



County Hall
Cardiff
CF10 4UW
Tel: (029) 2087 2000

Neuadd y Sir
Caerdydd
CF10 4UW
Ffôn: (029) 2087 2000

SUPPLEMENTARY PAPERS

| | |
|--------------------------|---|
| Committee | ENVIRONMENTAL SCRUTINY COMMITTEE |
| Date and Time of Meeting | TUESDAY, 17 SEPTEMBER 2019, 4.30 PM |
| Venue | COMMITTEE ROOM 4 - COUNTY HALL |
| Membership | Councillor Patel (Chair) Councillors Boyle, Derbyshire, Owen Jones, Lancaster, Jackie Parry, Owen, Wong and Wood |

The following papers were marked 'to follow' on the agenda circulated previously

4 Third Cardiff Local Development Plan Annual Monitoring Report (Pages 3 - 244)

An item to review the content of the report prior to it being received by Cabinet and submitted to Welsh Government. It will provide Members with an opportunity to assess the progress made against the current Local Development Plan and consider any future developments.

Davina Fiore

Director Governance & Legal Services

Date: Wednesday, 11 September 2019

Contact: Graham Porter, 02920 873401, g.porter@cardiff.gov.uk

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**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

17th SEPTEMBER 2019

**THIRD CARDIFF LOCAL DEVELOPMENT PLAN ANNUAL MONITORING
REPORT**

Reason for the Report

1. To provide a short briefing to Members on the content of a Cabinet report titled 'Third Cardiff Local Development Plan Annual Monitoring Report' that is due to be presented to Cabinet at its meeting on Thursday 26th September 2019. Members are asked to note the content of this item and discuss any future actions relating to this report.
2. A copy of the 'Cardiff Local Development Plan 2006 to 2026 – 3rd Annual Monitoring Report – October 2019' is attached to this report respectively as **Appendix 1 (report to follow)**.

Background

3. The Cardiff Local Development Plan 2006 to 2026 (LDP) was formally adopted by the Council on 28th January 2016. As part of the statutory development plan process the Council is required to prepare an Annual Monitoring Report (AMR) and submit to Welsh Government by the 31st October each year after Plan adoption.
4. This is the third AMR to be prepared since the adoption of the plan and is based on the period 1st April 2018 to 31st March 2019. The AMR consists of the following sections:
 - Executive Summary;
 - Introduction;
 - Contextual Information – changes to policy framework at a national or local level;

- LDP Monitoring Process – explains the monitoring process undertaken;
 - LDP Monitoring Indicators – reporting on the 107 LDP monitoring indicators which were agreed during the LDP examination process and set out in the Inspectors Report;
 - Sustainability Appraisal Monitoring – reporting on the 28 sustainability monitoring indicators;
 - Conclusions and recommendations – setting out an overall overview of all indicators and Plan performance in the first year following adoption.
5. This is the third year the LDP has been operative and this AMR provides a three year short-term position statement. It also provides a comparison with the baseline data provided by the previously published AMR's.
6. The report will help inform the extent to which the LDP strategy, objectives and policies are being achieved. Importantly, the findings of this monitoring work will directly help to inform the LDP review process as the Council is required to undertake a major review of the LDP four years after adoption in 2020.

The AMR Report

7. Overall the findings of the third AMR are generally viewed as positive, with the majority of the indicators shown as green indicating that the majority of LDP policies are being implemented effectively. A summary of performance against the main Plan topics are set out in this report, with **Appendix 1 (report to follow)** setting out the data and conclusions in more detail.
8. **Employment** – Monitoring data shows continuing strong performance. Of particular importance is data regarding net job creation. There is a requirement for 40,000 new jobs over the plan period 2006-2026. 20,900 jobs were created between 2006 and 2015 and therefore the target for the remaining plan period is 19,100 jobs or 1,750 jobs annually. Since the first AMR (16/17) the number of jobs has been steadily increasing and the latest AMR shows an increase of 6,000 jobs since April 2018.
9. **Housing** – Monitoring data shows new homes have now started to be completed on many of the LDP Strategic Sites. Specifically, there are new completions on three of the Strategic Sites:

- 511 completions have been achieved at St Ederyns Village (just short of the 515 target included in the AMR);
 - 167 completions have been achieved on the North West Cardiff Strategic site, which has three separate outlets underway with more planned in the near future;
 - 51 completions have been recorded on the North East Cardiff Strategic site and construction is underway at Churchlands.
10. Although these rates are below the targets set out in the AMR it is now evident that the Plan-led approach is now starting to successfully drive the delivery of new homes at a level not seen for the last 10 years. The 1,444 completions in 2018/19 (43% higher than 2017/18) contrast with the previous 9 years where completions averaged 725 units per annum, with no year above 1,000 units for this period.
11. The data on housing delivery demonstrates the 'lag' between Plan adoption and homes being completed on new sites allocated in the Plan. Due to a combination of site assembly, legal and logistical factors experienced by landowners/developers along with the time required to secure the necessary planning and adoption consents, trajectories of delivery are slower than originally anticipated. This includes time spent securing the accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Overall, over the 13 years between 2006 and 2019 a total of 16,521 new dwellings were built in Cardiff which represents 40% of the overall dwelling requirement.
12. However, construction has now started or is about to start on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that housing completions over the remaining seven years of the Plan period will increase significantly.
13. **Affordable Housing** - In terms of the delivery of affordable housing, the plan sets a target for the delivery of 6,646 affordable units to be provided for the 12 years between 2014 and 2026, with an interim target in the AMR to provide 1,942 affordable dwellings by 2019.

14. Monitoring data indicates that at 2019, 1,082 affordable units had been delivered which represents 25% of overall completions. Whilst this is less than the numerical target, as highlighted above it reflects the slower than anticipated progress in the strategic housing allocations being delivered. Given the low overall completion rates over previous years, it would be unrealistic in these circumstances to expect any significantly higher affordable housing contribution which inevitably reflects a percentage of the overall number of completions. As set out above, construction has now started or is about to start on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that affordable housing completions over the remaining seven years of the Plan period will increase significantly.
15. **Transportation** - Data collected in relation to travel by sustainable modes is reflecting the fluctuations as shown in past trends over the last 10 years. This demonstrates that sustainable travel trends have continued to increase over the last 10 years for both work and shopping, although for leisure and education the trends show a slight decrease.
16. There has been a positive outturn in sustainable travel over the past year, with the target 1% increase having been achieved for each of the journey purposes, with significant growth in particular evident for journeys to Work (+5.3% mode-shift). In terms of sustainable travel modes, significant progress has been made in meeting cycling targets for all journey purposes with cycling to work in particular having experienced substantial growth in the past one year period (+3.7%). Train use has very slightly declined over the past year for work and education but the 10 year trend shows a significant increase. Walking has increase over the last year for all journey purposes with a fluctuating longer term trend. Bus use has decreased for education, shopping and leisure, reflecting a longer term downward trend.
17. At this juncture, without the significant roll-out of new houses and provision of supporting sustainable transportation infrastructure, the early stage of Metro delivery together with the ongoing implementation of wider Council initiatives, it is too early to draw any firm conclusions with regard to policy delivery, particularly given that the 50:50 modal split target relates to 2026. Future AMR's will provide formal regular annual updates. However, the masterplanning approach together with section 106

Agreements already secured will enhance the phased future provision of supporting transportation infrastructure along with other measures such as increased frequency of public transport services and provision of bus passes to new residents.

18. **Gypsy and Traveller Sites** - Work is progressing the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites. This has included discussions with the Welsh Government and work continues to secure appropriate outcomes. In terms of transit sites, it is considered that these would best be considered on a regional basis, requiring collaboration with neighbouring local authorities through the LDP revision process.
19. **Supplementary Planning Guidance** – Significant progress has been made in producing a programme of new Supplementary Planning Guidance (SPG) and since adoption of the LDP 18 SPGs have been approved by Council to support the policies in the adopted Plan and the Cardiff Infrastructure Plan is currently being updated.
20. **Contextual Changes** – The contextual review highlights significant changes in the national planning policy framework which has evolved significantly over the last three monitoring periods. In particular, Planning Policy Wales (PPW, Edition 10, December 2018) which in turn responds to the Well-being of Future Generations Act, 2015 have made significant changes to the high-level policy framework.

Conclusions

21. Section 7 of the AMR provides the conclusions and recommendations of this third AMR which provides a comparison with the baseline data provided by the first and second AMRs published in 2017 and 2018. The key Council conclusions in the third year of reporting, are that good progress is generally being made in delivering the identified targets and monitoring outcomes with the identified lag in housing delivery now showing strong signs of enhanced completions.

Next Steps

22. It is a requirement that AMRs must be submitted every year to Welsh Government until any Replacement/Revised LPs are adopted. Therefore, the fourth AMR in respect of the Cardiff LDP will be presented to Cabinet at the same time next year, with the broad structure of the AMR remaining the same from year to year in order to

provide ease of analysis between successive reports. Future AMR reports will be used to help inform the review process.

23. The AMR will be placed on the Council's website for information.

Way Forward

24. Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport has been invited to attend for this item. He will be supported by officers from the Planning, Transport & Environment Directorate.

Legal Implications

25. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

26. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to

Cabinet/Council will set out any financial implications arising from those recommendations.

RECOMMENDATION

The Committee is recommended to:

- (i) Consider the information in this report and the information presented at the meeting;
- (ii) Determine whether they would like to make any comments, observations or recommendations to the Cabinet on this matter; and,
- (iii) Decide the way forward for any future scrutiny of the issues discussed.

DAVINA FIORE

Director of Governance & Legal Services

11th September 2019

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Cardiff LDP 3rd Annual Monitoring Report

October 2019



Cardiff Local Development Plan 3rd Annual Monitoring Report 2019

**Based on data collected for period
1st April 2018 to 31st March 2019**

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1. Executive Summary

The Cardiff Local Development Plan (LDP) was adopted on 28 January 2016. As part of the statutory development plan process the Council is required to prepare an Annual Monitoring Report (AMR).

The AMR provides the basis for monitoring the effectiveness of the LDP and ultimately determines whether any revisions to the Plan are necessary. It aims to demonstrate the extent to which the LDP strategy and objectives are being achieved and whether the Plan's policies are functioning effectively. It also allows the Council to assess the impact the LDP is having on the social, economic and environmental well-being of the County and identifies any significant contextual changes that may influence plan implementation or review.

This is the third AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1st April 2018 to 31st March 2019. The first and second AMRs was published on 31st October 2017 and 31st October 2018 and provided a baseline for future comparative analysis from which successive AMRs will be able to evidence the emergence of trends.

Key Findings of the Third Annual Monitoring Process 2018-2019

Contextual Information

A summary of the relevant contextual material that has been published since the adoption of the Plan at a national, regional and local level, along with general economic trends is included in Section 3. The implications of some of the contextual changes will take place over the longer term and subsequent AMRs will continue to provide updates on relevant contextual material and give further consideration to any changes which could affect the Plan's future implementation.

Local Development Plan Monitoring – Policy Analysis

Section 5 assesses how the Plan's strategic policies and associated supporting policies are performing against the identified key monitoring targets and outcomes and whether the LDP strategy and objectives are being delivered. This has enabled the Council to make an informed judgement of the Plan's progress in delivering the targets/monitoring outcomes and policies during this monitoring period. The table below provides a visual overview of the effectiveness of policies during the monitoring period based on the traffic light rating used in the assessment:

| | |
|--|--|
| 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. | |

Key Findings

This is the third AMR to be prepared and provides a comparison with the baseline data provided by the first and second AMRs published in 2017 and 2018.

Overall the findings of the third AMR for year 3 are positive with the majority of the indicators shown as green indicating that most LDP policies are being implemented

effectively. A summary of performance against the main Plan topics are set out below with Appendix 1 setting out the data and conclusions in more detail.

Employment – Monitoring data shows continuing strong performance. Of particular importance is data regarding net job creation - There is a requirement for 40,000 new jobs over the plan period 2006-2026. 20,900 jobs were created between 2006 and 2015 and therefore the target for the remaining plan period is 19,100 jobs or 1,750 jobs annually. Since the first AMR (16/17) the number of jobs has been steadily increasing and the latest AMR shows an increase of 6,000 jobs since April 2018.

Housing – Monitoring data shows new homes have now started to be completed on many of the LDP Strategic Sites. Specifically, there are new completions on 3 of the Strategic Sites.

- 511 completions have been achieved at St Ederyns Village (just short of the 515 target included in the AMR);
- 167 completions have been achieved on the North West Cardiff Strategic site, which has three separate outlets underway with more planned in the near future
- 51 completions have been recorded on the North East Cardiff Strategic site and construction is underway at Churchlands.

Although these rates are below targets set out in the AMR it is now evident that the Plan-led approach is now starting to successfully drive the delivery of new homes at a level not seen for the last 10 years. The 1,444 completions in 2018/19 (43% higher than 2017/18) contrast with the previous 9 years where completions averaged 725 units per annum, with no year above 1,000 units for this period.

The data on housing delivery demonstrates the ‘lag’ between Plan adoption and homes being completed on new sites allocated in the Plan. Due to a combination of site assembly, legal and logistical factors experienced by landowners/developers along with the time required to secure the necessary planning and adoption consents, trajectories of delivery are slower than originally anticipated. This includes time spent securing the accompanying Section 106 Agreements which fully deliver the Council’s aspirations as set out in the LDP. Overall, over the 13 years between 2006 and 2019 a total of 16,521 new dwellings were built in Cardiff which represents 40% of the overall dwelling requirement.

However, construction has now started or is about to start on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that housing completions over the remaining 7 years of the Plan period will increase significantly.

Affordable Housing - In terms of the delivery of affordable housing, the plan sets a target for the delivery of 6,646 affordable units to be provided for the 12 years between 2014 and 2026, with an interim target in the AMR to provide 1,942 affordable dwellings by 2019.

Monitoring data indicates that at 2019, 1,082 affordable units had been delivered which represents 25% of overall completions. Whilst this is less than the numerical target, as highlighted above it reflects the slower than anticipated progress in the

strategic housing allocations being delivered. Given the low overall completion rates over previous years, it would be unrealistic in these circumstances to expect any significantly higher affordable housing contribution which inevitably reflects a percentage of the overall number of completions. As set out above, construction has now started or is about to start on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that affordable housing completions over the remaining 7 years of the Plan period will increase significantly.

Transportation - Data collected in relation to travel by sustainable modes is reflecting the fluctuations as shown in past trends over the last 10 years. This demonstrates that sustainable travel trends have continued to increase over the last 10 years for both work and shopping, although for leisure and education the trends show a slight decrease.

There has been a positive outturn in sustainable travel over the past year, with the target 1% increase having been achieved for each of the journey purposes, with significant growth in particular evident for journeys to Work (+5.3% mode-shift). In terms of sustainable travel modes, significant progress has been made in meeting cycling targets for all journey purposes with cycling to work in particular having experienced substantial growth in the past one year period (+3.7%). Train use has very slightly declined over the past year for work and education but the 10 year trend shows a significant increase. Walking has increase over the last year for all journey purposes with a fluctuating longer term trend. Bus use has decreased for education, shopping and leisure, reflecting a longer term downward trend.

At this juncture, without the significant roll-out of new houses and provision of supporting sustainable transportation infrastructure, the early stage of Metro delivery together with the ongoing implementation of wider Council initiatives, it is too early to draw any firm conclusions with regard to policy delivery, particularly given that the 50:50 modal split target relates to 2026. Future AMR's will provide formal regular annual updates. However, the masterplanning approach together with section 106 Agreements already secured will enhance the phased future provision of supporting transportation infrastructure along with other measures such as increased frequency of public transport services and provision of bus passes to new residents.

Gypsy and Traveller Sites - work is progressing the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites. This has included discussions with the Welsh Government and work continues to secure appropriate outcomes. In terms of transit sites, it is considered that these would best be considered on a regional basis, requiring collaboration with neighbouring local authorities through the LDP revision process.

Supplementary Planning Guidance – Significant progress has been made in producing a programme of new Supplementary Planning Guidance (SPG) and since adoption of the LDP 18 SPGs have been approved by Council to support the policies in the adopted Plan and the Cardiff Infrastructure Plan is currently being updated.

Contextual Changes – the contextual review highlights significant changes in the national planning policy framework which has evolved significantly over the last three monitoring periods. In particular, Planning Policy Wales (PPW, Edition 10, December 2018) which in turn responds to the Well-being of Future Generations Act, 2015 have made significant changes to the high-level policy framework.

Sustainability Appraisal (SA) Monitoring

Section 6 expands the assessment of the performance of the LDP against the SA monitoring objectives. This provides a comparison with the baseline data provided by the first and second AMRs published in 2017 and 2018.

Conclusions

The 3rd AMR provides a comparison with the baseline data provided by the first and second AMRs published in 2017 and 2018. The key conclusions in the third year of reporting, are that good progress is generally being made in delivering the identified targets and monitoring outcomes with the identified lag in housing delivery now showing strong signs of enhanced completions.

It is recommended that this AMR be submitted to the Welsh Government in accord with statutory requirements. Continued monitoring in future AMRs will help to identify any definitive trends in the performance of the Plan's strategy and policy framework.

2. Introduction

The Annual Monitoring Report (AMR) process provides the basis for monitoring the effectiveness of the Local Development Plan (LDP) and helps inform whether any revisions to the Plan are necessary. It aims to demonstrate the extent to which the LDP strategy and objectives are being achieved and whether the Plan's policies are functioning effectively. It also allows the Council to assess the impact the LDP is having on the social, economic and environmental well-being of the County and identifies any significant contextual changes that might influence the Plan's implementation or review.

Monitoring is a continuous part of the plan making process. It provides the connection between evidence gathering, plan strategy and policy formulation, policy implementation, evaluation and plan review.

Adoption of the Cardiff Local Development Plan

Under the Planning and Compulsory Purchase Act (2004) and associated Regulations, local planning authorities (LPAs) are required to produce a LDP. The Cardiff Local Development Plan was formally adopted by the Council on 28th January 2016. The LDP provides the land use framework which forms the basis on which decisions about future development in the city, including planning applications, are based.

This is the third AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1st April 2018 – 31st March 2019.

The Requirement for Monitoring Planning and Compulsory Purchase Act 2004

The Council has a statutory obligation, under section 61 of the 2004 Act, to keep all matters under review that are expected to affect the development of its area. In addition, under section 76 of the Act, the Council has a duty to produce information on these matters in the form of an Annual Monitoring Report for submission to the Welsh Government at the end of October each year following plan adoption. The preparation of an AMR is therefore an integral part of the statutory development plan process.

In order to monitor LDP performance consistently, plans should be considered against a standard set of monitoring indicators and targets. The Welsh Government has issued regulations and guidance on the required content of AMRs.

Town and Country Planning (Local Development Plan) (Wales) (Amendment) Regulations 2015

The Town and Country Planning (Local Development Plan) (Wales) Regulations have been amended to simplify certain aspects of the local development plan procedures, however, these do not affect the LDP monitoring process. Under Regulation 37 the

AMR is required to:

- Identify policies that are not being implemented;

And for each policy:

- Identify the reasons why the policy is not being implemented;
- Identify the steps (if any) that are intended to be taken to enable the policy to be implemented;
- Explore whether a revision to the plan to replace or amend the policy is required.

In addition, the AMR is required to monitor identified core indicators by specifying:

- The housing land supply from the current Housing Land Availability Study, and;
- The number (if any) of net additional affordable and general market dwellings built in the LPA area.

These are both for the year of the AMR and for the full period since the LDP was first adopted.

Other Core Output Indicators for LDPs include:

- Total housing units permitted on allocated sites as a % of overall housing provision
- Employment land permitted (ha) on allocated sites as a % of all employment allocations
- Amount of major retail, office and leisure development (sq m) permitted within and outside established town and district centre boundaries
- The extent of primary land-won aggregates permitted in accordance with the Regional Technical Statement for Aggregates expressed as a percentage of the total capacity required as identified in the Regional Technical Statement (MTAN).

Local Development Plan Manual (Edition 2, 2015)

The LDP Manual states that aspects that are usefully included in an AMR are:

- Key findings, in the form of a 1-2 page Executive Summary.
- Significant contextual change, i.e. a review of wider strategic issues affecting the local area and the context within which the LDP operates, including the fortunes of any significant local industries, emerging national planning guidance or a significant planning application
- Sustainability monitoring related to the SA Report and integrated assessment process (see section 9.2.2).
- Strategy monitoring, to assess whether the plan is achieving its main objectives, and whether it is “on track” in terms of the level of implementation, e.g. the level of new housing development or take-up of major sites.
- Policy monitoring, to highlight any policies which are not functioning effectively, and to highlight how such issues will be addressed.
- Conclusions and recommendations; e.g. identify any improvements/changes to key parts of the plan which would need to be considered in a future review and possible plan revision. Other appropriate responses may include identifying the need for SPG or further research and evidence gathering.

The Manual states that it is not realistic or necessary for all policies to be monitored - this would lead to an unnecessarily large and complicated document. Some key areas

will need to be included consistently each year and this will be for the Authority to determine based on those elements crucial to delivering the plans strategy.

The Manual states the broad structure of the AMR should remain the same from year to year in order to provide ease of analysis between successive reports and build on preceding results. Good use of illustrative material such as charts, graphs and maps will also make the AMR more accessible.

The Manual states that it is important that the AMR has an analytical dimension. There is also merit in incorporating qualitative information from consultation with key stakeholders, for instance, the views of community leaders on their areas, and the plan makers' assessment of trends, conditions and issues driving change.

The Manual states that it is important to consider why information is needed, and to structure the analysis accordingly. The following questions may be relevant:

- What new issues have occurred in the area or in local/national policy (key recent contextual and national policy changes, future prospects)?
- How relevant, appropriate and up-to-date is the LDP strategy and its key policies and targets?
- What sites have been developed or delayed in relation to the plan's expectations on location and timing?
- What has been the effectiveness of delivering policies and in discouraging inappropriate development?

Cardiff LDP Monitoring Framework

A Monitoring Framework is provided in Chapter Six and Appendix 9 of the LDP comprising a series of 5 contextual indicators and 102 core and local indicators, with corresponding targets and triggers for further action, in relation to the Plan's strategic policies. It also indicates the linkages between the Plan objectives, strategic policies and other Plan policies. The indicators were developed in accordance with the above Welsh Government Regulations and guidance on monitoring. The Monitoring Framework forms the basis of the AMR.

Strategic Environmental Assessment Regulations (2004) and The Conservation of Habitats and Species Regulations 2010 (as amended 2011)

In addition the LDP and AMR must comply with European Directives and Regulations. The Final Sustainability Appraisal Report, January 2016 identifies a further set of indicators (26) that will be used to monitor progress on sustainability issues. Whilst interlinked, these are set out separately from the LDP Policy Monitoring Framework and have been used in the AMR to measure the environmental, economic and social impacts of the LDP.

The completion of the AMR accords with the requirements for monitoring the sustainability performance of the Plan through the Strategic Environmental Assessment Regulations (2004) and The Conservation of Habitats and Species Regulations 2010 (as amended 2011).

AMR Format and Content

The AMR has been designed to be a succinct and easily accessible document that can be used as a convenient point of reference for all strategic policy areas.

The structure of the AMR is as follows:

Section 1 Executive Summary - Provides a succinct written summary of the key monitoring findings.

Section 2 Introduction - Outlines the requirement for, the purpose and structure of the AMR.

Section 3 Contextual Information - Provides a brief overview of the relevant contextual information which, although outside the remit of the Plan, could affect the performance of the LDP policy framework. Policy specific contextual information is provided in the relevant policy analysis section, including changes to policy framework at a national or local level.

Section 4 LDP Monitoring Process - Explains the monitoring process undertaken.

Section 5 LDP Monitoring - Policy Analysis - Reports on the 107 LDP monitoring indicators which were agreed during the LDP examination process and set out in the Inspectors Report.

Section 6 Sustainability Appraisal Monitoring - Provides an assessment of the LDP's performance against the 28 SA monitoring indicators.

Section 7 Conclusions and Recommendations – Sets out an overall overview of all indicators and Plan performance in the first year following adoption.

Publication – The AMR will be published on the Council's website.

Future Monitoring

The broad structure of the AMR should remain the same from year to year in order to provide ease of analysis between successive reports. However, given that the monitoring process is dependent upon a wide range of statistical information that is sourced from both the Council and external sources, any changes to these sources could make certain indicators ineffective or out-dated. Accordingly, the monitoring framework may evolve over the Plan period and AMRs will be used as a means of identifying any such inevitable changes to the framework.

The Council is required to commence a full review of the LDP every four years after Plan adoption. A review of the LDP in advance of the formal review will only take place if the conclusions of the AMR or other exceptional circumstances indicate otherwise.

3. Contextual Changes

This section provides a brief summary of the relevant contextual material that has been published during the current monitoring period. This includes national legislation and relevant plans, policies and strategies at the national, regional and local level. Any potential overall implications for the LDP as a whole are outlined where appropriate. General economic trends which have occurred since the LDP's adoption are also set out, together with progress on key supplementary planning guidance.

Contextual information which is specific to a particular LDP policy area is provided in the relevant policy analysis section for ease of reference and is therefore not repeated here.

Legislative Changes

Planning (Wales) Act 2015

The Planning (Wales) Act received Royal Assent in July 2015 and came into force in stages between October 2015 and January 2016. It sets out a series of legislative changes to deliver reform of the planning system in Wales, to ensure that it is fair, resilient and enables development. The Act addresses 5 key objectives which includes strengthening the plan-led approach to planning. It introduces a legal basis for the preparation of a National Development Framework (NDF) and Strategic Development Plans (SDP). The NDF is a national land use plan which will set out Welsh Government's policies in relation to the development and use of land in Wales. It is anticipated that this will be produced in 2018/9 when it will replace the Wales Spatial Plan. SDPs will address cross-boundary issues at a regional level such as housing, employment and waste and must be in general conformity with the NDF. The Regulations make reference to three strategic planning areas including South East Wales. It is anticipated that Cardiff will be part of this strategic planning area, in alignment with the emerging Cardiff Capital Region City Deal proposals. LDPs will continue to have a fundamental role in the plan-led system. The Act requires LDPs to be in general conformity with the NDF and any SDP which includes all or part of the area of the authority.

The Town and Country Planning (Local Development Plan) (Wales) (Amendment) Regulations 2015

Amendments to The Town and Country Planning (Local Development Plan) (Wales) Regulations 2005 were carried out in response to the outcome of the LDP Refinement Exercise and aim to simplify certain aspects of the local development plan process.

The amended Regulations:

- Remove the statutory requirement to advertise consultation stages in the local press;
- Allow local planning authorities to make revisions to the local development plan where the issues involved are not of sufficient significance to warrant the full procedure, without going through the full revision process;
- Eliminate the need to call for and consult on alternative sites following the deposit consultation; and

- Make minor and consequential amendments.

The amended LDP Regulations came into force on 28 August 2015 and together with the related policy and guidance in Planning Policy Wales (PPW) and the revised LDP Manual aim to make the LDP process more efficient and effective (i.e. enabling swifter plan preparation and revision without imposing unnecessary prescription). The amended Regulations do not have any implications for the current LDP but will need to be considered in relation to any Plan review and will be given further consideration as necessary.

Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations (Wales) Act gained Royal Assent in April 2015 and came into force on 1st April 2016. The Act strengthens existing governance arrangements for improving the well-being of Wales by ensuring that sustainable development is at the heart of government and public bodies. It aims to make a difference to the lives of people in Wales in relation to a number of well-being goals including improving health, culture, heritage and sustainable resource use. The Act provides the legislative framework for the preparation of Local Well-being Plans which will replace Single Integrated Plans. Given that sustainable development is the core underlying principle of the LDP (and SEA) there are clear associations between the aspirations of both the LDP and Act/Local Well-being Plans. Indeed, it is considered that the LDP evidence base, SEA/SA and AMR will inform the Council's Local Well-being Plan. Moving forward, sustainable development principles will continue to inform any review of the Plan.

Environment (Wales) Act 2016

This Act received Royal Assent in March 2016 and came into force on 21st May 2016 and sits alongside the Planning (Wales) Act 2015 and the Well-being of Future Generations (Wales) Act 2015 in promoting sustainable use, management and development of Welsh resources. The Environment (Wales) Act introduces new legislation for the environment and provides an iterative framework which ensures that managing Wales' natural resources sustainably will be a core consideration in decision-making. It requires Natural Resources Wales (NRW) to prepare a State of Natural Resources Report that provides an assessment of natural resources and considers the extent to which they are being sustainably managed. The Act also requires Welsh Government to produce a National Natural Resources Policy that sets out the priorities, risks and opportunities for managing Wales' natural resources sustainably. NRW will also produce a local evidence base (Area Statements) to help implement the priorities, risks and opportunities identified in the National Policy and set out how these will be addressed. Any subsequent implications for the LDP will be given further consideration as necessary.

Historic Environment (Wales) Act 2016

The Historic Environment (Wales) Act 2016 received Royal Assent in March 2016. The Act makes important changes to the two main UK laws that provide the legislative framework for the protection and management of the historic environment: the Ancient Monuments and Archaeological Areas Act 1979 and the Planning (Listed Buildings

and Conservation Areas) Act 1990. The Act will give more effective protection to listed buildings and scheduled ancient monuments; improve the sustainable management of the historic environment; and introduce greater transparency and accountability into decisions taken on the historic environment. While some of the Act's measures came into force in May 2016, the majority will require further secondary legislation or other preparations before they are brought into effect later in 2017 or in 2018. Any implications for the LDP will be given further consideration as necessary.

Public Health (Wales) Act 2017

The Public Health (Wales) Act 2017 received Royal Assent in July 2017. The Act makes changes to the law in Wales to improve health and prevent avoidable health harms. Some of the relevant changes in the Act include the production of a national strategy on preventing and reducing obesity and a requirement to undertake Health Impact Assessment (HIA) on key decisions.

National Planning Policy Amendments

Planning Policy Wales (Edition 10, December 2018)

Since the LDP was adopted in January 2016 Welsh Government have issued a completely revised version of Planning Policy Wales (Edition 10) in December 2018. This has been re-drafted so that the seven well-being goals and five ways of working of the Well Being of Future Generations Act 2015 is fully integrated into policy. It also puts the concept of placemaking into the heart of national planning policy in order to ensure that planning decisions consider all aspects of well-being and deliver new development which is sustainable and provides for the needs of all people.

Technical Advice Notes (TANs)

TAN 12 Design and Guidance on Site Context Analysis was updated in March 2016, TAN4 Retail and Commercial Development in November 2016 and TAN 20 Planning and the Welsh Language in October 2017. In addition a new TAN 24 The Historic Environment was published in October 2017 which replaced previous Welsh Office Circulars covering this issue. The potential implications of the changes to these TAN's for the LDP are provided in the relevant policy analysis section.

Regional Context

Cardiff Capital Region and City Deal

South-East Wales is identified as a new city-region in Wales, covering Cardiff and South-East Wales Local Authorities. As set out in the report 'Powering the Welsh Economy'¹, the Cardiff Capital Region is intended to encourage the ten local authorities and other key partners in its boundaries to work together and collaborate on projects and plans for the area. A transition board has been established although Progress remains at an early stage and at present the potential consequences for the LDP are not clear. Similarly the Authorities forming the Capital Region are continuing to work on a City Deal bid to fund projects aimed at boosting the competitiveness of

the region over the next 20 years. Of note, the City Deal document was signed by the 10 local authority leaders, Secretary of State for Wales, Chief Secretary to the Treasury and First Minister in March 2016. The progress of the Cardiff Capital Region agenda, City Deal Bid and any subsequent implications for the LDP will be given further consideration in subsequent AMRs where appropriate.

Local Context

Capital Ambition Report

This report was issued in July 2017 and sets out the Council's five-year plan for the city. It outlines the Council's vision for Cardiff to become a leading city on the world stage. The plan focuses on four main areas:

- **Working for Cardiff** - Making sure everyone who lives and works here can contribute to, and benefit from, the city's success.
- **Working for Wales** - A successful Wales needs a successful capital city.
- **Working for the future** - Managing the city's growth in a sustainable way.
- **Working for public services** - Making sure public services are delivered efficiently, effectively and sustainably in the face of rising demands and reduced budgets.

Cardiff Community Infrastructure Levy (CIL) Update

Consultation on the CIL Draft Charging Schedule commenced during the current monitoring period. As this matter has now been devolved to Welsh Government the Council is currently awaiting guidance from Welsh Government on this matter before deciding how to proceed with the next steps in the preparation process. This guidance is due to be issued by Welsh Government in early 2018. The progress of the CIL and any subsequent implications for the LDP will be given further consideration in successive AMRs where appropriate.

General Economic Trends

Economic Activity

Key economic activity data for Cardiff and Wales from the LDP base date of 2006 to the current monitoring period is shown in the tables below. The data demonstrates that Cardiff has experienced improved economic performance in relation to these indicators with employment, unemployment and earnings indicators all higher than the LDP base date of 2006. However, such changes are not considered to be so significant to have any implications for the LDP. These economic indicators will be considered in subsequent AMRs and any potential implications recorded.

Economically Active – In Employment

| | Cardiff | Wales |
|--------------------------|--------------|--------------|
| April 2006 to March 2007 | 66.7% | 69.1% |
| April 2007 to March 2008 | 68.9% | 69.3% |
| April 2008 – March 2009 | 69.5% | 68.4% |
| April 2009 – March 2010 | 68.15 | 66.6% |
| April 2010 – March 2011 | 64.7% | 66.4% |
| April 2011 – March 2012 | 65.5% | 66.7% |
| April 2012 – March 2013 | 65.5% | 67.6% |
| April 2013 – March 2014 | 69.4% | 69.5% |
| April 2014 – March 2015 | 65.6% | 69.3% |
| April 2015 – March 2016 | 69.1% | 71.1% |
| April 2016 to March 2017 | 69.1% | 71.4% |
| April 2017 to March 2018 | 72.0% | 72.7% |
| April 2018 to March 2019 | 79.0% | 76.7% |

Source: Nomis

Economically Active – Unemployed

| | Cardiff | Wales |
|--------------------------|-------------|-------------|
| April 2006 to March 2007 | 6.2% | 5.3% |
| April 2007 to March 2008 | 6.1% | 5.6% |
| April 2008 – March 2009 | 6.9% | 6.8% |
| April 2009 – March 2010 | 8.7% | 8.3% |
| April 2010 – March 2011 | 8.9% | 8.4% |
| April 2011 – March 2012 | 9.1% | 8.4% |
| April 2012 – March 2013 | 10% | 8.3% |
| April 2013 – March 2014 | 8.1% | 7.4% |
| April 2014 – March 2015 | 8.4% | 6.8% |
| April 2015 – March 2016 | 6.7% | 5.4% |
| April 2016 – March 2017 | 4.8% | 4.4% |
| April 2017 – March 2018 | 6.0% | 4.9% |
| April 2018 – March 2019 | 4.6% | 4.5% |

Source: Nomis

Gross Weekly Pay Full-Time Workers (Earnings by Residence)

| | Cardiff | Wales |
|--------------------------|---------------|---------------|
| April 2006 to March 2007 | £442.2 | £414.8 |
| April 2007 to March 2009 | £453.2 | £424.8 |
| April 2008 – March 2009 | £483.0 | £444.6 |
| April 2009 – March 2010 | £499.3 | £456.2 |
| April 2010 – March 2011 | £498.5 | £455.1 |
| April 2011 – March 2012 | £495.4 | £454.9 |
| April 2012 – March 2013 | £503.6 | £475.3 |
| April 2013 – March 2014 | £496.4 | £480.0 |
| April 2014 – March 2015 | £519.0 | £487.6 |
| April 2015 – March 2016 | £534.4 | £499.2 |
| April 2016 – March 2017 | £538.5 | £505.9 |
| April 2016 – March 2017 | £534.4 | £499.2 |
| April 2017 – March 2018 | £538.5 | £505.9 |
| April 2018 – March 2019 | £536.7 | £518.6 |

Source: Nomis

House Prices

As demonstrated in the table below, Land Registry data indicates that in general average house prices in Cardiff have increased over the current monitoring period. Average prices in 2017 at £223,081 were higher than the 2006 baseline price (£177,469). The data below shows that house prices have risen by 26% during the monitoring period.

Cardiff Average House Prices 2006 to 2018

| Time Period | Average House Price |
|-------------|---------------------|
| 2006 | £177,469 |
| 2007 | £184,136 |
| 2008 | £174,278 |
| 2009 | £173,100 |
| 2010 | £183,498 |
| 2011 | £181,529 |
| 2012 | £181,690 |
| 2013 | £190,048 |
| 2014 | £195,390 |
| 2015 | £202,970 |
| 2016 | £213,714 |
| 2017 | £223,081 |
| 2018 | £234,095 |

Source: Land Registry

Supplementary Planning Guidance

A number of supplementary planning guidance (SPG) documents to support key LDP policy areas have been approved during the current monitoring period. These are:

- Houses in Multiple Occupation
- Waste Collection and Storage Facilities
- Locating Waste Management Facilities
- Planning Obligations
- Tall Buildings
- Residential Design Guide
- Childcare SPG
- Planning for Health and Well-being
- Infill Design Guidance
- Residential Extensions and Alterations Guidance
- Green Infrastructure (including Technical Guidance Notes relating to Open Space, Ecology and Biodiversity, Trees, Soils, Public Rights of Way and River Corridors)
- Safeguarding Business and Industrial Land and Premises
- Food, Drink and Leisure Uses
- Archaeologically Sensitive Areas
- Managing Transportation Impacts (including Parking Standards)
- Flat Conversions
- Student Accommodation

In addition the following SPG were approved by Council on 20th June, 2019 outside the monitoring period:

- Shop Fronts and Signs Guidance

Work on other SPG is ongoing and progress on these will be reported in the next AMR.

Summary

As detailed above, new legislation and national, regional and local plans, policies and strategies have emerged during the current monitoring period, some of which may have implications for the future implementation of the LDP. Subsequent AMRs will continue to provide updates on relevant contextual material which could affect the Plan's future implementation.

4. LDP Monitoring Process

How is the LDP Monitored?

Section 5 considers the extent to which the LDP's strategy is being realised with reference to the performance of particular policies against the indicators, targets and triggers contained within the LDP monitoring framework. The structure of the section is as follows:

Strategic objective

This is the starting point for the monitoring process. The AMR replicates each of the 4 overarching LDP objectives set out below from which the LDP policies flow.

- **Objective 1** – To respond to evidenced economic needs and provide the necessary infrastructure to deliver development
- **Objective 2** – To respond to evidenced social needs
- **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
- **Objective 4** – To create sustainable neighbourhoods that form part of a sustainable city

Contextual information

Significant contextual information that has been published since the Plan's adoption is outlined where relevant to a particular strategic policy. This will enable the AMR to determine whether the performance of a policy has been affected by contextual changes. These can include new or amended legislation, national, regional and local plans, policies or strategies as well as external social and economic trends which could affect the delivery of the LDP such as economic conditions. Any such changes lie outside the remit of the LDP.

Indicators

The LDP monitoring framework contains a variety of core and local indicators which will inform policy progress and achievement. The selection of these indicators has been guided by the need to identify output indicators which are able to measure quantifiable physical activities that are directly related to the implementation of LDP policies.

Several of the core indicators are either prescribed by LDP Regulation 37 or recommended by the LDP Manual for their ability to enable an assessment of the implementation of national policy. Further core indicators were identified on the basis of their ability to provide useful information on whether the delivery of the LDP strategy is progressing as anticipated.

The local indicators supplement the core indicators and have been selected based on the availability and quality of data and their relevance to the local area. Some local contextual indicators have also been included which cover key local characteristics against which LDP policies operate.

Targets

The policy indicators are associated with corresponding targets which provide a benchmark for measuring policy implementation. Given the length of the plan period, it is necessary to incorporate 'milestone' targets to determine whether the Plan is progressing towards meeting the overall strategy. The timeframe attributed to such targets primarily relates to the anticipated delivery of development. The Council will investigate any policy that fails to meet its target. The level of consideration given to such policies within the AMR will depend on the reasons identified for the failure and the significance of the policy for the delivery of the overall plan strategy.

Triggers

Trigger levels have also been included for certain targets to more accurately help measure plan performance. They will provide an indication of when policy targets are not being met, or insufficient progress is being made towards meeting them.

Analysis

Having regard to the indicators, relevant targets, triggers and monitoring outcomes, the AMR assesses whether the Plan's policies are being implemented as intended and whether the LDP objectives and strategy are being achieved. This includes the identification and further investigation of any policy that fails to meet its target and/or has reached its trigger point. However, the fact that a policy reaches its trigger level does not automatically imply that the policy is failing. The analysis will consider whether such performance may be due to extraneous circumstances or could be justified in the context of the overall policy framework. In certain instances it has been difficult to identify meaningful trends due to the limited amount of data available and consequently some of the conclusions drawn are preliminary and will need to be verified by a longer period of monitoring. In instances where the Council has been unable to monitor an indicator or where an indicator has been superseded, an explanation will be provided in the relevant policy analysis section.

Recommendations

Taking account of the policy analysis, appropriate recommendations are provided including a statement of any necessary actions required. If policies are found to be failing the AMR will set out clear recommendations on what, if anything, needs to be done to address this.

Overall findings for each strategic objective

Finally, for each strategic objective, an overall statement of performance is provided and a conclusion made on whether that particular objective is being achieved through the combination of policies identified.

Policy Performance Traffic Light Rating

As a visual aid in monitoring the effectiveness of the Plan's strategic policies and to provide a quick reference overview of policy performance a 'traffic light' rating is included for relevant indicators as follows:

| | |
|--|--|
| 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. | |

Sustainability Appraisal Monitoring Framework

The Sustainability Appraisal Monitoring expands the assessment of the performance of the LDP against the Sustainability Appraisal (SA) monitoring objectives. The SA identifies 26 indicators developed to measure the environmental, economic and social impacts of the LDP. This is set out in Section 6 of the AMR.

This section provides a detailed assessment of whether the Plan's strategic policies, and associated supporting policies, are being implemented as intended and whether the LDP objectives and strategy are being achieved. Appropriate recommendations are subsequently provided, together with necessary actions to address any policy implementation issues identified through the monitoring process. Aligned with the LDP, the analysis is set out in strategic policy order.

5. LDP Monitoring Policy Analysis

Contextual Indicators

| Contextual Indicators | Target | Trigger | Result 2016/17 | Result 2017/2018 | Result 2018/2019 |
|--|--|--|---|---|---|
| Annual unemployment rate | The annual unemployment rate decreases | The annual unemployment rate increase for two or more consecutive years | 5.3% | 6.0% | 4.6% |
| Percentage 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 | The latest Welsh Index of Multiple Deprivation data from 2015 shows that 12% of the population of Cardiff is in the 100 most deprived wards in Wales | Next update to Welsh Index planned for 2019 | Next update to Welsh Index planned for 2019 |
| Level of Police recorded crime in Cardiff | Police Recorded Crime rates decrease | Police Recorded Crime rates increase for two or more consecutive years. | In the quarter ending December 2016, crime rates were up in Cardiff (and in the South Wales force area) compared with the corresponding quarter in 2015. Crime rates in Cardiff increased from 23.08 crimes per thousand residents to 25.32 | In the quarter ending December 2017, crime rates were up in Cardiff (and in the South Wales force area) compared with the corresponding quarter in 2016. Crime rates in Cardiff increased from 25.32 crimes per thousand residents to 28.33 | In the quarter Ending December 2018, crime rates were down in Cardiff compared with the corresponding quarter in 2017. Crime rates in Cardiff decreased from 28.23 crimes per thousand residents to 27.72 |

| Contextual Indicators | Target | Trigger | Result 2016/17 | Result 2017/2018 | Result 2018/2019 |
|---|---|---|---|---|---|
| | | | crimes per thousand residents. | crimes per thousand residents. | crimes per thousand residents. |
| 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 | 62% of adults reported being physically active for more than 150 mins in the previous week 23% of adults reported being physically active for less than 30 mins in the previous week | 58% of adults reported being physically active for more than 150 mins in the previous week 27% of adults reported being physically active for less than 30 mins in the previous week | 56% of adults reported being physically active for more than 150 mins in the previous week 31% of adults reported being physically active for less than 30 mins in the previous week |
| 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 | The amount of household waste collected and generated between 2014/15 and 2015/16 increased by 3% from 170,715 to 177,457 tonnes | The amount of household waste collected and generated between 2015/16 and 2016/17 decreased by 0.3% from 177,457 to 176,952 tonnes | The amount of household waste collected and generated between 2016/17 and 2017/18 decreased by 2.3% from 176,952 to 172,852 tonnes |

Objective 1 – To respond to evidenced economic needs and provide the necessary infrastructure to deliver development

Topic Area: Employment Land Permitted on Allocated Sites

Relevant LDP Policies: KP2, KP9, EC1 – EC7

Indicator reference: OB1 EC1

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger | | |
|---|---|---|----------------|--------------------------------|
| Core Employment land permitted (ha) on allocated sites as a percentage of all employment allocations. | None | None | | |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 | | |
| Total land area of Allocations = 132ha Employment development permitted on allocated sites (April 2016 - 31 st March 2017) = 11.6ha. This equates to 9% | Total land area of Allocations = 132ha Employment development permitted on allocated sites (April 2017 – 31 st March 2018) = 2.12ha. This equates to 1.7% | Total land area of Allocations = 132ha Employment development permitted on allocated sites (April 2018 – 31 st March 2019) = 3.16ha. This equates to 2.4% | | |
| Analysis | | | | |
| The monitoring table below provides a breakdown of employment land permitted during the monitoring period on allocated sites. | | | | |
| Application No. | Proposal | Address | Site Area (ha) | Status |
| 18/00735/MJR | Full application for Full planning application for: an office building providing business (Use Class B1) floorspace, with ancillary gym (Use Class D2). | Land at Brains Brewery and adjoining land to the south of Cardiff Central Station | 2.02 | Not started (Granted 11.07.18) |

| | | | | |
|--------------|---|--|--------|---|
| | Marketplace/retail (Use Class A1) and food and drink (Use Class A3) uses; a Multi-Storey Car Park (Sui Generis) with ancillary retail (Use Class A1); and public realm, access, drainage and other infrastructure works required for the delivery of Central Quay (Phase 1) | | | |
| 18/01705/MJR | Erection of a Transport Interchange with an associated concourse and ancillary retail/commercial units (Use Classes A1/A2/A3), 305 residential apartments (Use Class C3), 10,318 sq m (GIA) office floorspace (Use Class B1), a 249-space car park and a cycle hub, public realm and related infrastructure and engineering works | Site of Former Marland House and NCP Car Park, Central Square, | 1.14ha | No started (Granted 07.11.18 subject to S106) |

The employment land permitted (ha) on allocated sites during the period 1st April 2018 to 31st March 2019 as a percentage of all employment allocations is 2.4%, slightly higher than the previous 12 months. Please note a significant area of this allocation has an existing development footprint, or has already been developed during the LDP plan period.

It is also worth noting that although the take up in terms of hectares would appear low, the schemes permitted are high density, high rise offices which have smaller land requirements.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Employment Land Take Up

Relevant LDP Policies: KP2, KP9, EC1-EC7

Indicator reference: OB1 EC2

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|--|--|
| 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 (B1b/c, B2, B8) = Take up is more than 10% above or below the target for two or more consecutive years. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| Office Take Up (April 2016 to April 2017) = 9760 sqm Industrial Take up (April 2016 to April 2017) = 12.3 ha | Office Take Up (April 2017 to April 2018) = 14,969 sqm Industrial Take up (April 2017 to April 2018) = 0.5 ha | Office Take Up (April 2018 to April 2019) = 39,726 sqm Industrial Take up (April 2018 to April 2019) = 1.6 ha |
| Analysis | | |
| <p>Office Take up is based on completions during the period April 2018 to 31st March 2019. In this period 39,726 sqm of office floorspace was completed, This floorspace was attributed to the completion of the Office and Media Centre development, at land to the north of Cardiff Central Railway Station. This is slightly above the target set. It is important to note office development at No 4 Capital Quarter is also nearing completion which comprises 11,022 sqm of office floorspace.</p> <p>Taking these figures into consideration, Cardiff's Office market is deemed to be strong, and no concerns are raised in relation to this indicator.</p> <p>Industrial Take-up is based on completions during the period April 2018 to 31st March 2019. Although falling short of the annual target there have been a number of significant industrial completions, which included a 0.9 ha development for B8 self storage at 234 Penarth Road, and 0.6 ha for a new brewery production facility/head office at Pacific Business Park, Splott.</p> | | |

There are also a number of current planning permissions for industrial use. The most significant developments in the pipeline being 15.4 ha of commercial development (B2 and B8 uses), on land adjacent to Longships Road and Compass Road, Cardiff Bay, and a proposed development to take up 16.5 ha of land for a Biomass Power plant, with industrial accommodation (B8 use class). Taking these factors into consideration no concerns are raised in relation to this indicator.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Loss of Employment Land

Relevant LDP Policies: KP2, EC1 – EC7

Indicator reference: OB1 EC3

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|--|
| 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. | No loss of employment land on EC1 protected sites, except for developments which have been considered a complimentary use under Policy EC2, or which have been considered to satisfy Policy EC3. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No loss of employment land occurred on EC1 protected sites except where the proposal was considered a complimentary use under Policy EC2, or which satisfied policy EC3. | No loss of employment land occurred on EC1 protected sites except where the proposal was considered a complimentary use under Policy EC2, or which satisfied policy EC3. | No loss of employment land occurred on EC1 protected sites except where the proposal was considered a complimentary use under Policy EC2, or which satisfied policy EC3. |
| Analysis | | |
| <p>In relation to complimentary uses, a day nursery, a number of small scale A3 retail units and gyms were approved. A veterinary hospital was approved at Avenue Industrial Park (EC1.14) and this included a B1 element. An inflatable park was approved at Jubilee Trading Estate, East Tyndall Street as assessed against Policy EC3 has been marketed for B use class employment without success.</p> <p>It is therefore considered that Policy EC1 and Policy EC3 are functioning effectively. The council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issues.</p> | | |
| Recommendations | | |
| No action is required as present. Continue to monitor. | | |

Topic Area: Employment Provision Cardiff Central Enterprise Zone

Relevant LDP Policies: KP2(A), KP9, EC1 – EC7

Indicator reference: OB1 EC4

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger | | |
|---|--|--|------------|----------|
| Local Employment provision of 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 | | |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 | | |
| Office completions – 9760sq m Offices under construction- 23,380sq m Offices in pipeline with planning permission – 157,897sq m | Office completions – 14,969sq m Offices under construction – 42,652sq m Offices in pipeline (since April 2017) with planning permission – 13,275sq m | Office completions – 39,726 sq m Offices under construction – 42,652sq m Offices in pipeline (since April 2018) with planning permission – 49,328sq m. | | |
| Analysis | | | | |
| <p>Within the Allocated Site (KP2A) the amount of office floorspace completions has increased on the previous year with 39,726sq m of office floorspace completed. Office floorspace currently under construction are the same schemes which were under construction in the last monitoring report.</p> <p>Since April 2018 a further 49,328sq m of office floorspace is in the pipeline with planning permission.</p> <p>Please see monitoring table below for a breakdown of employment land permitted during the monitoring period on allocated sites.</p> | | | | |
| Completions | | | | |
| Application No. | Proposal | Address | Floorspace | Status |
| 14/02405/MJR | DEMOLITION OF MARLAND | LAND TO THE NORTH OF | 14,500 | Complete |

| | | | | |
|---------------------------|---|---|------------|---|
| | HOUSE. MEDIA CENTRE, GROUND FLOOR RETAIL, OFFICES 14,500SQ M B1 OFFICES AND MEDIA CENTRE 25,225SQ M. | CARDIFF CENTRAL STATION | | |
| Under Construction | | | | |
| 16/01749/MJR | HYBRID APPLICATION COMPRISING OF FULL DETAILED APPLICATION FOR THE PROPOSED MIXED-USE COMMERCIAL OFFICE BUILDING AT NUMBER 4 CAPITAL QUARTER AND OUTLINE APPLICATION FOR REMAINING PARTS OF WESTERN COURTYARD AT PLOT J AND L FOR RESIDENTIAL AND ASSOCIATED PUBLIC REALM AND LANDSCAPING | PLOT 1, J AND L, WESTERN COURTYARD, CAPITAL QUARTER, TYNDALL STREET, ATLANTIC WHARF | 11,022 sqm | Under Construction (Granted 13/04/2017) |
| 17/01751/MJR | 31,630 sq m (GIA) 24,837sq m (GIA) OF USE CLASS B1 OFFICES OF WHICH UP TO 372 SQ M OF USE CLASS A1/A3 (RETAIL/CAFÉ) WILL BE PROVIDED AT GROUND FLOOR LEVEL WITH CAR AND | LAND NORTH OF WOOD STREET, WEST OF HAVELOCK STREET, SOUTH OF PARK STREET AND EAST OF NO.6 PARK STREET. (THE SITE ENCOMPASSES PLOTS 6 (IN PART) 7 AND 8 OF THE | 31,630SQ M | Under Construction (Granted 13/09/2017) |

| | | | | |
|--------------------|--|---|-------------|-------------|
| | CYCLE PARKING AND PUBLIC REALM WORKS | CENTRAL SQUARE MASTERPLAN AREA) | | |
| Not Started | | | | |
| 17/02615/MJR | HYBRID APPLICATION COMPRISING OF FULL APPLICATION FOR THE PROPOSED MIXED USE COMMERCIAL BUILDING ON THE SOUTH SITE NO.1 JOHN STREET OUTLINE APPLICATION PROPOSED MIXED USE COMMERCIAL & LEISURE HOTEL FOR THE NORTH SITE NO.2 JOHN STREET. INCLUDING ASSOCIATED PARKING, PUBLIC REALM AND LANDSCAPE WORKS. | LAND ON THE NORTH AND SOUTH SIDE OF JOHN STREET, CALLAGHAN SQUARE, BUTETOWN | 13,275 sqm | Not started |
| 18/00735/MJR | 11 STOREY BUILDING WITH 25,725 SQ M PRIMARILY FOR OFFICE USE WITH GYM (D2), MARKET PLACE/RETAIL AT GROUND FLOOR | LAND AT BRAINS BREWERY AND ADJACENT TO SOUTH OF CARDIFF CENTRAL STATION | 25,735 sq m | Not started |
| 18/01705/MJR | TRANSPORT INTERCHANGE, ANCILLARY RETAIL/COMMERCIAL UNITS, RESIDENTIAL, 10,318SQ M OFFICE FLOORSPACE | SITE OF FORMER MARLAND HOUSE AND NCP CAR PARK | 10,318 sq m | Not started |

The data above shows Policy KP2(A) is effectively delivering the development of the multi storey high density office development in the Central Enterprise Zone with completions higher than the previous year, Pipeline applications are also higher than the previous year. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Employment Provision North West Cardiff

Relevant LDP Policies: KP2(C), KP9, EC1 – EC7

Indicator reference: OB1 EC5

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|--|
| LOCAL Employment provision on Allocated Sites – (KP2 C – North West Cardiff) | 15,000sq m (B1 & B1(b&c)) | No trigger is set at present but will be revised once further details are known. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| 15,500sq m B1(a), B1(b) & B1(c) included in planning application (ref 14/02733/MJR) approved 20/03/2017 | The office development granted planning permission as part of this strategic residential led mixed use development has not yet started. | The office development granted planning permission as part of this strategic residential led mixed use development has not yet started. |
| Analysis | | |
| <p>Planning permission 14/02733/MJR granted 20/03/2017 for residential led mixed use development of this strategic sites which includes the target level of B1 floorspace.</p> <p>Although not yet started, the residential development has begun. It is therefore considered that policy KP2 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p> | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Employment Provision North of Junction 33

Relevant LDP Policies: KP2 (D&E), KP9, EC1 – EC7

Indicator reference: OB1 EC6

Contextual Changes: There have been no significant contextual change relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| LOCAL Employment provision on Allocated Sites – (KP2 D&E – North of J33 & South of Creigiau) | 3 ha by J33 plus 2.5ha flexible local employment space. | No trigger set at present but will be revised once further details are known. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| 6.7ha employment space including interchange included in planning application (ref 14/00852/MJR) granted 28/02/2017. | Not started. | No started. |
| Analysis | | |
| <p>Planning permission 14/00852/MJR granted 28/02/2017 for the residential led mixed use development of this strategic site which includes the target level of employment floorspace. Development has not yet started.</p> <p>As the site has been granted planning permission it is considered that policy KP2 D&E is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of this policy framework relating to this issues.</p> | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Employment Provision North East Cardiff

Relevant LDP Policies: KP2 (F), KP9, EC1 – EC7

Indicator reference: OB1 EC7

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Employment provision on Allocated Sites – (KP2 F – North East Cardiff) | 6.5ha B1 & B1 (b&c) employment space | No trigger is set at present but will be revised once further details are known. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No application submitted to date | No application submitted to date | No application submitted to date |
| Analysis | | |
| No application submitted to date. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Employment Provision South of St Mellons Business Park

Relevant LDP Policies: KP2 (H), KP9, EC1 – EC7

Indicator reference: OB1 EC8

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Employment provision on Allocated Sites – (KP2H- South of St. Mellons Business Park) | 80,000 to 90,000sq m (B1(b))/(c) | No trigger is set at present but will be revised once further details are known. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No application submitted to date | No application submitted to date | No application submitted to date |
| Analysis | | |
| <p>No application submitted to date.</p> <p>The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issues.</p> | | |
| Recommendations | | |
| No action is required at present. | | |

Topic Area: Net Job Creation

Relevant LDP Policies: KP1, KP9, EC1 – EC7

Indicator reference: OB1 EC9

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| LOCAL Net job creation over the remaining Plan period (Total = 40,000 over whole Plan period, 20,900 jobs created between 2006 and 2015). | 19,100 by 2026 or 1,736 annually. Target is set at 1,750 jobs annually over the remaining plan period. | 19,100 by 2026 or 1,736 annually. Target is set at 1,750 jobs annually over the remaining plan period. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| Total jobs in Cardiff – 204,000 in 2015 (latest Nomisweb.co.uk figures 2015). | Total jobs in Cardiff – 208,000 in 2016 (latest Nomisweb.co.uk figures (2016)). | Total jobs in Cardiff – 214,000 in 2017 (latest Nomisweb.co.uk figures, 2017). |
| Analysis | | |
| <p>The total number of jobs in Cardiff has risen to 214,000 jobs, a rise of 6,000 jobs since the last AMR, and is well above target.</p> <p>It is therefore considered that KP1 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p> | | |
| Recommendations | | |
| No action required at present. Continue to monitor. | | |

Topic Area: Active A1 Retail Units within District and Local Centres

Relevant LDP Policies: R1-R8

Indicator reference: OB1 EC10

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger | |
|--|---|--|--|
| Active A1 (retail) units within District and 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. | |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 | |
| District Centres – Average of 46% active retail units within centres. Local Centres – Average of 47% active A1 retail units within centres. | District Centres – Average of 45% active A1 retail units within centres. Local Centres – Average of 46% active A1 retail units within centres. | District Centres – Average of 44% active A1 retail units within centres. Local Centres – Average of 44% active A1 retail units within centres. For an individual breakdown see analysis section. | |
| Analysis | | | |
| District Centres | | | |
| <i>District Centre</i> | <i>Total No of Units</i> | <i>No active A1 (retail) units</i> | <i>Percentage Active A1 (retail) units</i> |
| Albany Road/Wellfield Road | 199 | 95 | 48% |
| City Road | 175 | 68 | 39% |
| Clifton Street | 101 | 53 | 52% |
| Cowbridge Road East | 191 | 86 | 45% |
| Crwys Road/Woodville Road | 132 | 52 | 39% |
| Bute Street/James Street | 63 | 17 | 27% |
| Merthyr Road, Whitchurch | 94 | 50 | 53% |
| Penarth Road/Clare Road | 68 | 33 | 48% |
| St Mellons | 21 | 9 | 43% |
| Thornhill | 7 | 4 | 57% |

| | | | |
|-----------------|-----|----------------|------------|
| Whitchurch Road | 122 | 45 | 37% |
| | | Average | 44% |

The average percentage of active A1 retail units within District Centres is 46%. The majority of District Centres exceed the 40% target with the exception of Bute Street/James Street, Crwys Road/Woodville Road, Whitchurch Road and City Road. It is acknowledged that Bute Street/James Street has historically had a large element of restaurants/cafes given its location within Mermaid Quay, Cardiff Bay.

Crwys Road/Woodville Road, Whitchurch Road and City Road fall just below the 40% threshold. City Road has a number of student accommodation schemes currently taking place which when complete will provide ground floor retail units.

Local Centres

| Local Centre | Total No of Units | No active A1 (retail) units | Percentage of Active A1 (retail) units |
|------------------------------|--------------------------|------------------------------------|---|
| Birchgrove | 48 | 22 | 46% |
| Bute Street (Loudoun Square) | 12 | 9 | 75% |
| Cathedral Road | 27 | 13 | 48% |
| Countisbury Avenue | 35 | 17 | 47% |
| Caerau Lane | 9 | 5 | 56% |
| Fairwater Green | 16 | 8 | 50% |
| Gabalfa Avenue | 15 | 5 | 33% |
| Grand Avenue | 20 | 6 | 30% |
| High Street, Llandaff | 34 | 12 | 35% |
| Maelfa, Llanedeyrn* | N/A* | N/A* | N/A* |
| Newport Road, Rumney | 45 | 20 | 44% |
| Rhiwbina Village | 48 | 25 | 52% |
| Salisbury Road | 45 | 16 | 36% |
| Splott Road | 38 | 14 | 37% |
| Station Road, Llanishen | 28 | 13 | 46% |
| Station Road, Llandaff North | 32 | 14 | 44% |
| Station Road, Radyr | 14 | 7 | 50% |
| Tudor Street | 35 | 15 | 43% |
| Willowbrook Drive | 5 | 1 | 20% |
| Wilson Road | 15 | 8 | 53% |
| | | Average | 44% |

**Maelfa Local Centre is currently undergoing a mixed use redevelopment (Planning Application 11/1082/DCO)*

The average percentage of active A1 retail units within Local Centres is 44%. The majority of Local Centres exceed the 40% target with the exception of Gabalfa Avenue, Grand Avenue, High Street Llandaff, Salisbury Road, Splott Road and

Willowbrook Drive. Grand Avenue has experienced the most significant percentage decline down from 53% to 30%, however, this was the result of previous D1 units omitted in error from the Local Centre boundary in the previous AMR.

Willowbrook Drive retail units are currently being fitted out to accommodate What Stores which will significantly lift the percentage score for this centre.

It is also significant to note, that despite remaining below the 40% threshold, since the last AMR, Gabalfa Avenue has experienced a 6% rise in active A1 retail units; High Street Llandaff has experienced a 1% rise; Salisbury Road a 3% rise and Splott Road a 4% rise in active A1 retail units.

Recommendations

No action is required at present. The majority of centres are providing a strong retail function and those centres which fall below the 40% threshold have all experienced % increases in active A1 retail units since the last AMR, demonstrating a positive upward trend in A1 occupancy rates. Continue to monitor.

Topic Area: Protected City Centre Shopping Frontages

Relevant LDP Policies: R2, R3

Indicator reference: OB1 EC11

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Proportion of protected City Centre shopping frontages with over 50% Class A1 (Shop) units. | 100% | 90% |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| 54 of the city centres 64 Protected Shopping Frontages had over 50% Class A1 units in 2016/17. | In 2017/18, 53 of the city centres 64 Protected Shopping Frontages had 50% or more Class A1 units. | In 2018/19, 53 of the city centres 64 Protected Shopping Frontages have 50% or more Class A1 units. |
| Analysis | | |
| <ul style="list-style-type: none"> The Council's City Centre Land Use and Floor Space survey (LUFS) is undertaken each autumn. The first Performance AMR survey undertaken in October 2016 identified that 54 out of city centres 64 Protected Shopping Frontages comprised of 50% or more Class A1 units. It was noted at the time that the 10 Protected Shopping Frontages which were identified as falling below the 50% threshold were weaker frontages that have not historically achieved 50%, but were included as protected frontages in the LDP for their group value within the Central Shopping Area (CSA). It was therefore recommended that 54 Protected Shopping Frontages represents the 100% target for the future monitoring of this benchmark. The 2018/19 survey identifies that 53 out of city centres 64 Protected Shopping Frontages comprised of 50% or above Class A1 units. This represents a total of 98.1% when measured against the first AMR target of 54 frontages (100%). | | |
| Recommendations | | |
| No actions are triggered. | | |

Topic Area: Vacancy Rates in Central Shopping Area, District and Local Centres

Relevant LDP Policies: KP10, R1-R8

Indicator reference: OB1 EC12

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| Percentage of ground floor vacant retail units in the Central Shopping Area, District and Local Centres | Vacancy level are no higher than the national UK average (10%, March 2019). | Vacancy levels rise above national UK average for more than two consecutive years. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| District Centres – Average of 6% vacancy rate within centres. | District Centres – Average of 7% vacancy rate within centres. | District Centres – Average of 10% vacancy rate within centres. |
| Local Centres – Average of 7% vacancy rate within centres. | Local Centres – Average of 9% vacancy rate within centres. | Local Centres – Average of 8% vacancy rate within centres |
| Central Shopping Area – vacancy rate of 13.9%. | Central Shopping Area – vacancy rate of 12.2%. | Central Shopping Area – vacancy rate of 10.7%. |

For an individual breakdown see analysis section.

| Analysis | | | |
|-------------------------------|---------------------------------|--------------------------------------|--|
| District Centres | | | |
| <i>District Centre</i> | <i>Total No of Units</i> | <i>No vacant retail units</i> | <i>Percentage vacant retail units</i> |
| Albany Road/Wellfield Road | 199 | 15 | 7% |
| City Road | 175 | 23 | 13% |
| Clifton Street | 101 | 10 | 10% |
| Cowbridge Road East | 191 | 8 | 4% |
| Crwys Road/Woodville Road | 132 | 8 | 6% |
| Bute Street/James Street | 63 | 15 | 24% |
| Merthyr Road, Whitchurch | 94 | 8 | 8% |
| Penarth Road/Clare Road | 68 | 7 | 10% |

| | | | |
|-----------------|-----|----------------|------------|
| St Mellons | 21 | 4 | 19% |
| Thornhill | 7 | 0 | 0% |
| Whitchurch Road | 122 | 9 | 7% |
| | | Average | 10% |

3 of the District Centres are above the 10% vacancy trigger; City Road (13% vacancy), Bute Street/James Street (24% vacancy) and St Mellons (19% vacancy). City Road is currently experiencing a number of redevelopment schemes for student accommodation. The frontage of numbers 191 – 209 City Road is particularly affected and accounts for the higher than average vacancy at present. On completion the schemes will be providing ground floor retail units which have the potential to significantly reduce the vacancy rate. Similarly Bute/Street James Street District Centre had a large element of restaurants/cafes given its location within Mermaid Quay, Cardiff Bay and Mermaid Quay is undergoing a programme of modernisation.

With regard to St. Mellons, there have been 2 recent applications relating to vacant units which once implemented have the potential to reduce vacancy rates.

Continue to monitor these centres for improvement next year.

Local Centres

| Local Centre | Total No of Units | No vacant retail units | Percentage vacant retail units |
|------------------------------|--------------------------|-------------------------------|---------------------------------------|
| Birchgrove | 48 | 2 | 4% |
| Bute Street (Loudoun Square) | 12 | 0 | 0% |
| Cathedral Road | 27 | 2 | 7% |
| Countisbury Avenue | 35 | 2 | 6% |
| Caerau Lane | 9 | 2 | 22% |
| Fairwater Green | 16 | 0 | 0% |
| Gabalfa Avenue | 15 | 2 | 13% |
| Grand Avenue | 20 | 2 | 10% |
| High Street, Llandaff | 34 | 2 | 6% |
| Maelfa, Llanedeyrn* | N/A* | N/A* | N/A* |
| Newport Road, Rumney | 45 | 4 | 9% |
| Rhiwbina Village | 48 | 1 | 2% |
| Salisbury Road | 45 | 0 | 0% |
| Splott Road | 38 | 3 | 8% |
| Station Road, Llanishen | 28 | 0 | 0% |
| Station Road, Llandaff North | 32 | 2 | 6% |
| Station Road, Radyr | 14 | 1 | 7% |
| Tudor Street | 35 | 6 | 17% |
| Willowbrook Drive | 5 | 2 | 40% |
| Wilson Road | 15 | 0 | 0% |

| | | | |
|---|--|----------------|-----------|
| | | Average | 8% |
| <p><i>*Maelfa Local Centre is currently undergoing a mixed use redevelopment (Planning Application 11/1082/DCO)</i></p> <p>A significant number of the Local Centres meet or fall below the 9% vacancy trigger, with the exception of Caerau Lane, Gabalfa Avenue, Grand Avenue, Tudor Street and Willowbrook Drive. It is noted that Caerau Lane, Gabalfa Avenue and Grand Avenue are small centres and only have 2 vacant units each.</p> <p>Tudor Street remains higher than the trigger of 9% with a vacancy rate of 17% but this represents a 4% reduction in the vacancy rate since the previous AMR.</p> <p>Willowbrook Drive has the highest vacancy rate (40%) , however this is a small centre and concerns 1 unit which is soon to be occupied by What Stores which will result in this centre being fully occupied.</p> <p>Improvement have also been seen in Birchgrove Local Centre where the vacancy rate has fallen from 11% to 4%; High Street, Llandaff a 3% drop in the vacancy rate and; Splott which has experienced a 10% fall in the vacancy rate.</p> <p>Central Shopping Area (CSA)</p> <p>The 2018/19 City Centre Land Use and Floor Space survey (LUFS) identifies a retail vacancy rate of 10.7% within the Central Shopping Area (CSA). This represents a 1.5% improvement over the previous year and is in line with national trends (of 12.2% in 2018 to 10% in 2019).</p> <p>It is noted that at the time of monitoring, some of the vacancies are units that are undergoing refurbishment / changing occupiers, whilst others form part of longer term regeneration projects.</p> | | | |
| Recommendations | | | |
| <p>No action is required at present. Vacancy rates are predominantly below the required threshold. Continue to monitor.</p> | | | |

Topic Area: Retail Development Outside Designated Centres

Relevant LDP Policies: KP10, R1, R2, R3, R4, R5, R6, R7 & R8

Indicator reference: OB1 EC13

Contextual Changes: There have been no significant contextual changes relating to this policy are during the monitoring period.

| Indicator | Target | Trigger |
|--|--|---|
| LOCAL Number of retail developments permitted outside the Central Shopping Area and District and Local Centres not in accordance with Policy R6 and an assessment of need and strict application of the sequential test. | No retail developments permitted outside these areas (unless in accordance with Policy R6 and an assessment of need and strict application of the sequential test). | 1 or more retail development permitted outside the Central Shopping Area and District and Local Centres not in accordance with Policy R6 and an assessment of need and strict application of the sequential test. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| 27 applications approved for retail development outside designated centres. 7 applications were accompanied by an assessment of need and sequential test. The remaining 20 were not accompanied by an assessment as specific circumstance did not require them. | 17 applications approved for retail development outside designated centres. 3 applications were accompanied by an assessment of need and the sequential test. The remaining 14 were not accompanied by an assessment as specific circumstances did not require them. | 25 applications approved for retail development outside designated centres. None of the applications were accompanied by an assessment of need and the sequential test as specific circumstance did not require them. |
| Analysis | | |
| <p>25 applications for development within Use Class A were permitted outside designated centres. None of the proposals submitted an assessment of need nor demonstrated that they satisfied the sequential test as specific circumstances did not require them for the following reasons:</p> <ul style="list-style-type: none"> - In all case the floorspace was below the TAN 4 threshold or; - The retail floorspace formed part of a mixed use scheme e.g as part of a hotel extension, large scale office schemes and student accommodation or; | | |

- The retail floorspace was considered complementary/ancillary in business/industrial areas or;
- The retail floorspace consisted of POD units on out of centre retail parks which were considered complementary/ancillary to the retail park and not considered retail destinations in their own right such that they would negatively impact designated centres or;
- The retail floorspace related to the change of use of premises already in commercial use and/ or in smaller shopping parades.

It is therefore considered that Policy R6 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Recommendations

No action required at present. Continue to monitor.

Topic Area: Achievement of 50:50 Modal Split

Relevant LDP Policies: KP2, KP6, KP8, T1-T9

Indicator reference: OB1 EC14

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|--|
| 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 = 57.8% (2014) 3) Shopping (City Centre) = 67.1% (2014) 4) Shopping (Other) = 43.2% (2014) 5) Leisure = 58% (2014) | Failure to achieve an annual increase of 1% for each journey purpose for two or more consecutive years |
| Performance 1 st AMR 1 st April 2016 to 31 st March 2017 | Performance 2 nd AMR 1 st April 2017 to 31 st March 2018 | Performance 3 rd AMR 1 st April 2018 to 31 st March 2019 |
| 1) Work: 2014 = 45.2% 2015 = 45.0% (↓) -0.2% 2016 = 48.1% (↑) +3.1% 2) Education: 2014 = 57.8% 2015 = 50.4% (↓) -7.4% 2016 = 59.6% (↑) +9.2% 3) Shopping (City Centre): 2014 = 67.1% 2015 = 66.0% (↓) -1.1% 2016 = 67.9% (↑) +1.9% 4) Shopping (Other): 2014 = 43.2% 2015 = 41.3% (↓) -1.9% 2016 = 45.6% (↑) +4.3% 5) Leisure: 2014 = 58.0% 2015 = 54.8% (↓) -3.2% | 1) Work: 2016 = 48.1% 2017 = 48.4% (↑) +0.3% 2) Education: 2016 = 59.6% 2017 = 55.9% (↓) -3.7% 3) Shopping (City Centre): 2016 = 67.9% 2017 = 64.7% (↓) -3.2% 4) Shopping (Other): 2016 = 45.6% 2017 = 38.8% (↓) -6.8% 5) Leisure: 2016 = 60.2% 2017 = 56.4% (↓) -3.8% | 1) Work: 2017 = 48.4% 2018 = 53.6% (↑) +5.3% 2) Education: 2017 = 55.9% 2018 = 59.1% (↑) +3.1% 3) Shopping (City Centre): 2017 = 64.7% 2018 = 67.3% (↑) +2.6% 4) Shopping (Other): 2017 = 38.8% 2018 = 42.9% (↑) +4.2% 5) Leisure: 2017 = 56.4% 2018 = 58.8% (↑) +2.5% |

2016 = 60.2% (↑) +5.4%

Analysis

There has been a positive outturn in sustainable travel over the past year, with the target 1% increase having been achieved for each of the journey purposes, with significant growth in particular evident for journeys to Work (+5.3% mode-shift).

However, as can be seen from the outturn from last year, result can vary year-on-year, therefore in order to better understand the overall trend in sustainable travel, the historic 5yr rolling average for each journey purpose has been plotted in figure 1.14.1 below –

Figure: 1.14.1

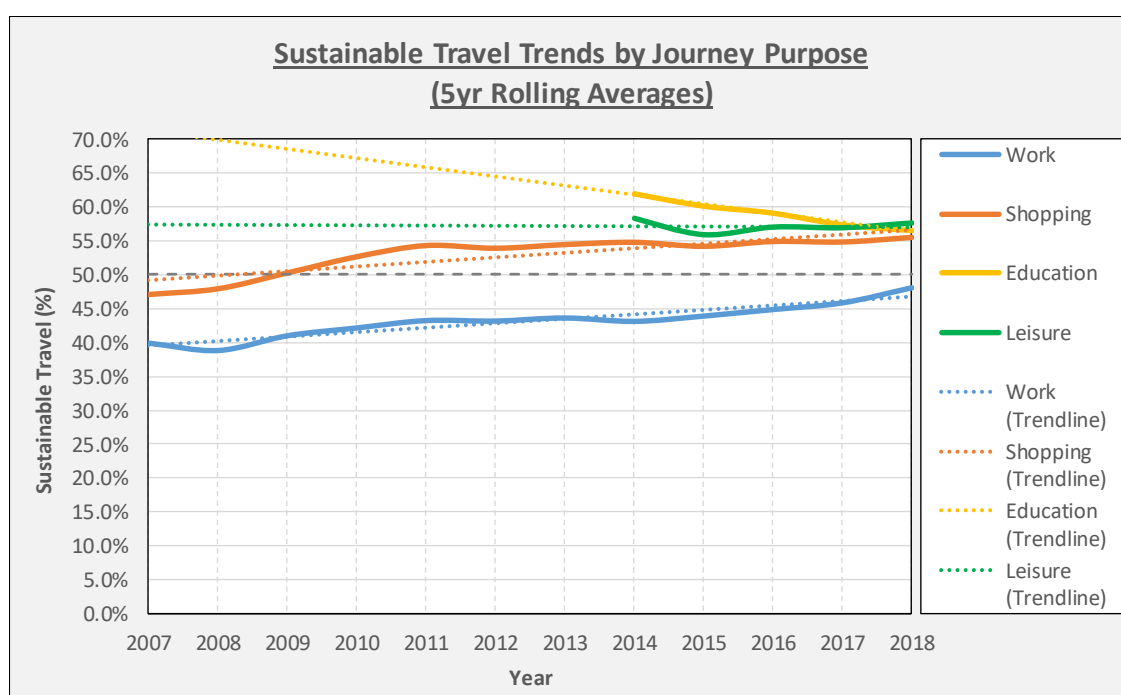


Figure 1.14.1 above demonstrates that for each of the journey purposes except for Work (commuting), the target 50:50 modal split is already being met.

Nevertheless while the overall trend for travelling sustainably for both Work and Shopping trips is increasing, Leisure has remained largely unchanged, while Education has seen a significant decrease.

Travel by mode for Leisure and Education has only been surveyed since 2014 onwards, therefore there may be insufficient data in order to reliably indicate the historic trend for these journey purposes.

It is worth being mindful that the choice to travel sustainably is subject to a number of variables, many of which are externalities outside of the Council's direct influence. Examples of factors which may impact on mode-choice include but are not limited to – fuel prices, bus/rail fares, inflation, level of bus service provision, population trends,

congestion effects in terms of bus journey times/reliability, parking availability/charges, changes in travel patterns (e.g. the rise in internet shopping), weather conditions, public health trends, infrastructure improvements etc.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Percentage of People Walking

Relevant LDP Policies: KP2, KP6, KP8, T1-T9

Indicator reference: OB1 EC15

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|--|
| 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 |
| Performance 1 st AMR 1 st April 2016 to 31 st March 2017 | Performance 2 nd AMR 1 st April 2017 to 31 st March 2018 | Performance 3 rd AMR 1 st April 2018 to 31 st March 2019 |
| 1) Work: 2014 = 15.9% 2015 = 16.6% (↑) +0.7% 2016 = 17.9% (↑) +1.3% | 1) Work: 2016 = 17.9% 2017 = 14.0% (↓) -3.9% | 1) Work: 2017 = 14.0% 2018 = 15.0% (↑) +1.0% |
| 2) Education: 2014 = 24.1% 2015 = 22.6% (↓) -1.5% 2016 = 27.6% (↑) +5.0% | 2) Education: 2016 = 27.6% 2017 = 23.3% (↓) -4.3% | 2) Education: 2017 = 23.3% 2018 = 26.6% (↑) +3.3% |
| 3) Shopping (City Centre): 2014 = 16.7% 2015 = 16.5% (↓) -0.2% 2016 = 18.4% (↑) +1.9% | 3) Shopping (City Centre): 2016 = 18.4% 2017 = 16.1% (↓) -2.3% | 3) Shopping (City Centre): 2017 = 16.1% 2018 = 16.9% (↑) +0.8% |
| 4) Shopping (Other): 2014 = 22.3% 2015 = 22.2% (↓) -0.1% 2016 = 23.5% (↑) +1.3% | 4) Shopping (Other): 2016 = 23.5% 2017 = 19.9% (↓) -3.6% | 4) Shopping (Other): 2017 = 19.9% 2018 = 21.1% (↑) +1.2% |
| 5) Leisure: 2014 = 19.0% 2015 = 18.9% (↓) -0.1% 2016 = 21.8% (↑) +2.9% | 5) Leisure: 2016 = 21.8% 2017 = 17.8% (↓) -4.0% | 5) Leisure: 2017 = 17.8% 2018 = 18.0% (↑) +0.2% |

Analysis

The target increase for the proportion of journeys made on foot has been achieved for each of the journey purposes.

However, results are shown to vary-on-year, as demonstrated by the general decrease in walking between 2016/2017 and 2017/2018. Therefore, in order to better understand the overall trend in walking, the historic 5yr rolling average for each journey purpose has been plotted in figure 1.15.1 below –

Figure 1.15.1

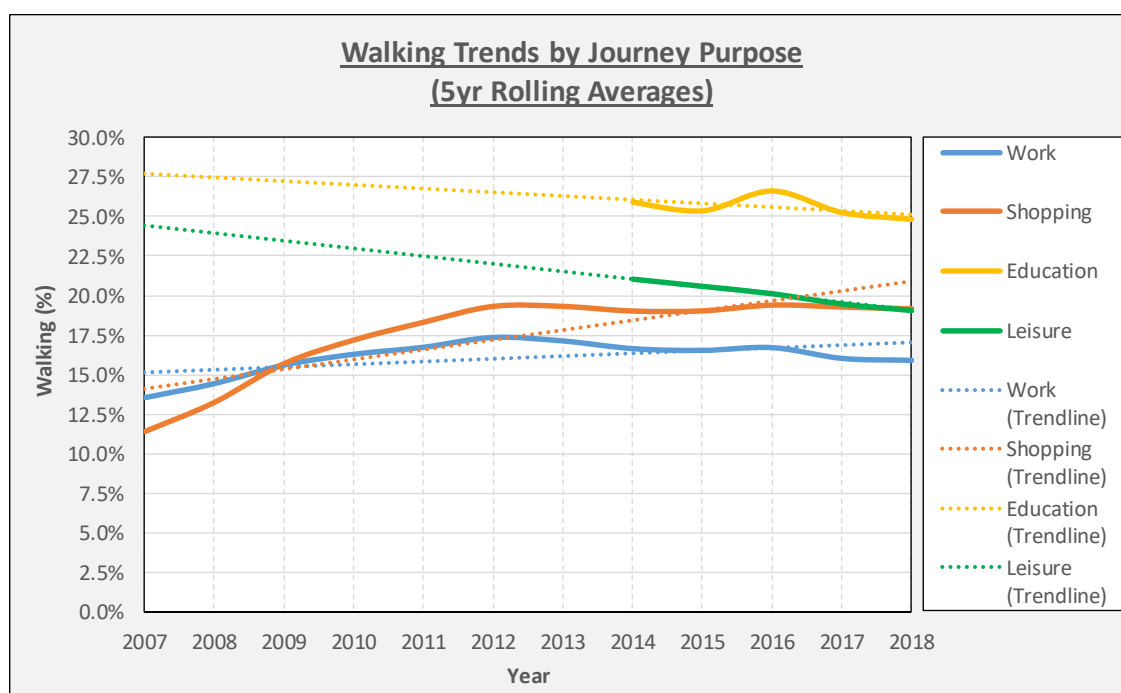


Figure 1.15.1 above demonstrates that while the overall trend for walking to Work and to Shopping is increasing, there is a decline in the proportion walking to Leisure and to Education.

However, travel by mode for Leisure and Education has only been surveyed since 2014 onwards, and as such there may be insufficient data in order to reliably indicate the historic trend for these journey purposes.

As an example of the change in levels of walking overall, the automatic count of the number of annual pedestrians crossing the Pont y Werin bridge has shown a marked increase of 14% between 2017 and 2018 (from 345,000 to 391,700).

Some of the key factors influencing the choice to walk as with sustainable travel in general, have been discussed in OB1 EC14 (Achievement of Modal Split). Nevertheless, amongst the most significant factors for walking are weather conditions and the distance travelled. For example, the weather in 2018 was generally warmer than in 2017, with average temperatures in July/August being 18°C in 2018 compared

with 16.5°C in 2017. This will likely have had a positive impact on the levels of walking for this year.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Percentage of People Cycling

Relevant LDP Policies: KP2, KP6, KP8, T1-T9

Indicator reference: OB1 EC16

Contextual Changes: Cardiff launched its successful Nextbike cycle hire scheme in May of 2018; currently comprising of 73 docking stations catering for around 500 bicycles; with around 50,000 registered users, representing on average nearly 10,000 journeys each week. Over the next year additional docking stations will be provided catering for around 1,000 bicycles. The first phase of Cycleway construction began at Senghennydd Road in March 2019, as part of route C1 (City Centre-Heath-NE Cardiff), with completion of this phase of works expected by the end of September 2019.

| Indicator | Target | Trigger |
|--|--|--|
| Local Percentage of people cycling (all journeys) | An annual increase of journeys made by bike for each journey purpose: 1) Work = 10.6% (2014) 2) Education = 9.5% (2014) 3) Shopping (City Centre) = 5.9% (2014) 4) Shopping (Other) = 5.7% (2014) 5) Leisure = 10.1% (2014) | Failure to achieve an annual increase for each journey purpose for two or more consecutive years |
| Performance 1 st AMR 1 st April 2016 to 31 st March 2017 | Performance 2 nd AMR 1 st April 2017 to 31 st March 2018 | Performance 3 rd AMR 1 st April 2018 to 31 st March 2019 |
| 1) Work: 2014 = 10.6% 2015 = 10.0% (↓) -0.6% 2016 = 11.3% (↑) +1.3% | 1) Work: 2016 = 11.3% 2017 = 16.5% (↑) +5.2% | 1) Work: 2017 = 16.5% 2018 = 20.3% (↑) +3.7% |
| 2) Education: 2014 = 9.5% 2015 = 8.9% (↓) -0.6% 2016 = 9.6% (↑) +0.7% | 2) Education: 2016 = 9.6% 2017 = 12.8% (↑) +3.2% | 2) Education: 2017 = 12.8% 2018 = 14.0% (↑) +1.2% |
| 3) Shopping (City Centre): 2014 = 5.9% 2015 = 5.9% () +0% 2016 = 6.6% (↑) +0.7% | 3) Shopping (City Centre): 2016 = 6.6% 2017 = 7.8% (↑) +1.2% | 3) Shopping (City Centre): 2017 = 7.8% 2018 = 12.2% (↑) +4.4% |
| 4) Shopping (Other): 2014 = 5.7% 2015 = 5.3% (↓) -0.4% | 4) Shopping (Other): 2016 = 6.0% 2017 = 6.6% (↑) +0.6% | 4) Shopping (Other): 2017 = 6.6% 2018 = 9.7% (↑) +3.1% |

2016 = 6.0% (↑) +0.7%

5) Leisure:
2014 = 10.1%
2015 = 9.6% (↓) -0.5%
2016 = 10.0% (↑) +0.4%

5) Leisure:
2016 = 10.0%
2017 = 10.8% (↑) +0.8%

5) Leisure:
2017 = 10.8%
2018 = 13.9% (↑) +3.1%

Analysis

The above demonstrates once again significant growth in the proportion cycling for each of the journey purposes.

However, given that result can be variable year-on-year as discussed previously, the overall trend in cycling is presented by the historic 5yr rolling average for each journey purpose as plotted in figure 1.16.1 below –

Figure 1.16.1

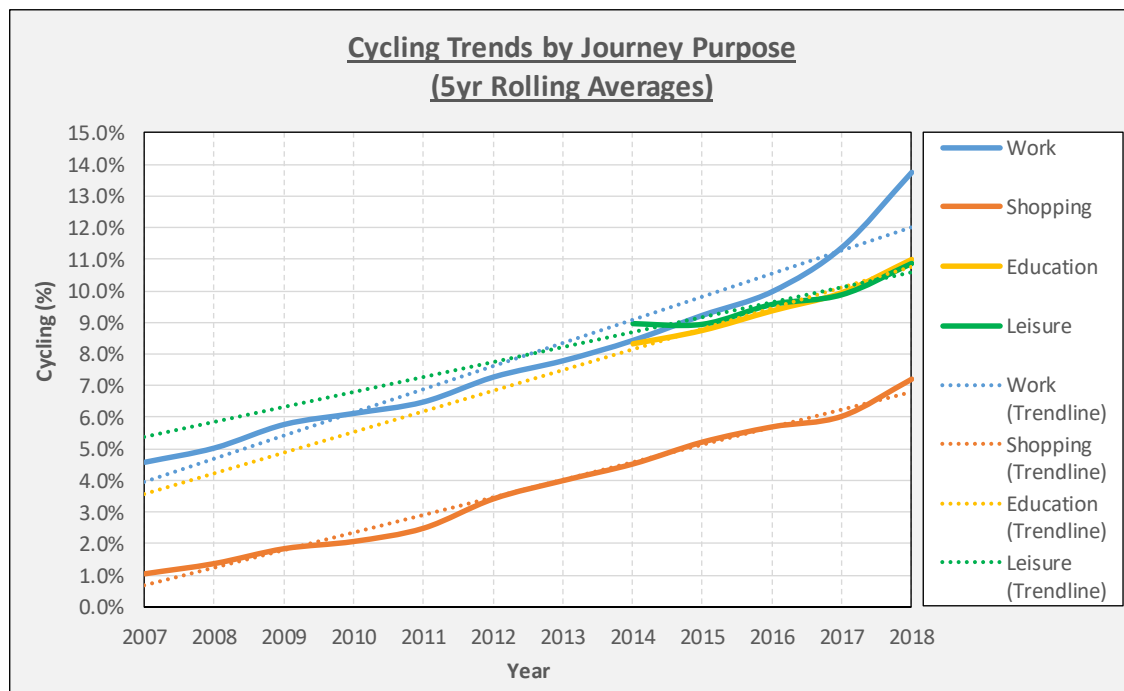


Figure 1.16.1 above confirms an overall trend of increasing numbers cycling for all journey purposes, with a marked level of growth for journeys to Work in particular.

In no small part this substantial growth in the level of cycling has been fuelled by the introduction of Cardiff's hugely successful Nextbike cycle hire scheme in May of 2018, as illustrated in the table on figure 1.16.2 below –

Figure 1.16.2

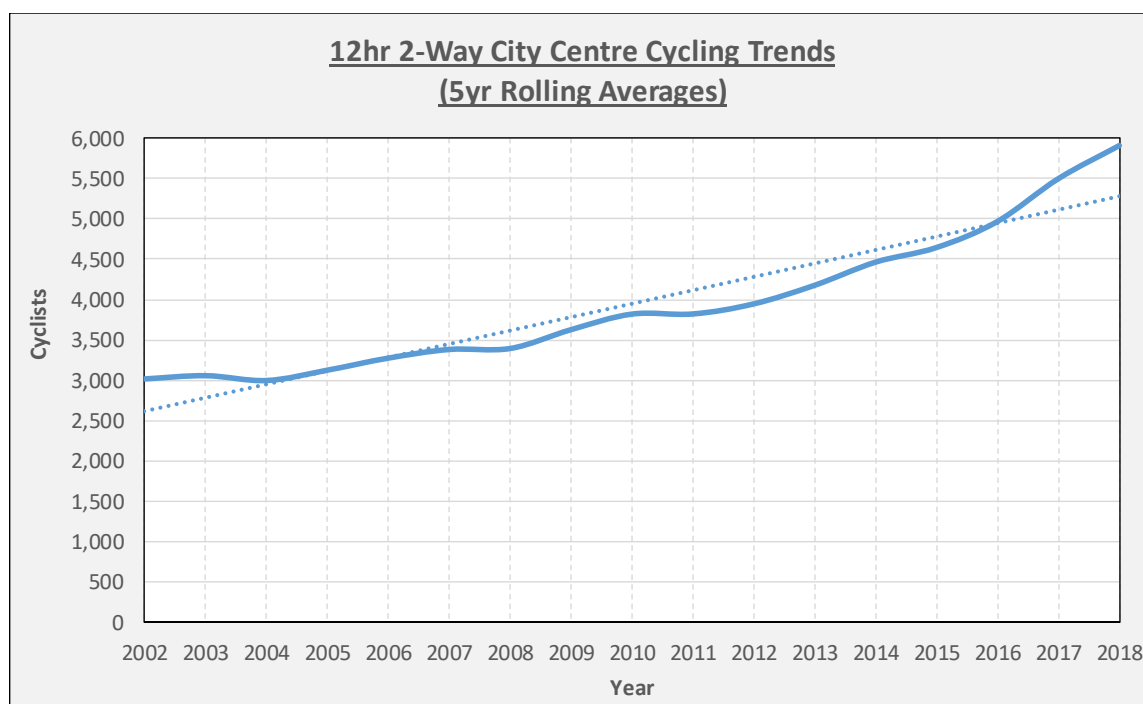
| | June 2018 (250 Nextbikes) | May 2019 (500 Nextbikes) | Change |
|-------------------------|-------------------------------------|------------------------------------|---------------|
| Monthly Rentals | 21,148 | 48,854 | +131% |
| Average Daily Rentals | 705 | 1,576 | +124% |
| Average Weekly Rentals | 4,935 | 11,032 | +124% |
| Total Rentals to-date | 29,497 | 404,910 | +375,413 |
| Total Customers to-date | 11,585 | 51,679 | +393,325 |

Figure 1.16.2 above increases are also echoed in other data sources, with the proportion of pupils cycling to school based on the 'Cardiff Schools Hands-up Survey', having increased from 0.8% in 2007 to 4.2% in 2018, a mode-shift of 3.3% over this period (or relative increase of 300%).

Meanwhile, the automatic count of the number of annual cyclists crossing the Pont y Werin bridge has increased by a substantial 26% between 2017 and 2018 alone (from 180,600 to 228,200).

As further evidence of the increases in levels of cycle use, the 5yr rolling average trends for daily number of cyclists crossing the City Centre cordon (12hr 2-way), based on Council classified counts are provided in figure 1.16.3 below –

Figure 1.16.3



In considering Cardiff's aspiration to double the levels of cycling between 2015 and 2026 (Draft Cycling Strategy) –

Figure 1.16.4

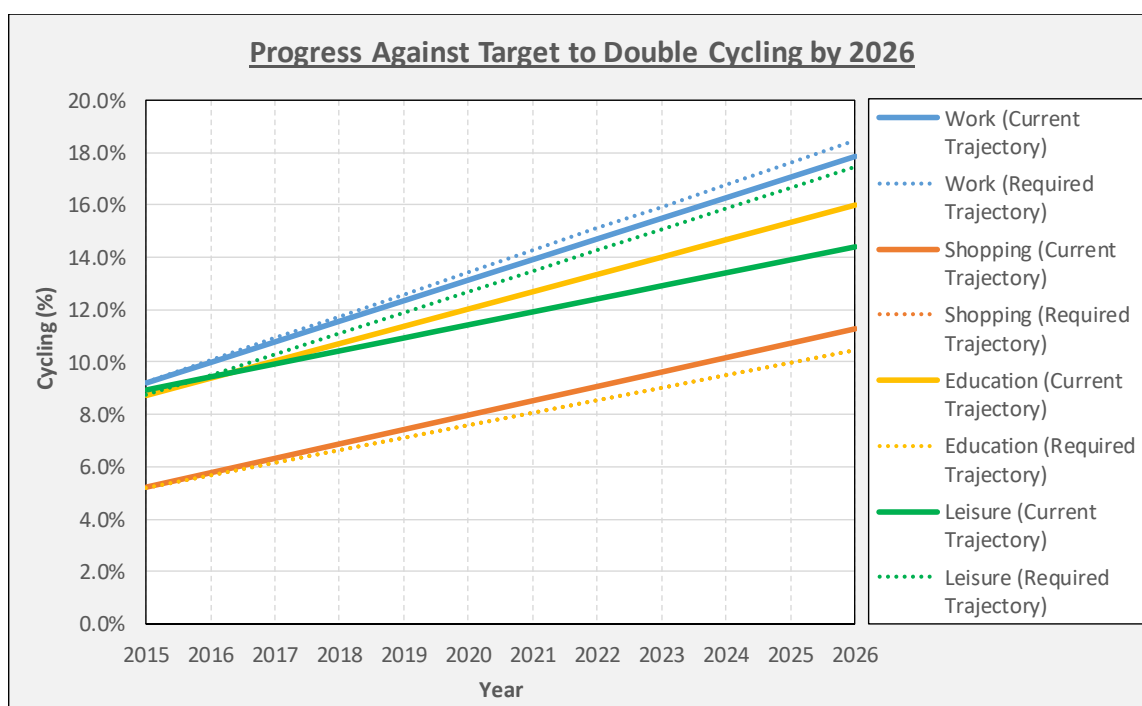


Figure 1.16.4 above demonstrates that Cardiff is on-track to achieve its aspiration for Education and Shopping trips, and close to also doing so for journeys to Work. While the current trajectory is below that of required for Leisure trips, nevertheless this continues to make good progress and shows significant year-on-year increases, with a 3.1% increase (mode-shift) from 2017.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Percentage of People Travelling by Bus

Relevant LDP Policies: KP2, KP6, KP8, T1-T9

Indicator reference: OB1 EC17

Contextual Changes: Cardiff's previous bus station closed in August of 2015, and is to be replaced by the new Transport Interchange, currently anticipated to be completed in 2023. Because of Cardiff Bus' ongoing financial concerns, some services were withdrawn (e.g. 12, 54 and X91). The Council has stepped in to financially support the retention of these services via a tendering process. A number of other remaining services have been rerouted as a result (e.g. 28/28A/28B and 52); together with a decline in service frequency/provision on some services, in particular during evenings and on Sundays (e.g. 17/18, 27, 44/45, 57/58 and 64/65). Cardiff Bus also increased its fares from February 2019.

| Indicator | Target | Trigger |
|--|--|--|
| 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 |
| Performance 1 st AMR 1 st April 2016 to 31 st March 2017 | Performance 2 nd AMR 1 st April 2017 to 31 st March 2018 | Performance 3 rd AMR 1 st April 2018 to 31 st March 2019 |
| 1) Work: 2014 = 11.1% 2015 = 10.7% (↓) -0.4% 2016 = 10.0% (↓) -0.7% | 1) Work: 2016 = 10.0% 2017 = 9.7% (↓) -0.3% | 1) Work: 2017 = 9.7% 2018 = 10.6% (↑) +0.9% |
| 2) Education: 2014 = 13.0% 2015 = 11.6% (↓) -1.4% 2016 = 12.8% (↑) +1.2% | 2) Education: 2016 = 12.8% 2017 = 10.7% (↓) -2.1% | 2) Education: 2017 = 10.7% 2018 = 10.5% (↓) -0.2% |
| 3) Shopping (City Centre): 2014 = 29.4% 2015 = 29.4% () +0% 2016 = 26.7% (↓) -2.7% | 3) Shopping (City Centre): 2016 = 26.7% 2017 = 25.3% (↓) -1.4% | 3) Shopping (City Centre): 2017 = 25.3% 2018 = 23.5% (↓) -1.8% |
| 4) Shopping (Other): 2014 = 8.6% 2015 = 8.4% (↓) -0.2% | 4) Shopping (Other): 2016 = 8.9% 2017 = 7.2% (↓) -1.7% | 4) Shopping (Other): 2017 = 7.2% 2018 = 7.1% (↓) -0.1% |

2016 = 8.9% (↑) +0.5%

5) Leisure:

2014 = 11.2%

2015 = 10.8% (↓) -0.4%

2016 = 10.5% (↓) -0.3%

5) Leisure:

2016 = 10.5%

2017 = 10.3% (↓) -0.2%

5) Leisure:

2017 = 10.3%

2018 = 10.1% (↓) -0.2%

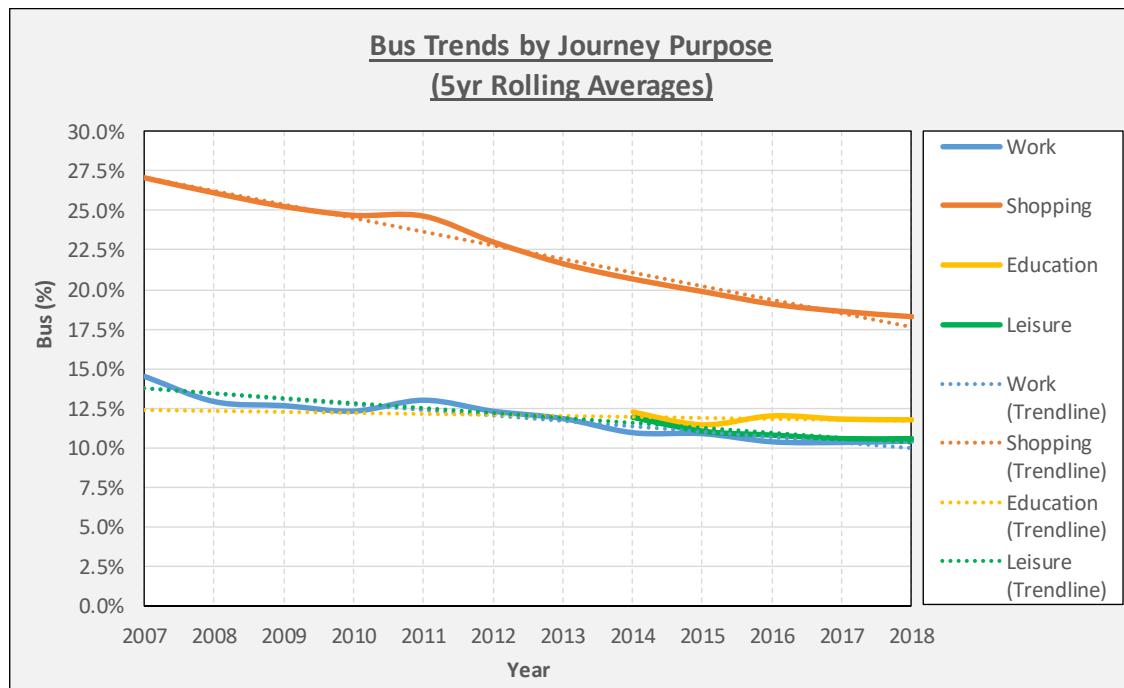
Analysis

The above demonstrates a failure to achieve the target increase for all journey purposes with the exception of Work, which has increased by 0.9% from 2017.

Moreover, because the targets were also failed to have been achieved in the previous year, the trigger (a failure to achieve an increase for two or more consecutive years) has now been activated, which as a result will require further analysis in preparation for monitoring for next year, as detailed in the recommendations below.

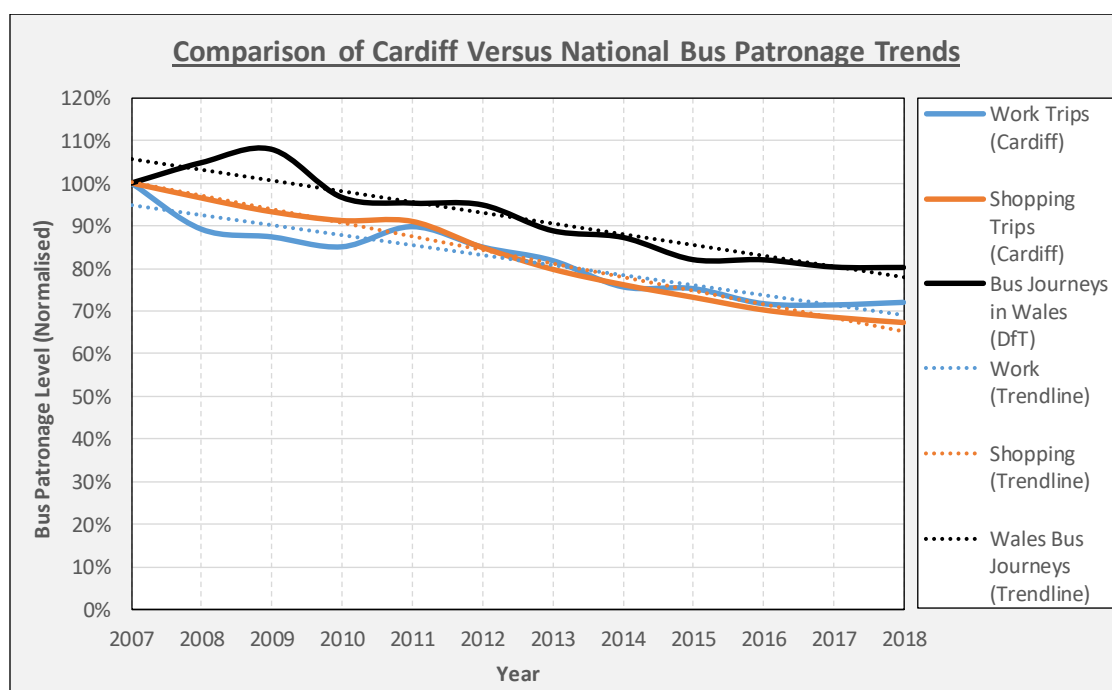
The above decline in bus use for each journey purpose, is evident when looking at the overall trend as per the historic 5yr rolling averages plotted in figure 1.17.1 below

Figure 1.17.1



Nevertheless, this decline is not specific to Cardiff, and is symptomatic of a nationwide decline in bus use, as evident when comparing the above data for Cardiff, with that for the number of journeys in Wales (as illustrated in figure 11.17.2), which shows a similar pattern of decline.

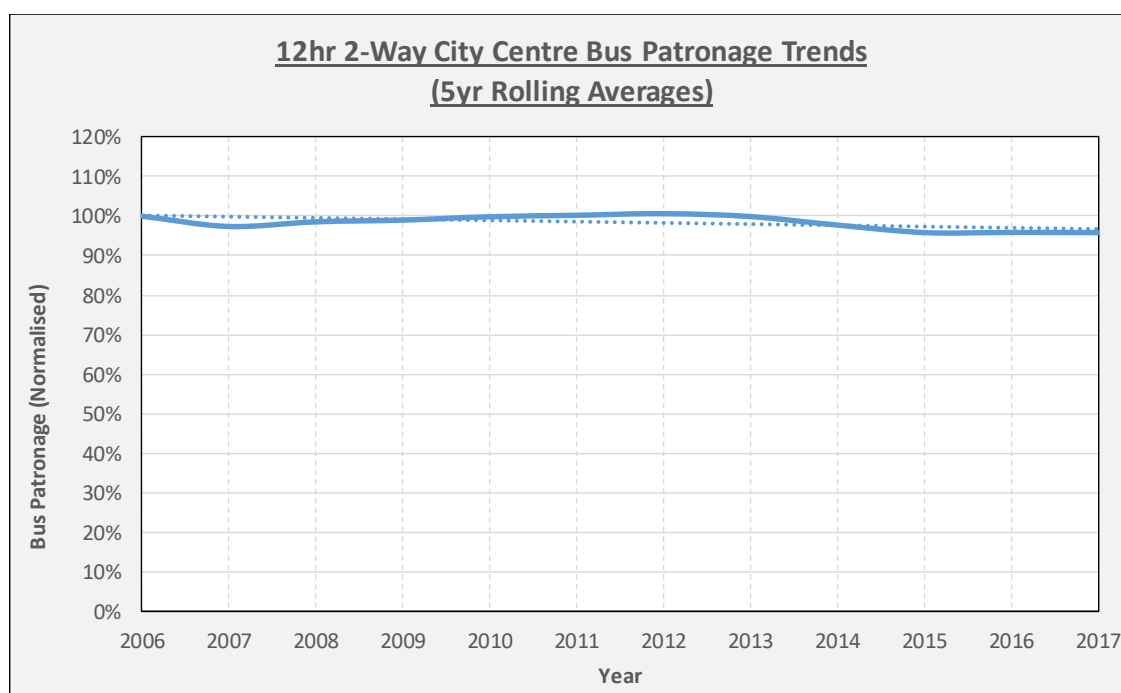
Figure 1.17.2



In response to the above, Welsh Government instructed Transport for Wales (TfW) in a letter of remit dated 30/04/2019 (<https://gov.wales/sites/default/files/publications/2019-05/remit-letter-1-april-2019-to-31-march-2020.pdf>) to undertake a 2019/2020 all-Wales pilot study working in partnership with local authorities and with bus operators, in considering how the declining national trends can be reversed. Examples of the options likely to be considered are integrated ticketing, bus priority, service and frequency enhancements etc.

While overall the numbers travelling by bus have decreased significantly over a number of years, the bus patronage within the City Centre at least has remained fairly stable over this time, as shown in figure 1.17.3 below –

Figure 1.17.3



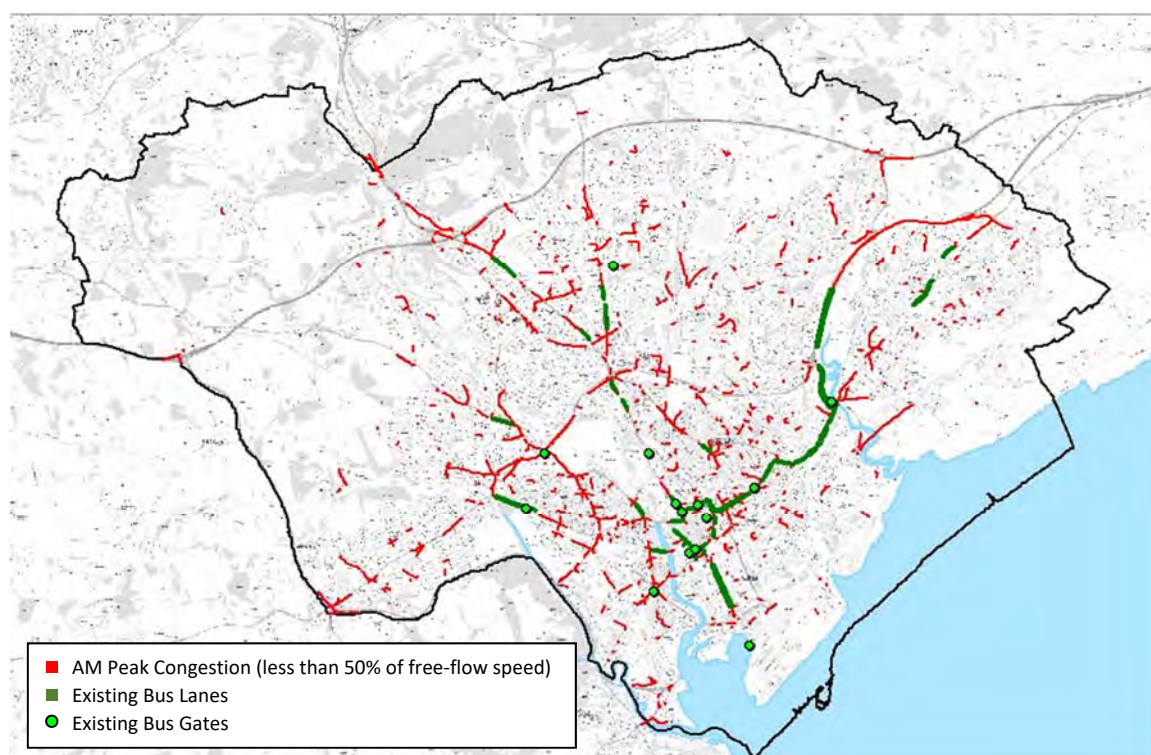
As mentioned above, because of having met the trigger this year, further more detailed consideration is now required in order to determine the underlying causes, and to identify the necessary corrective actions as appropriate, in conjunction with the methodology defined within the Transport Monitoring Framework.

Specific actions to be followed are detailed within the Recommendations below. Nevertheless, initial consideration of the factors which may have potentially contributed to the decline in bus use is provided below.

Some of the key factors influencing the choice to travel by bus are – frequency, journey times and reliability (as discussed in OB1 EC19-20) particularly in the face of increasing congestion, and fares when compared with fuel prices.

The congestion on the network during peak periods poses significant challenges to the operation of reliable and attractive bus services, as illustrated in figure 1.17.4 below

Figure 1.17.4

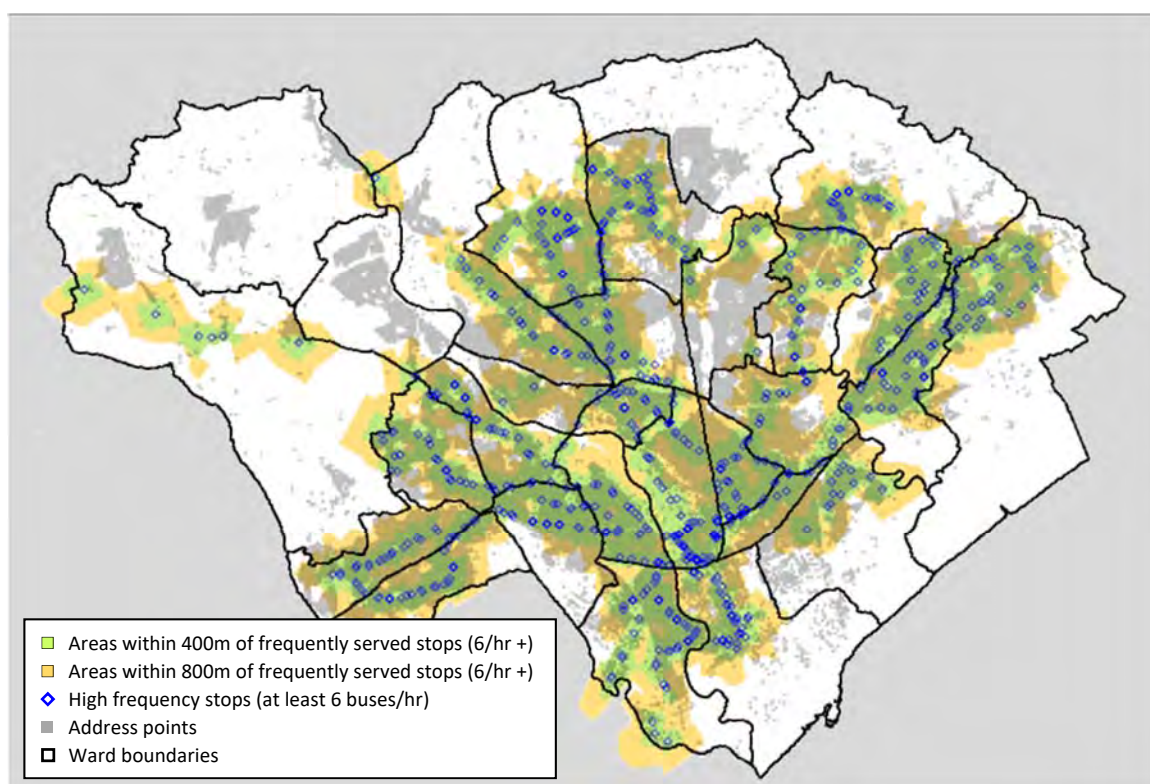


Of note, the TomTom Traffic Index indicates that the level of congestion in Cardiff has increased by 1% from 27% in 2017 to 28% by 2018, also indicating that up to 57% of time spent during the peaks is attributable to congestion. Where there is a lack of priority, buses will inevitably be caught up within this, leading to increased journey times and decreased reliability.

In recognition of this, the Council is currently considering a future strategy of 'Smart Corridors' with bus priority, providing improved management of queueing on the network, while maximising the effectiveness of existing and future bus priority.

Also a key consideration in deciding on whether or not to use the bus, is physical accessibility. The overall the level of accessibility to bus stops with high service frequency (at least 6 services per hour) within Cardiff is generally fairly good, as shown in figure 1.17.5 below –

Figure 1.17.5



The assessment of accessibility does not account for where users wish to travel to. Most services travel into the City Centre rather than cross-city.

The above also illustrates that while overall the level of provision within Cardiff is fairly good, there are notable exceptions where accessibility is poor and/or there is a lack of frequent bus services provided.

In particular the following areas are poorly served - Creigiau, St. Fagans, Pentyrch, Gwaelod-y-Garth, Radyr, Lisvane and Cyncoed; with sections of Whitchurch/Tongwynlais, Heath and Splott also evident; which correlate with low levels of bus use in these areas according to the 2011 Census; i.e. Radyr (2%), Lisvane (2%), Pentyrch (3%), Creigiau/St Fagans (4%) and Cyncoed (6%); compared with the 11% average for Cardiff overall.

Meanwhile the level of service provision is comparatively high in areas such as Ely, Llanrumney, Caerau and Pentwyn; which correlates with high levels of bus use as a result; with 22%, 19%, 18% and 17%, respectively, travelling to work by bus (according to the 2011 Census).

Furthermore, the increased congestion as discussed above, the lack of a replacement central bus station, increasing fares, and changes in bus services; will have all impacted on peoples' choice to travel by bus.

It should also be noted that there is a high proportion of concessionary travel in Wales, with 45% compared with only 22% in England and 35% in Scotland. Therefore, the overall number of fare-paying customers using bus services currently are masked

within the figures provided previously due to the high proportion of concessionary bus pass holders.

A further important consideration is public perception of and levels of satisfaction towards bus services.

When asked whether they had changed their use of certain modes in the past year, respondents to the 2018 Ask Cardiff Survey indicated that 10% had used buses more, while 11% had used buses less, resulting in a net decline in use of 1% over the last year.

When comparing the responses received between 2016 and 2018 in relation to opinions on bus services, there appears to be decreasing levels of satisfaction as evident in the table in figure 1.17.6 below –

Figure 1.17.6

| Respondents very/fairly satisfied: | 2016 | 2017 | 2018 |
|---|-------------|-------------|-------------|
| Journey Times | 63% | 52% (↓) | 45% (↓) |
| Public Transport Information | 55% | 43% (↓) | 42% (↓) |
| Service Frequency | 57% | 49% (↓) | 44% (↓) |
| Journey Time Reliability | 55% | 44% (↓) | 40% (↓) |
| Condition of Bus Stops/Shelters | 56% | 48% (↓) | 42% (↓) |
| Provision of Real-Time Information | 50% | 39% (↓) | 37% (↓) |
| Provision of Printed Timetable | 49% | 42% (↓) | 37% (↓) |
| Local Bus Services Overall | 57% | 45% (↓) | 41% (↓) |
| Buses Overall | 64% | 53% (↓) | 52% (↓) |

However, the above results also mask a stark difference in views between users and non-users, with typically around a 50% level of satisfaction amongst users, compared with around 20% amongst non-users. The 2018 results comparing both are provided in the table in figure 1.17.7 below –

Figure 1.17.7

| Respondents very/fairly satisfied: | Users | Non-users | Overall |
|---|--------------|------------------|----------------|
| Journey Times | 55% | 21% | 45% |
| Public Transport Information | 49% | 23% | 42% |
| Service Frequency | 53% | 21% | 44% |
| Journey Time Reliability | 47% | 20% | 40% |
| Condition of Bus Stops/Shelters | 46% | 26% | 42% |
| Provision of Real-Time Information | 39% | 25% | 37% |
| Provision of Printed Timetable | 42% | 22% | 37% |
| Local Bus Services Overall | 49% | 18% | 41% |

Furthermore, the following table (figure 1.17.8) reports what improvements the public would like to see, and demonstrates that many of the priorities relate to improvements in public transport –

Figure 1.17.9

| Improvements residents would like to see: | Desirable | A Priority |
|--|------------------|-------------------|
| Reduced congestion | 52% | 23% |
| Integrated ticketing | 45% | 12% |
| Improved bus service frequency and reliability | 42% | 14% |
| More cross-city bus services | 41% | 12% |
| More bus lanes | 36% | 7% |
| Extended hours of bus operation | 36% | 9% |
| Better travel information | 33% | 5% |
| Provision of more direct bus services | 30% | 6% |
| More Park & Ride sites | 21% | 6% |

The following table (figure 1.17.10) compares relative satisfaction between the users of the main bus operators in Cardiff, as reported in the 'Bus Passenger Survey 2018' by Passenger Focus –

Figure 1.17.10

| Satisfaction by operator: | Value | Punctuality | Journey Time | Overall |
|----------------------------------|--------------|--------------------|---------------------|----------------|
| Cardiff Bus | 65% | 76% | 85% | 89% |
| New Adventure | - | 79% | 93% | 89% |
| Newport Bus | 68% | 72% | 79% | 87% |
| Stagecoach | 62% | 73% | 86% | 90% |

The above demonstrates very good levels of satisfaction overall, but does highlight some apparent concerns over whether or not services offer value for money.

Recommendations

In response to the trigger having been activated, the following investigations will need to be undertaken in conjunction with the methodology as specified within the Transport Monitoring Framework; and in accordance with commitments made as part of the LDP Examination process –

- Accessibility Mapping
- Corridor Investigation
- Assessment of Journey Costs

Whereby the following surveys will also be undertaken –

- Junction Turning Movement / Classified Link Counts
- Bus Patronage Surveys
- Bus Journey Time / Reliability Surveys (use of VIX operator data if available)

Topic Area: Percentage of People Travelling by Train

Relevant LDP Policies: KP2, KP6, KP8, T1-T9

Indicator reference: OB1 EC18

Contextual Changes: The £5bn 15-year contract to operate the Wales and Borders franchise and to progress the South Wales Metro between 2018 and 2033, was awarded by Transport for Wales to partnership KeolisAmey in May of 2017; the responsibilities for which were transferred over from Arriva Trains Wales to the new operator 'TfW Rail' on the 14th of October 2018. TfW currently have on order a large number of replacement trains, but until such time as these become operational, existing trains are currently undergoing rebranding and refurbishment; which at times have drawn criticism over up to a quarter of the fleet being out of service at any one time due to refurbishment in combination with the need for repair.

| Indicator | Target | Trigger |
|---|---|---|
| Local Percentage of people travelling by train (all journeys) | An annual increase of journeys made by train for each journey purpose: 1) Work = 5.8% (2014) 2) Education = 5.2% (2014) 3) Shopping (City Centre) = 10.6% (2014) 4) Shopping (Other) = 3.8% (2014) 5) Leisure = 8.7% (2014) | Failure to achieve an annual increase for each journey purpose for two or more consecutive years |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| 1) Work: 2014 = 5.8% 2015 = 6.0% (↑) +0.2% 2016 = 7.6% (↑) +1.6% 2) Education: 2014 = 5.2% 2015 = 4.8% (↓) -0.4% 2016 = 5.6% (↑) +0.8% 3) Shopping (City Centre): 2014 = 10.6% 2015 = 10.1% (↓) -0.5% 2016 = 11.3% (↑) +1.2% 4) Shopping (Other): 2014 = 3.8% 2015 = 3.0% (↓) -0.8% | 1) Work: 2016 = 7.6% 2017 = 6.8% (↓) -0.8% 2) Education: 2016 = 5.6% 2017 = 5.2% (↓) -0.4% 3) Shopping (City Centre): 2016 = 11.3% 2017 = 11.0% (↓) -0.3% 4) Shopping (Other): 2016 = 4.4% 2017 = 2.7% (↓) -1.7% | 1) Work: 2017 = 6.8% 2018 = 6.4% (↓) -0.4% 2) Education: 2017 = 5.2% 2018 = 4.7% (↓) -0.5% 3) Shopping (City Centre): 2017 = 11.0% 2018 = 11.3% (↑) +0.2% 4) Shopping (Other): 2017 = 2.7% 2018 = 3.2% (↑) +0.5% |

2016 = 4.4% (↑) +1.4%

5) Leisure:
2014 = 8.7%
2015 = 7.5% (↓) -0.8%
2016 = 8.8% (↑) +1.3%

5) Leisure:
2016 = 8.8%
2017 = 8.3% (↓) -0.5%

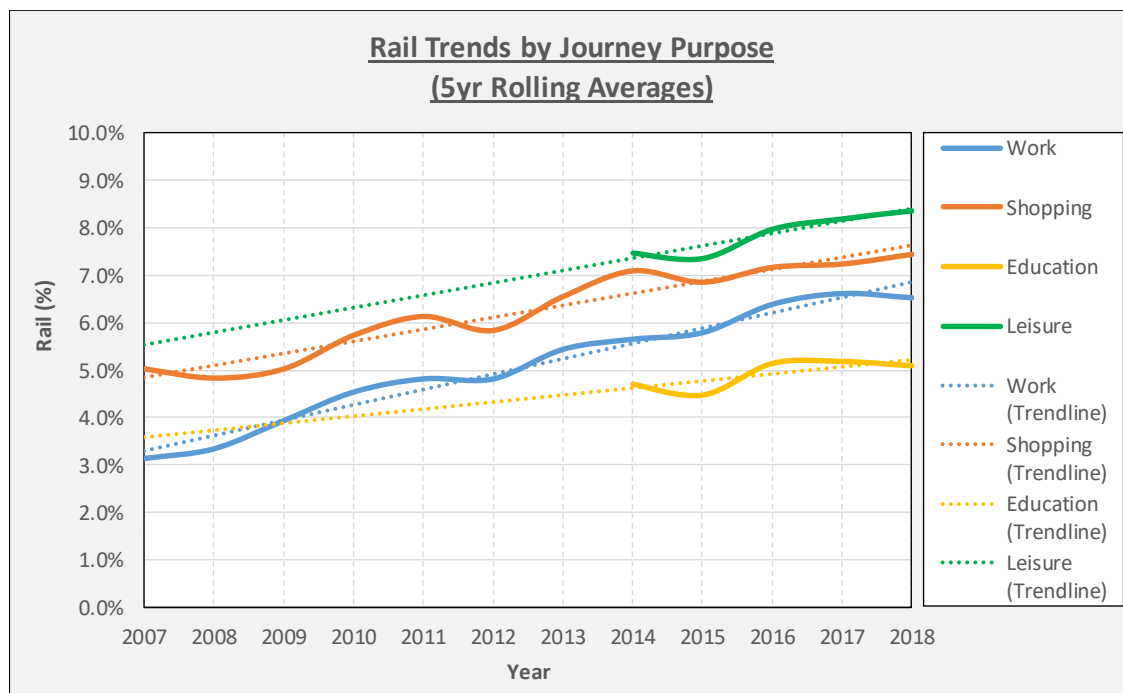
5) Leisure:
2017 = 8.3%
2018 = 8.5% (↑) +0.3%

Analysis

While the proportion travelling by rail for Shopping and Leisure journeys has increased from last year, the above also demonstrates a decline in the proportion for journeys to Work and Education for two consecutive years, thereby activating the trigger for this.

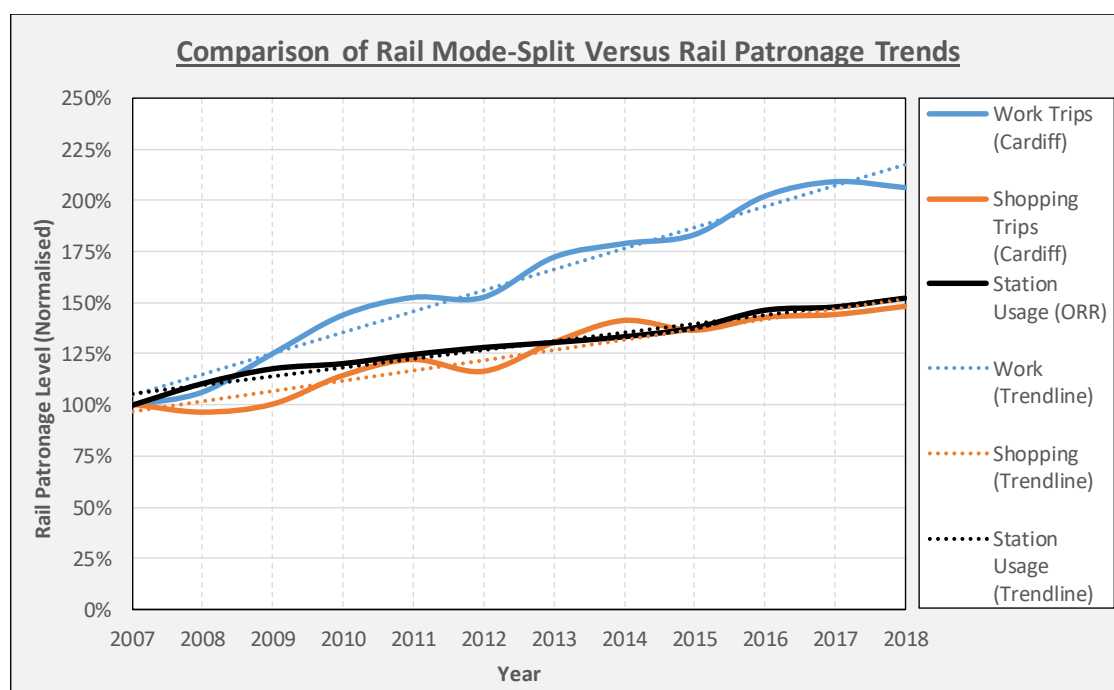
Nevertheless, looking at the overall trend in rail as presented by the historic 5yr rolling averages below, it is evident that the general trajectory for rail is actually upwards for all journeys, as provided in figure 1.18.1 below –

Figure 1.18.1



Setting the trends in figure 1.18.1 in context with station usage in Cardiff as reported each year by the ORR, it can be seen that the trend in Shopping trips closely tracks that of the overall growth in station patronage, while Work trips appear to have increased at a far higher rate, having more than doubled since 2007, as shown in figure 1.18.2 below –

Figure 1.18.2



In considering public perception towards rail services as shown in the results of the 2018 Ask Cardiff Survey in figure 1.18.3 below, it is evident that there is a general desire for improvement to be made to local train services and for the introduction of integrated ticketing –

Figure 1.18.3

| Improvements residents would like to see: | Desirable | A Priority |
|---|-----------|------------|
| Integrated ticketing | 45% | 12% |
| Improved local train services | 41% | 14% |
| Better travel information | 33% | 5% |
| Improved national train services | 30% | 4% |
| More Park & Ride sites | 21% | 6% |

When asked whether they had changed their use of certain modes in the past year, respondents to the above survey indicated that 7% had used rail more, while 9% had used rail less, resulting in a net decline in use of 2% over the last year.

However, Cardiff residents account for only around 30% of all rail journeys within Cardiff, the remainder having originated from outside (2011 Census – Method of Travel to Work by OD). Therefore any decline in rail use amongst Cardiff residents does not necessarily equate to a decrease in overall rail use within Cardiff.

The ability of Cardiff residents to use the trains on the Valley Lines is limited by those travelling into Cardiff from the region, as inbound trains typically arrive at Cardiff's outlying stations already standing room only during the morning peak period.

It should be noted that the timeframe of the majority of the above analysis has largely coincided with the transitional period in the transfer of the Wales and Borders Rail Franchise, between the previous operator Arriva Trains Wales (ATW) and that of the new operator TfW Rail as part of the Metro, and as such the interpretation of any results need to be treated with an element of caution.

Nevertheless, looking further at public perceptions of rail travel, the 'National Rail Passenger Survey 2019' (Passenger Focus) enables the following comparison of user satisfaction for the rail operators in Cardiff to be made (figure 1.18.4) –

Figure 1.18.4

| Satisfaction by operator: | Train Condition | Punctuality/Reliability | Level of Crowding | Overall |
|----------------------------------|----------------------------|--------------------------------|----------------------------|----------------------------|
| TfW Rail (previously ATW) | 18/19 = 64% 19/20 = 65% | 18/19 = 80% 19/20 = 80% | 18/19 = 70% 19/20 = 71% | 18/19 = 82% 19/20 = 82% |
| Cross-Country | 18/19 = 78% 19/20 = 78% | 18/19 = 83% 19/20 = 86% | 18/19 = 67% 19/20 = 63% | 18/19 = 86% 19/20 = 86% |
| Great Western Railway | 18/19 = 77% 19/20 = 83% | 18/19 = 70% 19/20 = 79% | 18/19 = 72% 19/20 = 74% | 18/19 = 81% 19/20 = 87% |

The above shows that satisfaction levels over the last year have generally remained broadly the same, with the exception of Great Western which has seen significant increases in levels of satisfaction across all domains.

As with the proportion of travel by bus (OB1 EC17), because of having met the trigger this year for two of the five monitored journey purposes by rail; further more detailed consideration will now be required in order to determine the underlying causes, and to identify the necessary corrective actions as appropriate, in conjunction with the methodology defined within the Transport Monitoring Framework; as specified in the Recommendations below.

Recommendations

In response to the trigger having been activated, the following investigations will need to be undertaken in conjunction with the methodology as specified within the Transport Monitoring Framework; and in accordance with commitments made as part of the LDP Examination process –

- Accessibility Mapping
- Corridor Investigation
- Assessment of Journey Costs

Whereby the following surveys will also be undertaken –

- Rail Patronage Surveys
- Rail Journey Time / Reliability Surveys

Topic Area: Improvement in Journey Times by Bus

Relevant LDP Policies: KP2, KP6, KP8, T1-T9

Indicator reference: OB1 EC19

Contextual Changes: The Council currently do not have access to bus monitoring data held by operators, and are therefore not able to determine bus journey times and reliability directly. Therefore, the level of bus user satisfaction of journey times and reliability as recorded in the Ask Cardiff Survey, will once again be used as a proxy, until such time that the required monitoring tools become available. Further contextual changes relating to bus use are defined in OB1 EC17, EC20 and EC21.

| Indicator | Target | Trigger |
|--|---|---|
| Local Improvement in journey times by bus | An annual 1 percent improvement in journey times for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from adoption of the Local Development Plan | Failure to achieve an annual improvement in bus journey times of 1% for two or more consecutive years |
| Performance 1st AMR 1 st April 2016 to 31 st March 2017 | Performance 2nd AMR 1 st April 2017 to 31 st March 2018 | Performance 3rd AMR 1 st April 2018 to 31 st March 2019 |
| Public Satisfaction Regarding Bus Journey Times (Ask Cardiff Survey): 2015 = 59.8% 2016 = 62.6% (↑) +2.7% | Public Satisfaction Regarding Bus Journey Times (Ask Cardiff Survey): 2016 = 62.6% 2017 = 52.1% (↓) -10.5% | Public Satisfaction Regarding Bus Journey Times (Ask Cardiff Survey): 2017 = 52.1% 2018 = 54.7% (↑) +2.6% |
| Analysis | | |
| There has been a 2.6% improvement in the level of satisfaction over the past year with regard bus journeys. However, the current level of satisfaction is lower than that from 2015, while there was a 10.5% decline between 2016 and 2017, suggesting that the trend overall is of the level of satisfaction declining; although to what extent this relates directly to a decline in actual journey times is uncertain. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Improvement in Bus Journey Time Reliability

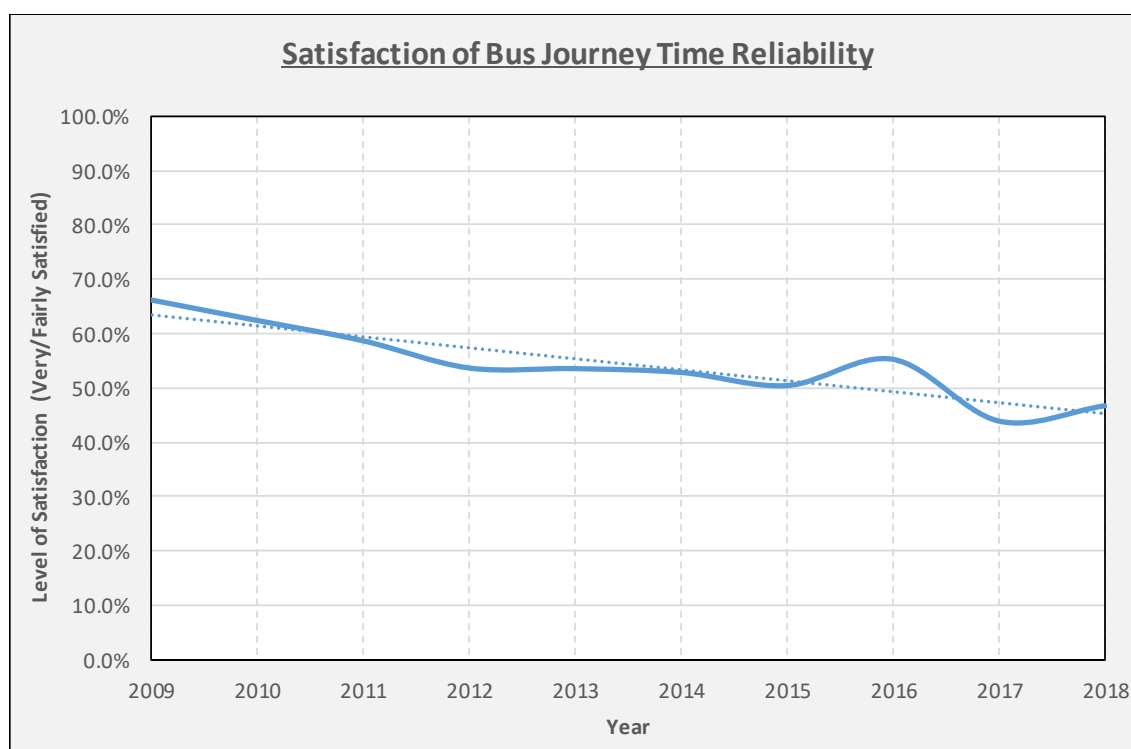
Relevant LDP Policies: KP2, KP6, KP8, T1-T9

Indicator reference: OB1 EC20

Contextual Changes: The Council currently do not have access to bus monitoring data held by operators, and are therefore not able to determine bus journey times and reliability directly. Therefore, the level of bus user satisfaction of journey times and reliability as recorded in the Ask Cardiff Survey, will once again be used as a proxy, until such time that the required monitoring tools become available. Further contextual changes relating to bus use are defined in OB1 EC17, EC19 and EC21.

| Indicator | Target | Trigger |
|---|--|--|
| Local Improvement in bus journey time reliability | An annual 1 percent improvement in journey time reliability for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from adoption of the Local Development Plan | Failure to achieve an annual improvement in bus journey time reliability of 1% for two or more consecutive years |
| Performance 1st AMR 1 st April 2016 to 31 st March 2017 | Performance 2nd AMR 1 st April 2017 to 31 st March 2018 | Performance 3rd AMR 1 st April 2018 to 31 st March 2019 |
| Public Satisfaction Regarding Bus Journey Time Reliability (Ask Cardiff Survey): 2015 = 50.4% 2016 = 55.2% (↑) +4.8% | Public Satisfaction Regarding Bus Journey Time Reliability (Ask Cardiff Survey): 2016 = 55.2% 2017 = 43.9% (↓) -11.3% | Public Satisfaction Regarding Bus Journey Time Reliability (Ask Cardiff Survey): 2017 = 43.9% 2018 = 46.7% (↑) +2.8% |
| Analysis | | |
| <p>There has been a 2.8% improvement in the level of satisfaction over the past year with regard bus journey time reliability.</p> <p>However, in considering the general trend as shown in figure 1.20.1 below, it is evident that overall there has been a decline in the level of satisfaction over time, not least marked by the considerable 11% decline between 2016 and 2017; although to what extent this relates directly to a decline in actual reliability is uncertain.</p> | | |

Figure 1.20.1



Recommendations

No action is required at present. Continue to monitor.

Topic Area: Delivery of Regional Transport Hub

Relevant LDP Policies: KP2, KP6, KP8, T4

Indicator reference: OB1 EC21

Contextual Changes: Demolition of Cardiff's previous bus station began on the 1st of August 2015, followed by redevelopment of Central Square by developer Rightacres. Planning approval for the new Integrated Transport Hub (now known simply as the 'Transport Interchange') was granted in March of 2017, to be built on vacant land formerly occupied by Marland House and Wood Street car park, with completion initially anticipated in December 2017. However, since this time the nature of the development has evolved significantly, with responsibility for delivery now a joint venture between Welsh Government in partnership with developer Rightacres and Legal & General, while the ultimate responsibility for operation of the new interchange having been transferred to Transport for Wales (TfW), a not-for-profit/arms-length transport company set up by Welsh Government.

| Indicator | Target | Trigger |
|--|---|---|
| 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 |
| Performance 1st AMR 1 st April 2016 to 31 st March 2017 | Performance 2nd AMR 1 st April 2017 to 31 st March 2018 | Performance 3rd AMR 1 st April 2018 to 31 st March 2019 |
| Redevelopment of Central Square ongoing. Planning approval for the new hub granted March 2017 | The council is committed to the delivery of the new hub, working in partnership with Welsh Government/TfW, Network Rail and developer Right Acres, as part of the Metro Delivery Partnership (MDP). | The Council is committed to facilitate delivery of the Transport Interchange, together with its ancillary uses and associated infrastructure. Completion of the interchange is currently anticipated to be 2023, although the bus station itself may become operational prior to this in 2021/2022. |
| Analysis | | |
| The new Transport Hub/Interchange forms part of the wider Central Square redevelopment, which includes the new BBC Cymru Wales HQ catering for 1,200 staff, which is currently in the process of being fitted out, with staff anticipated to be relocated here from their existing site in Llandaff around October 2019. | | |

Responsibility for delivery of the new interchange now lies with Welsh Government in partnership with developer Rightacres and Legal & General, while the responsibility for the ultimate operation of the interchange rests with Transport for Wales (TfW).

The latest application for the interchange (ref: 18/01705/MJR) was considered at planning committee on 7th of November 2018, whereby a resolution to approve was given. However a decision notice to grant the application has not yet been issued, as a S106 agreement is yet to be completed, with complex negotiations to secure private sector investment still on-going.

The current proposal for the new interchange are as follows –

- 14 bus stands based on a drive-in-reverse-out (DIRO) arrangement;
- A ground floor concourse comprising 5 commercial retail units and public conveniences;
- A 6-storey office block, located above the interchange;
- Around 300 private residential apartments (PRS) to rent arranged over 22-storeys;
- A 249 space car park split over 5 levels, with 225 of these allocated to the BBC, and the remaining 24 for the office development;
- 50 cycle parking spaces provided for the offices, with 160 spaces provided for the PRS apartments, and the provision of 216 spaces for general public use (of these comprising 36 Nextbike spaces, and 60 spaces on-street);
- Significant public realm and highway improvement works.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Delivery of Sustainable Transportation Infrastructure

Relevant LDP Policies: KP2, KP6, KP8, T4

Indicator reference: OB1 EC22

Contextual Changes: Lack of available funding and suitable developer contributions, continue to be significant constraints to the delivery of LTP schemes, and in securing the sustainable infrastructure necessary to support modal shift and the delivery of the Master-planning principles set out in the LDP. Since being originally defined within the LTP, previously named strategic cycle route and walkable network programme (WNP) schemes, have since been superseded and as a result reclassified below according to the Cardiff Integrated Network Map (INM), or as part of one of Cardiff's five proposed Cycleways.

| Indicator | Target | Trigger |
|---|---|---|
| Local Delivery of new sustainable transportation infrastructure including: Rapid Bus Corridors, Cycle Network, Transport Hubs and LTP schemes to mitigate development impacts and support modal shift | To prepare & implement a range of sustainable transport schemes including schemes identified in the Cardiff LTP which support modal shift and the delivery of the Master-planning principles set out in the LDP | Failure to deliver projects identified in LTP timeframes and/or failure to deliver sustainable key principles as referenced in OB4 SN12 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| ALL Schemes: Completed = 3 (9%) On-going = 15 (47%) On-hold = 14 (44%) TOTAL = 32 | ALL Schemes: Completed = 9 (17%) On-going = 27 (52%) On-hold = 16 (31%) TOTAL = 52 | ALL Schemes: Completed = 12 (20%) On-going = 32 (53%) On-hold = 16 (27%) TOTAL = 60 Multi-Modal & Transport Hubs Schemes: Completed = 1 (17%) On-going = 5 (83%) On-hold = 0 (0%) TOTAL = 6 Cycle Network & Active Travel Schemes: Completed = 5 (15%) |

| | | |
|--|--|--|
| | | <p>On-going = 17 (52%) On-hold = 11 (33%) TOTAL = 33</p> <p>Rapid Bus Corridor Schemes:</p> <p>Completed = 2 (15%) On-going = 6 (46%) On-hold = 5 (38%) TOTAL = 13</p> <p>Rail Improvement Schemes:</p> <p>Completed = 4 (50%) On-going = 4 (50%) On-hold = 0 (0%) TOTAL = 8</p> |
|--|--|--|

Analysis

Not all schemes have been able to be delivered within the timeframes originally set out, due to a lack of funding and resources, together with shifting priorities.

Nevertheless, good progress has continued to be made, with an additional 3 schemes having been delivered since reporting the 2nd AMR, together with a higher proportion of schemes whose status is on-going/completed.

Progress against LTP and LDP identified sustainable transport infrastructure schemes for the period 2015-2019, are summarised below: -

Multi-Modal & Transport Hubs Schemes:

| Timeframe | Scheme | Completed? | Commentary |
|-----------|---|------------|--|
| 2015-2017 | Strategic Junction Improvements - Newport Road / West Grove [LDP] | YES | Phase 1: East Grove/Howard Place = completed 05/05/16; Phase 2a: West Grove/The Parade = completed 25/08/16; Phase 2b: Newport Road/West Grove = completed 14/03/17; Phase 3: Newport Road/Fitzalan Road = completed 22/11/17 |
| 2015-2017 | Strategic Cycle & Bus Improvements - Route 6 - Cowbridge Rd East/West & Ely | On-going | Cowbridge Road East Toucan completed in 2016; Ely River Bridge completed in 2017; now being progressed as part of C5 feasibility |

| | | | |
|-----------|---|----------|--|
| | Bridge Roundabout | | |
| 2015-2021 | Eastern Corridor Improvements [LDP] | On-going | Eastern Bay Link between Queensgate & Ocean Way opened on 15/06/17 as 'A4232 Ffordd Ewart Parkinson' with 1-year post-scheme assessment undertaken; Dedicated north-south running lane provided at the Adshel Roundabout in 2018; Eastern Corridor Study to be undertaken in 2019 |
| 2015-2026 | Strategic Park & Ride - North of M4 J33 [LDP] | On-going | 1,000-space P&R to be delivered as part of SSD; timeline to be agreed |
| 2016-2021 | City Centre Improvements - Bus Lanes, Bus Gates, Bus Priority & Junction Improvements [LDP] | On-going | Central Square: detailed design on-going, public consultation scheduled Autumn 2019, construction scheduled to start Jan 2020; Westgate Street (WGS): detailed design on-going, bus gate to be installed as part of Central Square scheme; Station Terrace (CCE): WelTAG Stage 2, design on-going, consultation planned for early 2020 with construction to start Spring/Summer 2020; Castle Street (CCN): Air Quality compliance target set, design tested to meet target, consultation Autumn 2019, construction scheduled to start Feb 2019 (subject to funding); Grangetown-Riverside Study: feasibility work started (due for completion Aug 2019), design work to be completed Nov 2019 for first installations in 2020-2021 |
| 2017-2022 | UHW Hub | On-going | Planning approval received, designs completed |

Cycle Network & Active Travel Schemes:

| Timeframe | Scheme | Completed? | Commentary |
|-----------|--|------------|---|
| 2015-2016 | INM Pedestrian Improvements (previously WNP) - | YES | Phase 1 completed in 2015/2016; Phase 2 completed in 2016/2017; |

| | | | |
|-----------|--|----------|---|
| | Llanrumney, St Mellos and Ely & Caerau (Phase 1) | | Phase 3 completed in 2017/2018 |
| 2015-2016 | INM Strategic Cycle Improvements - Route 5 - Penarth Road Corridor - Phase 2 | YES | Scheme completed in 2015 |
| 2015-2016 | INM Strategic Cycle Improvements - Route 50 - Wood St-Leckwith Rd | YES | Scheme completed in 2015 |
| 2015-2016 | INM Strategic Cycle Improvements [146] - North Cardiff Community Route (NCCR) - Phase 4 | On-hold | No progress to-date |
| 2016-2017 | INM Pedestrian Improvements (previously WNP) - Splott (Phase 1), Grangetown & Llandaff North | On-going | Splott SRIC schemes implemented; Grangetown schemes identified & funded for delivery in 2019/2020; some SRIC improvements implemented in Llandaff North |
| 2016-2017 | INM Strategic Cycle Improvements [119] - Route 34 - Bute Dock Footway Shared Use | On-hold | Not currently being progressed |
| 2016-2017 | INM Strategic Cycle Improvements [120] - Route 34 - Bute East Dock-Hemingway Rd | On-hold | Not currently being progressed |
| 2016-2017 | INM Strategic Cycle Improvements [121] - Route 34 - Sanquahar/Windso r Rd | On-going | New crossing has been implemented; upgrades to cycle track being progress as part of C3 |
| 2017-2018 | INM Pedestrian Improvements (previously WNP) - | On-going | Being viewed in light of NE Cardiff development |

| | | | |
|-----------|---|----------|--|
| | Llanishen & Pentwyn (Phase 1) | | |
| 2017-2018 | INM Pedestrian Improvements (previously WNP) - Llanrumney (Phase 2) | On-going | Being considered as part of Eastern Corridor Study |
| 2017-2018 | INM Strategic Cycle Improvements [135] - Route 9 - Pantbach Road | On-hold | No progress to-date |
| 2017-2018 | INM Strategic Cycle Improvements [26] - Route 6 - Cowbridge Rd West/Vincent Rd | On-going | Being progressed as part of C5 feasibility |
| 2017-2018 | INM Strategic Cycle Improvements [27] - Route 6 - Grand Avenue | On-going | Being progressed as part of C5 feasibility |
| 2017-2018 | INM Strategic Cycle Improvements [45A] - Route 9 - North Road between Gabalfa & St Georges Rd | YES | Scheme completed |
| 2017-2018 | INM Strategic Cycle Improvements [96B] - Route 9 - Footbridge over Western Av with Gabalfa Int. | On-hold | No progress to-date |
| 2017-2018 | INM Strategic Cycle Improvements [96C] - Route 80 - Excelsior Road, Taff Trail | On-going | Design & assessment as part of North Road Phase 2 |
| 2018-2019 | City Centre Cycle Improvements - Adam Street Near Railway Bridge | On-hold | Not currently being progressed |
| 2018-2019 | City Centre Cycle Improvements - | On-going | To be considered as part of C3 |

| | | | |
|-----------|---|----------|--|
| | Adam Street Near USW | | |
| 2018-2019 | City Centre Cycle Improvements - Churchill Way/Bridge Street | On-going | Being progressed as part of City Centre 'East' (CCE) Improvements |
| 2018-2019 | City Centre Cycle Improvements - Custom House Street Near Hope Street | On-hold | Not currently being progressed |
| 2018-2019 | City Centre Cycle Improvements - Mill Lane Contraflow | On-hold | Not currently being progressed |
| 2018-2019 | City Centre Cycle Improvements - North Road/Boulevard De Nantes to Castle Street | On-going | Being progressed as part of City Centre 'North' (CCN) Improvements |
| 2018-2019 | City Centre Pedestrian & Cycle Improvements - Mill Street/Tredegar Street | On-hold | Not currently being progressed |
| 2018-2019 | INM Pedestrian Improvements (previously WNP) - St Mellons, Ely, Caerau & Splott (Phase 2) | YES | WNP/SRIC schemes completed |
| 2018-2019 | INM Strategic Cycle Improvements - Route 35 - Central Link/Adam Street | On-hold | Not currently being progressed |
| 2018-2019 | INM Strategic Cycle Improvements - Route 50 - Plaza at Cardiff Central Rail Station | On-going | Being progressed as part of Central Square & City Centre 'West' (CCW) Improvements |
| 2018-2019 | INM Strategic Cycle Improvements - Route 6 - Castle Street | On-going | Being progressed as part of City Centre 'North' (CCN) Improvements |

| | | | |
|-----------|---|----------|---|
| 2018-2019 | INM Strategic Cycle Improvements [21A] - Route 5 - Penarth Rd Between Bridge & Tresillian Way | On-hold | No progress to-date |
| 2018-2021 | Cardiff Cycleways C1 - Phase 1 - City Centre to UHW Heath (inc. Route 1) | On-going | Senghennydd Road - Under construction, completion expected September 2019 |
| 2018-2021 | Cardiff Cycleways C2 - City Centre to St Mellons Business Park (inc. Route 3) | On-going | Design & assessment underway |
| 2018-2021 | Cardiff Cycleways C3 - City Centre to Cardiff Bay (inc. Route 34) | On-going | Design & assessment underway |
| 2018-2021 | Cardiff Cycleways C4 - City Centre to Llandaff, Danescourt & NW Cardiff | On-going | Feasibility underway |
| 2018-2021 | Cardiff Cycleways C5 - City Centre to Riverside, Ely & Caerau (inc. Route 6/50) | On-going | Feasibility underway |

Rapid Bus Corridor Schemes:

| Timeframe | Scheme | Completed? | Commentary |
|-----------|---|------------|---|
| 2015-2016 | North East Bus Corridor - A469 Phase 1 - St Georges Road to Birchgrove Road [LDP] | On-hold | Subject to funding |
| 2015-2016 | North East Bus Corridor - A470 – Keysham Road to Birchgrove Road | YES | Delivered Q4 2016-2017 |
| 2015-2016 | North East Bus Corridor - A470 – Caedelyn Road to Ty'n-y-Parc Road | On-going | Construction anticipated on-site in 2020/2021 |

| | | | |
|-----------|---|----------|---|
| 2016-2017 | North East Bus Corridor - A469 Phase 2 - Birchgrove Road to Maes-y-Coed Road | YES | Delivered in 2016/2017 |
| 2016-2022 | North East Bus Corridor - A469 Phase 3 - North of Maes-y-Coed Road [LDP] | On-going | Concept designs under consideration |
| 2016-2022 | North East Bus Corridor - A470 - Gabalfa/Heath Hospital to City Centre [LDP] | On-hold | Not currently actively under consideration |
| 2016-2026 | Part-time Bus Lanes on Strategic Routes [LDP] | On-hold | Has not yet been required but may be needed where there is conflict with parking requirements |
| 2017-2018 | Eastern Bus Corridor - A48 Eastern Avenue Bus Lane Improvements Between Pentwyn Int. & Pontprennau Int. [LDP] | On-hold | Not currently actively under consideration |
| 2017-2020 | North West Bus Corridor - A4119 Llantrisant Road - Phase 2 [LDP] | On-going | Phase 2A completed in 2017; Phase 2B & 2C completed in June 2018; Phase 2D (Pen-Hill) anticipated on-site in Q4 2019/2020 |
| 2017-2021 | Cardiff West/Waun Gron Interchange | On-going | Awaiting Planning Application |
| 2017-2021 | Southern Bus Corridor - Cardiff Bay Barrage Link (Vale of Glamorgan) [LDP] | On-going | Structural surveys completed; consultation completed; WelTag Stage 2 begun on Penarth Hedlands Link inc. 500 space P&R site |
| 2017-2026 | North East Bus Corridor - Bus Lane & Priority Improvements around NE Cardiff [LDP] | On-going | Options identified, awaiting planning application |
| 2018-2023 | North West Bus Corridor - A4119 Capel Llanilltern | On-hold | Not currently actively under consideration |

Rail Improvement Schemes:

| Timeframe | Scheme | Completed? | Commentary |
|-----------|---|------------|---|
| 2015-2017 | New Platform & Building Entrance at Cardiff Central Station (Network Rail) [LDP] | YES | Opened in January 2017 |
| 2015-2017 | New Platform & Building Entrance at Cardiff Queen Street Station (Network Rail) [LDP] | YES | Works completed in 2015 |
| 2015-2019 | Rail Station Access, Signage & Information Improvements (TfW) [LDP] | On-going | Responsibility for delivery with TfW as part of the Metro |
| 2016-2017 | Metro Station Improvements Plan (MSIP) - Llandaf Station (TfW) [LDP] | YES | Works completed in 2017 |
| 2016-2017 | Metro Station Improvements Plan (MSIP) - Radyr Station (TfW) [LDP] | YES | Works completed in 2017 |
| 2016-2020 | Electrification of South Wales Great Western Mainline (TfW) [LDP] | On-going | All associated bridge works completed between 2016-2018. Installation of overhead line equipment to begin shortly. Anticipated delivery in December 2019, with 1st electric services expected in January 2020 |
| 2016-2024 | Electrification of Core Valleys Lines (TfW) [LDP] | On-going | Responsibility for delivery transferred to TfW as part of the Metro |
| 2018-2033 | Metro Rail Strategy Delivery Programme [LDP] | On-going | Discussions on programme currently taking place with TfW |

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Central Shopping Area Protect Frontages SPG

Relevant LDP Policies: R3

Indicator reference: OB1 EC23

Contextual Changes: There have been no significant changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|--|
| LOCAL Central Shopping Area Protected Frontages SPG | | Failure to adopt SPG within 12 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Central Shopping Area Protected Frontages SPG is due to be issued for public consultation in March 2018. | It is proposed not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time. Refer to Analysis (below). | It is proposed not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time. Refer to Analysis (below). |
| Analysis | | |
| <p>The number of Class A1 (Shop) uses within Protected Shopping Frontages is monitored as part of the Performance AMR (Indicator OB1 EC11). The results of this year's survey has shown that the number of frontages with 50% or more Class A1 uses remains strong at 98.1%, when measured against this indicator.</p> <p>Taking into consideration the level of detail and assessment criteria identified through LDP Policies R2 (Development in the Central Shopping Area) and R3 (Protected Shopping Frontages), in additional to further guidance that has been provided through the adopted Food, Drink and Leisure Uses SPG, it is not considered necessary to produce supplementary planning guidance relating specifically to Protected Shopping Frontages at this time.</p> <p>This position will be reviewed annually to monitor if any significant contextual changes occur in the future.</p> | | |
| Recommendations | | |
| <ul style="list-style-type: none"> To not to progress a Central Shopping Area Protected Shopping Frontages SPG at this time. To monitor Performance AMR 'OB1 EC11', to identify any significant contextual changes to Central Shopping Area Protected Shopping Frontages during the monitoring period. | | |

Topic Area: Shop Fronts and Signs Guidance SPG

Relevant LDP Policies: KP5

Indicator reference: OB1 EC24

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|--|---|
| LOCAL Shop Fronts and Signs Guidance SPG | | Failure to adopt SPG within 18 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Shop Fronts and Signs Guidance SPG is due to be issued for public consultation in November 2017 | A draft of the Shop Fronts and Signs SPG has been prepared and is currently being reviewed / finalised internally prior to being issued for public consultation. | The Shopfront Design and Signage SPG was approved by Council on 20 th June 2019. |
| Analysis | | |
| Following public consultation in November / December 2018, the final draft of the Shopfront Design and Signage SPG was approved by Council on 20 th June 2019. | | |
| Recommendations | | |
| No action required. | | |

Topic Area: Protection of Employment Land and Premises SPG

Relevant LDP Policies: EC1, EC3

Indicator reference: OB1 EC25

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Protection of Employment Land and Premises for Business and Industry and Warehousing SPG | | Failure to adopt SPG within 18 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Protection of Employment Land and Premises for Business and Industry and Warehousing SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017 | The Protection of Employment Land for Business and Industry SPG was approved in November 2017 | The Protection of Employment Land for Business and Industry SPG was approved in November 2017 |
| Analysis | | |
| The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action required. | | |

Objective 2 – To respond to evidenced social needs

Topic Area: Housing Land Supply

Relevant LDP Policies: KP1

Indicator reference: OB2 SO1

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| 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. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | | Performance 2nd AMR 1st April 2017 to 31st March 2018 |
| The housing land supply taken from the current Joint Housing Land Availability Study (1 st April 2017) is 3.6 years. | The housing land supply taken from the current Joint Housing Land Availability Study (1 st April 2018) is 3.5 years. | 1 st April 2019 Joint Housing Land availability Study currently in preparation |
| Analysis | | |
| <p><u>TAN1/Residual Methodology</u></p> <p>It is important to stress that the Council believes that in reality more land is potentially available for development than the figure derived through the rigid residual methodology prescribed in TAN1 which is solely based on the LDP housing figure as opposed to taking account of past build rates. In this respect, it should be noted that the current land bank (sites over 10 units) is 24,936 dwellings which compares to 10,839 dwellings which meet the requirements of the JHLAS reporting process. Much land, while physically available in Cardiff is not eligible for inclusion in the 5-year calculation. This includes sites subject to the signing of a s106 agreement¹ (214 units) or sites with consent categorised as constrained in the C3/C4 categories (13,883 units). These categories are not eligible to be counted in the JHLAS, but could add considerably (around 4.2 years' worth of land) to the official 3.5 year supply.</p> <p>While no longer permitted, TAN1 previously allowed comparison of the current land supply with past building rates. The past build rate methodology was introduced in 1992 by PPG3 (Wales) to address instances where the residual calculation does not</p> | | |

¹ Where a Section 106 agreement remains unsigned for more than one year after the date of the resolution to grant planning permission

accurately reflect supply. Comparison with both the previous 10-year past building rate and 5-year building rate provide land supply figures for Cardiff of 14.5 years and 15.9 years, respectively. Whilst it is accepted that these build periods may reflect the effects of recession it nevertheless offers a useful perspective.

Students

Historically, private student accommodation was eligible for inclusion in Cardiff's 5-year land supply. This was established practice since students living in private student accommodation are included in the dwelling requirement which underlies the development plan. This form of accommodation also reduces pressure on the traditional private rented sector thereby contributing to overall stock. Revised TAN1 guidance (January 2015) introduced a condition that only dwellings within the C3 Use Class Order definition can be counted towards the supply. This restricts student accommodation from the JHLAS which is considered *Sui Generis* rather than C3. This sector has provided an important source of accommodation in Cardiff over the past 15 years and has more recently experienced a boom. To provide an indication of scale, approximately 480 student units were eligible to be included in Cardiff's 5-year supply in the 2014 JHLAS. Between 1st April 2014 and 1st April 2016 a further 1,699 additional units (2,975 bed spaces) were approved. Typically, these schemes have been built readily without experiencing the delays affecting traditional residential schemes. Current evidence shows the further strength of the student accommodation market in Cardiff.

Revised TAN1 came into effect after Cardiff's LDP had been submitted for Examination and this change of Policy had not been anticipated since it did not form part of the consultation proposals. As such, household projections within the adopted LDP, and the subsequent dwelling requirement (41,415) take into account the requirements of students living in private accommodation but new student accommodation cannot technically contribute to the supply. This issue was acknowledged by Inspectors during the LDP Examination, reported in paragraphs 4.18 & 4.19 of the Inspectors' Report. Future work will be required to address this matter of reconciling student demand and supply ahead of the Plan review process.

Short-term Delays on Strategic Sites

For the current JHLAS period (2019-2023) completion forecasts amounted to a combined contribution of 7,835 units on strategic sites. A further 4,026 units were anticipated to be completed prior to the Study, between 2015 and 2018. During this year's JHLAS process the Council has received revised forecasts for each strategic site representing a total contribution of 6,235 contribution over the period 2019-2023, resulting in a loss 1,600 units from the anticipated 5-year supply equivalent to approximately 0.5 years supply. Similarly, only 326 completions have taken place to date on strategic sites, a shortfall of 3,700 from anticipated completions over the period, representing 1.1 years. Under the residual method, any shortfall in anticipated completions is factored in to the calculation (residual requirement) thereby making it more difficult to achieve a 5-year supply.

Reasons for delays vary from site to site, but in general start dates have slipped post adoption. The Council considers that these delays are therefore at least partly responsible for the lack of a 5-year housing land supply in Cardiff, and that in reality

Cardiff is not faced with a supply issue, but a delivery challenge where the development sector is not delivering the rates previously anticipated.

National Perspective

It should be noted that the lack of a 5-year supply in Cardiff is no exception when considered within the context of Wales as a whole; many LPAs have experienced similar land supply situations, post LDP adoption. In 2013, 2014 and 2015 respectively, 18 (72%) Welsh LPAs had less than 5-years' housing land supply. The situation has not improved over time, with 19 LPAs recording a sub 5-year land supply in 2016. Average land supply across Wales also fell during this period, from 4.3 years in 2013 to 2.5 years by 2016. The widespread difficulty in demonstrating a 5-year housing land supply across Welsh LPAs is recognised by Welsh Government who have conducted research into the issues surrounding delivery. While viability appears to be a key underlying factor throughout much of Wales, other primary factors are evident in Cardiff, as described above.

Conclusion

This Council has identified several underlying reasons which it believes may be significant in considering the latest housing land availability figure set out in the 2018 JHLAS. The Council consider these technical factors distort the reality of a much healthier supply of housing land which exists in practice with a key challenge being the ability of the housing sector to effectively deliver build rates promoted during the LDP examination process. Notwithstanding the recent disapplication of paragraph 6.2 of TAN1 these factors should be taken into account where attributing weight to the 5-year supply figure for the purpose of determining planning applications.

It is considered that the Council is being proactive in following the enabling approach set out by Welsh Government, and positive dialogue is taking place with the development sector to achieve mutual objectives of delivering a plan-led approach. Continuous review of new evidence through the AMR process will help to ensure the land supply situation remains closely monitored.

Recommendations

Whilst there is clearly a 'delivery lag' following LDP adoption, the Council is liaising successfully with landowners and developers with the aim of stimulating an enhanced trajectory of provision on Strategic Sites. It is considered that this proactive and enabling approach will secure enhanced delivery rates in future years and the matter will remain an on-going priority. Future AMR's will provide regular annual updates.

Topic Area: Number of General market Dwellings Built

Relevant LDP Policies: KP1

Indicator reference: OB2 SO2

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|--|---|
| 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: 2016: 2,495 2018: 4,096 2020: 4,153 2022: 4,042 2024: 4,010 2026: 3,759 | Failure to deliver the required number of dwellings for each 2 year period. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The total number of general market dwellings built during 2014/15 was 377. The total number of general market dwellings built during 2015/16 was 489. The combined total of general market dwellings built by 1 st April 2016 was 866. | The total number of general market dwellings built during 2016/7 was 547. The total number of general market dwellings built during 2017/18 was 636. The combined total of general market dwellings built by 1 st April 2018 was 1,183. | The total number of general market dwellings built between 1 st April 2018 and 31 st March 2019 was 1,135. The cumulative total number of general market dwellings built to date is therefore 3,184. |
| Analysis | | |
| <p>This is the third year that the LDP has been operative and this is the third AMR to be prepared. The LDP is therefore still at an early stage in its lifetime and this year's AMR provides a short term comparison to the AMR produced in 2017.</p> <p>The total cumulative target to 2018 (2016 – 2,495 + 2018 – 4,096) was 6,591 general market dwellings to be built by 1st April 2018. To date, 3,184 general market dwellings have been constructed.</p> | | |

It is considered that good progress has been made since the adoption of the LDP in January 2016 with the majority of Strategic Sites having planning permission and a number are well under construction. However, there are also a range of factors which impact upon the rate at which dwellings are built – in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.

Recommendations

It is not considered that the failure to deliver the required number of general market dwellings for each 2 year period would give cause for a review of the LDP. It is inevitable that there will be some 'delivery lag' following the adoption of the LDP and the rate of construction is increasing when compared to the previous 2 year cumulative total.

The Council is continuing to liaise with landowners and developers with the aim of stimulating an enhanced trajectory of provision on Strategic Sites, as well as developing a variety of additional windfall brownfield sites. It is hoped that this proactive and enabling approach will, over time secure enhanced delivery rates in future years and the matter will remain an on-going priority. Future AMR's will provide regular annual updates and delivery rates will be carefully monitored.

Topic Area: Number of Affordable Dwellings Built

Relevant LDP Policies: KP1, KP2, KP4, KP13, H3

Indicator reference: OB2 SO3

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|--|
| 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. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The total number of affordable dwellings provided during 2014/15 was 105. The total number of affordable dwellings provided during 2015/16 was 244. The combined total of affordable dwellings provided by 1 st April 2016 was 349. | The total number of affordable dwellings provided during 2016/17 was 230. The total number of affordable dwellings provided during 2017/18 was 194. The combined total of affordable dwellings provided by 1 st April 2018 was 424. | The total number of affordable dwellings provided during 2018/19 was 309. The total number of affordable dwellings built to date was therefore 1,082. |

Analysis

This is now the second year the LDP has been operative and this is the second AMR to be prepared. The LDP is therefore still at an early stage in its lifetime and this year's AMR provides a short term comparison to the AMR produced in 2017.

The total cumulative target to 2018 (2016 - 735 plus 2018 – 1,207) was 1,942 affordable dwellings to be built by 1st April 2018. To date, 1,082 affordable dwellings have been constructed.

It is considered that good progress has been made since the adoption of the LDP in January 2016 with the majority of Strategic Sites having planning permission and a number are well under construction. However, there are also a range of factors which impact upon the rate at which dwellings are built – in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.

Recommendations

It is not considered that the failure to deliver the required number of general market dwellings for each 2 year period would give cause for a review of the LDP. It is inevitable that there will be some 'delivery lag' following the adoption of the LDP and the rate of construction is increasing when compared to the previous 2 year cumulative total.

The Council is continuing to liaise with landowners and developers with the aim of stimulating an enhanced trajectory of provision on Strategic Sites, as well as developing a variety of addition windfall brownfield sites. It is hoped that this proactive and enabling approach will, over time secure enhanced delivery rates in future years and the matter will remain an on-going priority. Future AMR's will provide regular annual updates and delivery rates will be carefully monitored.

Topic Area: Annual Dwellings Completions

Relevant LDP Policies: KP1

Indicator reference: OB2 SO4

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| CORE Annual dwelling completions (all dwellings) | Provide 29,201 dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below: 2016: 3,230 2018: 5,303 2020: 5,377 2022: 5,233 2024: 5,191 2026: 4,866 | Failure to deliver the required number of dwellings for each 2 year period. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The total number of all dwellings provided during 2014/15 was 482. | The total number of all dwellings provided during 2016/17 was 777 | The total number of all dwellings built by 1 st April 2019 was 1,444. |
| The total number of all dwellings provided during 2015/16 was 733. | The total number of all dwellings provided during 2017/18 was 830 | The total number of all dwellings built to date is 4,266. |
| The combined total by 1 st April 2016 was 1,215. | The combined total by 1 st April 2018 was 1,607. | |
| Analysis | | |
| This is now the third year the LDP has been operative and this is the third AMR to be prepared. The LDP is therefore still at an early stage in its lifetime and this year's AMR provides a short term comparison to the AMR produced in 2018. | | |
| The total cumulative target to 2018 (2016 – 3,230 plus 2018 – 5,503) was 8,533 dwellings to be built by 1 st April 2018 and to date 4,266 dwellings have been constructed. | | |

It is considered that good progress has been made since the adoption of the LDP in January 2016 with the majority of Strategic Sites having planning permission and a number are well under construction. However, there are also a range of factors which impact upon the rate at which dwellings are built – in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.

Recommendations

It is not considered that the failure to deliver the required number of general market dwellings for each 2 year period would give cause for a review of the LDP. It is inevitable that there will be some 'delivery lag' following the adoption of the LDP and the rate of construction is increasing when compared to the previous 2 year cumulative total.

The Council is continuing to liaise with landowners and developers with the aim of stimulating an enhanced trajectory of provision on Strategic Sites, as well as developing a variety of additional windfall brownfield sites. It is hoped that this proactive and enabling approach will, over time secure enhanced delivery rates in future years and the matter will remain an on-going priority. Future AMR's will provide regular annual updates and delivery rates will be carefully monitored.

Topic Area: Number of Windfall Units Completed

Relevant LDP Policies: KP1

Indicator reference: OB2 S05

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|--|
| CORE 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. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The total number of windfall contributions during 2016/17 was 449 dwellings. | The total number of windfall contributions during 2017/18 was 401 dwellings. | The total number of windfall contributions during 2018/19 was 737 dwellings. |
| Analysis | | |
| During the monitoring period for 1 st April 2018 to 31 st March 2019, there were 737 dwellings completed which were considered ‘windfall’ sites as they were over 10 dwellings, were not the result of a change of use and did not form part of an LDP allocated site. The 737 completed windfall units fall outside the 10% buffer set out in the trigger. Although 737 is greater than the 10%, it is not considered to raise any concerns in terms of delivery the LDP strategy | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Settlement Boundaries

Relevant LDP Policies: KP3(B), EN1

Indicator reference: OB2 SO6

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| Core 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 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No applications permitted outside the settlement boundary that do not satisfy policy. | No applications permitted outside the settlement boundary that do not satisfy policy. | No applications permitted outside the settlement boundary that do not satisfy policy. |
| Analysis | | |
| During the 3rd monitoring period no applications were permitted outside the settlement boundary that did not satisfy policy. During the monitoring period four applications for residential development were approved of these two the principal of development had been established through a previous consent and the remaining two were considered to be policy compliant and related to conversions/development within a residential curtilage. Given this it is considered that Policy KP3(B) is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor | | |

Topic Area: Gypsy and Traveller Accommodation Provision

Relevant LDP Policies: H7

Indicator reference: OB2 SO7

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| 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 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps | Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps | Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps |
| Analysis | | |
| <p>This site was included as an allocation for a Gypsy and Traveller site in the Deposit LDP in September 2013. However the site was deleted from the Plan at the LDP Examination in 2015 as it was located in a C2 Flood Risk Zone where highly vulnerable development such as Gypsy and Traveller sites are precluded by Welsh Government Planning Guidance. It was agreed at the LDP Examination that an indicator would be included in the Monitoring Framework to keep the site under review should the position regarding flood risk change over the lifetime of the Plan. This will ensure that the site can continue to be considered along with other sites to accommodate the need for new Gypsy and Traveller pitches.</p> <p>The status of the site in terms of flood risk remains unchanged and the site is still lies within Flood Risk Zone C2 in the latest Development Advice Maps produced by Welsh Government and Natural Resources Wales.</p> <p>A feasibility Study has been undertaken by the Council to investigate options to improve flood defences along the Rover Way Foreshore and River Rhymney. This Study recommends design options for improving the flood defences along this stretch of the coastline and has been submitted to Welsh Government for grant funding to implement the recommended works.</p> | | |

Welsh Government have now approved the funding and the Council is due to go out to Tender shortly for the works to be implemented. It is anticipated the flood defence works will be completed in 2022.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Gypsy and Traveller Provision – Permanent Sites

Relevant LDP Policies: H7

Indicator reference: OB2 SO8

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|----------------------------------|
| 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 20152. Agree methodology for undertaking site search and assessment – December 20153. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – February 20164. Undertake a site search and assessment and secure approval of findings – July 20165. Secure planning permission and funding (including any grant funding from Welsh Government) for identified site(s) required to meet short term need for 43 pitches by May 20176. Secure planning permission and funding (including any grant funding from Welsh Government) for identified site(s) | Failure to achieve these targets |

| | | |
|--|--|--|
| | required to meet long term need for 65 pitches by May 2021 | |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| <p>Project management arrangements, including reporting structure and representatives have been established and a methodology for undertaking site search and assessment was approved at Cabinet in January 2016. In addition an updated Gypsy and Traveller Accommodation Assessment (GTAA) was approved by Welsh Government in November 2016.</p> <p>Cabinet in September 2016 noted that good progress has been made in undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites but agreed that the assessment is not yet fully complete and there was a clear need to undertake more detailed technical investigations. At Cabinet it was agreed that it would be premature to conclude the site assessment process until these have been completed.</p> <p>Work on undertaking these more detailed technical assessments has been ongoing</p> | <p>The detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government.</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p> | <p>The detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government.</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p> |

| | | |
|--|--|--|
| <p>throughout the year. When these assessments are complete the Council will consider the findings and determine a way forward</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community.</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p> | | |
|--|--|--|

Analysis

The Gypsy and Traveller Study is being project managed jointly by Officers from Housing and the Planning Service. Work undertaken by the Group is overseen by a Steering Group comprising senior Officers from the Housing and Planning Service and relevant Cabinet Members. The aim of the study is to identify the need for permanent and transit Gypsy and Traveller accommodation within the city and identify sites to meet this need.

Progress to date includes the completion of an updated Gypsy and Traveller Accommodation Assessment (GTAA), which was approved by the Welsh Government in November 2016. This identifies a reduced need for 72 permanent pitches in the city by 2026 (compared to a need for 108 pitches in the previous 2013 GTAA) and a regional need for a transit site of 10 pitches. Of the 72 permanent pitches 48 are required short term in the next five years compared to 43 in the previous 2013 GTAA.

In order to meet this need a comprehensive city wide search for suitable sites for Gypsy and Travellers has been undertaken using site selection criteria approved by the Council's Cabinet in January 2016. The approved site selection criteria sets out assessment criteria around three main headings relating to availability, site suitability and achievability. Availability considerations include whether the site is genuinely available long term and there are no legal issues. Site suitability considerations include a comprehensive list of policy and physical constraints, and deliverability

considerations relate to the consideration of total cost (including any abnormal costs) to ensure it does not prejudice the ability to develop the site.

To date good progress has been made with undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites and Cabinet in September 2016 noted that the study had reached the point where there is a clear need to further investigate technical aspects identified in the agreed methodology. Given this Cabinet considered that it would be premature to conclude the site assessment process until these detailed technical investigations have been carried out and detailed technical investigations, particularly flood risk assessments, were commissioned to fully establish the extent of risk at this stage, along with the potential scope of mitigation measures and any other relevant site-specific technical matters. This work was carried out in liaison with Natural Resources Wales and took account of the most up to date information with regard to flood risk data.

These detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government.

The Council recognises it has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community. I can confirm there remains a firm and absolute commitment to comply with the requirements of the Housing (Wales) Act 2014.

Progress with this will continue to be monitored and reported on in future AMR's.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Gypsy and Traveller Provision – Transit Sites

Relevant LDP Policies: H7

Indicator reference: OB2 SO9

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|----------------------------------|
| 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 20152. Agree methodology for undertaking site search and assessment – December 20153. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – February 20164. Undertake a site search and assessment and secure approval of findings – July 20165. Secure planning permission and funding (including any grant funding from Welsh Government) for identified site(s) required to meet short term need for 43 pitches by May 20176. Secure planning permission and funding (including any grant funding from Welsh Government) for identified site(s) | Failure to achieve these targets |

| | | |
|--|--|--|
| | required to meet long term need for 65 pitches by May 2021 | |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| <p>Project management arrangements, including reporting structure and representatives have been established and a methodology for undertaking site search and assessment was approved at Cabinet in January 2016. In addition an updated Gypsy and Traveller Accommodation Assessment (GTAA) was approved by Welsh Government in November 2016.</p> <p>Cabinet in September 2016 noted that good progress has been made in undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites but agreed that the assessment is not yet fully complete and there was a clear need to undertake more detailed technical investigations. At Cabinet it was agreed that it would be premature to conclude the site assessment process until these have been completed.</p> <p>Work on undertaking these more detailed technical assessments has been ongoing</p> | <p>The detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government.</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p> | <p>The detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government.</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p> |

throughout the year.
When these assessments are complete the Council will consider the findings and determine a way forward

Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community.

The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.

Analysis

The Gypsy and Traveller Study is being project managed jointly by Officers from Housing and the Planning Service. Work undertaken by the Group is overseen by a Steering Group comprising senior Officers from the Housing and Planning Service and relevant Cabinet Members. The aim of the study is to identify the need for permanent and transit Gypsy and Traveller accommodation within the city and identify sites to meet this need.

Progress to date includes the completion of an updated Gypsy and Traveller Accommodation Assessment (GTAA), which was approved by the Welsh Government in November 2016. This identifies a reduced need for 72 permanent pitches in the city by 2026 (compared to a need for 108 pitches in the previous 2013 GTAA) and a regional need for a transit site of 10 pitches. Of the 72 permanent pitches 48 are required short term in the next five years compared to 43 in the previous 2013 GTAA.

In order to meet this need a comprehensive city wide search for suitable sites for Gypsy and Travellers has been undertaken using site selection criteria approved by the Council's Cabinet in January 2016. The approved site selection criteria sets out assessment criteria around three main headings relating to availability, site suitability and achievability. Availability considerations include whether the site is genuinely available long term and there are no legal issues. Site suitability considerations include a comprehensive list of policy and physical constraints, and deliverability

considerations relate to the consideration of total cost (including any abnormal costs) to ensure it does not prejudice the ability to develop the site.

To date good progress has been made with undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites and Cabinet in September 2016 noted that the study had reached the point where there is a clear need to further investigate technical aspects identified in the agreed methodology. Given this Cabinet considered that it would be premature to conclude the site assessment process until these detailed technical investigations have been carried out and detailed technical investigations, particularly flood risk assessments, were commissioned to fully establish the extent of risk at this stage, along with the potential scope of mitigation measures and any other relevant site-specific technical matters. This work was carried out in liaison with Natural Resources Wales and took account of the most up to date information with regard to flood risk data.

These detailed technical assessments have now been completed and the Council is currently considering the implications of the findings of these assessments and options in terms of taking this work forward. This has included ongoing discussions with Welsh Government.

The Council recognises it has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community. I can confirm there remains a firm and absolute commitment to comply with the requirements of the Housing (Wales) Act 2014.

Progress with this will continue to be monitored and reported on in future AMR's.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Gypsy and Traveller Provision

Relevant LDP Policies: H7

Indicator reference: OB2 SO10

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| 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 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period | There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period | There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period |
| Analysis | | |
| The latest Gypsy and Traveller Accommodation Assessment (GTAA) approved by the Welsh Government in November 2016 states that there are 80 pitches on two local authority owned sites at Shirenewton (59 pitches) and Rover Way (21 pitches). In addition there are four authorised private sites with a total of 22 pitches giving a total of 92 pitches for the County as a whole. There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Dwelling Completions on Strategic Site A Cardiff Central Enterprise Zone

Relevant LDP Policies: KP2

Indicator reference: OB2 S011

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|--|---|
| 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 developer intentions: 2016: 231 2018: 254 2020: 405 2022: 400 2024: 400 2026: 460 | Failure to deliver the required number of dwellings for each 2 year period. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| As at 1st April 2017 there had been no completions on Strategic Housing Site A. | As at 1st April 2018 there had been no completions on Strategic Housing Site A. | As at 1st April 2019 there were 102 completions on Strategic Housing Site A. |

Analysis

As at 1st April 2019, there were 102 completions on Strategic Site A so the target of 485 dwellings by 2018 has not been met. There are a number of existing residential planning permissions on this site and these are summarised below:

- 16/00504 – Old Imperial Buildings, Trade Street (102 apartments completed)
- 17/00159 – Land at Dumballs Road (109 apartments with permission but not started)
- 17/01672 – Crawshay Court, Curran Road (140 apartments with permission but not started)
- 17/02404 – Former Browning Jones & Morris, Dumballs Road (206 apartments with permission but not started)
- 18/02634 – Plot J, Capital Quarter (307 apartments with permission but not started).

Whilst it is accepted that there has been some slippage on this site, it is clear due to the number and range of consented schemes and with 102 completions by 1st April 2019, it is not envisaged that the delivery of Strategic Site A will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Dwelling Completions on Strategic Site B Gas Works, Ferry Road

Relevant LDP Policies: KP2

Indicator reference: OB2 S012

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|---|
| LOCAL Total annual dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road. | 500 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 0 2018: 80 2020: 140 2022: 170 2024: 110 2026: 0 | Failure to deliver the required number of dwellings for each 2 year period. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| In line with the target for this indicator, as at 1 st April 2017, there had been no completions on Strategic Site B. | As at 1 st April 2018 there had been no completions on Strategic Housing Site B. | As at 1 st April 2019 there had been no completions on Strategic Housing Site B. |
| Analysis | | |
| The agent for this site has advised that there has been some delay in marketing the site. The site was marketed in late 2016 and remediation work is scheduled to be completed by mid-2018. On this basis it is expected that development will commence in 2019/20, with the first completions coming forward in 2020. It is not envisaged that there will be any change to delivery rates thereafter. | | |

Whilst some slippage to the delivery targets set out above is now inevitable, based on recent dialogue with the agent it is not envisaged that the delivery of Strategic Site B will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.

| |
|--|
| Recommendations |
| No action is required at present. Continue to monitor. |

Topic Area: Dwelling Completions on Strategic Site C North West Cardiff

Relevant LDP Policies: KP2

Indicator reference: OB2 S013

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Total annual dwelling completions of Strategic Housing Site C – North West Cardiff | 5,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 135 2018: 624 2020: 1,060 2022: 1,060 2024: 1,060 2026: 1,060 | Failure to deliver the required number of dwellings for each 2 year period. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| As at 1 st April 2017 there had been no completions on Strategic Housing Site C. | As at 1 st April 2018 there had been 39 completions on Strategic Housing Site C. | As at 1 st April 2019 there had been 128 completions on Strategic Housing Site C. |

Analysis

Between 31st March 2018 and 1st April 2019, there were 128 completions on Strategic Site C, bringing the combined total number of completions on the site to date to 167. Whilst this is still short of the cumulative target of 759 by 2018, it is considered that significant progress has been made on this site with numerous planning applications granted (including for Reserved Matters) and approximately 70 dwellings under construction as at 1st April 2019.

The initial lag in developers getting on site is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Despite this initial delay, much progress has been made since the adoption of the LDP.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Dwelling Completions on Strategic Site D North of Junction 33

Relevant LDP Policies: KP2

Indicator reference: OB2 S014

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| 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 2026: 500 | Failure to deliver the required number of dwellings for each 2 year period. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| As at 1 st April 2017 there had been no completions on Strategic Housing Site D. | As at 1 st April 2018 there had been no completions on Strategic Housing Site D. | As at 1 st April 2019 there had been no completions on Strategic Housing Site D. |

| |
|---|
| Analysis |
| <p>As at 1st April 2019 there had been no completions on this strategic site and so the delivery target of 350 units by 2018, as originally anticipated has not been met.</p> <p>As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. There has however been significant progress since adoption, an Outline planning application was granted for up to 1,500 dwellings (14/00852) and a Reserved Matters application was approved for 374 dwellings (18/00696).</p> |
| Recommendations |
| <p>No action is required at present. Continue to monitor.</p> |

Topic Area: Dwelling Completions on Strategic Site E South of Creigiau

Relevant LDP Policies: KP2

Indicator reference: OB2 S015

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| 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. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| As at 1 st April 2017 there had been no completions on Strategic Housing Site E. | As at 1 st April 2018 there had been no completions on Strategic Housing Site E. | As at 1 st April 2019 there had been no completions on Strategic Housing Site E. |
| Analysis | | |
| As at 1 st April 2018 there have been no completions at Strategic Site E and so the delivery target of 450 units by 2018, as originally anticipated has not been met. Planning Applications have not yet been submitted for South of Creigiau, however, during recent consultation for the Cardiff JHLAS the site agent confirmed that technical work is on-going and an application is being targeted in the near future. At this stage, it is not envisaged that the delivery of South of Creigiau will slip beyond the Plan period. The Council will continue to monitor progress at Land South of Creigiau and will endeavour to process any forthcoming application efficiently, preventing unnecessary delay to the delivery of the site. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Dwelling Completions on Strategic Site F North East Cardiff

Relevant LDP Policies: KP2

Indicator reference: OB2 S016

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| LOCAL Total annual dwelling completions of Strategic Housing Site F – North East Cardiff | 4,500 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 180 2018: 1,197 2020: 808 2022: 808 2024: 808 2026: 699 | Failure to deliver the required number of dwellings for each 2 year period. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| As at 1 st April 2017 there had been no completions on Strategic Housing Site F. | As at 1 st April 2018 there had been no completions on Strategic Housing Site F. | As at 1 st April 2019 there had been no completions on Strategic Housing Site F. |

Analysis

While the delivery target of 1,377 units by 2018, as originally anticipated, has not been met, to date, 51 dwellings have been completed at Land off Cefn Mabley Road. There are a number of consented and live applications on the site which are summarised below:

- 14/02891 (Outline Application) for up to 1,000 dwellings
- 18/00012 (Reserved Matters) Phase 1A Plas Ty Draw for 45 dwellings – with planning permission and currently under construction
- 18/02906 (Reserved Matters) Phase 1B for 26 dwellings currently being considered.
- 19/01113 (Reserved Matters) Phase 3 Parish Reach for 271 dwellings currently being considered.

It is clear that progress is gradually being made with reserved matters being approved and a number of dwellings on Phase A1 nearing completion. It is considered that delivery rates will significantly increase over the next year due to land ownership issues being resolved and further Reserved Matters application due to be approved.

As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. The Council will continue to monitor progress at North East Cardiff and will endeavour to process any forthcoming

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Dwelling Completions on Strategic Site G East of Pontprennau Link Road

Relevant LDP Policies: KP2

Indicator reference: OB2 S017

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|---|
| 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. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| As at 1 st April 2017 there had been no completions on Strategic Housing Site G. | As at 1 st April 2018 there had been 174 completions on Strategic Housing Site G. | As at 1 st April 2019 there were 337 completions on Strategic Housing Site G. |
| Analysis | | |
| In total 511 dwellings have been completed on Strategic Housing Site G to date, which is just below the target of 515 by 1 st April 2018. Although the target has just been missed, there is considerable progress on this site with approximately 180 further dwellings under construction as at 1 st April 2019. There are a number of | | |

planning applications which have been consented to date and are summarised below:

- 13/00578 (Outline application) for up to 1020 dwellings
- 14/02556 (Reserved Matters) granted planning permission for 452 dwellings.
- 17/00488 (Reserved Matters) granted planning permission for 130 dwellings.
- 17/01787 (Reserved Matters) granted planning permission for 244 dwellings.

Despite a slight lag in the initial start date of construction, the rates of annual delivery remain broadly aligned to those in the LDP. The Council will continue to monitor the delivery of this site through annual monitoring.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Affordable Dwelling Completions on Strategic Site A Cardiff Central Enterprise Zone

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 S018

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|--|
| LOCAL Annual affordable dwelling completions of Strategic Housing Site A – Cardiff Central Enterprise Zone | 430 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on the JHLAS 2014 and developer intentions: 2016: 47 2018: 50 2020: 81 2022: 80 2024: 80 2026: 92 | Failure to deliver the required number of dwellings for each 2 year period. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| As at 1 st April 2017 there had been no affordable completions on Strategic Housing Site A | As at 1 st April 2018 there had been no affordable completions on Strategic Housing Site A. | As at 1 st April 2019 there were no affordable completions on Strategic Housing Site A. |
| Analysis | | |
| The above figures have been amended from the original to accurately reflect a 20% brownfield affordable housing contribution across the Plan period. | | |

As at 1st April 2019, there were none affordable completions on Strategic Site A so the target of 485 dwellings by 2018 has not been met. There are a number of existing residential planning permissions on this site and these are summarised below:

- 16/00504 – Old Imperial Buildings, Trade Street (102 apartments completed)
- 17/00159 – Land at Dumballs Road (109 apartments with permission but not started)
- 17/01672 – Crawshay Court, Curran Road (140 apartments with permission but not started)
- 17/02404 – Former Browning Jones & Morris, Dumballs Road (206 apartments with permission but not started)
- 18/02634 – Plot J, Capital Quarter (307 apartments with permission but not started).

Whilst it is accepted that there has been some slippage on this site, it is clear due to the number and range of consented schemes, it is not envisaged that the delivery of Strategic Site A will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Affordable Dwelling Completions on Strategic Site B Gas Works, Ferry Road

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 S019

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|--|
| LOCAL Annual affordable dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road | 100 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 0 2018: 16 2020: 28 2022: 34 2024: 22 2026: 0 | Failure to deliver the required number of dwellings for each 2 year period. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| In line with the target for this indicator, as at 1 st April 2017, there had been no completions on Strategic Site B. | As at 1 st April 2018 there had been no affordable completions on Strategic Housing Site B. | As at 1 st April 2019 there were no affordable completions on Strategic Housing Site A. |
| Analysis | | |
| The agent for this site has advised that there has been some delay in marketing the site. The site was marketed in late 2016 and remediation work was scheduled to be completed by mid-2018. On this basis it is expected that development will commence in 2019/20, with the first completions coming forward in 2020. It is not envisaged that there will be any change to delivery rates thereafter. | | |

Whilst some slippage to the delivery targets set out above is now inevitable, based on recent dialogue with the agent it is not envisaged that the delivery of Strategic Site B will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Affordable Dwelling Completions on Strategic Site C North West Cardiff

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 S020

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|--|
| 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 | Failure to deliver the required number of dwellings for each 2 year period. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| As at 1 st April 2017 there had been no Affordable completions on Strategic Housing Site C. | As at 1 st April 2018 there had been no affordable completions on Strategic Housing Site C. | As at 1 st April 2019 there were no affordable completions on Strategic Housing Site C. |

Analysis

As at 1st April 2019 there had been no affordable completions on Strategic Housing Site C and so the target of 228 affordable units by 2018, as originally anticipated has not been met. The initial lag in developers getting on site is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.

Despite this initial delay, much progress has been made since the adoption of the LDP. Planning permissions have now either been consented, or received for in excess of 7,000 units (summarised below), and construction is well underway on the site as at 1st April 2019.

It is considered that despite the delay, delivery rates on Strategic Site C will ramp up to remain broadly aligned with the rates agreed in the LDP. Completion rates of 400+ unit's p.a. are anticipated by 2020 and 530+ unit's p.a. by 2022. Accordingly, at this stage it is envisaged that the delivery of 5,000 units at Strategic Site C will not slip beyond the beyond the Plan period. The Council will continue to monitor the delivery of this site through annual monitoring.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Affordable Dwelling Completions on Strategic Site D North of Junction 33

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 S021

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|--|
| LOCAL Total annual dwelling completions of Strategic Housing Site D – North of Junction 33 | 603 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 100 2018: 100 2020: 100 2022: 100 2024: 100 2026: 103 | Failure to deliver the required number of dwellings for each 2 year period. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| As at 1 st April 2017 there had been no Affordable completions on Strategic Housing Site D. | As at 1 st April 2018 there had been no affordable completions on Strategic Housing Site D. | As at 1 st April 2019 there were no affordable completions on Strategic Housing Site D. |

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| Analysis |
| <p>As at 1st April 2018 there had been no affordable completions on this strategic site and so the delivery target of 200 affordable units by 2018, as originally anticipated has not been met.</p> <p>As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. There has however been significant progress since adoption, an Outline planning application was granted for up to 1,500 dwellings (14/00852) and a Reserved Matters application was approved for 374 dwellings (18/00696).</p> |
| Recommendations |
| <p>No action is required at present. Continue to monitor.</p> |

Topic Area: Affordable Dwelling Completions on Strategic Site E South of Creigiau

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 S022

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|--|
| LOCAL Total annual affordable dwelling completions of Strategic Housing Site E – South of Creigiau | 195 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 150 2018: 300 2020: 200 | Failure to deliver the required number of dwellings for each 2 year period. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| As at 1 st April 2017 there had been no completions on Strategic Housing Site E. | As at 1 st April 2018 there had been no completions on Strategic Housing Site E. | As at 1 st April 2019 there were no affordable completions on Strategic Housing Site E. |
| Analysis | | |
| The above figures have been amended from the original to accurately reflect a 20% brownfield affordable housing contribution across the Plan period. As at 1 st April 2019 there have been no completions at Strategic Site E and so the delivery target of 450 units by 2018, as originally anticipated has not been met. Planning Applications have not yet been submitted for South of Creigiau, however, during recent consultation for the Cardiff JHLAS the site agent confirmed that technical work is on-going and an application is being targeted in the near future. | | |

At this stage, it is not envisaged that the delivery of South of Creigiau will slip beyond the Plan period. The Council will continue to monitor progress at Land South of Creigiau and will endeavour to process any forthcoming application efficiently, preventing unnecessary delay to the delivery of the site.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Affordable Dwelling Completions on Strategic Site F North East Cardiff

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 S023

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|--|--|
| LOCAL Total annual affordable dwelling completions of Strategic Housing Site F – North East Cardiff (West of Pontprennau) | 1,350 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 : 54 2018: 359 2020: 242 2022: 242 2024: 243 | Failure to deliver the required number of dwellings for each 2 year period. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| As at 1 st April 2017 there had been no completions on Strategic Housing Site F. | As at 1 st April 2018 there had been no completions on Strategic Housing Site F. | As at 1 st April 2019 there were no affordable completions on Strategic Housing Site F. |

Analysis

As with several strategic sites, the initial lag in completed dwellings is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.

In terms of the planning status of the site, there are two extant outline consents for part of the site, known as Churchlands (1,000 units and 1,200 units respectively) while during the recent (2017) JHLAS, the agent confirmed that contracts have exchanged between landowners and developers are keen to progress the development of the North East Cardiff. An outline application for the bulk of the land and a full planning application for a part of the site are anticipated shortly, which should accelerate delivery now the land issues have been resolved.

The Council will continue to monitor progress at North East Cardiff and will endeavour to process any forthcoming

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Affordable Dwelling Completions on Strategic Site G East of Pontprennau Link Road

Relevant LDP Policies: KP2, KP13

Indicator reference: OB2 S024

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|--|
| LOCAL Total 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 rates are based on developer intentions: 2016: 42 2018: 113 2020: 86 2022: 81 2024: 60 | Failure to deliver the required number of dwellings for each 2 year period. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| As at 1 st April 2017 there had been no affordable completions on Strategic Housing Site G. | As at 1 st April 2018 there had been 39 affordable housing completions on Strategic Housing Site G. | As at 1 st April 2019 there were 94 affordable completions on Strategic Housing Site F. |

Analysis

To date there have been 133 affordable housing completions at Strategic Site G and so the delivery target of 155 affordable units by 2018, as originally anticipated has not been met. However, construction across various phases of the site is well underway and despite a slight lag in the initial start date of construction, the rates of annual delivery remain broadly aligned to those in the LDP.

The Council will continue to monitor progress at North East Cardiff and will endeavour to process any forthcoming

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Changes in Market Value of Property

Relevant LDP Policies: KP13, H3

Indicator reference: OB2 SO25

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Changes in market value of property in Cardiff on Greenfield and Brownfield areas | Provide 6,646 affordable units over the remaining Plan period based on achieving 30% on Greenfield sites and 20% on Brownfield sites. Expected delivery rate to meet the target set out below: 2016: 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 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| Data not available for 2016/17. | Data not available for 2017/18. | Data not available for 2018/19. |
| Analysis | | |
| It is not considered that this indicator provides a useful assessment of the performance of the LDP and is not something that the Plan could seek to have any significant influence over. | | |
| Recommendations | | |
| As the data is not readily available it is suggested that the indicator is deleted and not monitored in future Annual Monitoring Reports. | | |

Topic Area: Flexibility Allowance

Relevant LDP Policies: KP1

Indicator reference: OB2 SO26

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|--|---|
| LOCAL Need for release of additional housing land identified in the flexibility allowance | To ensure sufficient land is brought forward for development in accordance with the Plan strategy and to maintain a minimum 5 year supply of land as set out in the JHLAS. | Build rates exceed the anticipated number of completions as set out in indicator OB2 SO4 by the 1st Plan review i.e. more than 13,910 dwellings completed between 2014 - 2020 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04 for the first 2 year period to 1 st April 2016. | Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04. | Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04. |
| Analysis | | |
| As set out in paragraph 4.25 of the Cardiff Local Development Plan, the LDP tests of soundness required that LDPs are sufficiently flexible to positively respond to a change in circumstances. However, as expected the need to release additional land is not necessary as build rates have not exceed the anticipated number of completions as set out in Indicator OB2 S04. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Affordable Housing SPG

Relevant LDP Policies: KP13, H3

Indicator reference: OB2 SO27

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Affordable Housing SPG | | Failure to adopt SPG within 6 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017 | Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017 | Detailed supplementary guidance relating to affordable housing incorporated in the Planning Obligations SPG which was approved by the Council in January 2017 |
| Analysis | | |
| Detailed supplementary guidance relating to affordable housing provision has been incorporated in the Planning Obligations SPG which was approved by the Council on 26 th January 2017. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action required. | | |

Topic Area: Houses in Multiple Occupation SPG

Relevant LDP Policies: H5

Indicator reference: OB2 SO28

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| LOCAL Houses in Multiple Occupation SPG | | Failure to adopt SPG within 6 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Houses in Multiple Occupation SPG was approved in January 2017 | The Houses in Multiple Occupation SPG was approved in January 2017 | The Houses in Multiple Occupation SPG was approved in January 2017 |
| Analysis | | |
| The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action required. | | |

Topic Area: Planning Obligations SPG

Relevant LDP Policies: KP7

Indicator reference: OB2 SO29

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| LOCAL Planning Obligations SPG | | Failure to adopt SPG within 12 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Planning Obligations SPG was approved in January 2017 | The Planning Obligations SPG was approved in January 2017 | The Planning Obligations SPG was approved in January 2017 |
| Analysis | | |
| The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action required. | | |

Topic Area: Community Facilities and Residential Development SPG

Relevant LDP Policies: C1

Indicator reference: OB2 SO30

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|--|--|
| LOCAL Community Facilities and Residential Development SPG | | Failure to adopt SPG within 18 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017 | Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017 | Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council in January 2017 |
| Analysis | | |
| Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council on 26th January 2017. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action required. | | |

Topic Area: Childcare Facilities SPG

Relevant LDP Policies: C1

Indicator reference: OB2 SO31

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Childcare Facilities SPG | | Failure to adopt SPG within 18 months of Plan adoption |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Childcare Facilities SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017 | The Childcare Facilities SPG was approved in November 2017 | The Childcare Facilities SPG was approved in November 2017 |
| Analysis | | |
| The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action required. | | |

Topic Area: Planning for Health and Wellbeing SPG

Relevant LDP Policies: C6

Indicator reference: OB2 SO32

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| Local Health SPG | | Failure to adopt SPG within 18 months of Plan adoption |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Planning for Health and Wellbeing SPG issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017 | The Planning for Health and Wellbeing SPG was approved in November 2017 | The Planning for Health and Wellbeing SPG was approved in November 2017 |
| Analysis | | |
| The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action required. | | |

Topic Area: Gypsy and Traveller Sites SPG

Relevant LDP Policies: H8

Indicator reference: OB2 SO33

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Gypsy and Traveller Sites SPG | | Failure to adopt SPG within 18 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Gypsy and Traveller Sites SPG is due to be issued for public consultation in March 2018 | Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale. | Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale. |
| Analysis | | |
| At the current juncture, the need to prepare this guidance will be more fully assessed as the existing policy framework is considered sufficient and appropriate. Further work will be undertaken to assess the deliverability or otherwise of SPG preparation, and if so, the appropriate timescale. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

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

Topic Area: Flood Risk

Relevant LDP Policies: KP3(A), KP3(B), KP5, KP15, KP16, KP18, EN14

Indicator reference: OB3 EN1

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|---|
| Core Amount of development (by TAN15 paragraph 5.1 development category) permitted in C1 floodplain area 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 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No applications were permitted in C1 Floodplain areas that did not meet all TAN 15 tests | 2 applications was permitted in C1 Floodplain areas that did not meet all TAN 15 tests | 2 applications was permitted in C1 Floodplain areas that did not meet all TAN 15 tests |
| Analysis During the 3 rd monitoring period 30 applications for highly vulnerable development were permitted in Zone C1 and 2 of these were permitted that did not meet all TAN15 tests. Both these applications related to the conversion and extension of existing and adjoining properties in the Riverside area of the city to flats and Natural Resources Wales had objected stating the depth of flooding at ground floor level would be greater than 600 metres and therefore did not meet the tolerable limits set out in TAN15 (Section A1.14). In determining these applications the Council considered that it would be unreasonable to refuse planning permission on this issue as the proposed flats would be maisonette units with no bedrooms at ground floor, and occupants would be able to seek refuge at first floor level during a flood event. Furthermore, there would be no increase in the potential total number of occupants as the proposed number of bedrooms would be the same as the total amount of bedrooms in the existing dwelling. | | |

Given this it is considered these two applications raise particular issues that need separate consideration and are not related to the performance of Policy EN14 which is functioning effectively as evidenced by the fact that flood risk has been considered as a key consideration in all the applications submitted for highly vulnerable development in Zone C1.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Flood Risk

Relevant LDP Policies: KP3(A), KP3(B), KP5, KP15, KP16, KP18, EN14

Indicator reference: OB3 EN2

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| Core Amount of development (by TAN15 paragraph 5.1 development category) permitted in C2 floodplain areas | No permissions granted for highly vulnerable development within C2 floodplain area | 1 application permitted for development in any 1 year |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No applications permitted in C2 floodplain Areas. | No applications permitted in C2 floodplain Areas. | No applications permitted in C2 floodplain Areas. |
| Analysis | | |
| During the 2 nd monitoring period no applications for highly vulnerable development were permitted in Zone C2 without flood mitigation measures which were confirmed as appropriate through advice provided by NRW. Given this it is considered that Policy EN14 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor | | |

Topic Area: Water Quality

Relevant LDP Policies: KP15, KP16, KP18, EN4, EN10, EN11 & EN14

Indicator reference: OB3 EN3

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| 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 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water) | No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water) | No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water) |
| Analysis | | |
| No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning status of water bodies. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Water Quality

Relevant LDP Policies: KP15, KP16, KP18, EN4, EN10, EN11 & EN14

Indicator reference: OB3 EN4

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| 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 Dŵr Cymru (Welsh Water) | 1 application permitted for development in any 1 year |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water) | No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water) | No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water) |
| Analysis | | |
| No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning status of water bodies. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Water Quality

Relevant LDP Policies: KP15, KP16, KP18, EN4, EN10, EN11 & EN14

Indicator reference: OB3 EN5

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Number of permissions incorporating measures designed to improve water quality where appropriate | No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water) | 1 application permitted for development in any 1 year |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water) | No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water) | No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water) |
| Analysis | | |
| No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning measures to improve water quality. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Water Quality and Quantity

Relevant LDP Policies: KP18, EN11 & EN14

Indicator reference: OB3 EN6

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|--|---|
| 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 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No planning consents issued where there is an outstanding objection from the water supplier | No planning consents issued where there is an outstanding objection from the water supplier | No planning consents issued where there is an outstanding objection from the water supplier |
| Analysis | | |
| No applications have been approved where there is an outstanding objection from Dwr Cymru / Welsh Water concerning provision of water quality and quantity and waste water from water supplier. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Green Wedge

Relevant LDP Policies: KP3(A): Green Wedge, EN1: Countryside Protection

Indicator reference: OB3 EN7

Contextual Changes: There have been no significant contextual changes relating to the policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| LOCAL The number of inappropriate developments permitted within the Green Wedge that do not satisfy LDP policies. | No inappropriate developments granted planning permission contrary to policies KP3 (A) and EN1. | No inappropriate developments granted planning permission contrary to policies KP3 (A) and EN1. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No applications permitted in the Green Wedge that do not satisfy policy. | No applications permitted in the Green Wedge that do not satisfy policy. | No applications permitted in the Green Wedge that do not satisfy policy. |
| Analysis | | |
| During the 3 rd monitoring period no applications for inappropriate development were permitted. It is considered that all the relevant applications approved during the monitoring period were either considered to be policy compliant and not impact on the openness of the Green Wedge or the principal of development had been established through a previous consent. Given this it is considered that Policy KP3(A) is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to the issue. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Special Landscape Areas

Relevant LDP Policies: EN3: Landscape

Indicator reference: OB3 EN8

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|---|
| Core 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 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No applications permitted within a Special Landscape Area that does not satisfy policy. | No applications permitted within a Special Landscape Area that does not satisfy policy | No applications permitted within a Special Landscape Area that does not satisfy policy |
| Analysis | | |
| During the 3 rd monitoring period ten relevant applications were approved on land within a Special Landscape Area. Of these applications all were considered to be policy compliant/compliant subject to conditions/recommendations or the principle of development had previously been established. Given this it is considered that the policy framework relating to this issue is functioning effectively and the Council will continue to monitor this indicator to determine the effectiveness of this policy framework. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor | | |

Topic Area: Ancient Semi-Natural Woodland

Relevant LDP Policies: EN8: Trees, Woodlands and Hedgerows

Indicator reference: OB3 EN9

Contextual Changes: There have been no significant contextual changes relating to the policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Ancient Semi-Natural Woodland | No inappropriate developments granted planning permission contrary to Policy EN8. | 1 application permitted for development in any 1 year |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy. | No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy. | No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy. |
| Analysis | | |
| During the 3 rd monitoring period two relevant applications were permitted on areas of ancient semi natural woodland and were considered to be policy compliant/ compliant subject to conditions recommendations placed on the approval. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: SSSI's and SNCI's

Relevant LDP Policies: EN1-8

Indicator reference: OB3 EN10

Contextual Changes: There have been no significant contextual changes relating to the policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| 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 SINC that does not satisfy LDP policies | 1 application permitted for development in any 1 year |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No applications were permitted on SSSIs and SINC's that do not satisfy policy | No applications were permitted on SSSIs and SINC's that do not satisfy policy | No applications were permitted on SSSIs and SINC's that do not satisfy policy |
| Analysis | | |
| During the 3 rd monitoring period no applications were permitted on SSSI or SINC designated areas that were not policy compliant/compliant subject to conditions /recommendations placed on the application. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Environment

Relevant LDP Policies: EN1 – EN8

Indicator reference: OB3 EN11

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|---|
| Core 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. | No applications were permitted on Natura 2000 sites that do not comply with policy. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No applications were permitted on Natura 2000 sites that do not comply with policy. | No applications were permitted on Natura 2000 sites. | No applications were permitted on Natura 2000 sites. |
| Analysis | | |
| During the 3 rd monitoring period there were no relevant applications on Natura 2000 sites. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor | | |

Topic Area: Natural Environment

Relevant LDP Policies: EN1– EN8

Indicator reference: OB3 EN12

Contextual Changes: There have been no contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|--|---|
| LOCAL Number of planning applications granted which would result in detriment to the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute | No application granted permission that would result in detriment to the maintenance of the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute | 1 application permitted contrary to the advice of NRW or the authority's ecologist |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No developments have been permitted contrary to the advice of NRW or the authority's ecologist. | No developments have been permitted contrary to the advice of NRW or the authority's ecologist. | No developments have been permitted contrary to the advice of NRW or the authority's ecologist. |
| Analysis | | |
| During the monitoring period of the relevant applications approved it is considered that no applications were approved contrary to the advice of NRW or the authority's Ecologist. Approved applications were policy compliant/policy compliant subject to conditions/recommendations placed on the permission. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Open Space Provision

Relevant LDP Policies: KP16, KP18, C5

Indicator reference: OB3 EN13

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|--|
| LOCAL Achievement of functional open space requirement across Cardiff as set out in Policy C5 | 2.43 Ha functional open space per 1,000 population | Less than 2.43 Ha functional open space per 1,000 population |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| Latest figures show 1.18 ha of functional open space per 1,000 population in Cardiff. For all types of open space the equivalent figure is 7.44 ha of open space per 1,000 population. | Latest figures show 1.16 ha of functional open space per 1,000 population in Cardiff. For all types of open space the equivalent figure is 8.07 of open space per 1,000 population. | Latest figures show 1.15 ha of functional open space per 1,000 population in Cardiff. For all types of open space the equivalent figure is 8.10 of open space per 1,000 population. |
| Analysis | | |
| <p>The latest survey of open space shows that the baseline figure for the Third Annual Monitoring Report is 1.15 ha of functional open space per 1,000 population in Cardiff compared to an equivalent figure of 1.18 ha in the first Annual Monitoring Report. This figure increases if you include educational playing fields to 1.86 functional open space per 1,000 population in Cardiff and if you include all types of open space (functional amenity open space) the equivalent figure is 8.10 ha of open space per 1,000 population, well in excess of the indicator target and a rise of 9% when compared to 2016/17.</p> <p>Although there has been a very marginal decrease in the figure since the first Annual Monitoring Report significant additional functional open space will be provided in conjunction with the large strategic housing sites which are at the very early stages of development or are yet to commence. Once significant progress has been made on these sites it is anticipated that the amount of functional open space per 1,000 population will increase over and above the baseline figure identified above.</p> | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Air Quality

Relevant LDP Policies: EN13

Indicator reference: OB3 EN14

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Number of Air Quality Management Areas | No more than 4 current AQMA in action | One or more additional AQMA |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period | There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period | There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period |
| Analysis | | |
| <p>There are currently four established AQMAs within Cardiff:</p> <ol style="list-style-type: none">1. Cardiff City Centre- declared 1st April 20132. Llandaff- declared 1st April 20133. Stephenson Court- declared 1st December 20104. Ely Bridge- declared 1st Feb 2007 <p>Each of these AQMAs was declared as a result of road-traffic derived Nitrogen Dioxide. There is one action plan in place for Ely Bridge AQMA and interim Action Plans have prepared for Cardiff City Centre, Llandaff and Stephenson Court AQMAs.</p> <p>These recommend that further monitoring is undertaken and set out measures to improve air quality in these areas. Such measures include Environmental Health Officers working closely with Planning Officers to advise on any development with the potential for detrimental impacts on air quality, requesting Air Quality Assessments and applying conditions where necessary and working to reduce traffic and emissions through implementation of the Transport and Clean Air Green Paper.</p> | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Open Space SPG

Relevant LDP Policies: C4, C5

Indicator reference: OB3 EN15

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| LOCAL Open Space SPG | | Failure to adopt SPG within 6 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Green Infrastructure SPG, incorporating guidance on open space was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017 | The Green Infrastructure SPG, incorporating guidance on open space was approved in November 2017 | The Green Infrastructure SPG, incorporating guidance on open space was approved in November 2017 |
| Analysis | | |
| The Open Space SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action is required. | | |

Topic Area: Public Rights of Way and Development SPG

Relevant LDP Policies: T1

Indicator reference: OB3 EN16

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|--|
| LOCAL Public Rights of Way and Development SPG | | Failure to adopt SPG within 18 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Green Infrastructure SPG, incorporating guidance on public rights of way was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017 | The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017 | The Green Infrastructure SPG, incorporating guidance on public rights of way was approved in November 2017 |
| Analysis | | |
| The Public Rights of Way and Development SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action is required. | | |

Topic Area: Trees and Development SPG

Relevant LDP Policies: EN8

Indicator reference: OB3 EN17

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Trees and Development SPG | | Failure to adopt SPG within 18 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Green Infrastructure SPG, incorporating guidance on trees and development was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017 | The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017 | The Green Infrastructure SPG, incorporating guidance on trees and development was approved in November 2017 |
| Analysis | | |
| The Trees and Development SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action is required. | | |

Topic Area: Biodiversity SPG

Relevant LDP Policies: EN5, EN6, EN7

Indicator reference: OB3 EN18

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| LOCAL Biodiversity SPG | | Failure to adopt SPG within 18 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Green Infrastructure SPG, incorporating guidance on biodiversity was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017 | The Green Infrastructure SPG, incorporating guidance on biodiversity was approved in November 2017 | The Green Infrastructure SPG, incorporating guidance on biodiversity was approved in November 2017 |
| Analysis | | |
| The Biodiversity SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action is required. | | |

Topic Area: Flooding SPG

Relevant LDP Policies: EN14

Indicator reference: OB3 EN19

Contextual Changes: The requirements of the SPG have changed significantly from those originally foreseen, giving rise to the need for extensive additional technical work resulting from the forthcoming implementation of schedule 3 of the Flood Water and Management Act 2010 which will make sustainable drainage mandatory for certain types of development.

| Indicator | Target | Trigger |
|---|--|--|
| LOCAL Flooding SPG | | Failure to adopt SPG within 12 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Flooding SPG is due to be issued for public consultation in March 2018. | The draft Flooding SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation | The draft Flooding SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation |
| Analysis | | |
| <p>The Council adopted the LDP on the 28th of January 2016. The intention was that the SPG should have been adopted by the end of January 2017.</p> <p>However, progress on the document has been delayed due to the extensive additional technical work which has been required in preparing the guidance due to the implementation of schedule 3 of the Flood Water and Management Act 2010 (commenced on the 7th January 2019) which made sustainable drainage mandatory for certain types of development, in combination with limitations of workloads and staffing capacity.</p> <p>Preparatory work on the SPG is ongoing prior to it being reviewed and finalised internally and issued for public consultation. An update on this will be provided in 4th AMR in 2019.</p> | | |
| Recommendations | | |
| No action is required. | | |

Topic Area: Natural Heritage Network SPG

Relevant LDP Policies: KP16, EN3 - EN8

Indicator reference: OB3 EN20

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|--|
| LOCAL Natural Heritage Network SPG | | Failure to adopt SPG within 12 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Green Infrastructure SPG, incorporating guidance on the natural heritage network was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017 | The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017 | The Green Infrastructure SPG, incorporating guidance on the natural heritage network was approved in November 2017 |
| Analysis | | |
| The Natural Heritage Network SPG has been incorporated in the Green Infrastructure SPG which was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action is required. | | |

Topic Area: Archaeologically Sensitive Areas SPG

Relevant LDP Policies: EN14

Indicator reference: OB3 EN21

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|--|--|
| LOCAL Archaeologically Sensitive Areas SPG | | Failure to adopt SPG within 18 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Archaeologically Sensitive Areas SPG is due to be issued for public consultation in March 2018. | Consultation on the Archaeologically Sensitive Areas SPG was undertaken in November/December 2018 and was approved in July 2018. | Consultation on the Archaeologically Sensitive Areas SPG was undertaken in November/December 2018 and was approved in July 2018. |
| Analysis | | |
| The SPG was approved by Council on 19 th July 2018 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action is required. | | |

Objective 4 – To create sustainable neighbourhoods that form part of a sustainable city

Topic Area: Renewable Energy

Relevant LDP Policies: EN12

Indicator reference: OB4 SN1

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| 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 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No notable renewable energy schemes were permitted during the monitoring period. | 5 planning applications were granted during the year which incorporated solar energy amounting to 0.05MW in total | 1 planning application was granted for a 9.5 MW biomass plant at Rover Way and 9 planning applications were granted during the year which incorporated solar energy amounting to 0.52 MW in total |
| Analysis | | |
| In many respects, it is considered that there is relatively limited scope for renewable energy in Cardiff. Unlike some other local authorities in Wales, Cardiff has no Strategic Search Areas (TAN8) thereby restricting the potential for harnessing large-scale onshore wind power. With regards to other technologies, Cardiff is a relatively small area with much of its land already developed. Outside the urban areas, topography, environmental constraints plus relatively high land values constrain opportunities for medium-large renewable energy generation. There are however exceptions, within the former docklands two notable schemes are already in operation including an Energy Recovery Facility in Splott (30MW) and more recently a biomass plant in Tremorfa (2MW). Planning permission was also granted in June 2018 for a biomass plant at Rover Way (9.5MW) and just outside the current monitoring period in May 2019 for a 8.7 MW Solar Farm on the former Lamby Way tip. Also during the year 9 applications were granted planning permission which incorporated Solar energy amounting to 0.52 MW in total. | | |

It should also be noted that under the provisions of The Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2012, householders and businesses benefit from 'permitted development' rights relating to microgeneration/small-scale renewable energy technologies. Given the extent of these rights, it is inevitable that many small-scale renewable energy schemes will take place in Cardiff without the need for obtaining planning permission. Subsequently, holistic monitoring of renewable energy developments is not possible and certain developments will not be captured by this monitoring indicator.

Recommendations

No action required at present. Continue to monitor.

Topic Area: Waste Management Capacity

Relevant LDP Policies: KP12, W1

Indicator reference: OB4 SN2

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|--|---|
| LOCAL Maintain a sufficient amount of land and facilities to cater for Cardiff's waste capacity | Maintain a sufficient capacity to cater for Cardiff's waste (to be confirmed at a regional level in accordance with TAN21) | No trigger |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity | A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity | A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity |
| Analysis | | |
| <p>TAN21 and its associated regional monitoring reports are used to monitor whether each region has enough capacity to manage its waste arisings and anticipate when additional regional capacity will be needed. Cardiff is part of the South East Wales Region. The latest regional monitoring report available is the 'Waste Planning Monitoring Report: South East Wales' published in April 2016. This concluded that there is no further need for landfill capacity within the South East Wales region and that any proposals for further residual waste treatment should be carefully assessed to ensure that the facility would not result in over-provision.</p> <p>Waste developments of significance that were granted permission within the monitoring period are as follows:</p> <ul style="list-style-type: none">• A metals recycling facility at Tremorfa Industrial Estate;• A hazardous waste transfer facility at Lamby Way Industrial Estate. <p>Therefore, it is considered that policies KP12 and W1 are functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p> | | |
| Recommendations | | |
| No action required at present. Continue to monitor. | | |

Topic Area: Household Waste Recycling

Relevant LDP Policies: KP12, W1, W2

Indicator reference: OB4 SN3

Contextual Changes: There have been no contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|--|--|
| 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 | 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 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The amount of household waste recycled in 2015/16 was 58.2% and amount sent to landfill was 7.5% | The amount of household waste recycled in 2016/17 was 58.1% and amount sent to landfill was 1.6% | The amount of household waste recycled in 2016/17 was 58.3% and amount sent to landfill was 1% |
| Analysis | | |
| <p>Latest figures produced by Welsh Government show that the household recycling rate in 2017/18 was 58.3% which met the target set out above. This rate continues a general upward trend over the last few years as rates in 2013/14 were 49.7%. Only 1% of household waste was sent to landfill in 2017/18 which is below the 10% target for 2020 set out above. This percentage represents a significant reduction from 2012/13 when 39% was sent to landfill.</p> <p>Therefore, it is considered that policies KP12, W1 and W2 are functioning effectively in this regard. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p> | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Waste Management Applications

Relevant LDP Policies: KP12, W1, W2

Indicator reference: OB4 SN4

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| 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 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No applications for waste management uses on B2 land refused | No applications for waste management uses on B2 land refused | No applications for waste management uses on B2 land refused |
| Analysis | | |
| During the monitoring period, no applications for waste management uses on B2 land were refused. Therefore, it is considered that policies KP12 and W2 are functioning effectively in this regard. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Landbank of Crushed Rock Reserves

Relevant LDP Policies: KP11

Indicator reference: OB4 SN5

Contextual Changes: There have been no contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Maintain a minimum 10 year landbank of crushed rock reserves | 10 year supply | Less than 10 year supply |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| More than 10 year supply maintained throughout the plan period | More than 10 year supply maintained throughout the plan period | More than 10 year supply maintained throughout the plan period |
| Analysis | | |
| <p>The most recent published data on the landbank is the SWRAWP Annual Report 2017, published in January 2019. This states that Cardiff has a landbank of 25 years based on a 3 year average of sales (2015-2017) and 32 years based on a 10 year average of sales (2008-2017). Data for the Annual Report 2018 is currently being collated. The Council cannot publish information on rates of sales in relation to reserves in an uncollated format due to the need to protect the commercial confidentiality of operators.</p> <p>Given that there would be a landbank in excess of 10 years at the end of the plan period in 2026, it is considered that mineral policies are functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p> | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Sand Wharf Protection Areas

Relevant LDP Policies: KP11, M6

Indicator reference: OB4 SN6

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| 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 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No applications permitted within the Sand Wharf Protection Area | No applications permitted within the Sand Wharf Protection Area | No applications permitted within the Sand Wharf Protection Area |
| Analysis | | |
| During the monitoring period no applications were permitted within the Sand Wharf Protection Area. It is, therefore, considered that policy M6 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Mineral Safeguarding Areas

Relevant LDP Policies: KP11, M7

Indicator reference: OB4 SN7

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|---|
| LOCAL Amount of development permitted within a mineral safeguarding area | No permanent sterilising development as defined in MPPW/MTAN1 will be permitted within a Mineral Safeguarding Area which is contrary to Policy 7 of the Plan | 1 application permitted for development in any 1 year |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No permanently sterilising developments permitted contrary to policy M7 | No permanently sterilising developments permitted contrary to policy M7 | No permanently sterilising developments permitted contrary to policy M7 |
| Analysis | | |
| <p>During the monitoring period 3 applications located within the limestone safeguarding area were approved:</p> <ul style="list-style-type: none"> • An application to extend a changing rooms and sports pavilion, installation of a footpath, exercise stations, MUGA and play area. This would not be considered permanently sterilising development; • An application for ground works in order to create a new grassed public open space. This would not be considered permanently sterilising development; • An application to renew a previous planning permission to convert two barns – one to residential and one to stables. The two buildings which would be converted fall outside of the safeguarding area, but parts of the curtilage surrounding the proposed stables are within it. Given that the principle of the development had been established through a previous consent and that the residential use would be outside of the safeguarding area, it is not considered that this would sterilise the limestone safeguarding area. <p>It is, therefore, considered that policy M7 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p> | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Mineral Permissions

Relevant LDP Policies: M2

Indicator reference: OB4 SN8

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| 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 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No applications permitted for extraction of aggregate not in line with Policy M2 | No applications permitted for extraction of aggregate not in line with Policy M2 | No applications permitted for extraction of aggregate not in line with Policy M2 |
| Analysis | | |
| <p>Planning application no. 15/01953/MJR for an extension to the south east of Creigiau Quarry was approved in December 2018. The extension area is identified as a 'preferred area' of resource suitable for the future working of limestone under Policy M1 of the LDP. The application also made provision for the relinquishment of reserves in the more environmentally sensitive southern and western parts of the existing quarry in line with Policy M3 of the LDP. Therefore, it is considered that the application was permitted in accordance with the aims of Policy M2.</p> <p>No applications were permitted for the extraction of aggregate which were not considered to accord with Policy M2.</p> | | |
| Recommendations | | |
| No action required at present. Continue to monitor. | | |

Topic Area: Mineral Buffer Zones

Relevant LDP Policies: M4

Indicator reference: OB4 SN9

Contextual Changes: There have been no contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| 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 on year |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No applications for inappropriate development permitted within the Minerals Buffer Zones | No applications for inappropriate development permitted within the Minerals Buffer Zones | No applications for inappropriate development permitted within the Minerals Buffer Zones |
| Analysis | | |
| <p>During the monitoring period five applications were approved for development within a buffer zone:</p> <ul style="list-style-type: none"> • An application to extend a changing rooms and sports pavilion, installation of a footpath, exercise stations, MUGA and play area. This would not be considered permanently sterilising development; • Change of use of an industrial unit from B8 to a D1 veterinary clinic. This would occupy an existing commercial building within the buffer zone and would not be considered a 'sensitive development'; • An application to increase the number of children cared for at an existing nursery within the Buffer Zone. As the nursery is an existing 'sensitive development' within the buffer zone, it is not considered that an increase in the number of children would have an additional impact upon the buffer zone; | | |

- Change of use of an industrial unit from D2 to a gym. This would occupy an existing commercial unit within the buffer zone and would not be considered a 'sensitive development';
- An application to erect four trade counter units and two A1/A3 units within an existing industrial estate. Only part of the site falls within the buffer zone. The proposed buildings would occupy existing allocated industrial land and the proposed uses would not be considered 'sensitive development'.

Therefore, no applications for inappropriate development were permitted within the Minerals Buffer Zones. It is, therefore, considered that policy M4 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

Recommendations

No action is required at present. Continue to monitor.

Topic Area: Prohibition Orders on dormant Mineral Sites

Relevant LDP Policies: M3

Indicator reference: OB4 SN10

Contextual Changes: There have been no contextual changes relating to this policy area during the monitoring period.

| _Indicator | Target | Trigger |
|--|---|---|
| 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 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No prohibition orders served in the monitoring period. Work has progressed in securing the closure of southern and western parts of Creigiau Quarry in line with M3 | No prohibition orders served in the monitoring period. Work has progressed in securing the closure of southern and western parts of Creigiau Quarry in line with M3 | No prohibition orders served in the monitoring period. |
| Analysis | | |
| <p>The Council has not served any prohibition orders within the monitoring period.</p> <p>Planning application 15/01953/MJR for an extension to the south east area of Creigiau Quarry was granted permission in December 2018. The proposal included the relinquishment of southern and western parts of the quarry in line with policy M3 'Quarry Closures and Extension Limits'.</p> <p>Further research and investigation into the appropriateness of serving prohibition orders should be carried out. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p> | | |
| Recommendations | | |
| Further research on prohibition orders is required. Continue to monitor. | | |

Topic Area: Historic Environment

Relevant LDP Policies: KP 17: Built Heritage, EN9: Conservation of the Historic Environment

Indicator reference: OB4 SN11

Contextual Changes: There have been no contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|--|--|
| 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 |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| No developments have been permitted with an outstanding objection from statutory heritage advisors. | No developments have been permitted with an outstanding objection from statutory heritage advisors. | No developments have been permitted with an outstanding objection from statutory heritage advisors. |
| Analysis | | |
| During the monitoring period all the relevant applications received on historic environment assets were considered to be policy compliant/policy compliant subject to conditions/recommendations placed on the permission. No applications were permitted with an outstanding objection from statutory heritage advisors. | | |
| Recommendations | | |
| No action is required at present. Continue to monitor. | | |

Topic Area: Delivery of Strategic Site Infrastructure

Relevant LDP Policies: KP2(A-H), KP4 and KP6

Indicator reference: OB4 SN12

Contextual Changes: There have been no significant changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|--|---|
| LOCAL Delivery of each key principle from the Strategic Sites Masterplanning Framework as embedded in the LDP to ensure delivery of key infrastructure including sustainable transportation interventions, social and community facilities, together with any other key Masterplanning requirements. | Failure of any key principles being effectively delivered in accordance with details which are approved through the Development Management process (e.g. S106 obligations & planning conditions). | 1 (or more) key principles not delivered. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| 2017: Outline planning permission(s) have been granted at Strategic Sites: C: (North West Cardiff), F: (North East Cardiff – West of Pontprennau) and G: (East of Pontprennau Link Road). Associated S106 agreements are linked to infrastructure provision identified through policies KP2(A-H). To date, construction work has only commenced at | 2018: Outline planning permission has been granted at Strategic Sites: C: North West Cardiff (x4) D: Land North of Junction 33 F: North East Cardiff G: East of Pontprennau Link Road (x2) Full and/or Reserved Matters have been granted at sites: A: Central Enterprise Zone C: North West Cardiff (x3) | 2019: Outline planning permission has been granted at Strategic Sites: C: North West Cardiff (x4) D: Land North of Junction 33 F: North East Cardiff G: East of Pontprennau Link Road (x2) Full and/or Reserved Matters have been granted at sites: A: Central Enterprise Zone C: North West Cardiff (x3) F: North East Cardiff |

| | | |
|---|---|--|
| <p>Site G and the delivery of infrastructure provision identified through the associated S106 agreements will be monitored as schemes progress over the coming years.</p> | <p>G: East of Pontprennau Link Road (x4)</p> <p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone C: North West Cardiff G: East of Pontprennau Link Road.</p> <p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of infrastructure provision is monitored as schemes progress and is summarised in Appendix 2 of the Cardiff Infrastructure Plan (Edition 2, Spring 2018).</p> | <p>G: East of Pontprennau Link Road (x4)</p> <p>Construction work has commenced at sites:</p> <p>A: Central Enterprise Zone C: North West Cardiff (x3) F: North East Cardiff G: East of Pontprennau Link Road (x2)</p> <p>The S106 Agreements for each of the Strategic Sites are linked to the infrastructure provision identified through LDP Policies KP2(A-H).</p> <p>The delivery of strategic site infrastructure is now being monitored through a series of bespoke monitoring documents that form part of the wider Cardiff Infrastructure Plan (see below).</p> |
|---|---|--|

Analysis

The LDP Strategic Sites are at their early stages of development, with initial phases being constructed at sites A (Central Enterprise Zone), C (North West Cardiff), F (North East Cardiff) and G (East of Pontprennau Link Road).

In order to monitor ongoing progress at each of the strategic sites in terms of planning consents, development activity and infrastructure provision, a series of bespoke monitoring documents have been produced. These documents form part of the wider Cardiff Infrastructure Plan and will be regularly updated to track progress on each of the sites. They are available to view on the Planning pages of the Council's website at www.cardiff.gov.uk/planning > Major Development Activity Monitoring.

Recommendations

- Continue to monitor the delivery of Strategic Site infrastructure provision through regular updates of the 'Strategic Site Monitoring Documents'.
- No actions are triggered under the third year of performance monitoring.

Topic Area: Cardiff Infrastructure Plan

Relevant LDP Policies: KP6

Indicator reference: OB4 SN13

Contextual Changes: There have been no significant changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|--|---|
| 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. |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The 2016 version of the Cardiff Infrastructure Plan was published in September. The 2017 version is being prepared in advance of completion later in the year. | The 2018 update of the Cardiff Infrastructure Plan has recently been completed and is due to be published in the autumn. | The 2019 update of the Infrastructure Plan is being undertaken. As part of this update, a series of new Strategic Site Monitoring Documents have been produced, which have been published on the Council's website. |
| Analysis | | |
| <ul style="list-style-type: none"> • A review / update of the Cardiff Infrastructure Plan is undertaken on an annual basis. • As part of the 2019 review/update, a series of bespoke 'Strategic Site Monitoring Documents' have been produced to monitor ongoing progress in terms of planning consents, development activity and infrastructure provision at each of the Strategic Sites. These documents have recently been published on the Council's website. | | |
| Recommendations | | |
| <ul style="list-style-type: none"> • No actions are triggered under the third year of performance monitoring. | | |

Topic Area: Managing Transportation Impacts SPG

Relevant LDP Policies: T5

Indicator reference: OB4 SN14

Contextual Changes: There have been no contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| Local Design and Parking Guidance SPG (incorporating Access, Circulation and Parking Requirements SPG and sustainable design guidance) | To deliver the SPG | Failure to adopt SPG within 6 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| In 2016-2017, the Draft SPG was in the process of being finalised in preparation for consultation. Progress on the document having been delayed due to extensive additional technical work required in preparing the guidance, in combination with limitations of workloads and staffing capacity. | Consultation on the SPG was undertaken between November and December 2017. The SPG was subsequently adopted, having been approved by Council on the 19 th of July 2018. | The SPG was approved by Council on the 19 th of July 2018. |
| Analysis | | |
| The Council recommended to approve the 'Managing Transport Impacts SPG' (which incorporates the Design and Parking Guidance) on July 19th 2018. This document will now be considered in the determination of all subsequent planning applications. A commitment has been made to Council, to review the newly adopted SPG on at least a biennial basis, with the SPG serving as a 'live' working document, to be amended in response to changing approaches within Transport Policy. | | |
| Recommendations | | |
| No action required. | | |

Topic Area: Waste Management Facilities SPG

Relevant LDP Policies: W1, W2

Indicator reference: OB4 SN15

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| LOCAL Locating Waste Management Facilities SPG | | Failure to adopt SPG within 12 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Locating Waste Management Facilities SPG was approved in January 2017 | The Locating Waste Management Facilities SPG was approved in January 2017 | The Locating Waste Management Facilities SPG was approved in January 2017 |
| Analysis | | |
| The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action is required. | | |

Topic Area: Infill Sites Design Guidance SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN16

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| LOCAL Infill Sites Design Guidance SPG | | Failure to adopt SPG within 18 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Infill Sites Design Guidance SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017 | The Infill Sites Design Guidance SPG was approved in November 2017 | The Infill Sites Design Guidance SPG was approved in November 2017 |
| Analysis | | |
| The Infill Sites Design Guidance SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action is required | | |

Topic Area: Tall Buildings SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN17

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|---|---|
| LOCAL Tall Buildings SPG | | Failure to adopt SPG within 18 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Tall Buildings SPG was approved in January 2017 | The Tall Buildings SPG was approved in January 2017 | The Tall Buildings SPG was approved in January 2017 |
| Analysis | | |
| The SPG was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action is required. | | |

Topic Area: Householder Design Guidance SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN18

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Householder Design Guidance SPG | | Failure to adopt SPG within 18 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Residential Design Guidance SPG was approved in January 2017 | The Residential Design Guidance SPG was approved in January 2017 | The Residential Design Guidance SPG was approved in January 2017 |
| Analysis | | |
| The SPG has been renamed Residential Design Guidance SPG and was approved by Council on 26 th January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action is required | | |

Topic Area: Public Art SPG

Relevant LDP Policies: KP5

Indicator reference: OB4 SN19

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|---|
| LOCAL Public Art SPG | | Failure to adopt SPG within 18 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Public Art SPG is due to be issued for public consultation in March 2018. | The draft Public Art SPG is currently in preparation prior to being reviewed and finalised internally before being issued for public consultation. | It is proposed not to progress a Public Art SPG at this time. Refer to Analysis (below). |
| Analysis | | |
| <p>Having reviewed the previous public art SPG, it is considered that through the related policies in the Local Development Plan and other existing (Cardiff Public Art Strategy) and recently produced (Public Art Protocol) public art guidance, there is not a need to produce an updated public art SPG at this time.</p> <p>This position will be reviewed annually to monitor if any significant contextual changes occur in the future.</p> | | |
| Recommendations | | |
| <ul style="list-style-type: none">• Not to progress a Public Art SPG at this time.• To continue to monitor public art to identify any significant contextual changes during the monitoring period. | | |

Topic Area: Food, Drink and Leisure Uses SPG

Relevant LDP Policies: R8

Indicator reference: OB4 SN20

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Food Drink and Leisure Uses and Premises for Eating, Drinking and Entertainment in Cardiff City Centre SPG | | Failure to adopt SPG within 18 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017. | The SPG was approved in November 2017 | The SPG was approved in November 2017 |
| Analysis | | |
| The SPG was approved by Council on 30 th November 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action required | | |

Topic Area: Waste Collection and Storage Facilities SPG

Relevant LDP Policies: W1, W2

Indicator reference: OB4 SN21

Contextual Changes: There have been no significant contextual changes relating to

| Indicator | Target | Trigger |
|--|---|---|
| LOCAL Waste Collection and Storage Facilities SPG | | Failure to adopt SPG within 18 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Waste Collection and Storage Facilities SPG was approved in October 2016 | The Waste Collection and Storage Facilities SPG was approved in October 2016 | The Waste Collection and Storage Facilities SPG was approved in October 2016 |
| Analysis | | |
| The SPG was approved by Council on 20 th October 2016 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action is required | | |

Topic Area: Flat Conversions SPG

Relevant LDP Policies: H5

Indicator reference: OB4 SN22

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|--|--|---|
| LOCAL Design Guidance and Standards for Flat Conversions SPG | | Failure to adopt SPG within 12 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Design Guidance and Standards for Flat Conversions SPG is due to be issued for public consultation in March 2018 | A draft of the Design Guidance and Standards for Flat Conversions SPG has been prepared and is currently being reviewed / finalised internally prior to being issued for public consultation | The Flat Conversions SPG was approved in March 2019 |
| Analysis | | |
| The SPG was approved by Council on 28 th March 2019 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. | | |
| Recommendations | | |
| No action is required | | |

Topic Area: Renewable Energy Assessments SPG

Relevant LDP Policies: EN12

Indicator reference: OB4 SN23

Contextual Changes: There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator | Target | Trigger |
|---|---|---|
| LOCAL Renewable Energy Assessments SPG | | Failure to adopt SPG within 12 months of adoption of the Plan |
| Performance 1st AMR 1st April 2016 to 31st March 2017 | Performance 2nd AMR 1st April 2017 to 31st March 2018 | Performance 3rd AMR 1st April 2018 to 31st March 2019 |
| The Renewable Energy Assessments SPG is due to be issued for public consultation in March 2018 | The draft Renewable Energy Assessment SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation | The draft Renewable Energy Assessment SPG is being prepared prior to being reviewed and finalised internally and issued for public consultation |
| Analysis | | |
| <p>The Council adopted the LDP on the 28th of January 2016. The intention was that the SPG should have been adopted by the end of January 2017.</p> <p>However, progress on the document has been delayed due to the technical nature of the document and the need to assess the implications of new renewable technologies and evolving national guidance on renewables, in combination with limitations of workloads and staffing capacity.</p> <p>Preparatory work on the SPG is ongoing prior to it being reviewed and finalised internally and issued for public consultation. An update on this will be provided in 4th AMR in 2020.</p> | | |
| Recommendations | | |
| <p>Prioritise resources to the delivery of the SPG as per the above timescales, to ensure adoption in 2020.</p> | | |

6. Sustainability Appraisal Monitoring

Methodology

The Sustainability Appraisal monitoring expands the assessment of the performance of the LDP against the Sustainability Appraisal (SA) Monitoring Objectives. The data collated includes a mix of qualitative and quantitative data with a commentary in the latter column to describe the progress and provide a recommendation.

Indicators may have been amended where there is a data gap to allow for similar information to be collated, the text is italicised to identify indicators where a change has been made. There is also overlap with some LDP indicators, these indicators are marked in bold and coloured green for clarity. This is intended to provide an indication of how the LDP monitoring and SA monitoring are interlinked. A brief commentary is provided although reference should be made to Section 5 LDP Policy Analysis for additional information.

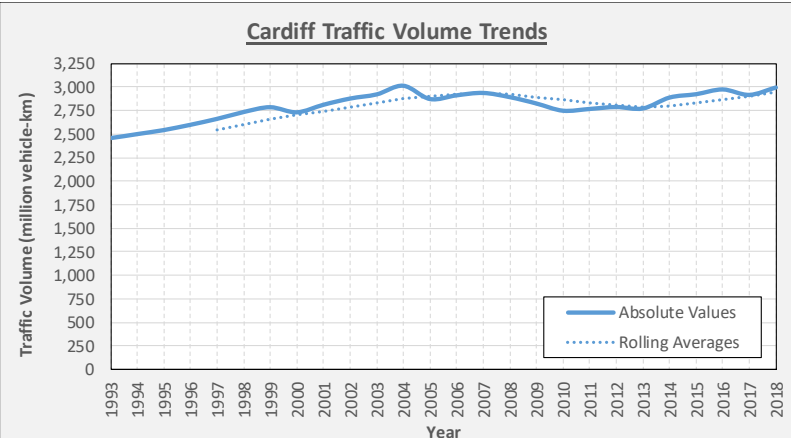
There are a number of SA indicators where information is not published annually, for example those based on the census. The purpose of the monitoring framework is to review changes on an annual basis, as a consequence these are not necessarily going to be useful moving forward in terms of future monitoring. They have however been retained in order to provide a baseline, further work will be undertaken in time for the next AMR to determine whether alternative sources of information are available.

The traffic light rating system used for the LDP Monitoring Indicators has not been taken forward for use with the SA Monitoring. Many of the SA objectives are aspirational. In addition, the LDP alone would not be the only factor that would need to be considered in achieving their aims. The SA Monitoring does not include targets as such, unlike the LDP monitoring, it would therefore prove difficult to interpret the commentary into a traffic light rating. This is the third SA monitoring to be undertaken since the adoption of the LDP and it provides a comparison with the baseline data outlined in the 2017 and 2018 AMRs. Where applicable the direction of change compared to the first and second SA monitoring is included adjacent the data for this monitoring period. This will be utilised to assess the LDPs progression towards meeting the identified sustainable development indicators.

Information contained in the SA monitoring framework in the main relates to a wide range of data produced internally, by various departments of the Council and externally from other organisations. Where data has been sourced externally, a footnote is provided to ensure the data source is easily identifiable.

| SA objective | Indicator | Target | Data | Commentary |
|--|---|---|--------------------------|---|
| 1. Help deliver equality of opportunity and access for all | The percentage of population in the 100 most deprived wards in Wales | Reduction | 12% is the 2015 baseline | The latest Welsh Index of Multiple Deprivation data from 2015 shows that 12% of the population of Cardiff is in the 100 most deprived wards in Wales |
| | The number of net additional affordable dwellings built | 6,646 net affordable units over the remaining Plan period (representing an average of 22.8% of total housing provision) | 1,082 (↑) | From 2014/15 to 2018/19 a total of 1,082 affordable dwellings were completed leaving a residue of 5,564 dwellings to be completed over the remaining 7 years to 2026. |
| | Total number of Gypsy and Traveller pitches for residential accommodation | Net increase | No increase | Work ongoing to identify new site for Gypsy and Traveller pitches. |

| SA objective | Indicator | Target | Data | Commentary |
|--|--|---------------------------|--|--|
| 2. Maintain and improve air quality | NO2 levels | 40µgm3 | Exceedance's of the 40µgm3 within the declared AQMAs | The 2015 nitrogen dioxide Council monitoring data shows a number of sites representative of relevant exposure with exceedances of the 40µgm3 annual mean objective. These sites are predominantly contained within the declared AQMAs. However, there are two monitoring locations (Station Terrace & Ocean Way) which are not located within AQMAs, but it should be noted that annual exceedances are not out of character for these sites and are in locations not representative of relevant exposure. |
| 3. Protect and enhance biodiversity, flora and fauna | Number and extent of designated sites of importance (SACs, SPAs, SSSIs, Ramsars, LNRs and SINCs, ancient woodland) | No loss of area | No loss of area | It is considered that there has been no loss of area as a result of applications permitted within the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/compliant subject to conditions/recommendations placed on the permission |
| | Condition of SSSIs | No reduction in condition | No reduction in condition | It is considered that there has been no reduction in the condition of SSSIs as a result of applications permitted within the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/compliant subject to conditions/recommendations placed on the permission. |

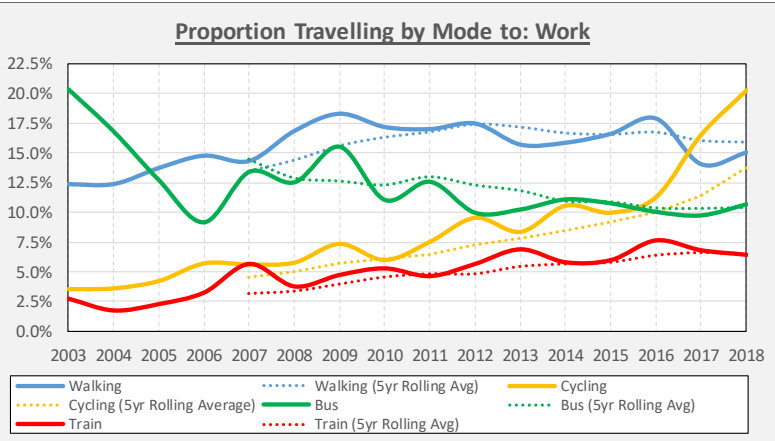
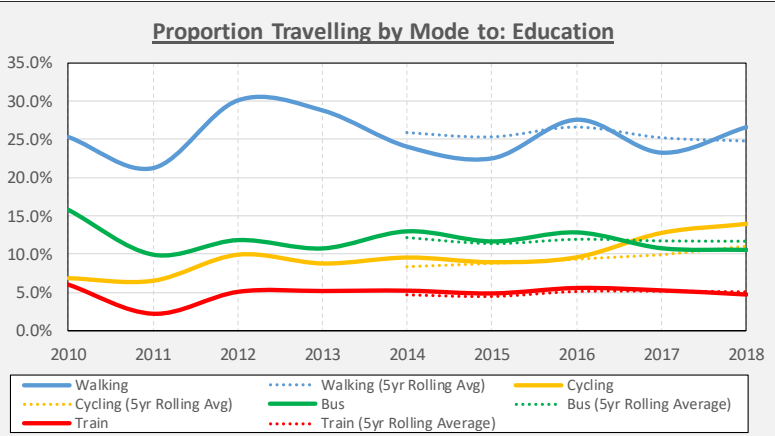
| SA objective | Indicator | Target | Data | Commentary |
|--|--|------------------------|--|---|
| | Extent of Local Biodiversity Action Plan priority habitats | No reduction in extent | | Local Biodiversity Action Plans are not currently being progressed. To be updated once a replacement has been established. |
| 4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects | Traffic volumes (vehicle-km) | n/a | 2015 = 2,927 2016 = 2,978 (↑) +1.7% 2017 = 2,920 (↓) -1.9% 2018 = 2,999 (↑) +2.7% | <p>According to DfT published road traffic statistics data, there has been a significant 2.7% increase in the volume of road traffic between 2017 and 2018, from 2,920 to 2,999 million vehicle-km.</p> <p>Examining the longer term trends as presented in figure SA4.1.1 below, it is clear that historically traffic volumes have been increasing, but that these dipped between around 2008 and 2012, likely due to the economic downturn –</p> <p>Figure SA4.1.1</p>  |

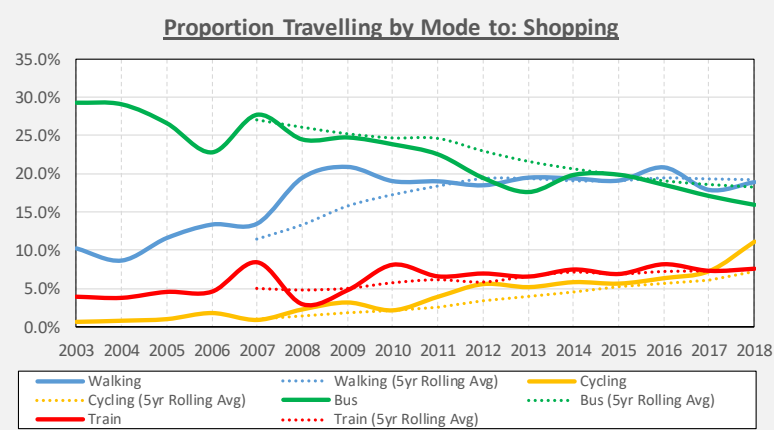
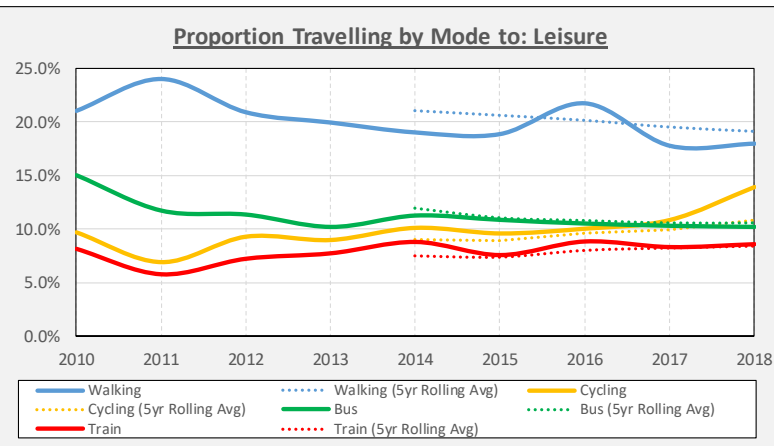
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| SA objective | Indicator | Target | Data | Commentary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-----------|--------|---------------------------|--|------------|------|------|---------------|------------|-------|-------|-------------------------|---------|-------|-------|---------------------------|---------|-------|-------|-------------------------|---------|-------|-------|--------------------------|-------|-------|-------|--------------------------|-----------|-------|-------|--------------------------|------------|-------|-------|--------------------------|-----------|-------|-------|-------------------------|------------|-------|-------|-------------------------|-----------|-------|-------|-------------------------|
| | | | | <p>However, since 2012 traffic volume has been increasing, and has now returned to almost the level of the historic high experienced in 2014.</p> <p>In setting the above in context with the other UK Core Cities, as presented in the table in figure SA4.1.2 below; while Birmingham, Leeds and Glasgow may have far higher volumes of traffic flow than Cardiff, nevertheless it is evident that Cardiff has experienced the highest level of recent growth of any of these –</p> <p>Figure SA4.1.2</p> <table><tr><th>Core City:</th><th>2017</th><th>2018</th><th>Change (Rank)</th></tr><tr><td>Birmingham</td><td>5,826</td><td>5,850</td><td>0.4% (5th)</td></tr><tr><td>Bristol</td><td>2,356</td><td>2,323</td><td>-1.4% (10th)</td></tr><tr><td>Cardiff</td><td>2,920</td><td>2,999</td><td>2.7% (1st)</td></tr><tr><td>Glasgow</td><td>3,632</td><td>3,615</td><td>-0.5% (7th)</td></tr><tr><td>Leeds</td><td>6,736</td><td>6,719</td><td>-0.3% (6th)</td></tr><tr><td>Liverpool</td><td>2,205</td><td>2,175</td><td>-1.4% (9th)</td></tr><tr><td>Manchester</td><td>2,694</td><td>2,662</td><td>-1.2% (8th)</td></tr><tr><td>Newcastle</td><td>1,750</td><td>1,784</td><td>1.9% (2nd)</td></tr><tr><td>Nottingham</td><td>1,534</td><td>1,559</td><td>1.6% (3rd)</td></tr><tr><td>Sheffield</td><td>2,664</td><td>2,705</td><td>1.5% (4th)</td></tr></table> <p>In considering the effect of the above increase in traffic upon Cardiff's network, according to TomTom's Traffic Index; congestion in the city has increased by 1% in the past year, with</p> | Core City: | 2017 | 2018 | Change (Rank) | Birmingham | 5,826 | 5,850 | 0.4% (5 th) | Bristol | 2,356 | 2,323 | -1.4% (10 th) | Cardiff | 2,920 | 2,999 | 2.7% (1 st) | Glasgow | 3,632 | 3,615 | -0.5% (7 th) | Leeds | 6,736 | 6,719 | -0.3% (6 th) | Liverpool | 2,205 | 2,175 | -1.4% (9 th) | Manchester | 2,694 | 2,662 | -1.2% (8 th) | Newcastle | 1,750 | 1,784 | 1.9% (2 nd) | Nottingham | 1,534 | 1,559 | 1.6% (3 rd) | Sheffield | 2,664 | 2,705 | 1.5% (4 th) |
| Core City: | 2017 | 2018 | Change (Rank) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Birmingham | 5,826 | 5,850 | 0.4% (5 th) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bristol | 2,356 | 2,323 | -1.4% (10 th) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cardiff | 2,920 | 2,999 | 2.7% (1 st) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Glasgow | 3,632 | 3,615 | -0.5% (7 th) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Leeds | 6,736 | 6,719 | -0.3% (6 th) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Liverpool | 2,205 | 2,175 | -1.4% (9 th) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Manchester | 2,694 | 2,662 | -1.2% (8 th) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Newcastle | 1,750 | 1,784 | 1.9% (2 nd) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nottingham | 1,534 | 1,559 | 1.6% (3 rd) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sheffield | 2,664 | 2,705 | 1.5% (4 th) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| SA objective | Indicator | Target | Data | Commentary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|---|--------|--|---|---------------------|------|------|---------------|---------------|-----|-----|---------------------------|----------|-------|-------|-------------------------|------------|-------|-------|-------------------------|---------|-------|-------|-------------------------|----------------|-----|-----|-------------------------|---------------|-------|-------|-------------------------|---------|-------|-------|--------------------------|-------------------|-------|-------|-------------------------|---------|-----|-----|-------------------------|-------------------|-------|-------|-------------------------|
| | | | | <p>a total of 28% of total travel time now accounted for by congestion, and up to 57% during peak times specifically, in recognition that increased traffic congestion results in increased emissions and reduced air quality.</p> <p>Meanwhile, in comparing Cardiff with the other regional authorities as shown in the table in figure SA4.1.3 below, it can be seen that only Torfaen has experienced a higher level of traffic growth than Cardiff –</p> <p>Figure SA4.1.3</p> <table><tr><th>Regional Authority:</th><th>2017</th><th>2018</th><th>Change (Rank)</th></tr><tr><td>Blaenau Gwent</td><td>411</td><td>409</td><td>-0.5% (10th)</td></tr><tr><td>Bridgend</td><td>1,383</td><td>1,407</td><td>1.7% (3rd)</td></tr><tr><td>Caerphilly</td><td>1,146</td><td>1,148</td><td>0.2% (8th)</td></tr><tr><td>Cardiff</td><td>2,920</td><td>2,999</td><td>2.7% (2nd)</td></tr><tr><td>Merthyr Tydfil</td><td>406</td><td>413</td><td>1.7% (4th)</td></tr><tr><td>Monmouthshire</td><td>1,466</td><td>1,483</td><td>1.2% (6th)</td></tr><tr><td>Newport</td><td>1,949</td><td>1,946</td><td>-0.2% (9th)</td></tr><tr><td>Rhondda Cynon Taf</td><td>2,113</td><td>2,148</td><td>1.7% (5th)</td></tr><tr><td>Torfaen</td><td>615</td><td>641</td><td>4.2% (1st)</td></tr><tr><td>Vale of Glamorgan</td><td>1,042</td><td>1,051</td><td>0.9% (7th)</td></tr></table> | Regional Authority: | 2017 | 2018 | Change (Rank) | Blaenau Gwent | 411 | 409 | -0.5% (10 th) | Bridgend | 1,383 | 1,407 | 1.7% (3 rd) | Caerphilly | 1,146 | 1,148 | 0.2% (8 th) | Cardiff | 2,920 | 2,999 | 2.7% (2 nd) | Merthyr Tydfil | 406 | 413 | 1.7% (4 th) | Monmouthshire | 1,466 | 1,483 | 1.2% (6 th) | Newport | 1,949 | 1,946 | -0.2% (9 th) | Rhondda Cynon Taf | 2,113 | 2,148 | 1.7% (5 th) | Torfaen | 615 | 641 | 4.2% (1 st) | Vale of Glamorgan | 1,042 | 1,051 | 0.9% (7 th) |
| Regional Authority: | 2017 | 2018 | Change (Rank) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Blaenau Gwent | 411 | 409 | -0.5% (10 th) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bridgend | 1,383 | 1,407 | 1.7% (3 rd) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Caerphilly | 1,146 | 1,148 | 0.2% (8 th) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cardiff | 2,920 | 2,999 | 2.7% (2 nd) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Merthyr Tydfil | 406 | 413 | 1.7% (4 th) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Monmouthshire | 1,466 | 1,483 | 1.2% (6 th) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Newport | 1,949 | 1,946 | -0.2% (9 th) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rhondda Cynon Taf | 2,113 | 2,148 | 1.7% (5 th) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Torfaen | 615 | 641 | 4.2% (1 st) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vale of Glamorgan | 1,042 | 1,051 | 0.9% (7 th) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | % of people walking, cycling, travelling by bus and train for | n/a | Work – Walking: 2016 = 17.9% | Historic trends for walking, cycling, bus, and train for the main journey purposes are provided in figures SA4.2.1-4 below, based on results of the Ask Cardiff Survey – | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| SA objective | Indicator | Target | Data | Commentary |
|--------------|----------------------|--------|---|--|
| | each journey purpose | | <p>2017 = 14.0% (↓) -3.9%</p> <p>2018 = 15.0% (↑) +1%</p> <p>Cycling:</p> <p>2016 = 11.3%</p> <p>2017 = 16.5% (↑) +5.2%</p> <p>2018 = 20.3% (↑) +3.8%</p> <p>Bus:</p> <p>2016 = 10.0%</p> <p>2017 = 9.7% (↓) - 0.3%</p> <p>2018 = 10.6% (↑) +0.9%</p> <p>Train:</p> <p>2016 = 7.6%</p> <p>2017 = 6.8% (↓) - 0.8%</p> <p>2018 = 6.4% (↓) - 0.4%</p> <p>Education –</p> <p>Walking:</p> <p>2016 = 27.6%</p> <p>2017 = 23.3% (↓) -4.3%</p> | <p>Figure SA4.2.1</p>  <p>Figure SA4.2.2</p>  |

| SA objective | Indicator | Target | Data | Commentary |
|--------------|-----------|--------|--|---|
| | | | 2018 = 26.6% (↑) +3.3% Cycling: 2016 = 9.6% 2017 = 12.8% (↑) +3.2% 2018 = 14.0% (↑) +1.2% Bus: 2016 = 12.8% 2017 = 10.7% (↓) -2.1% 2018 = 10.5% (↓) -0.2% Train: 2016 = 5.6% 2017 = 5.2% (↓) - 0.4% 2018 = 4.7% (↓) - 0.5% Shopping (City Centre) – Walking: 2016 = 18.4% 2017 = 16.1% (↓) -2.3% 2018 = 16.9% (↑) +0.8% | Figure SA4.2.3  Figure SA4.2.4  |

| SA objective | Indicator | Target | Data | Commentary |
|--------------|-----------|--------|---|--|
| | | | <p>Cycling: 2016 = 6.6% 2017 = 7.8% (↑) +1.2% 2018 = 12.2% (↑) +4.4%</p> <p>Bus: 2016 = 26.7% 2017 = 25.3% (↓) -1.4% 2018 = 23.5% (↓) -1.8%</p> <p>Train: 2016 = 11.3% 2017 = 11.0% (↓) -0.3% 2018 = 11.3% (↑) +0.3%</p> <p>Shopping (Other) —</p> <p>Walking: 2016 = 23.5% 2017 = 19.9% (↓) -3.6% 2018 = 21.1% (↑) +1.2%</p> <p>Cycling: 2016 = 6.0%</p> | <p>As discussed for OB1 EC17-18, there has been a continued decline in Bus use across all journey purposes, and a small decline in the proportion of journeys to Work and Education made by Train, albeit that the trend for rail overall has been increasing.</p> <p>Meanwhile, having previously dipped, the proportion of those Walking has recently increased, while Cycling continues to experience significant year-on-year growth.</p> <p>In consideration of the sustainable modes used the most for each journey purpose; Cycling is most prominent for journeys to Work, while Bus is the most utilised for City Centre Shopping. Meanwhile Walking represents the largest majority of sustainable journeys for Shopping Elsewhere, for Education and for Leisure.</p> |

| SA objective | Indicator | Target | Data | Commentary |
|--------------|-----------|--------|---|------------|
| | | | 2017 = 6.6% (↑) +0.6% 2018 = 9.7% (↑) +3.1% Bus: 2016 = 8.9% 2017 = 7.2% (↓) - 1.7% 2018 = 7.1% (↓) - 0.1% Train: 2016 = 4.4% 2017 = 2.7% (↓) - 1.7% 2018 = 3.2% (↑) +0.5% Leisure – Walking: 2016 = 21.8% 2017 = 17.8% (↓) -4.0% 2018 = 18.0% (↑) +0.2% Cycling: 2016 = 10.0% 2017 = 10.8% (↑) +0.8% | |

| SA objective | Indicator | Target | Data | Commentary |
|--------------|--|--------|---|---|
| | | | 2018 = 13.9% (↑) +3.1% Bus: 2016 = 10.5% 2017 = 10.3% (↓) -0.2% 2018 = 10.1% (↓) -0.2% Train: 2016 = 8.8% 2017 = 8.3% (↓) - 0.5% 2018 = 8.5% (↑) +0.2% | |
| | No. residents working in Cardiff, no. people commuting out of Cardiff, no. people commuting into Cardiff | n/a | Residents Working in Cardiff: 2015 = 131,400 2016 = 139,500 (↑) +6% 2017 = 139,600 () +0% 2018 = 157,400 (↑) +12% Residents Commuting Out of Cardiff: 2015 = 34,000 | <p>According to data from the Annual Population Survey as published by Welsh Government, there are currently 255,700 people working in Cardiff, representing a substantial 12% increase from the 228,400 of the previous year.</p> <p>Of this total, around 157,400 are resident in Cardiff (with a similar 12% increase between 2017 and 2018), with the remaining 98,300 having travelled in from outside (all modes), compared with 88,800 the previous year, i.e. an increase of 11%.</p> <p>Meanwhile, around 30,300 residents currently commute outside of the authority, this represents a 7% decrease from 32,600 recorded in 2017.</p> |

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| SA objective | Indicator | Target | Data | Commentary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------------|------------------|------------------|--|--|---------|------|------|--------|---------------|-----------------|---------------|-------------|----------|---------------|---------------|-------------|------------|----------------|----------------|-------------|--------------------|------------------|------------------|-------------|----------------|---------------|---------------|-----------|---------------|---------------|---------------|-------------|---------|---------------|---------------|-------------|-------------------|----------------|----------------|-------------|-------------------|-----------------|----------------|------------|---------|---------------|---------------|-------------|-----------------------------------|-----------------|-----------------|-------------|---------------------------|----------------|----------------|------------|
| | | | 2016 = 27,700 (↓) -19% 2017 = 32,600 (↑) +18% 2018 = 30,300 (↓) -7% | The number and proportion of those travelling into Cardiff to work, by origin, is provided in the table in figure SA4.3.1 below - Figure SA4.3.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Commuting into Cardiff from Outside: 2015 = 84,400 2016 = 89,700 (↑) +6% 2017 = 88,800 (↓) -1% 2018 = 98,300 (↑) +11% | <table><tr><th>Origin:</th><th>2017</th><th>2018</th><th>Change</th></tr><tr><td>Blaenau Gwent</td><td>1,100 (0.5%)</td><td>1,900 (1%)</td><td>+73% (↑)</td></tr><tr><td>Bridgend</td><td>7,100 (3%)</td><td>8,200 (3%)</td><td>+15% (↑)</td></tr><tr><td>Caerphilly</td><td>11,600 (5%)</td><td>16,400 (6%)</td><td>+41% (↑)</td></tr><tr><td>Cardiff (Internal)</td><td>139,600 (61%)</td><td>157,400 (62%)</td><td>+13% (↑)</td></tr><tr><td>Merthyr Tydfil</td><td>2,900 (1%)</td><td>2,900 (1%)</td><td>0% ()</td></tr><tr><td>Monmouthshire</td><td>2,800 (1%)</td><td>2,100 (1%)</td><td>-25% (↓)</td></tr><tr><td>Newport</td><td>7,200 (3%)</td><td>8,400 (3%)</td><td>+17% (↑)</td></tr><tr><td>Rhondda Cynon Taf</td><td>18,900 (8%)</td><td>22,000 (9%)</td><td>+16% (↑)</td></tr><tr><td>Vale of Glamorgan</td><td>21,600 (10%)</td><td>22,200 (9%)</td><td>+3% (↑)</td></tr><tr><td>Torfaen</td><td>3,500 (2%)</td><td>2,900 (1%)</td><td>-17% (↓)</td></tr><tr><td>TOTAL From Region (excl. Cardiff)</td><td>76,700 (34%)</td><td>87,000 (34%)</td><td>+13% (↑)</td></tr><tr><td>TOTAL From Outside Region</td><td>12,100 (5%)</td><td>11,300 (4%)</td><td>-7% (↓)</td></tr></table> | Origin: | 2017 | 2018 | Change | Blaenau Gwent | 1,100 (0.5%) | 1,900 (1%) | +73% (↑) | Bridgend | 7,100 (3%) | 8,200 (3%) | +15% (↑) | Caerphilly | 11,600 (5%) | 16,400 (6%) | +41% (↑) | Cardiff (Internal) | 139,600 (61%) | 157,400 (62%) | +13% (↑) | Merthyr Tydfil | 2,900 (1%) | 2,900 (1%) | 0% () | Monmouthshire | 2,800 (1%) | 2,100 (1%) | -25% (↓) | Newport | 7,200 (3%) | 8,400 (3%) | +17% (↑) | Rhondda Cynon Taf | 18,900 (8%) | 22,000 (9%) | +16% (↑) | Vale of Glamorgan | 21,600 (10%) | 22,200 (9%) | +3% (↑) | Torfaen | 3,500 (2%) | 2,900 (1%) | -17% (↓) | TOTAL From Region (excl. Cardiff) | 76,700 (34%) | 87,000 (34%) | +13% (↑) | TOTAL From Outside Region | 12,100 (5%) | 11,300 (4%) | -7% (↓) |
| Origin: | 2017 | 2018 | Change | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Blaenau Gwent | 1,100 (0.5%) | 1,900 (1%) | +73% (↑) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bridgend | 7,100 (3%) | 8,200 (3%) | +15% (↑) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Caerphilly | 11,600 (5%) | 16,400 (6%) | +41% (↑) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cardiff (Internal) | 139,600 (61%) | 157,400 (62%) | +13% (↑) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Merthyr Tydfil | 2,900 (1%) | 2,900 (1%) | 0% () | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Monmouthshire | 2,800 (1%) | 2,100 (1%) | -25% (↓) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Newport | 7,200 (3%) | 8,400 (3%) | +17% (↑) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rhondda Cynon Taf | 18,900 (8%) | 22,000 (9%) | +16% (↑) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vale of Glamorgan | 21,600 (10%) | 22,200 (9%) | +3% (↑) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Torfaen | 3,500 (2%) | 2,900 (1%) | -17% (↓) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL From Region (excl. Cardiff) | 76,700 (34%) | 87,000 (34%) | +13% (↑) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL From Outside Region | 12,100 (5%) | 11,300 (4%) | -7% (↓) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Total Working in Cardiff: 2015 = 215,400 2016 = 229,200 (↑) +6% 2017 = 228,400 () +0% 2018 = 255,700 (↑) +12% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| SA objective | Indicator | Target | Data | Commentary | | | | | | | | |
|---|-------------|--|--|---|--------------------|-------------------|-----------------|-------------|--------------------------|-------------------|-------------------|-------------|
| | | | | <table><tr><td>TOTAL Commuting In</td><td>88,800 (39%)</td><td>98,300 (38%)</td><td>+11% (↑)</td></tr><tr><td>TOTAL Working in Cardiff</td><td>228,400 (100%)</td><td>255,700 (100%)</td><td>+12% (↑)</td></tr></table> | TOTAL Commuting In | 88,800 (39%) | 98,300 (38%) | +11% (↑) | TOTAL Working in Cardiff | 228,400 (100%) | 255,700 (100%) | +12% (↑) |
| | | | | TOTAL Commuting In | 88,800 (39%) | 98,300 (38%) | +11% (↑) | | | | | |
| | | | | TOTAL Working in Cardiff | 228,400 (100%) | 255,700 (100%) | +12% (↑) | | | | | |
| <p>As can be seen from figure SA4.3.1 above, in total there are now 87,000 (34%) travelling into Cardiff from elsewhere in the Southeast Wales region, representing a substantial 13% increase from last year.</p> <p>The most significant flows from the region (in ranked order) are from the following – Vale of Glamorgan (22,000 or 9%), Rhondda Cynon Taf (22,000 or 9%), Caerphilly (16,400 or 6%), Newport (8,400 or 3%), and Bridgend (8,200 or 3%).</p> <p>While the volume has increased significantly from - Blaenau Gwent (+73%), Caerphilly (+41%), Newport (+17%), Rhondda Cynon Taf (16%), and Bridgend (15%); meanwhile the volume has decreased from - Monmouthshire (-25%) and Torfaen (-17%).</p> | | | | | | | | | | | | |
| | Modal split | 'At least 50% of all trips on Cardiff's transport network made by sustainable modes by the end of the Plan period in 2026' | Absolute Values: 2015 = 46.0% 2016 = 50.3% (↑) +4.3% 2017 = 48.1% (↓) -2.2% | <p>Travel by mode is recorded each year in the Ask Cardiff Survey for the following journey purposes – Work, Education, Shopping (City Centre), Shopping (Other), and Leisure.</p> <p>However this does not take into account business-related journeys, escort journeys which are not education based, or journeys for personal business. Therefore, in order to account for these unobserved journey purposes, it is necessary to infill with</p> | | | | | | | | |

| SA objective | Indicator | Target | Data | Commentary |
|--------------|-----------|--------|---|--|
| | | | <p>2018 = 50.4% (↑) +2.3%</p> <p>5yr Rolling Averages:</p> <p>2015 = 47.6%</p> <p>2016 = 48.0% (↑) + 0.4%</p> <p>2017 = 48.0% () +0%</p> <p>2018 = 48.7% (↑) +0.7%</p> | <p>data from the National Travel Survey (NTS), as published annually by the DfT in Table NTS0409.</p> <p>This same NTS dataset is also used to relatively proportion each journey purpose such as to arrive at a single figure for use of sustainable modes for all journeys.</p> <p>The resulting figures show that as of 2018, 50.4% of all journeys are now being made by sustainable modes, a 2.3% increase from 2017.</p> <p>While the 50% mode-split target may appear to have already been met in terms of the absolute value, nevertheless the 5yr rolling average indicates that Cardiff still has some way to go in achieving this, with 48.7% of all journeys being made by sustainable modes.</p> <p>It should be noted that significant efforts shall be required in order to achieve and maintain the 50:50 by 2026, in the face of the increased pressure from a 12% rise in population projected between 2016 and 2026, and with a corresponding growth in the number of trips; as increasing the numbers of people travelling sustainably may not in itself be enough if car use rises disproportionately to this.</p> <p>A breakdown of the proportions of total trips which travel sustainably by each journey purpose, based on the methodology described previous, is provided in the table in figure SA4.4.1 below –</p> |

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| SA objective | Indicator | Target | Data | Commentary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-----------|---------------|---------|--|-------|------------------|---------------|---------|--------------|-------|------------------|------|------|------|-------|-------|----|-------|------|------|------|-------|-------|----|-------|------|------|------|-------|-------|----|-------|------|------|------|-------|-------|----|-------|------|------|------|-------|-------|----|-------|------|------|------|-------|-------|----|-------|------|------|------|-------|-------|----|-------|------|------|------|-------|-------|----|-------|------|------|------|-------|-------|----|-------|
| | | | | <p>Figure SA4.4.1</p> <table><tr><td></td><td>Work</td><td>Educatio n</td><td>Leisure</td><td>Shoppin g</td><td>Other</td><td>All Journey s</td></tr><tr><td>2010</td><td>6.4%</td><td>6.9%</td><td>20.2%</td><td>11.5%</td><td>6%</td><td>50.7%</td></tr><tr><td>2011</td><td>6.8%</td><td>7.4%</td><td>17.5%</td><td>10.7%</td><td>6%</td><td>48.2%</td></tr><tr><td>2012</td><td>6.7%</td><td>8.0%</td><td>17.3%</td><td>10.4%</td><td>6%</td><td>48.0%</td></tr><tr><td>2013</td><td>6.7%</td><td>7.8%</td><td>16.8%</td><td>10.2%</td><td>6%</td><td>47.0%</td></tr><tr><td>2014</td><td>7.3%</td><td>7.1%</td><td>18.1%</td><td>10.5%</td><td>6%</td><td>48.6%</td></tr><tr><td>2015</td><td>7.0%</td><td>6.1%</td><td>16.8%</td><td>10.6%</td><td>5%</td><td>46.0%</td></tr><tr><td>2016</td><td>7.3%</td><td>7.3%</td><td>19.2%</td><td>11.1%</td><td>5%</td><td>50.3%</td></tr><tr><td>2017</td><td>7.2%</td><td>7.0%</td><td>17.9%</td><td>10.3%</td><td>6%</td><td>48.1%</td></tr><tr><td>2018</td><td>7.9%</td><td>7.5%</td><td>18.9%</td><td>10.7%</td><td>6%</td><td>50.4%</td></tr></table> <p>The above illustrates a general increase in the total sustainable travel across all journey purposes, and is illustrated graphically in the stacked chart in figure SA4.4.2 below –</p> | | Work | Educatio n | Leisure | Shoppin g | Other | All Journey s | 2010 | 6.4% | 6.9% | 20.2% | 11.5% | 6% | 50.7% | 2011 | 6.8% | 7.4% | 17.5% | 10.7% | 6% | 48.2% | 2012 | 6.7% | 8.0% | 17.3% | 10.4% | 6% | 48.0% | 2013 | 6.7% | 7.8% | 16.8% | 10.2% | 6% | 47.0% | 2014 | 7.3% | 7.1% | 18.1% | 10.5% | 6% | 48.6% | 2015 | 7.0% | 6.1% | 16.8% | 10.6% | 5% | 46.0% | 2016 | 7.3% | 7.3% | 19.2% | 11.1% | 5% | 50.3% | 2017 | 7.2% | 7.0% | 17.9% | 10.3% | 6% | 48.1% | 2018 | 7.9% | 7.5% | 18.9% | 10.7% | 6% | 50.4% |
| | Work | Educatio n | Leisure | Shoppin g | Other | All Journey s | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2010 | 6.4% | 6.9% | 20.2% | 11.5% | 6% | 50.7% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2011 | 6.8% | 7.4% | 17.5% | 10.7% | 6% | 48.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2012 | 6.7% | 8.0% | 17.3% | 10.4% | 6% | 48.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2013 | 6.7% | 7.8% | 16.8% | 10.2% | 6% | 47.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2014 | 7.3% | 7.1% | 18.1% | 10.5% | 6% | 48.6% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2015 | 7.0% | 6.1% | 16.8% | 10.6% | 5% | 46.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2016 | 7.3% | 7.3% | 19.2% | 11.1% | 5% | 50.3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2017 | 7.2% | 7.0% | 17.9% | 10.3% | 6% | 48.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018 | 7.9% | 7.5% | 18.9% | 10.7% | 6% | 50.4% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| SA objective | Indicator | Target | Data | Commentary |
|--------------|-----------|--------|------|---|
| | | | | <p>Figure SA4.4.2</p> <p>The chart displays the proportion of sustainable travel by journey purpose from 2010 to 2018. The y-axis represents the percentage from 0.0% to 100.0%. The x-axis shows the years from 2010 to 2018. The legend includes: Work (orange), Education (yellow), Leisure (green), Shopping (light green), Other (purple), TOTAL Sustainable (solid blue line), Sustainable (5yr Avg) (dotted blue line), and Target 50:50 (dotted black line). The 'Other' category is the largest, followed by Leisure, Shopping, Education, and Work. The total sustainable travel is consistently below the 50% target.</p> <p>Figure SA4.4.2 above demonstrates that the largest proportion of sustainable journeys is for Leisure (18.9%), followed by Shopping (10.7%), Work (7.9%), Education (7.5%) and ‘Other’ (6%).</p> <p>Currently only ‘Other’ trips (comprising ‘Business’, ‘Other Escorting’ and ‘Personal’) are failing to achieve the 50% sustainable target, at only 25%. This is in-spite of ‘Other’ trips accounting for a significant 21% of the overall demand.</p> <p>It should also be noted that the above figures relate to the average across the day. However levels of sustainable travel varies during the day, yet the greatest pressures are known to occur during commuter peak periods, when a higher proportion of movements are made by car.</p> |

| SA objective | Indicator | Target | Data | Commentary |
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| | | | | Hence the peaks should be the main period targeted for interventions, in particular during the AM, where the dominant flow is inbound towards the centre of Cardiff. |
| | Delivery of transport infrastructure as part of key strategic sites | As per the LDP and site masterplans | <p>S106 Transport Funding Contributions (subject to schedule) for the key strategic sites are given as follows –</p> <p>SSA. Cardiff Central Enterprise Zone:</p> <p>18/01705/ MJR – Cardiff Transport Interchange (now being delivered by TfW)</p> <p>SSC. NW Cardiff:</p> | <p>Construction works are on-going and initial occupation underway at SSF. Churchlands in NE Cardiff ('Plas Ty Draw' in Lisvane), SSC. Plasdŵr in NW Cardiff ('Goitre Fach', 'Parc Plymouth' north of Llantrisant Road, and 'Cae St Fagans' south of Pentreban Road). However, apart from construction of the new signalised junction arrangement with associated bus lane nearing completion at Pentwyn Road/Ty-Draw Road, otherwise no significant infrastructure is in place as of yet in relation to these.</p> <p>Meanwhile, construction and occupation of SSG. St Edeyrns ('St Edeyrns Village') is at a more advanced stage, with the following infrastructure currently having been delivered –</p> <ul style="list-style-type: none"> • New toucan crossing facilities on the north and south arms of the A4232 Pentwyn Link/Heol Pontprennau Roundabout; • The provision of a shared cycle footway on the western side of the A4232 Pentwyn Link between the A48 and Heol Pontprennau Roundabout; • Access road built to 'spine road' standard, including provision for a future outbound bus lane leading to the Heol Pontprennau Roundabout; • 40mph speed limit imposed on the A4232 Pentwyn Link; • Temporary bus turning circle and new bus stops operational, in use by service X59 (CGBP). |

| SA objective | Indicator | Target | Data | Commentary |
|--------------|-----------|--------|---|--|
| | | | <p>14/02157/ MJR – Land North & South of Llantrisant Road £605,000</p> <p>14/02733/ MJR – Plasdŵr £26.03 million</p> <p>16/00106/ MJR - Goitre Fach Farm £1.29 million</p> <p>14/02188/ MJR - South of Pentrebane £1.33 million</p> <p>SSD. North of J33:</p> | <p>In total, the following sustainable infrastructure and initiatives have been agreed to be delivered as part of the S106 agreements for the key strategic sites. These will help to reduce greenhouse gas emissions through encouraging modal shift from private car to sustainable travel modes –</p> <p>SSA. Cardiff Central Enterprise Zone</p> <p>18/01705/MJR - Transport Interchange:</p> <ul style="list-style-type: none"> • Integrated Transport Hub, based on 14 bus stands with DIDO arrangement (subject to imminent signing off S106) • 50x office cycle parking spaces; 160x apartment cycle parking spaces; and a total of 216x public cycling parking spaces, including 36x Nextbike spaces and 60x spaces on-street (subject to imminent signing off S106) <p>SSC. NW Cardiff</p> <p>14/02157/MJR - Land North & South of Llantrisant Road:</p> <ul style="list-style-type: none"> • Cycle parking, including at Radyr Station • 3x new priority access junctions on Newport Road, with footways, cycleways & crossing facilities • New 3m wide eastbound bus lane on Llantrisant Road with associated bus stops • New traffic signal control junction at Llantrisant Road/Heol Isaf, with Toucan facilities on all arms, bus |

| SA objective | Indicator | Target | Data | Commentary |
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| | | | 14/00852/D CO – North of J33 £2.25 million SSF. NE Cardiff: | lane on southern arm, and associated footways & cycleways <ul style="list-style-type: none"> • New raised roundabout with zebra crossing on Llantrisant Road • 2x new Toucan crossing facilities • Subsidy to provide extension to existing bus services for 2 years between Danescourt and Clos Parc Radyr • Provision of 1-year free bus pass & £50 cycle voucher to first residential occupiers |
| | | | 14/02891/ MJR – Churchlands £1.6-1.7 million SSG. St Edeyrns: | 14/02733/MJR - Plasdŵr: <ul style="list-style-type: none"> • New traffic control junction at Llantrisant Road/Crofft-y-Genau, with Toucan facilities on all arms (J1) • New tabled zebra crossing on Rhydlafar Drive, with footway widening & shared use • Safeguarding of corridor for the provision of northbound bus lane on Crofft-y-Genau Road • Spine-road treatment on Crofft-y-Genau Road • New traffic control access junction on Llantrisant Road, with cycle feeder lanes & dropped kerbs (J2) • Safeguarding of land for the provision of a northbound bus lane at the southern arm to J2 • New traffic control junction at Llantrisant Road/Clos Park Radyr, with formal crossings to link cycle tracks & cycle feeder lanes (J3) • New northbound bus lane at the southern arm to J3 |
| | | | 13/00578/D CO – St Edeyrns £2.79 million | |

| SA objective | Indicator | Target | Data | Commentary |
|--------------|-----------|--------|------|--|
| | | | | <ul style="list-style-type: none"> • 3x new priority access junctions on Llantrisant Road, with crossing facilities, footways, cycleways, shared use & raised tables (J4-6) • New traffic control junction at Pentrebane Road/Waterhall Road, with associated bidirectional 3m wide cycle lanes & Toucan crossings on all arms (J11) • New segregated cycling facility between Amethyst Road and J11 • 2x new priority access junctions on Pentrebane Road, with associated bidirectional 3m wide cycle lanes, crossing facilities & dropped kerbs (J12-13) • Safeguarding of land for the provision of a southbound bus lane at the northern arm to J12 • Realignment of Crofft-y-Genau Road into Pentrebane Road, providing cyclist & pedestrian access to St Brides Road (J14) • Stopping up of Pentrebane Road, with provision of shared use link • ANPR traffic gate to limit tidal flow access to Crofft-y-Genau Road • 2x new priority access junctions on Crofft-y-Genau Road, with associated ANPR traffic gate & access flared for bus movements (J15-16) • Bridge Road 270m southbound bus lane, shared cycle footway & signalised junction with Llantrisant Road • Cardiff Road/Fairwater Road upgrade of traffic signals • Cardiff Road cycling & bus stop improvements between Ely Road and Fairwater Road |

| SA objective | Indicator | Target | Data | Commentary |
|--------------|-----------|--------|------|---|
| | | | | <ul style="list-style-type: none"> • Provision of segregated off-road cycleway on disused rail line • 90m Southbound bus lane on Fairwater Road approach to St Fagans Road • Heol Isaf pedestrian & cycle improvements • Llantrisant Road segregated cycleway on southern side between Danescourt Station and Cardiff Road • 300m eastbound bus lane & shared cycle footway on southern side of St Fagans Road • St Fagans Road safety improvements • 100m westbound bus lane on Waun-Gron Road • A48 Western Avenue/Waun-Gron Road junction improvements • Amethyst Road cycle street between Plasmawr Road and Keyston Road • Cardiff Road northbound bus lane improvements at Western Avenue junction • East-West cycle primary route, Llandaff • New traffic control junction at Llantrisant Road/Danescourt Road East • New traffic control junction at Llantrisant Road/Danescourt Road West • Llantrisant Road shared cycleway footway between Danescourt Road East/West • Llantrisant Road shared cycleway footway between Waterhall Road and Heol Aradur • Pwllmelin Road and Fairwater Road traffic calming & cycling improvements • Radyr Court Road traffic calming of cycle route |

| SA objective | Indicator | Target | Data | Commentary |
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| | | | | <ul style="list-style-type: none"> • Radyr Court Road pedestrian & cycling safety and access improvements, with zebra crossing on Bridge Road • Radyr Court Road upgrade of cycle link to Llantrisant Road • Western Avenue to Ely Roundabout southbound traffic pre-signals • Western Avenue/Ely Road (East) junction Toucan crossing • Western Avenue to Waun-Gron Road shared cycle footway on west side • Cardiff Road/Palace Road junction, pedestrian & traffic calming improvements • Provision of £12 million bus subsidies, to provide services linking the development, Pentrebane, Radyr, Cardiff City Centre (via Llantrisant Road & Pentrebane Road), Pontyclun/Talbot Green, Heath Hospital, J33 Park & Ride, Cardiff West Interchange, Cardiff Bay (via Ely Mill), and Whitchurch (via Llandaff) <p>16/00106/MJR - Goitre Fach Farm:</p> <ul style="list-style-type: none"> • Cycle parking • New traffic signal access junction at Llantrisant Road with Toucan & Puffin crossing facilities • Realignment of segregated cycleway on Llantrisant Road • New public transport, pedestrian & cycle facilities along Llantrisant Road • New raised crossing facility on Llantrisant Road |

| SA objective | Indicator | Target | Data | Commentary |
|--------------|-----------|--------|------|--|
| | | | | <ul style="list-style-type: none"> • New spine-road with 2x 2m wide footway, 3m wide segregated cycleway, and 6.3m wide carriageway • Bus contribution to Llantrisant Road (subject to occupation) • Cycling measures on A4119 between Waterhall Road roundabout and Penhill Road • Provision of 1-year free bus pass & £50 cycle voucher to first residential occupiers <p>14/02188/MJR - South of Pentrebane:</p> <ul style="list-style-type: none"> • New Pentrebane Road priority access junction to accommodate safe & convenient 2-way bus movement, with associated footway & cycle provision • Provision of bus stop & bus turning circle, with 3m wide segregated cycleways, 2m wide footways & 6.1m carriageways to promote sustainable travel • Secure cycle parking, including covered cycle parking at Fairwater Station & at key bus stops • Improvements to Llantrisant Road & Pentrebane Road as part of the North West Corridor programme • Bus contribution (in accordance with trigger points & instalments) • Provision of 1-year free bus pass & £50 cycle voucher to first residential occupiers <p>SSD. North of J33</p> <p>14/00852/DCO - North of J33:</p> |

| SA objective | Indicator | Target | Data | Commentary |
|--------------|-----------|--------|------|---|
| | | | | <ul style="list-style-type: none"> • 1,000 space Park & Ride facility, with 3/4 (750 spaces) accessed from J33 & 1/4 (250 spaces) accessed from A4119; Initial Phase 1 to be 500 spaces • Bus gate between the M4 and Llantrisant Road • The provision of bus services serving the car park for a period of 3 years, providing a minimum service frequency of four buses per hour between 07:00-19:00, utilising £2.25 million bus service contribution • New junctions on Llantrisant Road, including crossing facilities, associated cycle & footway provision, and bus lanes • On-site public transport infrastructure, bus & cycle lanes <p>SSF. NE Cardiff</p> <p>14/02891/MJR – Churchlands:</p> <ul style="list-style-type: none"> • Widening of Pentwyn Road to provide an eastbound bus lane between Peppermint Drive and Pentwyn Drive • New signaled junction on Pentwyn Drive • New cycle route (1) to be provided linking site A48 Eastern Avenue via Meadow Close • New cycle route (2) to be provided along Cyncoed Road • Bus improvements on A48 Eastern Avenue (between Pentwyn & Pontprennau) & A4232 Pentwyn Link (northbound to J33) • Provision of bus services linking to Heath Hospital |

| SA objective | Indicator | Target | Data | Commentary |
|--------------|-----------|--------|------|---|
| | | | | <ul style="list-style-type: none"> • Provision of bus service linking to City Centre via Cardiff East Park & Ride • Phase 2 bus priority infrastructure • Phase 3 bus priority infrastructure <p>SSG. St Edeyrns</p> <p>13/00578/DCO - St Edeyrns:</p> <ul style="list-style-type: none"> • Provision of missing link to Rhymney Trail, south of A48 between Pentwyn Link Interchange and development, including upgrade of A48 subway • Cycle parking spaces • Investigation & provision of a northbound bus lane on A4232 • Bus service extension from the development to City Centre serving Church Road and St Mellons Road • Investigation & provision of bus service extension on A48 from A4232 • A scheme to demonstrate effective operation of Heol Pontpennau Roundabout, including bus priority measures, Toucan crossing facilities, and associated pedestrian & cyclist provision • Spine-road treatment on access road, including the provision of bus lane • Widening of existing footways linking the Toucan crossing and Heol Pontpennau signalised crossing |

| SA objective | Indicator | Target | Data | Commentary |
|--------------|---|--------|------|---|
| | | | | <ul style="list-style-type: none"> • Scheme to provide shared path south of Heol Pontprennau Roundabout, providing direct traffic-free link to A48 Interchange with Church Road • Scheme to reduce the speed limit on Pentwyn Link towards J30 from 50mph to 40mph • Scheme to prevent vehicular through access via St Mellons Road and Bridge Road, with the provision of bus gates at both ends • Provision of a new bridge across the River Rumney for pedestrians & cyclists to St Mellons |
| | Permissions granted for highly vulnerable development in C1 and C2 flood risk areas | 0 | 2 | <p>Two applications were granted for highly vulnerable development in C1 flood risk areas that did not meet all TAN15 tests.</p> <p>Both these applications related to the conversion and extension of existing and adjoining properties in the Riverside area of the city to flats and Natural Resources Wales had objected stating the depth of flooding at ground floor level would be greater than 600 metres and therefore did not meet the tolerable limits set out in TAN15 (Section A1.14). In determining these applications the Council considered that it would be unreasonable to refuse planning permission on this issue as the proposed flats would be maisonette units with no bedrooms at ground floor, and occupants would be able to seek refuge at first floor level during a flood event. Furthermore, there would be no increase in the potential total number of occupants as the proposed number of</p> |

| SA objective | Indicator | Target | Data | Commentary |
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| | | | | <p>bedrooms would be the same as the total amount of bedrooms in the existing dwelling.</p> <p>Given this it is considered these two applications raise particular issues that need separate consideration and are not related to the performance of Policy EN14 which is functioning effectively as evidenced by the fact that flood risk has been considered as a key consideration in all the applications submitted for highly vulnerable development in Zone C1.</p> |
| 5. Protect and enhance historic and cultural heritage | Number of listed buildings, conservation areas, etc. | No reduction | No reduction | There has been no reduction in the number of local, national or international designations as a result of applications approved during the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/compliant subject to conditions/recommendations placed on the permission. |
| 6. Help deliver the growth of a sustainable and diversified economy | Net job creation over the remaining Plan period | 40,000 net additional jobs over plan period, 20,900 between 2006 and 2015 | 24,000 since 2009 (↑) | Total jobs in Cardiff - 2014,000 in 2016 (latest Nomisweb.co.uk figures, May 2017). This compares to an equivalent figure from 2009 of 190,000 jobs in Cardiff which represents an 24,000 increase in jobs over that period. |
| 7. Improve health and well-being | Delivery of community infrastructure as part of key development sites | | | As of August 2019, planning permission(s) have been granted at Strategic Sites C (North West Cardiff), D (North of Junction 33), F (North East Cardiff – West of Pontprennau) and G (East of Pontprennau Link Road). Associated S106 agreements link to infrastructure provision identified through policies KP2 (A-H). To date, construction work has commenced at Sites C, D, F, and G and the delivery of infrastructure provision identified through the associated S106 agreements will be monitored as |

| SA objective | Indicator | Target | Data | Commentary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | schemes progress over the coming years. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | % of journeys made by walking/cycling | Increase | Work: 2015 = 26.6% 2016 = 29.2% (↑) +2.6% 2017 = 30.6% (↑) +1.4% 2018 = 35.3% (↑) +4.7% Education: 2015 = 31.5% 2016 = 37.2% (↑) +5.7% 2017 = 36.1% (↓) -1.1% 2018 = 40.6% (↑) +4.5% Shopping (City Centre): 2015 = 22.4% 2016 = 25.0% (↑) +2.6% 2017 = 23.9% (↓) -1.1% 2018 = 29.2% (↑) +5.3% Shopping (Other): | The proportion of journeys made by active travel modes (i.e. walking and cycling) for each journey purpose is presented in the table in figure SA4.5.1 below – Figure SA4.5.1 <table><tr><td></td><td colspan="2">Walking</td><td colspan="2">Cycling</td><td colspan="3">Walking & Cycling</td></tr><tr><td>Journey Purpose</td><td>2017</td><td>2018</td><td>2017</td><td>2018</td><td>2017</td><td>2018</td><td>Change</td></tr><tr><td>Work</td><td>14%</td><td>15%</td><td>17%</td><td>20%</td><td>31%</td><td>35%</td><td>+4.7%</td></tr><tr><td>Education</td><td>23%</td><td>27%</td><td>13%</td><td>14%</td><td>36%</td><td>41%</td><td>+4.5%</td></tr><tr><td>Shopping (CC)</td><td>16%</td><td>17%</td><td>8%</td><td>12%</td><td>24%</td><td>29%</td><td>+5.3%</td></tr><tr><td>Shopping (Other)</td><td>20%</td><td>21%</td><td>7%</td><td>10%</td><td>26%</td><td>31%</td><td>+4.3%</td></tr><tr><td>Leisure</td><td>18%</td><td>18%</td><td>11%</td><td>14%</td><td>29%</td><td>32%</td><td>+3.3%</td></tr><tr><td>ALL Journeys</td><td>18%</td><td>19%</td><td>9%</td><td>11%</td><td>27%</td><td>30%</td><td>+3.2%</td></tr></table> The above demonstrates a general increase in the proportion of journeys being made by walking and cycling, both individually and combined, and across each of the journey purposes; the increase ranging between 3.3% and 4.7%. The possible reasons for the above changes in walking and cycling are provided for OB1 EC14 and OB1 EC15, respectively. | | Walking | | Cycling | | Walking & Cycling | | | Journey Purpose | 2017 | 2018 | 2017 | 2018 | 2017 | 2018 | Change | Work | 14% | 15% | 17% | 20% | 31% | 35% | +4.7% | Education | 23% | 27% | 13% | 14% | 36% | 41% | +4.5% | Shopping (CC) | 16% | 17% | 8% | 12% | 24% | 29% | +5.3% | Shopping (Other) | 20% | 21% | 7% | 10% | 26% | 31% | +4.3% | Leisure | 18% | 18% | 11% | 14% | 29% | 32% | +3.3% | ALL Journeys | 18% | 19% | 9% | 11% | 27% | 30% | +3.2% |
| | | Walking | | Cycling | | Walking & Cycling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Journey Purpose | 2017 | 2018 | 2017 | 2018 | 2017 | 2018 | Change | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Work | 14% | 15% | 17% | 20% | 31% | 35% | +4.7% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Education | 23% | 27% | 13% | 14% | 36% | 41% | +4.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Shopping (CC) | 16% | 17% | 8% | 12% | 24% | 29% | +5.3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Shopping (Other) | 20% | 21% | 7% | 10% | 26% | 31% | +4.3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Leisure | 18% | 18% | 11% | 14% | 29% | 32% | +3.3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ALL Journeys | 18% | 19% | 9% | 11% | 27% | 30% | +3.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| SA objective | Indicator | Target | Data | Commentary |
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| | | | 2015 = 27.5% 2016 = 29.5% (↑) +2.0% 2017 = 26.5% (↓) -3.0% 2018 = 30.8% (↑) +4.3% Leisure: 2015 = 28.5% 2016 = 31.8% (↑) +3.3% 2017 = 28.6% (↓) -3.2% 2018 = 31.9% (↑) +3.3% All Journeys: 2015 = 24.8% 2016 = 28.0% (↑) +3.2% 2017 = 27.1% (↓) -0.9% 2018 = 30.3% (↑) +3.2% | |
| | Percentage of population in the 100 most deprived wards | Reduction | 28% | The latest Welsh Index of Multiple Deprivation data from 2015 shows that 28% of the population of Cardiff is in the 100 most deprived wards in Wales for physical environment. |

| SA objective | Indicator | Target | Data | Commentary |
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| | in Wales in the 10% most deprived wards in Wales for physical environment | | | |
| 8. Protect and enhance the landscape | Achievement of functional open space requirements | 2.43ha per 1,000 population | 1.15 ha per 1,000 population (↓) | Latest figures show 1.15 ha of functional open space per 1,000 population in Cardiff. For all types of open space the equivalent figure is 8.10 ha of open space per 1,000 population. |
| | Special Landscape Areas | Five SLAs designated by plan adoption | Five SLAs designated | Five SLAs have been designated at: <ul style="list-style-type: none"> • St Fagans Lowlands and the Ely Valley • Garth Hill and Pentyrch Ridges • Fforest Fawr and Caerphilly Ridge • Wentloog Levels • Flat Holm |
| 9. Use natural resources efficiently and safeguard their quality | Percent of housing on previously developed land | 60% | 57.8% (↓) | For the year 2018/19 57.8% of housing was on previously developed land. |
| | Average density of new development | | 146.6 dwellings per hectare (↑) | For 2018/19 the average density of new housing development in Cardiff was 146.6 dwellings per hectare. |
| | Area of contaminated land cleared up | >0 | N/A | Presently no data is available to monitor this indicator. Will re-assess position in next monitoring report. |

| SA objective | Indicator | Target | Data | Commentary |
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| 10. Respond to demographic changes in a sustainable way | Total population | n/a | 364,268 (↑) | The latest Mid Year estimate for Cardiff produced by Office of National Statistics shows that Cardiff has a population of 364,268 in 2018. |
| | No. homes in Cardiff | 45,400 net additional homes by 2026 | 16,521 completed 2006 to 2019 (↑) | Since the base date of the Plan in 2006 16,521 dwellings have been completed leaving 24,894 to be completed (excluding the 4,000 homes flexibility allowance). |
| 11. Minimise waste, increase re-use & recycling | Waste reduction rate | Reduction per household | -2.3% (↑) | The amount of household waste collected and generated between 2016/17 and 2017/18 decreased by 2.3% from 176,952 to 172,852 tonnes. |

7. Conclusions

This is the third AMR to be prepared since the adoption of the Cardiff LDP and provides a comparison of the baseline data for 2017 and 2018 AMRs. The key conclusion is that good progress is being made in delivering the identified targets/ monitoring outcomes and policies.

Welsh Government procedural guidance 'Local Development Plans Wales (Edition 2 2015), (para 4.3) sets out seven questions that the AMR should address. The issues included in these questions have been considered throughout the AMR as part of the analysis of the monitoring data.

- What new issues have occurred in the area or in local/national policy (key recent contextual and national policy changes, future prospects)?
- How relevant, appropriate and up-to-date is the LDP strategy and its key policies and targets?
- What sites have been developed or delayed in relation to the plan's expectations on location and timing?
- What has been the effectiveness of delivering policies and in discouraging inappropriate development?

This section concludes the findings of the monitoring process and directly responds to the LDPW questions, ensuring that the procedural guidance is fully addressed.

What new issues have occurred in the area or in local/national policy (key recent contextual and national policy changes, future prospects)?

Section 3 contains contextual information outlining the changes to national planning policy guidance and technical advice which have taken place over the monitoring period. This section outlines the changes which have occurred over the last twelve to the national planning policy framework set out in the Planning Policy Wales (PPW, Edition 10, December 2018), which in turn responds to Well-being of Future Generations Act 2015. This signals a fresh way of addressing the key strategic issues in preparing an LDP.

How relevant, appropriate and up-to-date is the LDP strategy and its key policies and targets?

The evidence collected through the AMR process indicates that progress is being made with the implementation of the spatial strategy and it remains sound at this time.

Section 5 provides a detailed assessment of how the Plan's strategic policies, and associated supporting policies, are performing against the identified key monitoring targets and outcomes and whether the LDP strategy and objectives are being delivered. This has enabled the Council to make an informed judgement of the Plan's progress in delivering the targets/monitoring outcomes and policies during this monitoring period. The table below provides a visual overview of the effectiveness of the Plan's policies during the monitoring period based on the traffic light rating used in the assessment:

| | |
|--|-----------|
| Continue Monitoring (Green) | 81 |
| Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review. | |
| Training Required (Blue) | 0 |
| 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) | 0 |
| Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan. | |
| Further Research (Yellow) | 26 |
| Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required. | |
| Policy Review (Orange) | 0 |
| 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) | 0 |
| 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. | |

What sites have been developed or delayed in relation to the plan's expectations on location and timing?

The analysis demonstrates that there are no policy indicator targets / monitoring outcomes which are causing concerns over policy implementation (red traffic light

rating). There are, however, a number which are not currently being achieved but with no corresponding concerns over policy implementation (yellow traffic light rating). Further investigation has determined that there are justified reasons for the performance recorded and this is not representative of any fundamental issues with the implementation of the policy framework or strategy at this time. The most significant findings in relation to these are set out in the key findings below.

Key Findings

This is the third AMR to be prepared and provides a comparison with the baseline data provided by the first and second AMRs published in 2017 and 2018.

Overall the findings of the third AMR for year 3 are positive with the majority of the indicators shown as green indicating that most LDP policies are being implemented effectively. A summary of performance against the main Plan topics are set out below with Appendix 1 setting out the data and conclusions in more detail.

Employment – Monitoring data shows continuing strong performance. Of particular importance is data regarding net job creation - There is a requirement for 40,000 new jobs over the plan period 2006-2026. 20,900 jobs were created between 2006 and 2015 and therefore the target for the remaining plan period is 19,100 jobs or 1,750 jobs annually. Since the first AMR (16/17) the number of jobs has been steadily increasing and the latest AMR shows an increase of 6,000 jobs since April 2018.

Housing – Monitoring data shows new homes have now started to be completed on many of the LDP Strategic Sites. Specifically, there are new completions on 3 of the Strategic Sites.

- 511 completions have been achieved at St Ederyns Village (just short of the 515 target included in the AMR);
- 167 completions have been achieved on the North West Cardiff Strategic site, which has three separate outlets underway with more planned in the near future
- 51 completions have been recorded on the North East Cardiff Strategic site and construction is underway at Churchlands.

Although these rates are below targets set out in the AMR it is now evident that the Plan-led approach is now starting to successfully drive the delivery of new homes at a level not seen for the last 10 years. The 1,444 completions in 2018/19 (43% higher than 2017/18) contrast with the previous 9 years where completions averaged 725 units per annum, with no year above 1,000 units for this period.

The data on housing delivery demonstrates the 'lag' between Plan adoption and homes being completed on new sites allocated in the Plan. Due to a combination of site assembly, legal and logistical factors experienced by landowners/developers along with the time required to secure the necessary planning and adoption consents, trajectories of delivery are slower than originally anticipated. This includes time spent securing the accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Overall, over the 13 years between 2006 and 2019 a total of 16,521 new dwellings were built in Cardiff which represents 40% of the overall dwelling requirement.

However, construction has now started or is about to start on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that housing completions over the remaining 7 years of the Plan period will increase significantly.

Affordable Housing - In terms of the delivery of affordable housing, the plan sets a target for the delivery of 6,646 affordable units to be provided for the 12 years between 2014 and 2026, with an interim target in the AMR to provide 1,942 affordable dwellings by 2019.

Monitoring data indicates that at 2019, 1,082 affordable units had been delivered which represents 25% of overall completions. Whilst this is less than the numerical target, as highlighted above it reflects the slower than anticipated progress in the strategic housing allocations being delivered. Given the low overall completion rates over previous years, it would be unrealistic in these circumstances to expect any significantly higher affordable housing contribution which inevitably reflects a percentage of the overall number of completions. As set out above, construction has now started or is about to start on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that affordable housing completions over the remaining 7 years of the Plan period will increase significantly.

Transportation - Data collected in relation to travel by sustainable modes is reflecting the fluctuations as shown in past trends over the last 10 years. This demonstrates that sustainable travel trends have continued to increase over the last 10 years for both work and shopping, although for leisure and education the trends show a slight decrease.

There has been a positive outturn in sustainable travel over the past year, with the target 1% increase having been achieved for each of the journey purposes, with significant growth in particular evident for journeys to Work (+5.3% mode-shift). In terms of sustainable travel modes, significant progress has been made in meeting cycling targets for all journey purposes with cycling to work in particular having experienced substantial growth in the past one year period (+3.7%). Train use has very slightly declined over the past year for work and education but the 10 year trend shows a significant increase. Walking has increase over the last year for all journey purposes with a fluctuating longer term trend. Bus use has decreased for education, shopping and leisure, reflecting a longer term downward trend.

At this juncture, without the significant roll-out of new houses and provision of supporting sustainable transportation infrastructure, the early stage of Metro delivery together with the ongoing implementation of wider Council initiatives, it is too early to draw any firm conclusions with regard to policy delivery, particularly given that the 50:50 modal split target relates to 2026. Future AMR's will provide formal regular annual updates. However, the masterplanning approach together with section 106 Agreements already secured will enhance the phased future provision of supporting transportation infrastructure along with other measures such as increased frequency of public transport services and provision of bus passes to new residents.

Gypsy and Traveller Sites - work is progressing the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites. This has included discussions with the Welsh Government and work continues to secure appropriate outcomes. In terms of transit sites, it is considered that these would best be considered on a regional basis, requiring collaboration with neighbouring local authorities through the LDP revision process.

Supplementary Planning Guidance – Significant progress has been made in producing a programme of new Supplementary Planning Guidance (SPG) and since adoption of the LDP 18 SPGs have been approved by Council to support the policies in the adopted Plan and the Cardiff Infrastructure Plan is currently being updated.

Contextual Changes – the contextual review highlights significant changes in the national planning policy framework which has evolved significantly over the last three monitoring periods. In particular, Planning Policy Wales (PPW, Edition 10, December 2018) which in turn responds to the Well-being of Future Generations Act, 2015 have made significant changes to the high-level policy framework.

Sustainability Appraisal (SA) Monitoring

Section 6 expands the assessment of the performance of the LDP against the SA monitoring objectives. This provides a comparison with the baseline data provided by the first and second AMRs published in 2017 and 2018.

Conclusions:

1. Submit the 2019 third AMR to the Welsh Government by 31 October 2019 in accord with statutory requirements. Publish the AMR on the Council's website.
2. Continue to monitor the Plan through the preparation of successive AMRs. Close monitoring will be necessary to determine the effectiveness of the Plan's spatial strategy and policy framework particularly in relation to housing delivery including strategic housing site allocations, the delivery of affordable housing and the progress on strategic employment sites.
3. Prepare the 2020 fourth AMR, report to Council and submit to the Welsh Government by the required deadline, 31 October 2020.

Appendix 1: Table setting out summary of findings

Objective 1 –To respond to evidenced economic needs and provide the necessary infrastructure to deliver development

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