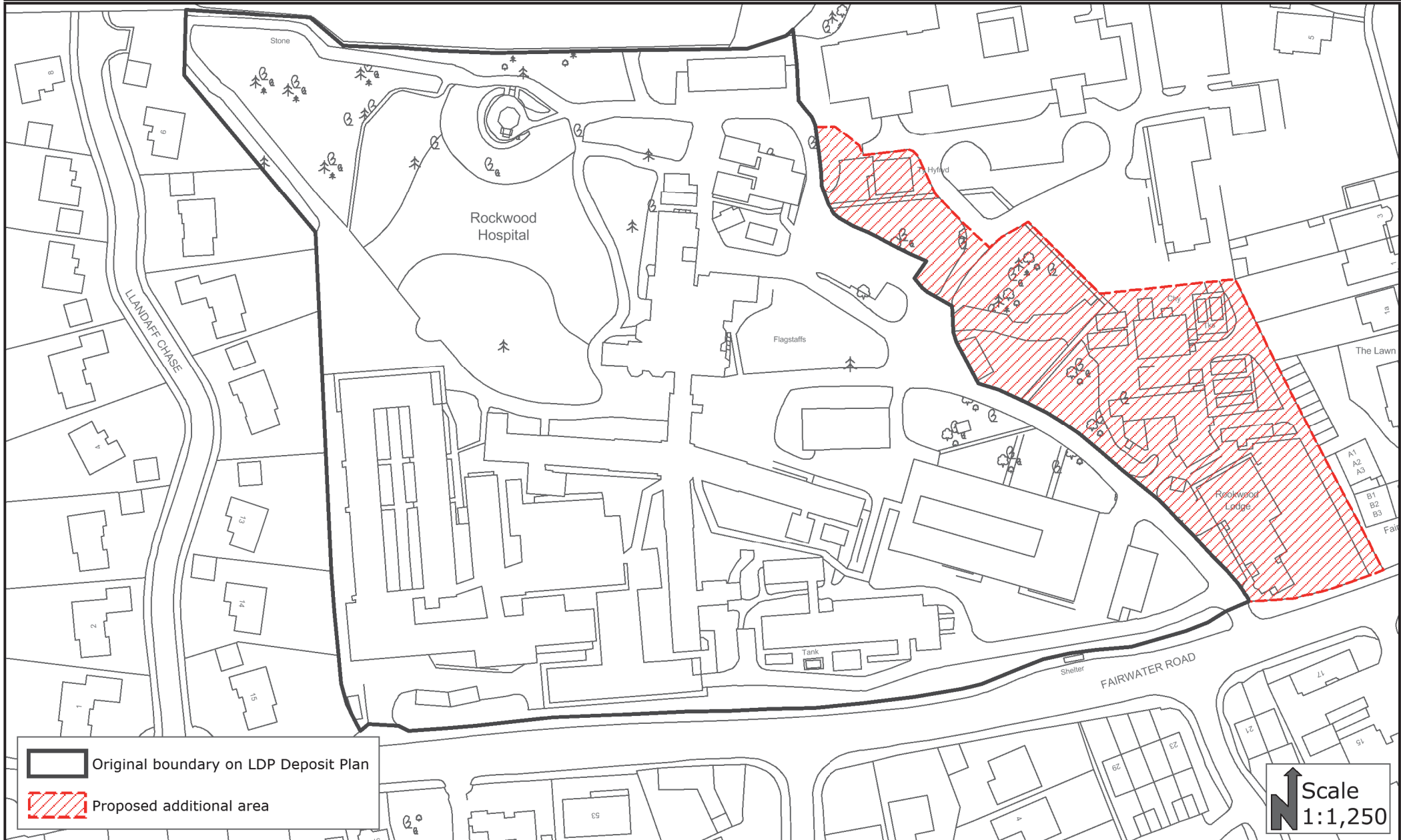
MAC PM2: Proposed changes to LDP Proposals Map to illustrate housing flexibility allowance

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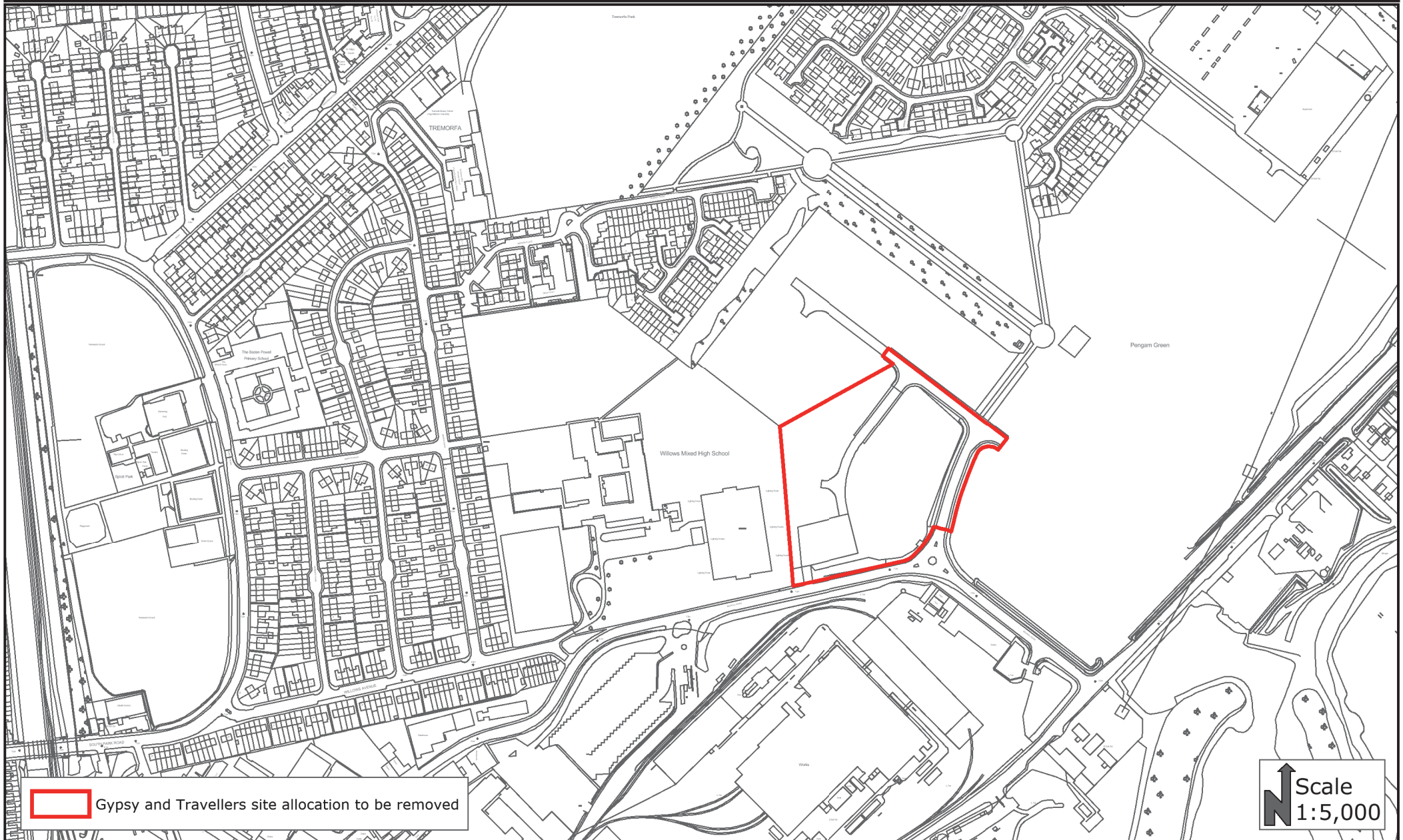
MAC PM3: Proposed amendment to boundary of Non-Strategic Housing site H1.3, Rookwood Hospital on LDP Proposals Map

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MAC PM4: Proposed deletion of Seawall Road, Gypsy and Travellers site allocation from LDP proposals map

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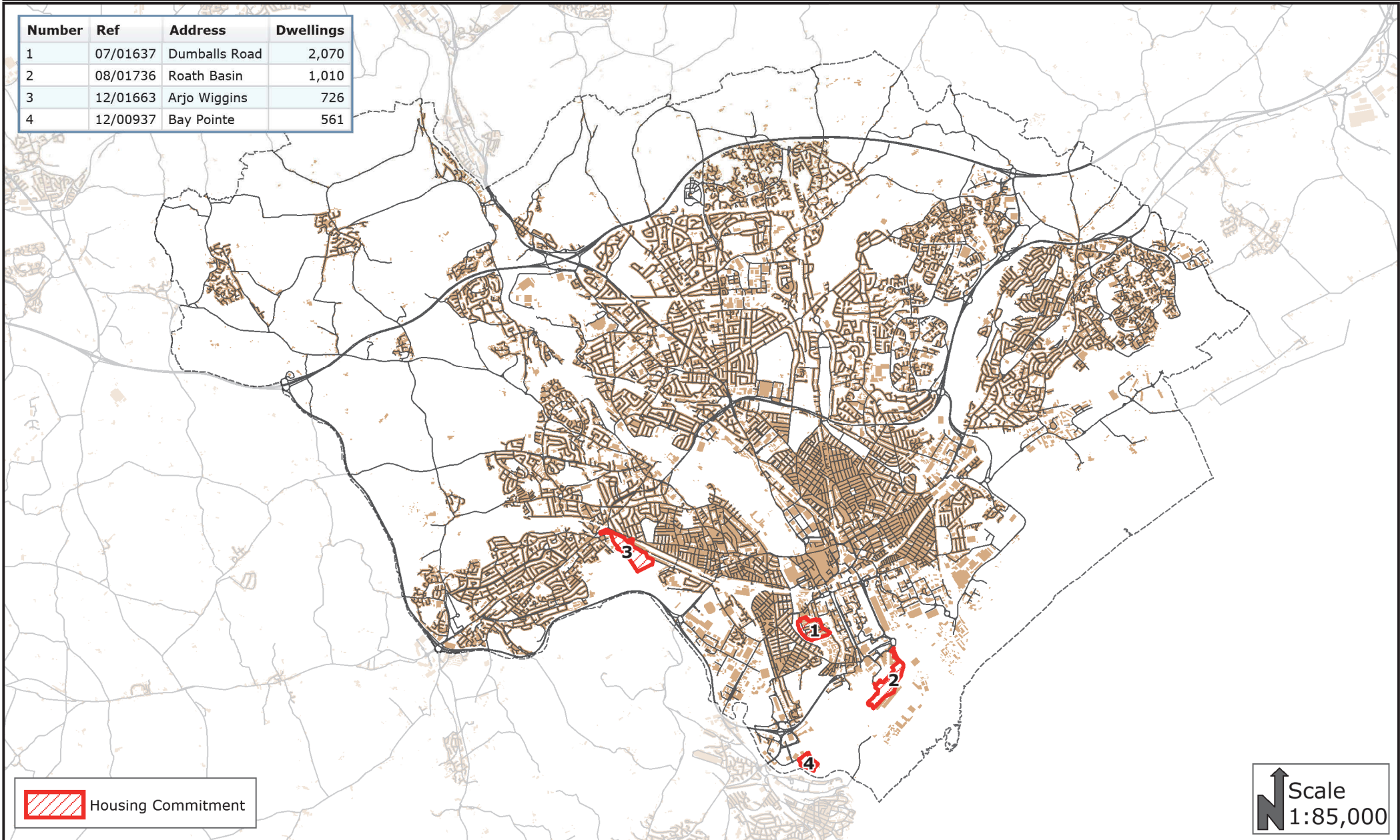


MAC PM5: Housing Commitments



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Number	Ref	Address	Dwellings
1	07/01637	Dumballs Road	2,070
2	08/01736	Roath Basin	1,010
3	12/01663	Arjo Wiggins	726
4	12/00937	Bay Pointe	561



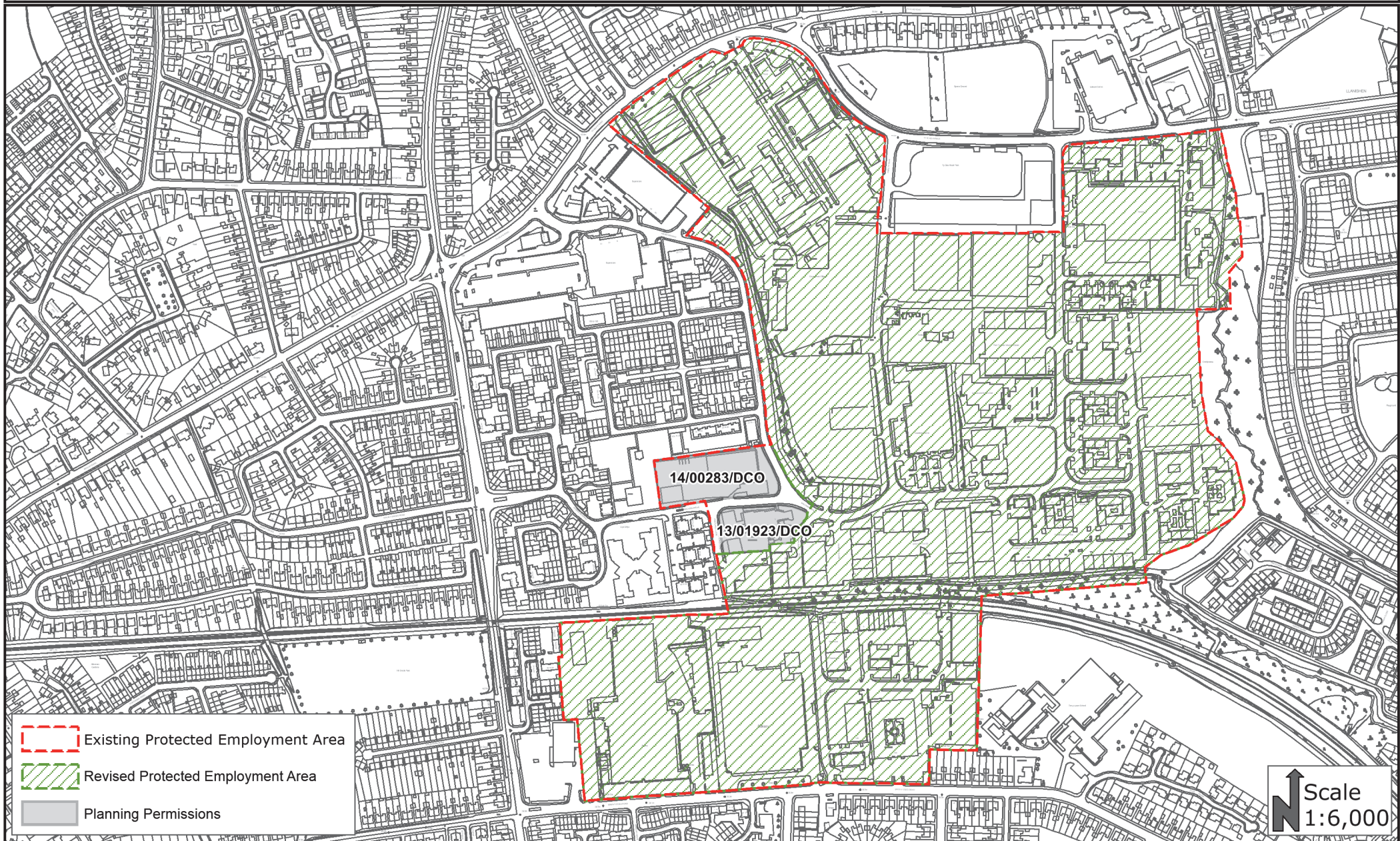
MAC PM6: Existing Employment Land EC1.2 and Central Bay Business Area proposed boundary changes to accurately reflect ABP's land ownership

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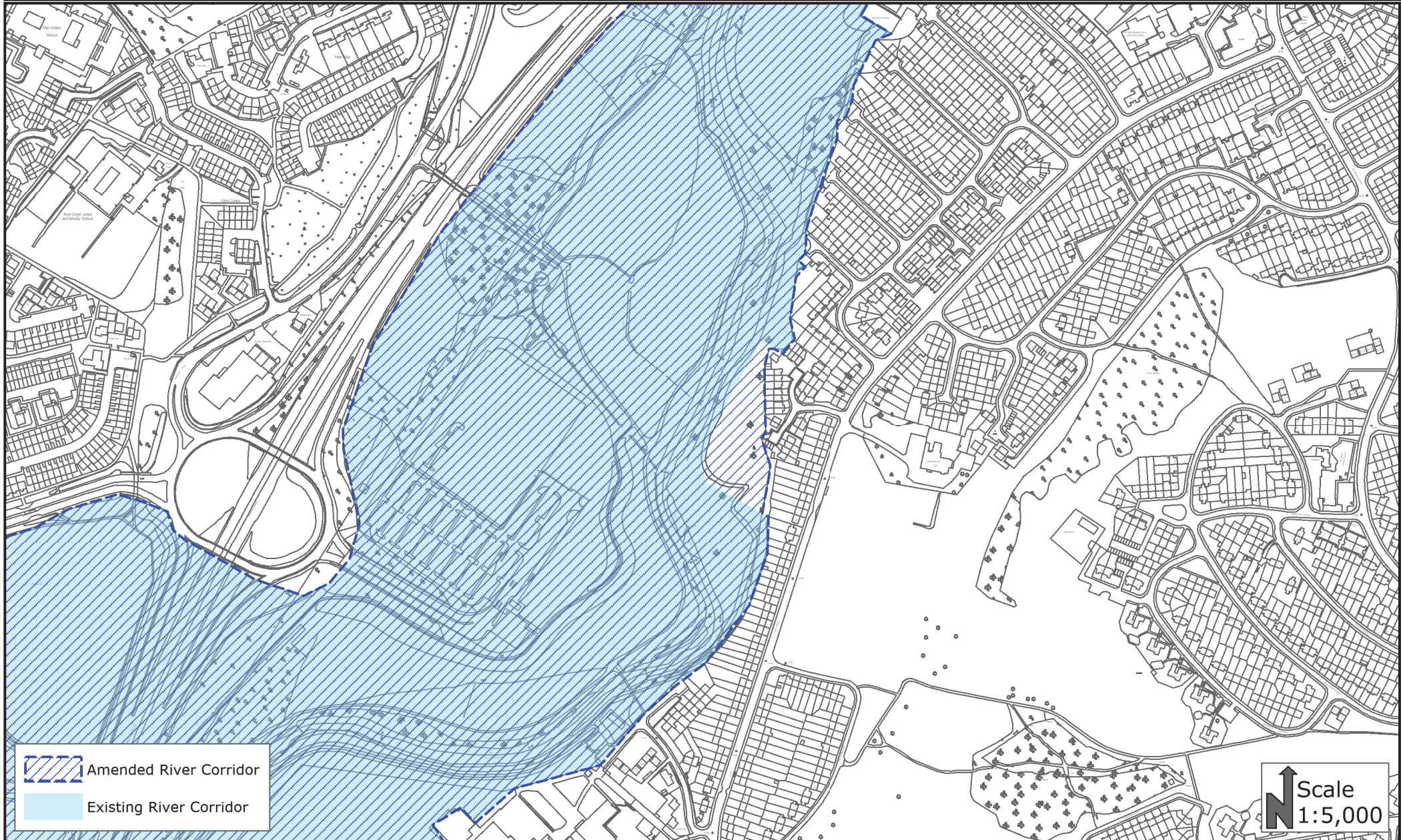
MAC PM7: Proposed boundary change to Cardiff Business Park & Land North of Maes y Coed Rd, Llanishen (EC1.7) to reflect recent Planning Permissions for Housing

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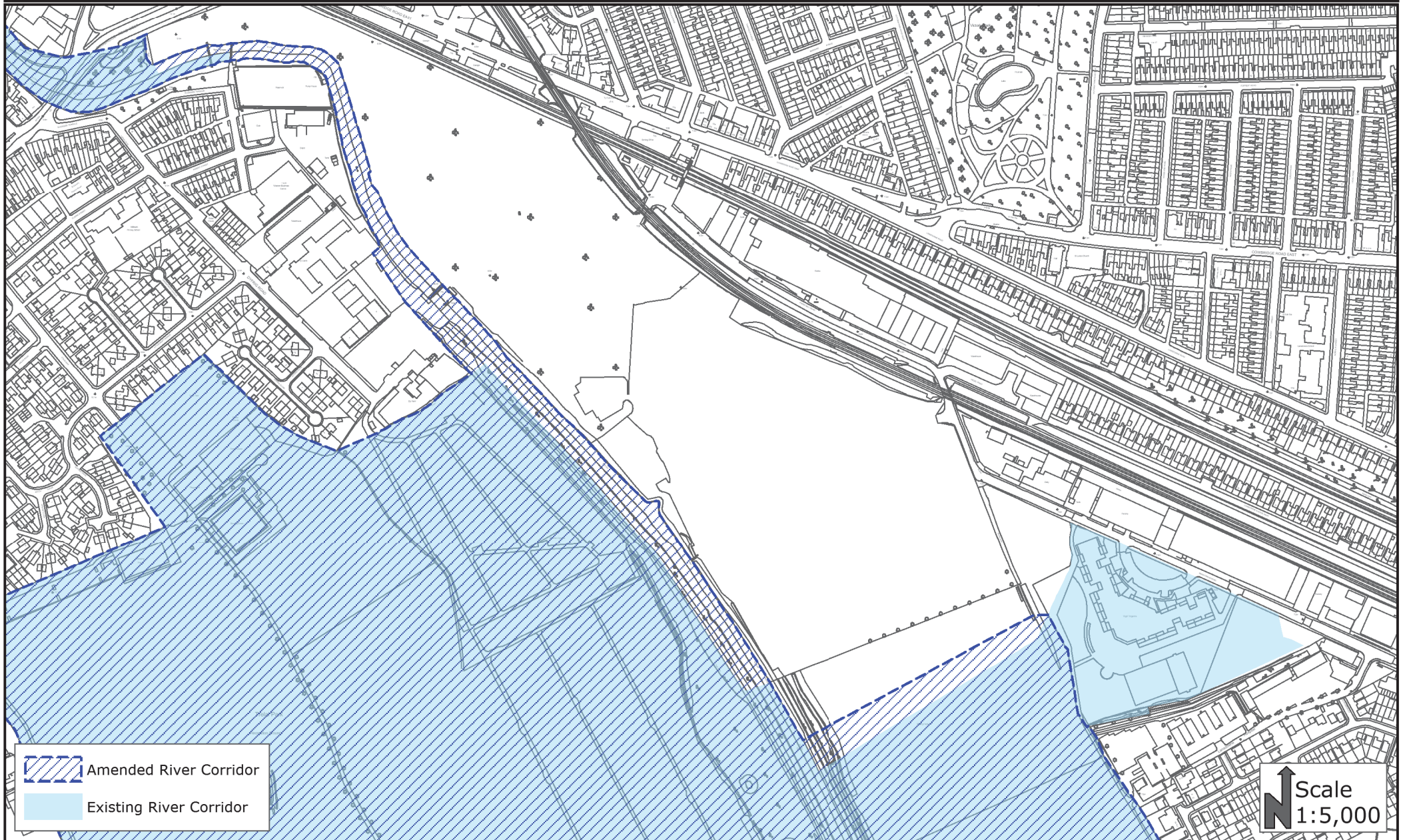
MAC PM9: River Corridor proposed changes

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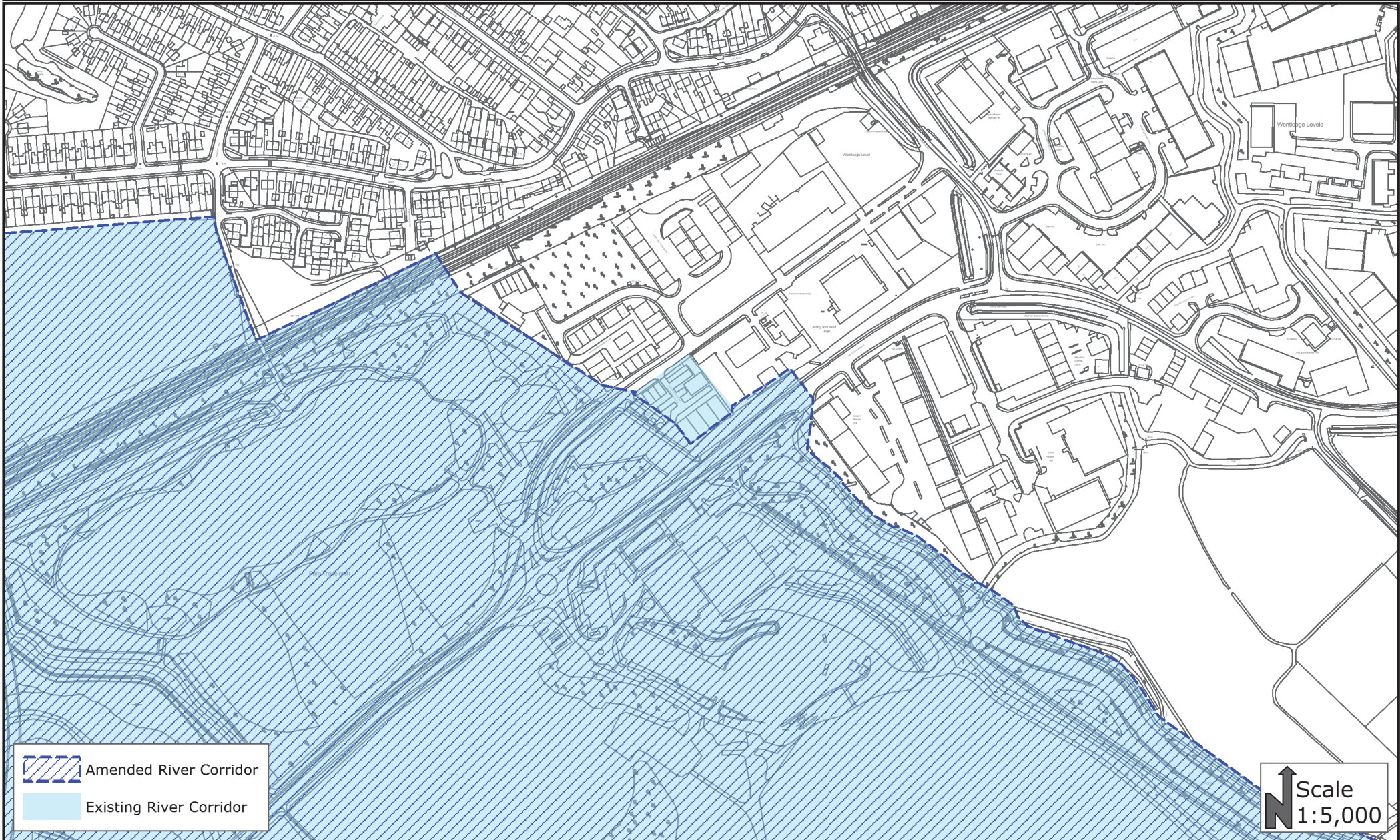
MAC PM10: River Corridor proposed changes

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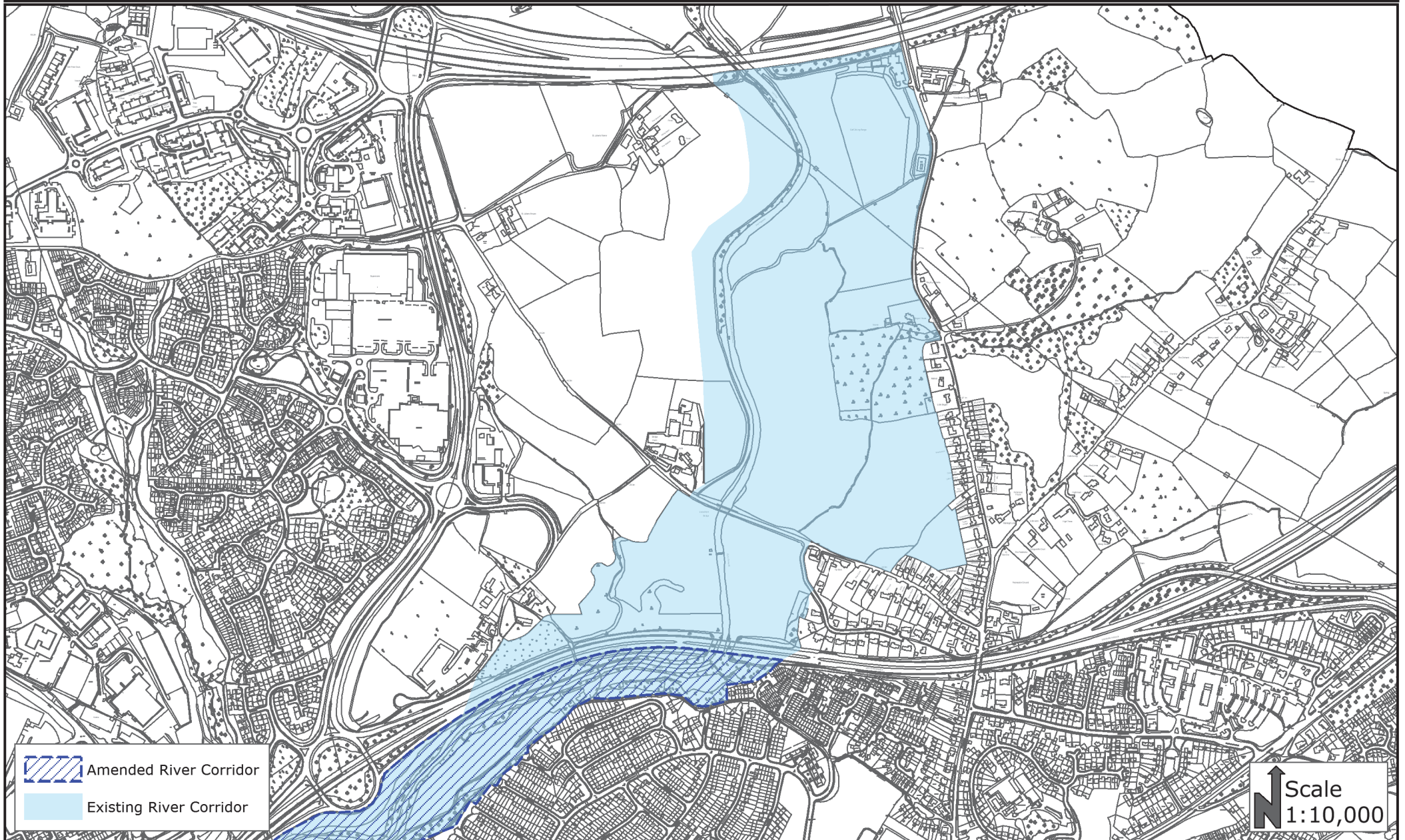
MAC PM11: River Corridor proposed changes

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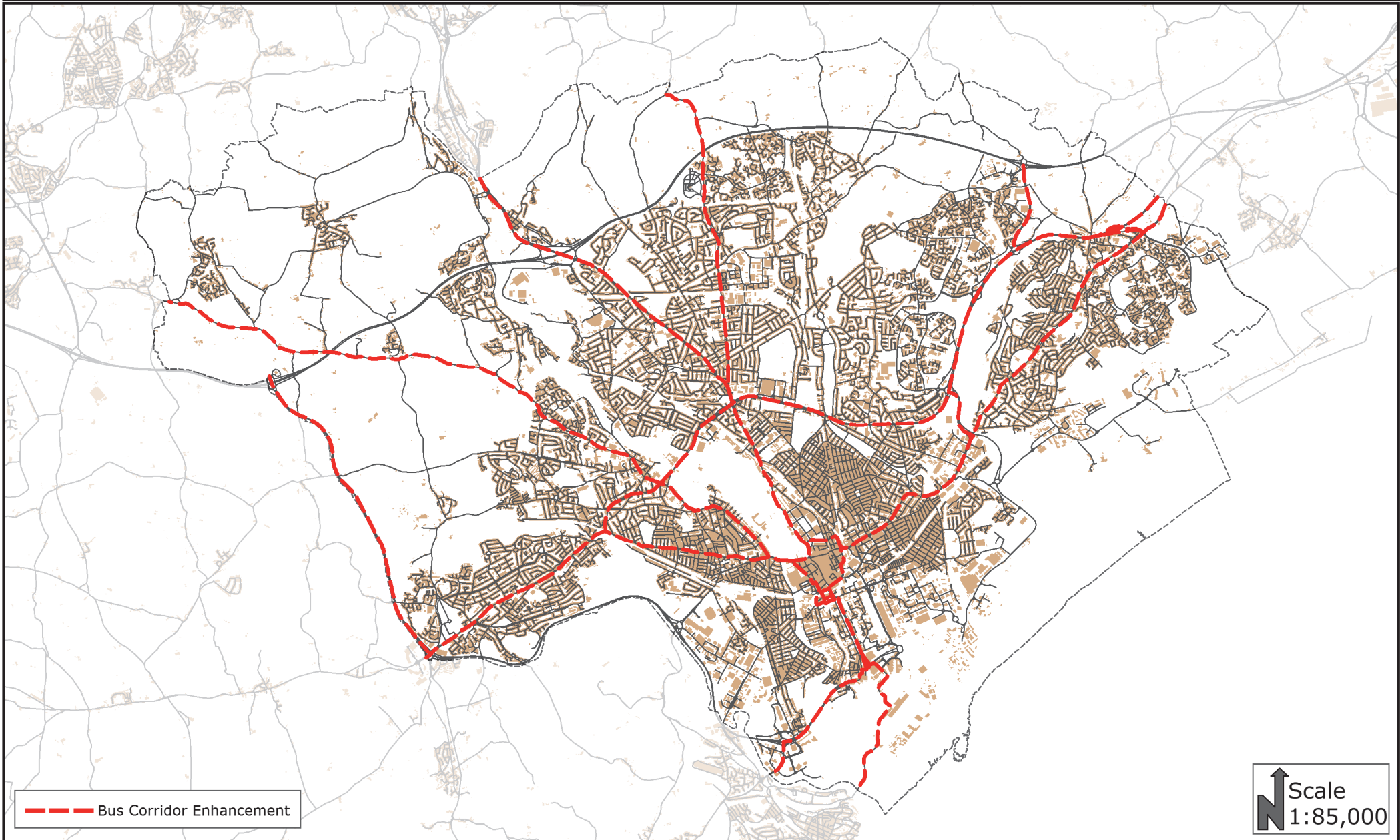
MAC PM12: River Corridor proposed changes

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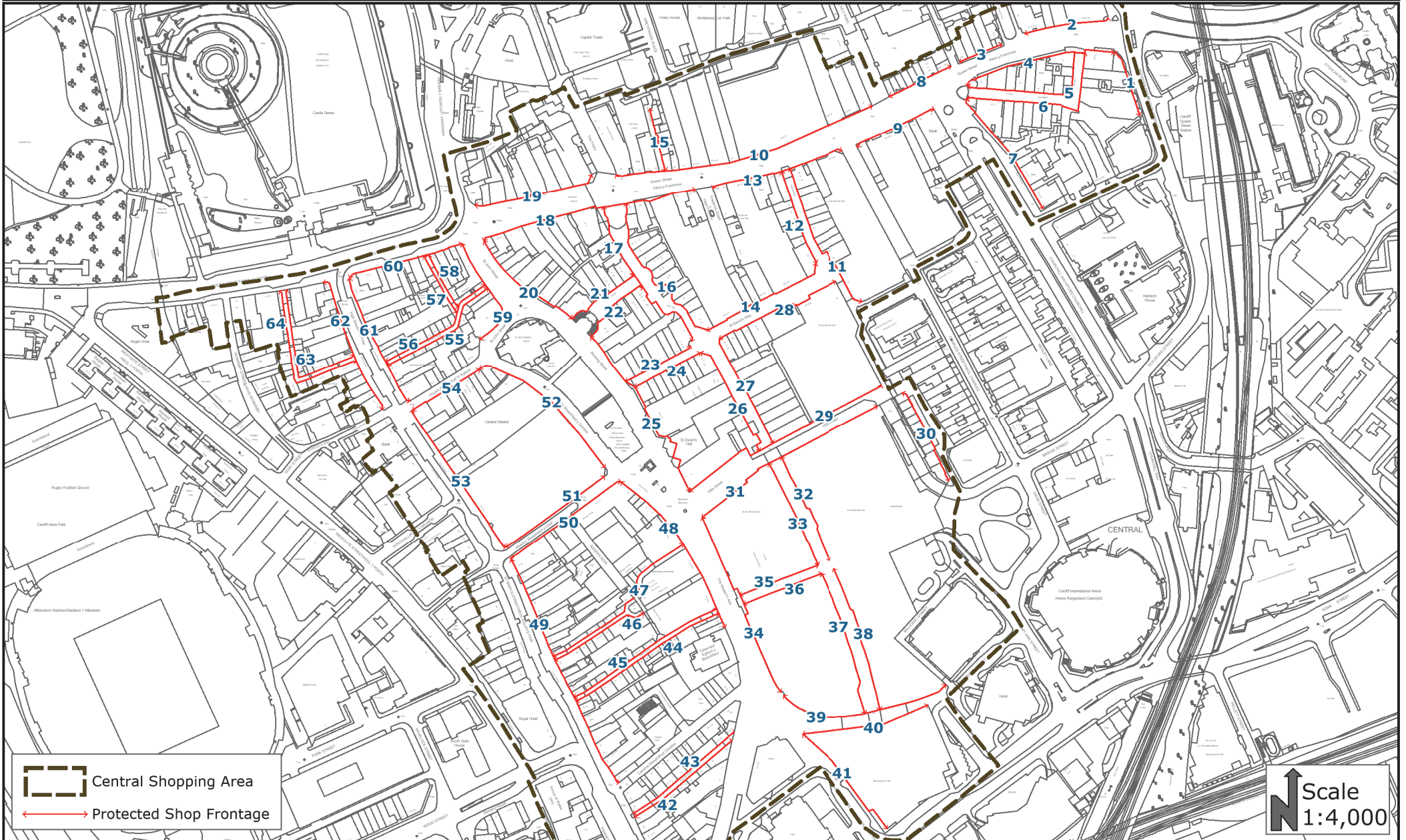
MAC PM13: Bus Corridor Enhancements

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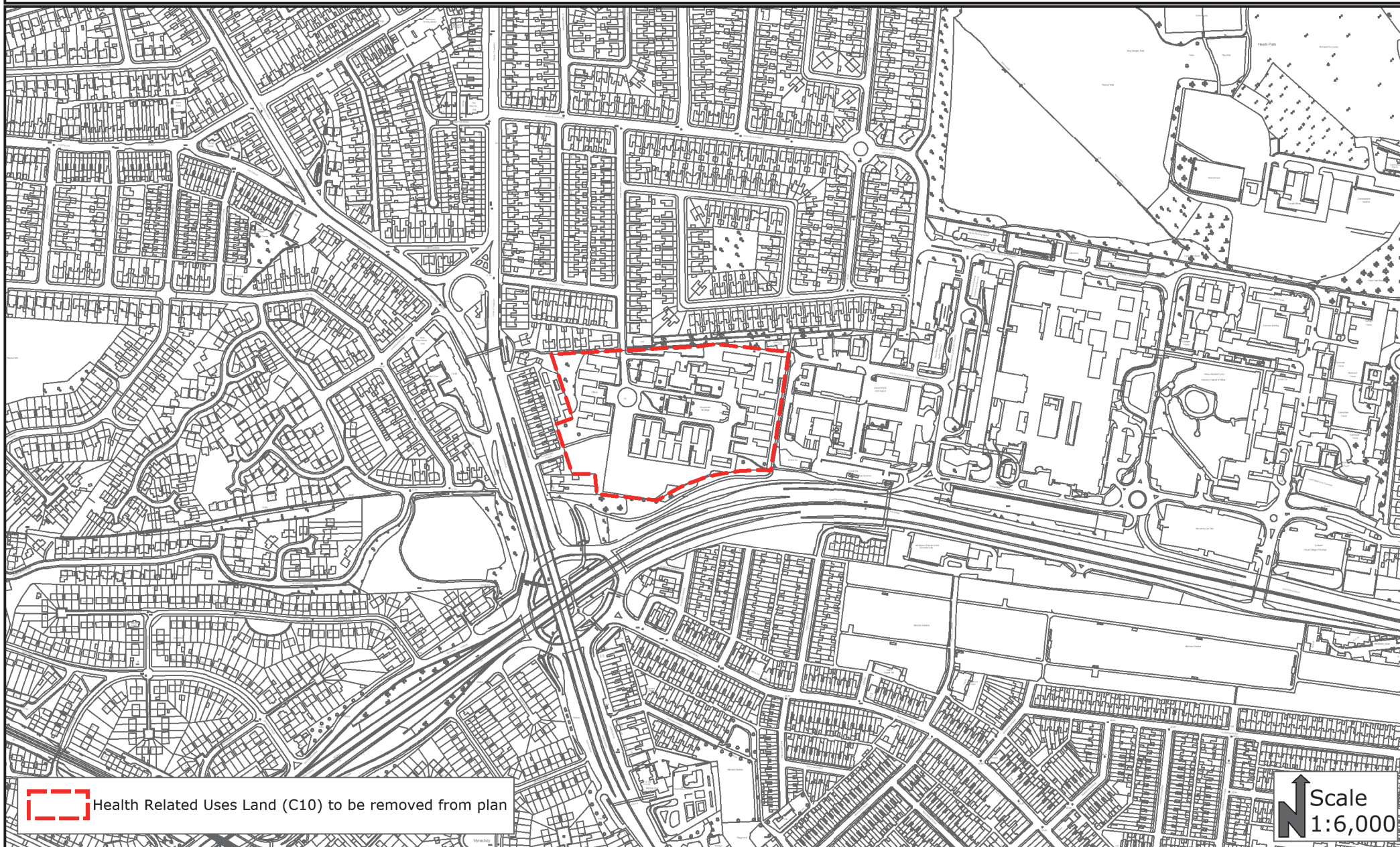
MAC PM14: Protected Shopping Frontages

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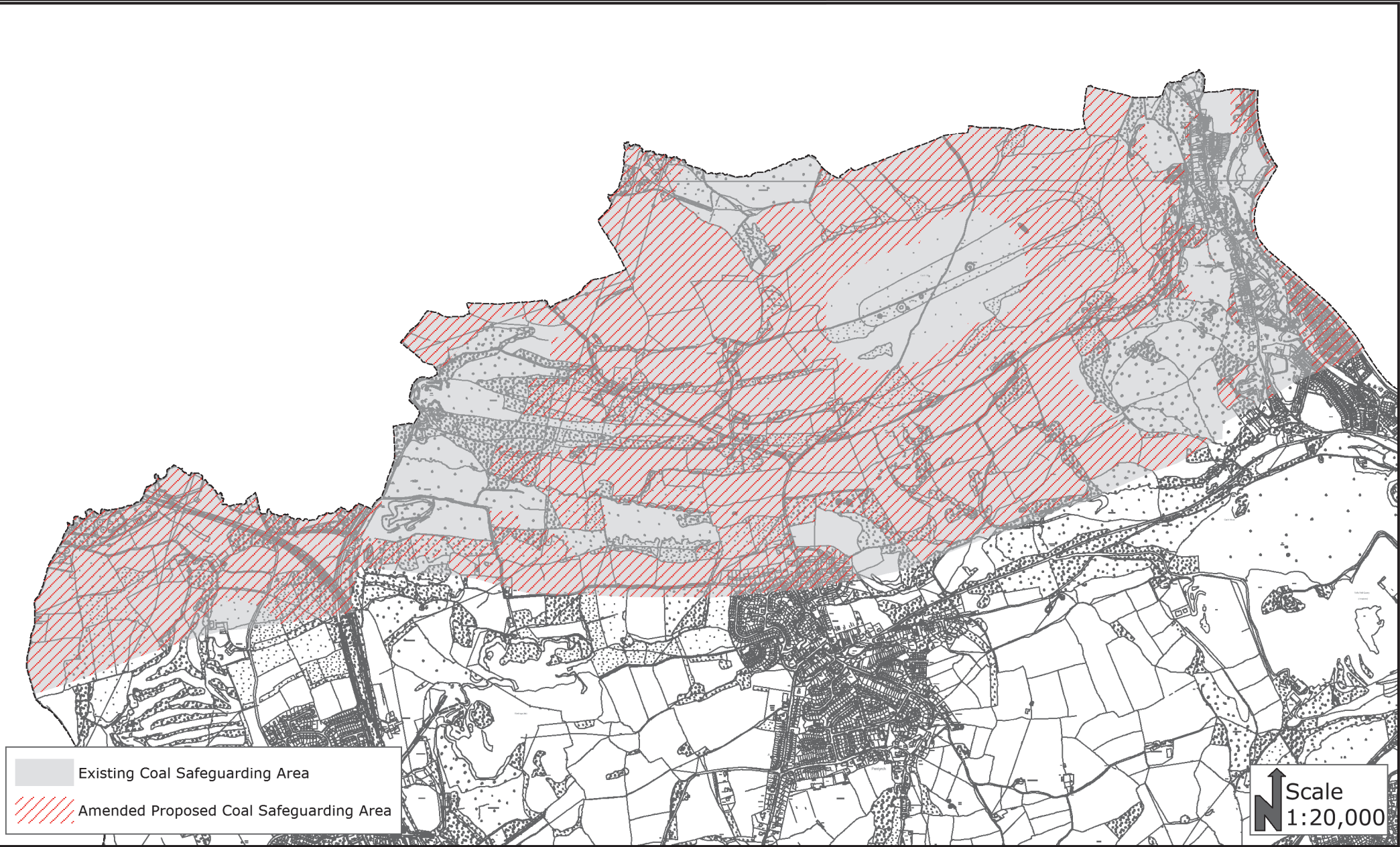
MAC PM15: Health Related Uses Land (C10) - site deleted

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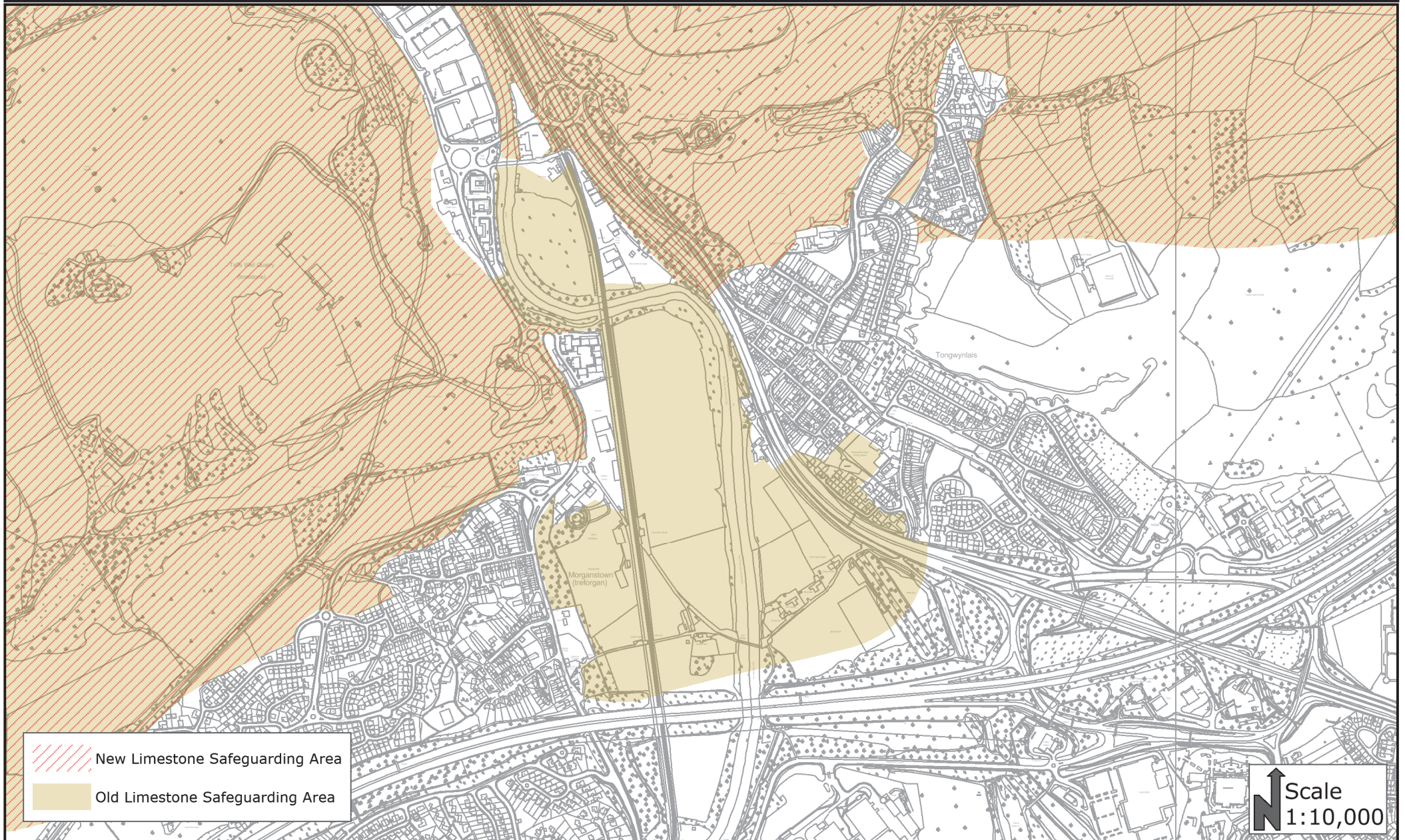
MAC PM16: Coal Safeguarding Area

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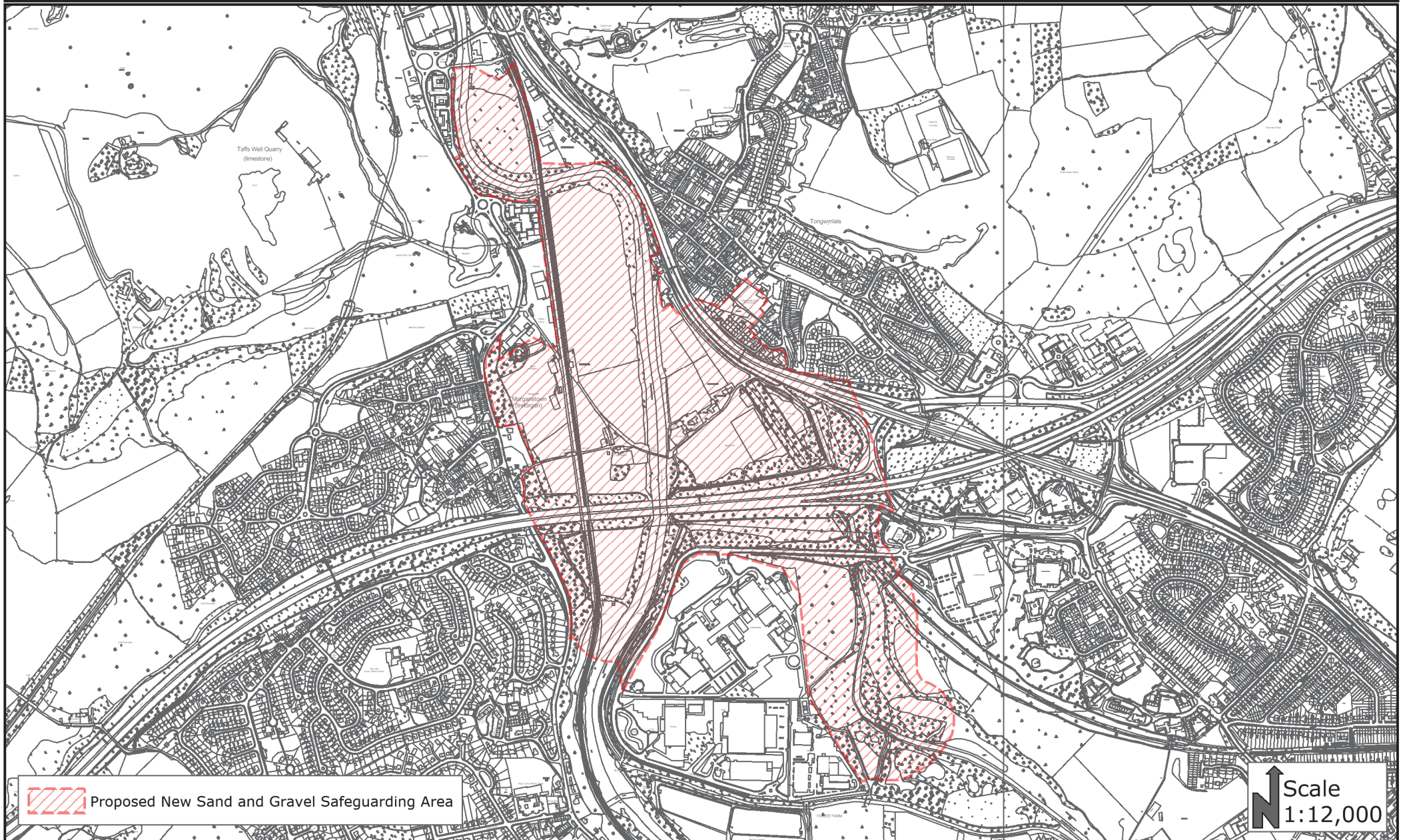
MAC PM17: Proposed area to be removed from Limestone Safeguarding Area

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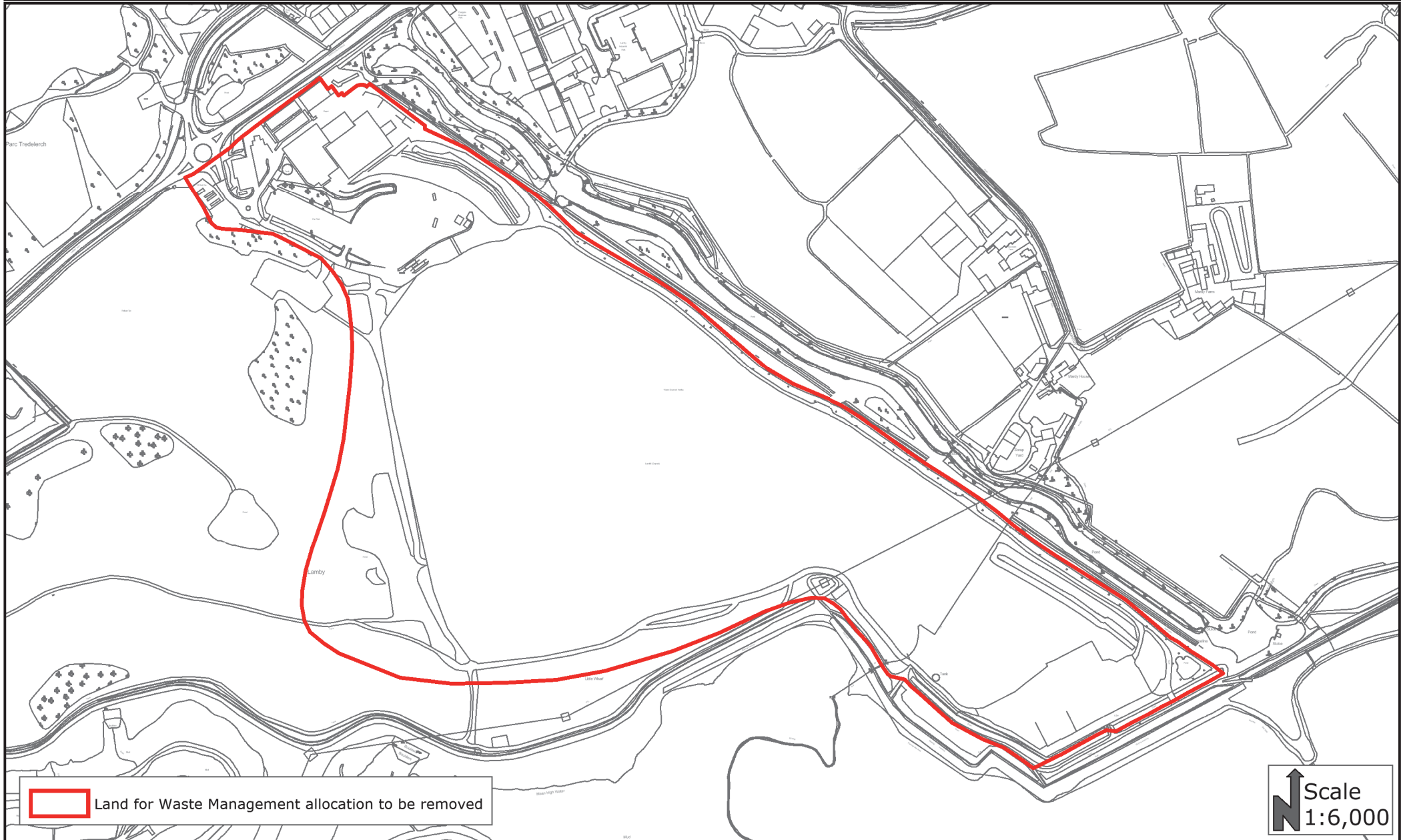
MAC PM17: Proposed New Sand and Gravel Safeguarding Area

Cardiff Deposit Local Development Plan: Matters Arising Change Consultation Plan



MAC PM18: Land for Waste Management allocation to be removed

Cardiff Deposit Local Development Plan: Matters Arising Change Consultation Plan



Inspector Matters Arising Changes

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
Inspector MAC1	4	Policy KP3 (A): Green Belt	<p>Hearing Session 20: Green Belt</p> <p>Action Point 1 – note this MAC has been requested by the Inspectors and the Council’s response is set out in its formal reply to this Action Point.</p>	<p>Delete Policy KP3 (A) and reasoned justification and replace with new KP3(A) Green Wedge</p> <p>KP3(A): GREEN BELT</p> <p>In order to strategically manage the urban form of Cardiff and to protect the setting of the urban area, a Green Belt 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.</p>

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
				<p>4.69 Together with Key Policy KP3(B), this Policy seeks to strategically manage the future built form of Cardiff's urban area. Supporting Document 3 evidences the assessment of the potential for a Green Belt in Cardiff. It concludes that designation is considered appropriate for Cardiff and would accord with national guidance relating to Green Belts as set out in Planning Policy Wales (PPW).</p> <p>4.70 Importantly, given that the Plan proposes some significant greenfield releases, this Policy provides some longer term certainty as to the future urban form of the city. In this respect, it should be noted that land within a Green Belt should be protected for a longer period than the Plan period. This is also a reason why a Green Belt policy is required rather than a Green Wedge policy which would not give the long-term protection considered necessary to effectively manage urban form.</p> <p>4.71 The designated area forms land North of the M4 in Cardiff as shown on the Proposals</p>

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
				<p>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 which is an important requirement of any designated Green Belt area.</p> <p>4.72 With regard to land immediately to the North of the proposed Green Belt within Caerphilly and Rhondda Cynon Taff, it is noted that policies set out in adopted LDPs very much support development restraint. For example, within Caerphilly, the Caerphilly Mountain Area is all outside the settlement boundaries and a combination of Special Landscape Area and Visually Important Local Landscape designations apply across the whole area. Within Rhondda Cynon Taff, land to the North of the proposed Green Belt carries a Special Landscape Area designation. Future LDP Reviews for these areas or any strategic planning measures which may be introduced in future years could consider an identifying extension of the Green Belt area in</p>

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
				<p>accordance with national guidance. However, at this juncture, it is considered that Green Belt designation in Cardiff creates no obvious cross-boundary anomalies or direct policy conflicts.</p> <p>4.73 The tightness of Cardiff's administrative boundaries to the urban area to parts of the West and East, limits scope for a Green Belt designation in these locations. For example, the visually prominent Leckwith Escarpment is located in the Vale of Glamorgan but is protected by a Special Landscape Area designation in the Vale of Glamorgan Development Plan. In fact, most of the land within the Vale of Glamorgan immediately adjacent to Cardiff carries with it either Special Landscape Area or Green Wedge (around Culverhouse Cross) status. This provides an element of protection to Cardiff's setting to the West.</p> <p>4.74 With regard to Newport, it is noteworthy that Newport's adopted Unitary Development Plan includes a Green Belt designation on land</p>

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
				<p>immediately East of Cardiff's boundary. This puts in place measures to prevent the coalescence of Cardiff and Newport. It extends from the M4 to the coast running as far East as Castleton and Marshfield providing long term protection for this large area. In places, the edge of Cardiff's urban area runs right up to the administrative boundary and Green Belt designation within Newport but pockets of countryside remain in Cardiff around Old St Mellons and North of the sea wall.</p> <p>4.75 Green Belt designation is not considered appropriate for either of these areas as it is important that there remains a sufficient range of potential development land available in the longer term. Including such areas runs a significant risk of not taking full account of national guidance in this respect and undermining the Policy. The Green Belt designation in Newport is considered sufficient to prevent settlement coalescence between Cardiff and Newport and there is no demonstrable evidence supporting a wider designated area to support this objective. However, there are clear</p>

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
				<p>and compelling other reasons for a Green Belt in other areas within Cardiff and for other reasons which are enlarged upon below.</p> <p>4.76 The proposed designated Green Belt is considered essential to protect the strategically significant rising land North of the M4 which is critical to the overall identity of Cardiff and much cherished by its residents. It should also be noted that existing policies are not sufficient to protect the open nature of this land.</p> <p>4.77 Significant development pressures exert on this area. This has been evidenced through planning applications for dwelling conversions, rebuilds and related structures which are having a cumulative impact on landscape quality. Furthermore, numerous applications have been submitted for equine related activities and other uses which are again beginning to have a cumulative impact on this highly visible and sensitive area. Significant Candidate Sites have also been submitted within the area.</p>

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
				<p>4.78 The designation of a Green Belt with its associated strict policy to preserve the open nature of this land is the only policy tool available to the Council to prevent the long term deterioration of this visually prominent land providing a strategic setting to the city. It is very much recognised by the public as being a key distinctive element which helps defines the very nature of Cardiff in the same way that other readily recognised areas are perceived and valued such as Cardiff Bay and the City Centre.</p> <p>4.79 Although Green Belts are not intended to be a tool to protect areas of high intrinsic value, the land is of high environmental value and also a popular area for informal recreation. The Policy therefore also has a positive aspect to build upon the long term certainty of protection by putting in place support for management and enhancement measures. For example, the long term protection can act as a stimulus to consider landscape scale initiatives addressing such matters as carbon sinks, habitat creation and</p>

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
				<p>management initiatives and wider green infrastructure-related projects where long-term certainty would support planning and delivery.</p> <p>4.80 PPW provides specific guidance on the consideration of planning applications within the Green Belt. It provides a presumption against inappropriate development and outlines the very exceptional circumstances where other considerations may clearly outweigh the harm to protecting the openness of the Green Belt.</p> <p>Insert new KP3(A) Green Wedge to replace existing KP3 (A)</p> <p><u>KP3(A): GREEN WEDGE</u></p> <p><u>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</u></p>

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
				<p><u>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.</u></p> <p><u>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.</u></p> <p><u>PPW provides specific guidance on the consideration of planning applications within the Green Wedge designation.</u></p>

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
				<p data-bbox="1308 443 1771 480"><u>Consequential amendments:</u></p> <p data-bbox="1308 584 2000 699"><u>Consequential Changes of the Deletion of KP3 (A) Green Belt and Replacement with new KP3 (A) Green Wedge Policy</u></p> <ul data-bbox="1308 802 1968 871" style="list-style-type: none"> <li data-bbox="1308 802 1968 871">• Amend Paragraph 4.4 and 4.11 of the Strategy: <p data-bbox="1308 943 2045 1385">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 proposing the designation of a Green Belt</p>

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
				<p><u>Wedge</u> 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.</p> <p>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 <u>Belt Wedge</u> to the North of the M4 Motorway, <u>a</u> strict settlement boundaries 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.</p> <ul style="list-style-type: none"> • Amend Key Diagram: delete reference to Green Belt and replace with Green Wedge.

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				<ul style="list-style-type: none"> <li data-bbox="1310 375 1870 443">• Amend KP1: LEVEL OF GROWTH paragraph 4.40: <p data-bbox="1310 518 2038 997">4.40 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 focussing 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 Belt-Wedge designation.</p> <ul style="list-style-type: none"> <li data-bbox="1310 1109 2038 1177">• Amend Policy KP3(B): SETTLEMENT BOUNDARIES paragraph 4.81 <p data-bbox="1310 1244 2038 1356">4.81 Cardiff's settlement boundaries are a key mechanism for helping to manage growth by defining the area within which development</p>

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				<p>would normally be permitted, subject to material planning considerations. This Policy compliments the Green Belt <u>Wedge</u> Key Policy (KP3(A)) set out above. Unlike the Green Belt, The this policy will not extend beyond the Plan period but it 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.</p> <p>• Amend Policy EN1: COUNTRYSIDE PROTECTION paragraph 5.87:</p> <p>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 Belt <u>Wedge</u> area for the reasons given, this policy provides further guidance on uses appropriate in the countryside as a whole.</p>

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				<ul style="list-style-type: none"> • Amend Policy EN2: CONVERSION, EXTENSION AND REPLACEMENT BUILDINGS IN THE COUNTRYSIDE paragraph 5.56 <p>As proposed for amendment by MAC27 (June 2015 Schedule)</p> <p>5.96 The Policy contributes towards Plan objectives and PPW (2012, Para 7.6.8) 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. It further accords with PPW (2012, Para 7.6.9 and 7.6.10) which supports the inclusion of polices within the development plan which do not allow residential re-use which would have a harmful effect on the character of the countryside. Reference should also be made to KP3A with regard to the consideration of proposals in the Green Belt <u>Wedge</u> area.</p>

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				<ul style="list-style-type: none"> • Amend Policy EN3: LANDSCAPE PROTECTION paragraph 5.104 5.104 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 Belt <u>Wedge</u> area. • Amend the Proposals Map Key to delete reference Green Belt and replace with Green Wedge • Amend Summary: 3. Putting in place a framework to manage future growth and encourage high quality, sustainable design <p>Policies and mechanisms have been put in place</p>

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
				<p>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 Belt Wedge North of the M4 Motorway together with 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, 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.</p> <p>8. Respecting Cardiff's environment and</p>

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
				<p>responding to climate change</p> <p>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 natural and built heritage. Central to this approach is the designation of a Green Belt <u>Wedge</u> to the North of the M4 Motorway, strict settlement boundaries 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. Detailed policies provide clear guidance relating to important elements of Cardiff's biodiversity, landscape and built heritage.</p>

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
				<p>9. Main changes since Preferred Strategy</p> <p>In response to consultation responses and on-going evidence base work, the following main changes/updates have been made to the Plan from that set out in the Preferred Strategy:</p> <ul style="list-style-type: none"> • Inclusion of a Green Belt for long term protection of land north of the M4 motorway; • Reduction in the overall level of housing growth from 45,400 in the Preferred Strategy to 41,100 dwellings to reflect the findings of independent population forecasting experts Edge Analytics Ltd; • Provision for a flexibility allowance of 10 per cent to ensure the plan can accommodate potentially higher build rates than anticipated, if it is demonstrated • Reduced overall number of new dwellings proposed on some Strategic Sites responding to issues raised in consultation together with work and dialogue as part of developing the masterplanning framework on potential sites; • More detail on the masterplanning framework for Strategic Sites including more detail on transportation solutions, community facilities and infrastructure. • Further detail will be provided to inform the

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
				<p>LDP examination through the preparation of site specific Master Plans along with other technical material;</p> <ul style="list-style-type: none"> • Inclusion of Eastern Bay Link as a strategic transport proposal following Welsh Government support for the scheme; • Amending the affordable housing target where there evidence of need to 30% on greenfield sites and 20% on brownfield sites to reflect new evidence and consultation responses relating to the viability of affordable housing schemes; • Allocation of a new Gypsy and Travellers site at Pengam Green; and • Allocation of land for health related uses adjacent to Heath Hospital and for employment use (research/ higher education related) at Maindy Park <p>Monitoring Framework</p> <p>Amend OB3 EN7 of the Monitoring Framework to delete reference to Green Belt and insert Green Wedge</p>

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
Inspector MAC2	5	New Policy and reasoned justification	16.5	<p>Insert new Policy to be referenced C2 after existing paragraph 5.316</p> <p><u>C2: Protection of Existing Community Facilities:</u></p> <p><u>Proposals involving the loss or change of use of buildings currently or last used for community facilities will only be permitted if:</u></p> <p><u>i) An alternative facility of at least equal quality and scale to meet community needs is available or will be provided within the vicinity and or;</u></p> <p><u>ii) It can be demonstrated that the existing provision is surplus to the needs of the community.</u></p> <p><u>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.</u></p> <p><u>Whilst this policy will apply to both commercial and non-commercial uses which provide a social</u></p>

MAC Number	Chapter	Deposit Policy / Para No	Hearing Session	Proposed Change June 2015
				<p><u>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.</u></p> <p><u>In order to satisfy criterion ii) of the policy it will be necessary to demonstrate that continued use as community facility is no longer viable giving consideration to appropriate marketing and local need and demand for the existing community facility.</u></p>