DINAS A SIR CAERDYDD
CITY AND COUNTY OF CARDIFF

COUNCIL SUMMONS	Thursday, 28 January 2016
GWYS Y CYNGOR	Dydd Iau, 28 Ionawr 2016,

You are summoned to attend a meeting of the **COUNTY COUNCIL OF THE CITY AND COUNTY OF CARDIFF** which will be held at the Council Chamber - City Hall on Thursday, 28 January 2016 at 4.30 pm to transact the business set out in the agenda attached.

MARIE ROSENTHAL
Director Governance & Legal Services

County Hall
Cardiff
CF10 4UW

Friday, 22 January 2016

Promotion of equality and respect for others | Objectivity and propriety | Selflessness and stewardship
Integrity | Duty to uphold the law | Accountability and openness

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Item		*Approx Time*	*Max Time Allotted*
1	**Apologies for Absence** *To receive apologies for absence.*		
2	**Declarations of Interest** *To receive declarations of interest (such declarations to be made in accordance with the Members Code of Conduct)*	4.30 pm	5 mins
3	**Minutes** *(Pages 1 - 50)* *To approve as a correct record the minutes of the meeting 26 November 2015.*	4.35 pm	5 mins
4	**Petitions** *To receive petitions from Elected Members to Council.*	4.40 pm	5 mins
5	**Public Questions** *To receive previously notified questions from Members of the Public.*	4.45 pm	15 mins
6	**Lord Mayor's Announcements** *To receive the Lord Mayor's announcements including Recognitions and Awards.*	5.00 pm	5 mins
Council Business			
7	**Adoption of Cardiff Local Development Plan** *(Pages 51 - 2064)* *To receive the Cabinet proposal to adopt the Cardiff Local Development Plan 2006 to 2021 and endorse the Inspectors Report, Adoption Statement, Final Sustainability Appraisal Report and Habitats Regulation Assessment.*	5.05 pm	60 mins
8	**The Role of Elected Members in Safeguarding Vulnerable Children and Adults** *(Pages 2065 - 2102)* *The Chair of Standards and Ethics Committee, Mr Richard Tebboth will be in attendance to present the report.* *Report of Director Governance and Legal Services attached*	6.05 pm	20 mins

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9	**Leader and Cabinet Member Statements** *To receive statements from the Leader and Cabinet Members*	6.25 pm	45 mins
Notice of Motion			
10	**Notice of Motion 1** This Council notes the challenges faced by Cardiff in terms of recycling. The Council therefore resolves to request the Cabinet to: 1. Re-open Waungron Road and Wedal Road recycling centres: 2. Take forward a future decentralised approach to recycling. Proposed by: Councillor Neil McEvoy Seconded by: Councillor Gareth Holden.	7.10 pm	30 mins
11	**Notice of Motion 2** The Council notes that: • There are 3,726 people in Cardiff living with dementia. The total number of people with dementia in the UK as a whole is forecast to increase to over 1 million by 2025 and over 2 million by 2051 if age-specific prevalence remains stable, and increases are only driven by demographic ageing. • In September 2014, Council unanimously agreed to work towards making Cardiff a dementia supportive community. • Cardiff Council is a strategic partner in Cardiff & Vale University Health Board's Dementia Three-Year Plan. • Under the Cabinet's draft budget proposals, it is proposed to withdraw council funding for the Alzheimer's Society Day Support Service at Oldwell Court in Penylan. • Oldwell Court supports 65 people across the city with moderate to severe symptoms of dementia; care needs include support with continence and feeding. It also provides respite for carers giving much needed emotional, practical support for those	7.40 pm	30 mins

	with complex needs. The Council calls on the cabinet to act in accordance with its stated aim of supporting those living with dementia and their families, by pledging to safeguard funding for services at Oldwell Court for the 2016/17 financial year. Proposed by: Councillor Carter Seconded by Councillor Kelloway.		
12	**Oral Questions** *To receive oral questions to the Leader, Cabinet Members; Chairs of Committee and/or nominated Members of the Fire Authority.*	8.10 pm	90 mins
13	**Urgent Business**	9.40 pm	5 mins
Unopposed Council Business			
14	**Appointment of Local Authority Governors to School Governing Bodies** *(Pages 2103 - 2108)* *To approve the recommendations of the Local Authority Governor Panel 21 January 2016.* *Report of Director Governance and Legal Services attached*	9.45 pm	
15	**Appointment of Local Authority, Parent and Staff School Governors to New Temporary Governing Bodies** *(Pages 2109 - 2114)* *Report of Director Governance and Legal Services attached*		
16	**Committee Membership** *(Pages 2115 - 2116)* *Report of Director Governance and Legal Services attached*		5 mins
17	**Urgent Decision Taken in respect of Trelai Primary School** *(Pages 2117 - 2118)* *Reported to Council for information under Scrutiny Procedure Rule 13(a) of the Cardiff Constitution.*		

	Report of the Director Governance and Legal Service.		
18	**Written Questions** *In accordance with the Council Procedure Rules, Rule 17(f) Written Questions received for consideration and response will be included as a record in the minutes of the meeting.*		

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THE COUNTY COUNCIL OF THE CITY & COUNTY OF CARDIFF

The County Council of the City & County of Cardiff met at County Hall, Cardiff on 26 November 2015 to transact the business set out in the Council summons dated Friday, 20 November 2015.

Present: County Councillor Walker (Lord Mayor)

County Councillors Ali Ahmed, Manzoor Ahmed, Dilwar Ali, Aubrey, Bale, Bowden, Boyle, Bradbury, Bridges, Burfoot, Carter, Chaundy, Clark, Cowan, Kirsty Davies-Warner, Chris Davis, De'Ath, Derbyshire, Elsmore, Evans, Ford, Goodway, Gordon, Govier, Graham, Hill-John, Hinchey, Holden, Howells, Hudson, Hunt, Hyde, Javed, Keith Jones, Margaret Jones, Joyce, Kelloway, Knight, Lent, Lloyd, Lomax, Magill, Marshall, McEvoy, McGarry, McKerlich, Merry, Michael, Mitchell, Morgan, Murphy, Parry, Patel, Phillips, David Rees, Dianne Rees, Robson, Sanders, Simmons, Stubbs, Thomas, Ben Thomas, Graham Thomas, Walsh, Weaver, White, Wild, Darren Williams and Woodman

MINUTE SILENCE

The Lord Mayor at the commencement of the meeting invited all Members to paused to observe a Minute Silence in recognition of all those that sadly lost their lives in Paris on Friday evening 13 November 2015 and the families and friends of Peter O'Brien from Llanishen and Mark Sims from Caldicot who lost their lives at Celsa Steelworks on 18 November 2015.

(Minute Silence)

101 : APOLOGIES FOR ABSENCE

Apologies were received from Councillors Ralph Cook, Richard Cook, Goddard, Groves and Thorne.

102 : DECLARATIONS OF INTEREST

The Lord Mayor reminded Members of their responsibility under Article 10 of the Members' Code of Conduct to declare any interest, and to complete Personal Interest forms, at the commencement of the item of business.

The following declarations were made:

Councillor	Item	Interest
Councillor Bale	Item 13 Notice of Motion 2.	Personal interest as a member of Unite.
Councillor Bradbury	Item 13 Notice of Motion 2.	Personal interest as a member of Unite.

Councillor Chaundy	Item 13 Notice of Motion 2.	Personal interest as a Retired seafarer. Subscribe to magazine “The Telegraph, a magazine for seafarers published by Nautilus International.
Councillor Davies-Warner	Item 13 Notice of Motion 2.	Personal interest as a member of Prospect.
Councillor Chris Davis	Item 13 Notice of Motion 2	Personal interest as a member of GMB.
Councillor De’Ath	Item 13 Notice of Motion 2	Personal Interest as a member of PCS.
Councillor Derbyshire	Item 13 Notice of Motion 2.	Personal Interest as a member of PCS.
Councillor Evans	Item 13 Notice of Motion 2.	Personal interest as a member of UCU and Unison.
Councillor Goodway	Item 13 Notice of Motion 2.	Personal interest as a member of Unite and GMB.
Councillor Gordon	Item 11 Statements	Personal interest as a trustee of South Riverside Community Development Centre, grant recipient of Youth Innovation Grant.
Councillor Gordon	Item 13 Notice of Motion 2.	Personal interest as a member of Unison.
Councillor Govier	Item 13 Notice of Motion 2.	Personal interest as a member of GMB.
Councillor Hinchey	Item 13 Notice of Motion 2.	Personal interest as a member of Prospect.
Councillor Holden	Item 13 Notice of Motion 2.	Personal interest as a member of RCN.
Councillor Hunt	Item 13 Notice of Motion 2.	Personal interest as a member of PCS.
Councillor Keith Jones	Item 13 Notice of Motion 2.	Personal interest as a member of GMB.
Councillor Knight	Item 13 Notice of Motion 2.	Personal interest as a member of GMB
Councillor Lent	Item 13 Notice of Motion 2.	Personal interest as a member of Unison.
Councillor Lomax	Item 13 Notice of Motion 2.	Personal interest as a member of Unison.
Councillor Marshall	Item 13 Notice of Motion 2.	Personal interest as a member of GMB.
Councillor McEvoy	Item 13 Notice of Motion 2.	Personal interest as a member of UCAC.
Councillor Merry	Item 13 Notice of Motion 2.	Personal interest as a member of Unite.
Councillor Michael	Item 13 Notice of Motion 2.	Personal interest as a member of GMB.

Councillor Morgan	Item 13 Notice of Motion 2.	Personal interest as a member of GMB.
Councillor Murphy	Item 13 Notice of Motion 2.	Personal interest as a member of the Community union.
Councillor Patel	Item 13 Notice of Motion 2.	Personal interest as a member of Unite.
Councillor David Rees	Item 11 Environment Statement	Personal interest as a private landlord.
Councillor Simmons	Item 13 Notice of Motion 2.	Personal interest as a member of Unite.
Councillor Stubbs	Item 13 Notice of Motion 2.	Personal interest as a member of the GMB and NUJ.
Councillor Benjamin Thomas	Item 13 Notice of Motion 2.	Personal interest as a member of Unite.
Councillor Huw Thomas	Item 13 Notice of Motion 2.	Personal interest as a member of GMB and Unite.
Councillor Walsh	Item 13 Notice of Motion 2.	Personal interest as a member of GMB.
Councillor Weaver	Item 13 Notice of Motion 2.	Personal interest as a member of Unite.
Councillor Darren Williams	Item 13 Notice of Motion 2.	Personal interest as a member of GMB and employee of PCS.
Councillor Woodman	Item 7 Licensing Policy	Personal interest as a Director of Welsh Amateur Boxing Association
Councillor Woodman	Item 13 Notice of Motion 2.	Personal interest as husband is a member of a trade union.

103 : MINUTES

The minutes of the meeting held on 22 October 2015 were approved as a correct record and signed by the Chairperson.

104 : PETITIONS

1. Councillor Magill - in support of a designated Green Belt in Cardiff North – 2323 signatures.
2. Councillor Graham Thomas - objection to planning application 15/01953/MJR for the Extension of Cregiau Quarry - 608 signatures.
3. Councillor Bowden – introduction of time-limited waiting bays on the bridge over A48 by Allensbank Road entrance to University Hospital for Wales (UHW) - 20 signatures.
4. Councillor Boyle – calling on BT, Cardiff Council & Welsh Government to take necessary measures to ensure that residents in Fordd Nowell receive the same broadband speed as other residents in other parts of Cardiff - 64 signatures.
5. Councillor Stubbs – calling on the Council not to allow the demolition or r destruction of Splott University Settlement building – 985 signatures.

6. Councillor Kelloway – objecting to plans to establish a go-karting centre in Dominions Way, Penylan – 52 signatures.

105 : PUBLIC QUESTIONS

Public question: *Owain Rhys*

Following the failure of 24 children to get a place at Ysgol Gymraeg Nant Caerau this year, what are the Council's plans for expanding the provision of Welsh-medium education in Caerau and Ely, and in the meantime what practical help will be made available to the School to cope with the situation?

Reply: *County Councillor Merry*

I'd just like to stress firstly how much sympathy every parent who can't get their child into their preferred school. It can be difficult under the current situation that we have with school places.

I went out to visit Nant Caerau myself after parents had written to me, so I've seen the pressures on site at first hand.

The school is popular within its local area and that's a reflection on the good work the school does. However, the figure of 24 children will also include children who live out of the catchment area. And there are currently vacant places in the neighbouring catchment area. With the building of a new Welsh-medium school in the south of the city, there will be a need to review catchment areas and places to ensure a better match between supply and demand in the wider area.

I've also asked Officers, having been out to look at the site, to see if there are any changes with the layout that can be made to relieve some pressure on space for the children who are in the school.

Supplementary question: *Owain Rhys*

Thank you for your response.

In addition to the lack of spaces, the school is also under significant financial pressure because of the essential special education resources required in this area. Can the Council confirm that it will develop long-germ plans to improve this situation?

Reply: *County Councillor Merry*

We need to do everything that we can, and I'd like to reassure you that your local Members are very active on this issue. We've already had several meetings, and I hope to meet again with the Councillors and the officers.

Public question: *Deborah Hunt*

How will you, the Council, control the everyday flow of Tarmac's predicted 140+ lorries per day to and from Creigiau Quarry?

That's 140 lorries at an approximate rate of one every 4/5 minutes of the day. Please take into consideration, in answering, the width of the road and the ongoing traffic problem which already exists especially between the hours of 7.30–9.30am and 3–6 pm.

Reply: *County Councillor Michael*

Creigiau quarry was mothballed back in 2002 and currently benefits from existing planning permissions dating back to 1948, which permit access to the quarry via Heol Pant-y-gored Road.

The quarry operators Tarmac have now submitted a planning application to extend and consolidate the existing permissions at the quarry and this has given the Council an opportunity to carefully consider this issue when determining this application. The application proposes 140+ lorry movements (two way) per day along Heol Pant-y-gored Road.

In view of this detailed discussions are ongoing between the Council and Tarmac and I can confirm that among other issues the width of the Heol Pant-y-gored Road and traffic along this road at peak times have been discussed and will be taken into account in determining the application

Supplementary question: *Deborah Hunt*

Since the quarry was mothballed, both Creigau and Pentyrch have changed substantially. As thriving family communities, population has grown considerably. A quarry so close to both villages is totally inappropriate and no health impact statement is provided in the planning application.
Will the Cabinet Member commit to ensuring a full and formal health impact statement is conducted before any planning application is considered?

Reply: *County Councillor Michael*

All applications are looked at on their own merit and this is one of those. The report isn't quite ready yet. When it is ready, it will come to the Planning Committee. The planning committee will determine it after full discussions on just about anything we can get hold of, quite frankly. So, because it's a live application, I'm limited as to what I can say.

106 : LORD MAYOR'S ANNOUNCEMENTS

Condolences

The Lord Mayor on behalf of Councillors expressed sincere condolences to Councillor Lynda Thorne whose mother had sadly passed away, and Councillor Eleanor Sanders whose father-in-law passed very recently.

Recognition and Awards

The Lord Mayor congratulated and commended successful activities and awards received during the last month details of which had been circulated.

Adult Community Learning
Congratulations to colleagues in the Adult Community Learning Team, who recently received the fantastic news that their hard work and efforts do make the difference in encouraging and supporting adult learners across Cardiff.

The latest official data from the Department for Education and Skills confirmed a success rate of 87% for academic year 2014/15. The Council's corporate target is 80%, and our partnership target is 82%, so this has been an outstanding result for the team. Success rates are the percentage of all qualifications that are achieved by our learners.

The best breakfast club in Wales
Oakfield Primary School in St Mellons was celebrating a fantastic result in this year's Kellogg's Breakfast Club Awards. The staff and children were delighted when it was announced live on the internet that their breakfast club was the best in Wales for 2015.

Oakfield's Breakfast club was set up over 10 years ago when staff recognised the benefits to the pupils and regularly caters for up to 150 a day. Now the pupils have a healthy, sociable and calm start to each and every school day. The school has been invited to an awards ceremony at the Houses of Parliament this month and they've scooped £1,500 in prize money to use towards outdoor games, Lego and maybe even an iPad.

School catering team Senedd success
Well done to James Roedemer and Samantha Fenn from the Council's School Catering team, who cooked up a feast in the Senedd earlier this month as part of the National School Meals Week celebrations.

James, Sam and the team produced an exciting menu of mains and desserts picked from the council's regular primary and secondary schools menus. Cardiff's lunchtime offerings reflect the ethnicity of the city and, as the capital, some traditional Welsh favourites.

A number of council chefs - including Development and Training chef James and Fitzalan High School Catering Manager Sam - along with support staff were on hand to produce the food in the Senedd on the day.

The Senedd event, organised by industry body the Lead Association for Catering in Education (LACA), celebrated all that is great about school meals and highlighted the work of catering staff from across Wales.

Llysfaen Primary School win 10 Day Turn Down
Congratulations to Llysfaen Primary School, who have taken the top spot in a 10 Day Turn Down competition which saw 23 Cardiff schools competing to see who could save the most energy. The energy efficient school ran a "Turn Off Tuesday" where staff and pupils turned off as many lights as possible. "Whiteboard Wednesday" saw

the school embrace traditional chalkboards instead of whiteboards and projectors. On "Photocopy Free Fridays" all the school printers were turned off for a day.

These small, simple steps added up to a prize-winning 15% energy reduction over the course of two weeks just beating the 14% reduction made by Glan Yr Afon Primary School and the 12% managed by St Bernadette's Primary School.

Wales Green Energy Awards
Congratulations to the Council's Energy and Sustainability Team in City Operations, who were last month awarded with a prestigious Wales Green Energy Award for their innovative approach to delivering sustainable services for Cardiff, its citizens and communities.

One Planet Cardiff
Hot on the heels of their success in the Wales Green Energy Awards, the Energy and Suitability team have now gained worldwide recognition for their work. The Energy strand of our One Planet Cardiff strategy has been named in a global publication, Cities100, as one of 100 solutions to climate change that could be scaled and replicated around the world.
The project uses established technologies and other emerging innovations to support our transition to a low carbon future.
It includes schemes such as:

- Radyr Weir Hydro
- Lamby Way Solar Farm
- A shallow geothermal heat feasibility study
- Retrofitted energy efficiency measures to domestic homes and heritage sites
- A city wide Affordable Warmth partnership
- The Cyd Cymru collective energy switching scheme.
- Energy efficiency measures in many council buildings
- An innovative hydrogen production project
- A project to develop portable solar technologies

Lord Mayor's Charity Events

The Lord Mayor's Annual Carol Service
The Lord Mayor's Staff Charity Committee had arranged the annual Carol Service for Councillors and staff at County Hall on Thursday 17 December 2015 at 10 to 11am in Committee Rooms 1,2 and 3 with a collection to be made in aid of Cardiff United Against Cancer and Velindre Cancer Centre

Christmas i-Can
In the new year The Lord Mayor will host school children from Primary School in Cardiff who have taken part in the Christmas i- Can challenge to meet and hear about their achievements and entrepreneurial skills. A special event is arranged on 8 January 2016.

Lord Mayor's Indian Gala Dinner

The Deputy Lord Mayor has also arranged Charity Indian Dinner on 11 January 2016 from 6.00pm at Mowgli's Restaurant in Crwys Road. There are a limited number of places left so please contact Cllr Dilwar Ali as soon as possible.

107 : LICENSING: REVIEW OF STATEMENT OF LICENSING POLICY

The Council was requested to formally approve the decision taken by the Licensing Committee at its meeting 3 November 2015 following its review to adopt and publish the Council's Statement of Licensing Policy for use with effect from 1 January 2016.

The Chair of Licensing Committee, Councillor Parry made a statement outlining the importance to the Council of this policy framework in its role as licensing authority; the need for review to ensure that the policy can address the strategic issues and reflect the aspirations of the City. The review had been carried out in consultation with responsible authorities, stakeholders and in consultation with citizens of Cardiff.

The Cabinet Member, Skills, Safety and Engagement seconded the report as a strategic link to corporate policies and also the support given from scrutiny task and finish group on the Night- Time economy.

The Lord Mayor invited debate. Members supported the revised policy and urged the Council to maintain its support in making the city a safe place to work and enjoy.

RESOLVED – That

(1) the Council endorsed the decision of the Licensing Committee 3rd November and the Statement of Licensing Policy be adopted and published for use with effect from 1st January 2016.

(2) the Head of Shared Regulatory Services be authorised to make administrative amendments to the Policy should the need arise.

108 : LICENSING: TRIENNIAL REVIEW OF STATEMENT OF GAMBLING LICENSING POLICY.

The Council was requested to formally approve the Council's Statement of Gambling Licensing Policy following its triennial review.

The Chair of Licensing Committee, Councillor Parry made a statement and advised that in accordance with the legislative requirements the SGLP had been reviewed and amendments proposed in consultation with responsible authorities, licence holders, stakeholders and the citizens of Cardiff. The draft Statement of Gambling Licensing Policy was considered and approved the Licensing Committee on 3 November 2015 and was for adoption and publishing by 31 January 2016 in accordance with the order from the Secretary of State.

The Cabinet Member, Skills, Safety and Engagement seconded the report.

RESOLVED - That

(1) the Statement of Gambling Licensing Policy be approved and adopted for publication on 31st January 2016 and for use from that date.

(2) the Head of Shared Regulatory Services be authorised to make administrative amendments to the policy should the need arise.

109 : TREASURY MANAGEMENT MID YEAR REPORT 2015/16

The Council's Treasury Management activities are governed by legislation and the revised Code of Practice 2011 developed by Chartered Institute of Public Finance and Accountancy (CIPFA).

The Cabinet Member Corporate Services and Performance, Councillor Hinchey presented the mid-year monitoring report of Treasury Management activities since 1 April 2015 and the position as at 30 September 2015 which was referred to Council for approval from Cabinet 12 November 2015. In the budget report February 2010, Council adopted CIPFA's revised Treasury Management Code by formal acceptance of the Four Clauses of Treasury Management and Treasury Management Policy Statement as Council policy. The Council's Audit Committee has undertaken the scrutiny of the accounting, audit and commercial issues of the Treasury Management Strategy and Practices. The report updated Council on borrowing undertaken by the Council to exit the Housing Finance Subsidy system in April 2015 following confirmation from Welsh Government (WG) and HM Treasury of the terms of the settlement ("buy out").

The Lord Mayor invited debate and assurance were given on the Councils ethical investment policy.

RESOLVED – That

1. the Treasury Management Mid-Year Report 2015-16 (Appendix 1) be noted;

2. the final position on Housing Finance reform that allowed the Council to exit the Subsidy system following acceptance of a voluntary agreement between the Council and Welsh Government be noted.

110 : CONSTITUTION COMMITTEE RECOMMENDATIONS - BUDGET PROCEDURE RULES, E-PETITIONS AND CONSTITUTION AMENDMENTS

The Cabinet Member, Skills, Safety and Engagement presented the report of the Constitution Committee 19 November 2015 and sought approval of its recommendations in relation to the Budget Meeting Procedure Rules; E-Petitions; and minor amendments to the Constitution in relation to Single Licensing Authority functions under Part 1of the Housing (Wales) Act 2014; Webcasting of Council meetings; and Councillor Resignation an Notice of vacancy. The report was seconded by Councillor Hunt.

The Lord Mayor invited debate. Members welcomed the introduction in the new year of the E-Petitions system on the Council's Committee Management system to facility

public engagement with the democratic process and it was noted that this provision would supplement petitions received in other formats. It was noted, however, that E-petitions may not be legally valid for particular statutory purposes, such as a petition for a directly elected Mayor, without express statutory provision.

RESOLVED – That

1. the recommendations of the Constitution Committee set out in this report be noted; and

2. the recommended Constitution amendments set out in paragraphs 6, 14, 16 and 17 of the report be approved.

STATEMENTS

The following statements were received: -

111 : LEADER'S STATEMENT

The Liveable City Report
The Liveable City Report was launched in October. The report takes a broader approach to measuring success, by considering how healthy, safe, green and fair Cardiff is – as well as our economic performance. It also measures Cardiff's position in comparison to other core cities and other Welsh areas. It is an objective account demonstrating where the city is performing well and where Cardiff needs to improve, with these indicators developed in consultation with public sector partners such as South Wales Police and the Cardiff and Vale University Health Board.

100 Resilient Cities
Cardiff has submitted a bid to the Rockefeller Foundation seeking funding to help meet the challenges it faces as a successful modern city. The "100 Resilient Cities" initiative—Pioneered by the Rockefeller Foundation (100RC)- is dedicated to helping cities around the world become more resilient to the physical, social and economic challenges that are a growing part of the 21st century.

Examples of these challenges include an overtaxed public transportation system, flood risks, service demand pressures and the need to deliver sustainable new communities to accommodate population growth. We've received feedback that, as a city, Cardiff is facing a number of the challenges that the 100 Resilient Cities initiative are interested in and, if successful, Cardiff would be awarded funding to employ a Chief Resilience Officer to develop a roadmap to resilience. This would be a significant development in helping the Council deliver our vision of being Europe's Most Liveable City whilst safeguarding the well-being of future generations

City Deal
The Chancellor of Exchequer outlined support to 'help fund' a Cardiff City Deal in his Comprehensive Spending Review announcement on 25 November 2015.

The Cardiff Capital Region submitted a headline proposal to UK Government last month. A City Deal for the Cardiff Capital Region represents a unique opportunity to

transform the local economy to improve productivity, create new jobs and reduce worklessness. Our vision is to reduce the GVA gap between our city region and the UK average and to improve the balance of opportunity that exists right across our region. The intention is to commence negotiations on a city deal for the Cardiff Capital region of up to £1.28 billion – equivalent to the necessary investment to increase GVA by more than 5%. To support the fund, the Welsh Government has made a commitment to contribute £580m of capital as the basis for a Payment by Results (PBR) contribution from UK Government.

It is the intention through the City Deal is to modernise our transport infrastructure and regional connectivity to create a platform for economic competitiveness. We will improve access to jobs across the city-region, and use the city deal to leverage and support investment in housing, employment and education. We will also support and stimulate innovation in our local economy by providing access to leading-edge digital technology; better aligned skills; and targeted business support. An important part of our strategy will rest on bringing together a number of local authority services to establish a new joined-up strategic approach to economic development, tourism, strategic planning and transport.

Following the agreement in principle from Westminster Government yesterday we will now commence the process of negotiations and formal consideration of the detail of the City Deal.

BBC
The BBC has formally signed off an investment to build a new £120m headquarters in Wales at Cardiff's Central Square regeneration scheme. Having selected the Central Square scheme immediately in front of Cardiff Central Station as its preferred option for the 150,000 sq. ft. headquarters, the BBC have now signed a 20 year lease. This is great news for Cardiff and for the Council's plans to regenerate this part of the city. Work will now commence on transforming Central Square in line with our Foster + Partners masterplan, creating a world-class gateway to Wales and the capital that everyone can be proud of. The city centre will now be home to several landmark buildings including the new BBC Wales broadcast centre and the new transport interchange. No 1 Central Square, designed by award-winning Cardiff firm Rio Architects, already represents our ambition for the area.

The Lord Mayor invited questions on the Leader's Statement and a number of comments were made in relation to economic competitiveness and the liveable city ambitions.

112 : CABINET MEMBER, CORPORATE SERVICES AND PERFORMANCE STATEMENT

New Smoke Free Policy
The Cabinet has approved a new Smoke Free Policy. Building on the previous No Smoking policy, the new policy now includes the Council's approach to the use of e-cigarettes. Based on guidance provided by various bodies such as Public Health Wales, the advice is that until such time as more reliable evidence is available, e-cigarettes should be considered the same as tobacco cigarettes. Therefore any reference to smoking includes the use of e-cigarettes plus conventional cigarettes.

The main aim of this updated policy is to protect all of us from the harmful effects of second hand tobacco smoke including the rights of non-smokers to breathe air that is free from smoke. In addition to employees, the policy applies to us as Elected Members, customers, service users, visitors who access Council owned or leased buildings. Additionally, the opportunity is being taken to reiterate that smoking is not allowed in any Council owned or leased buildings, in any Council owned or leased vehicles (including pool cars) or across all school grounds including playing fields, car parks, etc. The policy will be commended to all School Governing Bodies for adoption.

Employee Assistance Programme (EAP)
As part of the Council's ongoing commitment to employee Health & Wellbeing, an Employee Assistance Programme was launched this month. Open to everyone, including school based staff, the services available include confidential telephone access for any personal or work related issue. Leaflets providing more information about how services can be accessed are being included in all employees' pay packets throughout November. The freephone telephone service is available 24 hours a day, 365 days of the year. All calls are answered directly by a team of qualified and experienced counsellors. Professional information and advice services are also provided by a separate team of information specialists plus there is access to a web based information service. This service will be available in addition to the Council's face-to-face counselling service, provided by our in–house Employee Counselling Service.

Trade Union Bill
Supported by Trade Union colleagues of the Joint Partnership Board, the Leader has written to the Secretary of State for Business Innovation and Skills, expressing our opposition to the Governments proposed implementation of the Trade Union Bill 2015. The contents of the Bill are a direct attack on Trade Unions and there is no doubt that its introduction will lead to more confrontational relationships between employers and employees which will serve to further undermine than support public services. The Trade Unions provide essential protection for employees especially at a time of austerity driven attacks on their jobs terms and conditions.
A growing number of Councils are registering their opposition and the Council meeting today will consider a motion directly linked to the proposals.

Update on Cardiff Manager Programme
In order to support managers to deliver on corporate objectives, during 2014/15, the Cardiff Manager Programme was established to support line managers to develop skills and knowledge to help drive performance, continuous improvement, collaboration and knowledge sharing, and helping develop a learning culture across the Council.

Of those that were in scope for the pilot this year, over 80% signed up with around 92% of those completing the development which covered 4 key themes: Problem Solving & Making Decisions; Understanding Innovation & Change; Financial Skills in the Public Sector and; Behavioural Change and undergoing assessment to achieve an Institute of Leadership & Management qualification. Of these approximately 72%

have already achieved at least one qualification with around 25% achieving the full qualification to date.

Review of Council's Discipline Policy
A major piece of work is underway to streamline the current Discipline Policy and associated procedures, including the provision of new comprehensive guidance notes for anyone involved in the process. The cultural change required will be supported by a new ground breaking, more progressive Resolution policy designed to replace the current grievance and bullying & harassment procedures and placing an emphasis on active and earlier resolution of disciplinary issues through a range of resolution methods such as additional training, support, coaching, advice, counselling and mediation.

Extensive consultation with stakeholders such as Directorate representatives, Trade Unions and Equality Networks is underway and views of Policy Performance Review Scrutiny Committee have also been sought, with a view to bringing forward final proposals to Cabinet in January.

Shared ICT Service initial discussion
An initial meeting took place on 20th October between Cardiff, the Vale, RCT, Merthyr and Bridgend to discuss the potential for sharing ICT services either at a local or more regional level. Options discussed included tactical as well as strategic options for collaboration from sharing systems to a fully shared service although this was very much an initial high level discussion of options.

Living Wage
In 2012 the City and County of Cardiff was the first Council in Wales to pay its entire workforce the Living Wage, all the Council's agency staff also receive the Living Wage. On 2nd November 2015 at a Living Wage Week event the Council became the 2,000 organisation in the UK to be granted Living Wage employer status. The Council is now the only Welsh local authority to be in receipt of Living Wage Accreditation. Over the next 2 years the Council will be working with CitizenWales, and others, to see how we can best encourage our contractors to pay the Living Wage.

The Lord Mayor invited questions on the Statement and the Cabinet Member indicated that further assessment of the budget implications of the higher living wage were necessary.

113 : DEPUTY LEADER'S AND CABINET MEMBER EARLY YEARS, CHILDREN & FAMILIES STATEMENT

Significant progress has been achieved supported by the Children's Service's Improvement Plan, the continued engagement of the Chief Executive, the ongoing involvement by the Director in the Challenge Forum and the work of the Organisational Development Programme.

The remodelling Children's Services has been on the agenda for quite some time. The overall purpose is to streamline our social work services to facilitate a smoother journey for children, as recommended by Professor Eileen Munroe. This piece of

work has started and we have developed an outline service delivery model which has been consulted on with the Unions and HR. Key highlights for remodelling Children's Services are:

Adopting Signs of Safety Framework
After consultation and discussions with staff, the directorate has decided to adopt the Signs of Safety Framework. This provides social workers and partner agencies with a clear and cohesive framework to work with families creatively to manage risk safely, as opposed to using traditional methods of control and removal of risk, which don't always provide a positive sustainable outcome for children.

The Signs of Safety approach describes itself as a relationship-grounded, safety organised child protection framework designed to help families build safety for children by allowing them to demonstrate their strengths over time.

Mobile Working
Social workers have been pressing managers for a much more modernised ICT environment to enable mobile working. Some staff within the service have already been trialling new products to enable this to happen early in 2016/17 and once implemented this will provide practitioners with access to systems and information when out in the field. In addition to reducing the amount of building space we need to occupy and improving information management, staff will also benefit by removing unproductive and time consuming activities such as travelling to the office, printing and the duplicate transcribing of notes on the system. Being able to work from home more effectively and manage your time more flexibly will also support a better work-life balance.

The Deputy Leader wished to reassure Councillors that staff will continue to have access to office and team environments. The ability to work flexibly will enhance what we have now.

MASH –Multi Agency Safeguarding Hub
The MASH approach is one that has been implemented in other Local Authority areas and early evidence shows improvements in multi-agency working, joint ownership of referrals, partner communications and sharing of information resulting in:

- more informed decision making;
- more children receiving appropriate help following referral;
- a reduction of inappropriate referrals and re-referrals;
- a reduction in turnaround times of referrals to decisions.

All contacts and referrals will be assessed within 24 hours. A decision will then be made on the level of response required. In the event that the 'Can and Can Only' test is not met but additional needs are still identified, the case will be 'stepped down' to the early intervention and prevention service for a JAFF assessment. Newly appointed Project Manager, Nicola Lewis will join us on 21st September.

114 : CABINET MEMBER COMMUNITY DEVELOPMENT, CO-OPERATIVES & SOCIAL ENTERPRISE STATEMENT

Temporary Library Service

The Cabinet Member was **p**leased to announce that we have secured agreement in principle with our health partners to locate a temporary library within Cardiff Royal Infirmary. The space available is accessible from the main reception area and will put a temporary library service back in Adamsdown. Work is now going to get the lease agreement written up and for minor changes to take place on the space and it was anticipated that this new library would be open shortly.

115 : CABINET MEMBER EDUCATION STATEMENT

Estyn Monitoring Visit 5th - 9th October 2015
Estyn carried out the second in a sequence of three monitoring visits in October. The visit focused on progress in reducing exclusions from schools and reducing the number of young people not progressing to education employment or training (NEET) and the effectiveness of partnership working. Estyn will set out their commentary on these two recommendations in a letter which we will receive shortly.

The visit will be followed by the third visit early in the New Year 25-29 January 2016. At that visit there will be an overall assessment of the progress made across the Local Authority in addressing the particular issues for improvement raised in the monitoring visits and our overall progress in improving outcomes for Learners.

Cardiff 2020: The Strategy for Improving to Excellence
A strategy to develop and map out further school improvement in Cardiff over the next 5 years has been launched. A group of Heads are working with officers and Robert Hill, work which will be developed by the Education Strategy Group and Governors before launching in January

Schools Working Together
A separate group is working on potential local clustering across primary schools to build capacity and share resources on a spectrum from loose collaborations which share resources to formal partnership through federation with linked leadership and Governance.

Lead Creative Schools
Six Cardiff Schools have been successful in becoming “Lead Creative Schools”, part of the Welsh Government’s and Arts Council for Wales’ Lead Creative Schools Scheme which is designed to promote creative learning to improve quality of teaching and learning. They are: Kitchener Primary, Thornhill Primary, Rumney Primary, St Paul's Church in Wales Primary, Ty-Gwyn Special School & Ysgol Gymraeg Pwll Coch.

Pioneer Schools
Eleven Cardiff Schools have been chosen to become Pioneer Schools who are working with Welsh Government to develop digital learning, the new curriculum and workforce development building on the Donaldson Report. They are Cardiff High, St Cadoc’s Catholic Primary, Llanishen Fach, Mount Stuart Primary, Herbert Thompson Primary, St Philip Evans RC Primary, Rhydypenau Primary, Whitchurch Primary, Ty Gwyn Special School, Llysfaen Primary and The Hollies.

Youth Innovation Grants

The second round of bidding for the remaining Youth Innovation Grants has closed. In the first round grants were awarded to Cardiff City Foundation, YMCA, Ministry of Life and local community groups. Nine organisations have submitted bids for the remaining five grants with some organisations bidding for more than one area so a total of sixteen bids. The organisations are as varied as those bidding in the first time around. As with the first round of judging young people will be involved in assessing the bids and helping to make the awards. Decisions on the grants are expected shortly.

Awards

A number of Cardiff Schools have won awards over the last few weeks including:

- Oakfield Primary, St Mellons: their breakfast Club won a Kellogg's Breakfast Club Award for the best breakfast club in Wales. (David Harris)
- Moorland Primary School, Splott: won a National Quality Award in the Welsh Government's Welsh Network of Healthy School Schemes Managed by Public Health Wales, the scheme has been running since 1999 and considers initiatives around food and fitness.
- Thornhill Primary: won 1st prize, and £3000, in the Ashden (UK Sustainability Award) for the measures that they have taken to cut their CO2 emissions (and bills). The prize money to spent on further sustainability measures
- Radyr Primary: won 1st prize in British Gas (UK Schools Energy Competition) winning £50K of Energy Efficiency Upgrades (exact details tbc)
- Millbank School, Ely: was shortlisted for Sustain Wales' prestigious "Sustainable School/College of the Year Award." The only school to be shortlisted.

Greener Schools

The energy team in City Operations have been working with schools to deliver greener schools and save on energy costs by:

Educational Support

- 11 - Energy Audit Visits (leading to project identification and delivery)
- 24 - Eco Team Visits (to discuss Eco Awards & Energy Projects related to Eco awards)
- 12 - Energy Assemblies (at 12 different schools – covering approx.. 3500 children from foundation to year 6)
- 37 - Classroom Workshops (at 20 different schools –740 children Year 5 & 6 only
- 8 - Estates Manager BMS Training Sessions (mostly newly appointed)

Half Term Cost Avoidance Through energy Team Shutdown Assistance:

- £30,000 (Feb) – 30 interventions
- £66,100 (Easter), - 38 interventions
- £20,000 (Whitsun) – 26 interventions
- £18,000 (October) – 5 interventions

Salix Project Achievements

- Process for Salix Applications signed off at Investment Review Board
- £645,000 spent on energy efficiency projects so far this year in schools

- LED lighting Installations across 11 schools
- Projected savings of £99,000 per annum
- Lifetime CO2 savings of 9,030 tonnes
- Further £350,000 identified and due for funding before year end.

The Lord Mayor invited questions on the Statement and the Cabinet Member also welcomed the success of Llanishen Fach Primary School in becoming a Pioneer School. The Cabinet Members also responded to a query on the School Admissions process and advised that the process was being streamlined and that the team had already received over 800 applications for 2016/17. The Cabinet Member advised that initial feedback from Estyn was optimistic. It was noted that a further 5 awards were to be made for Youth Innovation grants a very successful initiative.

116 : CABINET MEMBER ENVIRONMENT STATEMENT

Launch of Rent Smart Wales
Rent Smart Wales, the brand name for the new registration and licensing requirements under Part 1 of the Housing (Wales) Act 2014 was launched on Monday the 23 November 2015. As you know Cardiff Council has been designated as the Single Licensing Authority for Wales to administer the legislation.

The team and infrastructure is established at Willcox House and the website (www.rentsmart.gov.wales) is now live. Landlords who need to register, and landlords and agents who need to become licensed, are now able to register and apply for a licence. They have a year to comply with the requirements prior to enforcement arrangements being implemented. The first 12 months will focus on raising awareness of the requirements amongst landlords and agents and encouraging registration and/or licensing. This will allow sufficient time to become familiar with the new obligations and take the necessary action to ensure compliance.

Rent Smart Wales will professionalise the private rented sector by supporting and educating landlords and agents for the benefit of tenants. The private rented sector is an increasingly important housing option for many people. It will bring benefits to people who rent their home in the sector whilst at the same time, improve the practices of landlords and agents and help to tackle the bad landlords who give the sector a poor reputation.

A great deal of work has been undertaken to ensure a successful launch and the Cabinet Member wished to thank everyone who has been involved. Continued success will rely on the effective partnership arrangements which are already in place with the 22 local authorities, Welsh Government and other key stakeholders.

Bereavement Services

USW Partnership and Podcasts of Heritage Talks
Building on the success of the Heritage Trail of Cathays Cemetery, Saturday 14 November 2015 saw the official launch of the ‘Cathays Cemetery – Graveyard Voices’ podcasts as part of the ‘Being Human’ Festival.

This is the latest in a series of events forming part of an ongoing fruitful partnership between Cardiff Bereavement Services and the University of South Wales' Faculty of Creative Industries. The podcasts were recorded on location in 3D sound and add a completely new dimension to the understanding of the history of the site.

Drama students from the University have researched, written scripts and performed first person or eye witness accounts of the lives and deaths of some of the many notable figures of Cardiff who are buried in Cathays Cemetery.

The podcasts will soon be available to download, free of charge, allowing visitors to the cemetery to listen to the performances at the graves. Alternatively, they will also allow those unable to visit a chance to experience the unique location wherever and whenever it suits them.

Cathays Chapel Renovation

Bereavement Services have been successful in generating £30,000 primarily from local funeral related businesses towards the refurbishment of Cathays chapels.

Local funeral directors recognise the value in bringing these grade 2 listed buildings back into a sustainable use for the wider public and were delighted to support the Council in pledging funds to allow essential internal works to go ahead.

Work to save the chapels at Cathays has been ongoing for several years starting with the replacement of the roofs of the buildings. Work is due to start soon on the internal refurbishments and the chapel should be useable again by spring 2016.

Credit for this initiative must go to the dedicated staff in Bereavement Services, the local business community and the Friends of Cathays Cemetery, who have all worked well in partnership to ensure this project, can move forward.

Cathays War Graves Remembrance Service

On 10 November 2015 the Lord Mayor led the Remembrance Day tributes at the Cross of Sacrifice in Cathays Cemetery. The service was taken by Rev Lionel Fanthorpe and was attended by Teachers and pupils from Allensbank Primary School and Ysgol Mynydd Bychan School.

The pupils were encouraged to take part in the ceremony through the laying of wreaths and by giving readings followed by reading the roll of honour of those commemorated at the War Graves within Cathays cemetery.

Charity Donation to 2 Wish upon a Star

On 22 October 2015 the Cabinet Member presented a cheque for £4321.00 to Bereavement Services chosen charity for the year, 2 wish upon a star.

The funds were generated through the National Metals Recycling Scheme provided by the Institute of Cemetery and Crematorium Management (ICCM) of which the Council is a member.

At the end of the cremation process any metals left are separated from the remains and removed. These are then collected by a Dutch company who recycle the metals and provide a financial return to the ICCM. Member Authorities then nominate a death related Charity to benefit from the collection.

Parks

Volunteer Partnership Project – Cardiff University, University of South Wales and Cardiff Metropolitan University
An update on an emerging project between the Council and the University of South Wales, Cardiff University and Cardiff Metropolitan University which will be launched on a pilot basis in the New Year. The project aims to provide, through volunteering, opportunities for students to gain hands on experience in the management and maintenance of the Council's Parks and Green Spaces, contributing to the development of skills, improving employability, making a contribution to the local community and complimenting courses of study. This project which dovetails with the Universities Environmental Champions Project is an exciting opportunity for the Council, Universities and indeed students to work in partnership for mutual benefit.

Bug Life - Urban Buzz
The launch took place on 25 November on a project working alongside seven other local authority cities across England and Northern Ireland. The project will be seeking to establish flagship 'Buzzing Cities' for pollinators and people through the utilisation of innovative techniques to create habitats in doing so, engaging a diverse and varied range of people, groups and organisations.

Cardiff is the only city selected for the project in Wales and Bug Life the funding body are partnering with the Parks team to enable the delivery of the Urban Buzz project in Cardiff which will complement our own 'Cardiff Pollinator Project'. 140K of grant funding is available for the project which will be rolled out over the next 18 months.

Funding available will help in providing training and equipment to urban land managers, volunteers and Urban Buzzers to give them the skills, knowledge and understanding to create and manage their Buzzing Hotspots. Innovative buzzing techniques will be demonstrated and opportunities for installation of green and habitat walls, green roofs, nesting sites and buzzing lawns will all be incorporated into the Flagship Buzzing Hotspots in each city. This is a project that I am very excited about and which compliments the work already being undertaken by the Council underlying of bio-diversity credentials.

The Lord Mayor invited questions on the Statement. Members welcomed the Bug Life initiative, Rent Smart project and welcomed the initiatives and successes in Bereavement Services.

117 : CABINET MEMBER, HEALTH, HOUSING AND WELLBEING STATEMENT

Welsh Housing Awards
A project which helps people make a smooth transition from hospital to home has been shortlisted for a 2015 Welsh Housing Award.

The accommodation solutions project, a partnership between the City of Cardiff Council, Vale of Glamorgan Council, Cardiff and Vale University Health Board, Care and Repair Cymru and Age Connects Cymru, aims to help patients who are ready to leave hospital but cannot return to their own homes until necessary adaptations are carried out.

Recognised in the promoting equality and support category, the project which began in April this year brings together the organisations to fast-track low level adaptations to patients' houses or offer short term accommodation in specially-adapted units across the two local authorities while work is carried out to their home. So far, 12 clients have successfully used the accommodation, saving a total of 422 hospital bed days.

City of Cardiff Council housing resettlement officer, Jess Jallow, has also been nominated for a Welsh Housing Award in the Housing Hero category which recognises either an individual or small team whose passion, enthusiasm and commitment has made a dramatic difference to the lives of others.

The Welsh Housing Awards ceremony takes place on 27th November 2015 at the Vale Resort.

Tenants Conference

The Cabinet Member was pleased to host the first council run Tenants' Conference. The event took place at City Hall and nearly a hundred tenants attended; many of them had never taken part in such an event before. This is a testament to the hard work of the Tenant Participation staff and shows the success of the new proactive approach to engaging with tenants.

Mark Street, a Community Champion gave an inspiring talk about his community garden and encouraged Cardiff tenants to get involved. I also had the pleasure of handing out the prizes to the winner of the Blooming Marvellous gardening competition and it was wonderful to see the pictures of their magnificent gardens.

The tenants found the presentations, workshops and information stands very informative and some very positive feedback was received. I was most touched by the tenant who stood up to say that he was a recovering alcoholic who had been homeless. He wanted to thank the Council for providing his flat, which he called his "palace". It was a great reminder of what a life changing difference our services can make to vulnerable individuals.

Delayed Transfers of Care Update

We continue to work well in partnership with the Vale Council and our health colleagues to address the challenge. A robust action plan is in place that is closely monitored by the DToC Operational Group and there is visibility and transparency amongst colleagues about the specific issues. The Minister has been fully briefed and winter pressures planning is well underway. I continue to receive regular updates. I am confident that progress is being made.

Update on Refugees

The third meeting of the Multi Agency regional leadership group has approved the preparatory work being undertaken to ensure a properly planned approach to supporting the Syrian Refugees coming through the Home Office Vulnerable Persons Scheme.

The work is building on the significant experience that Cardiff has in relation to the resettlement of dispersed asylum seekers into the city including those from Syria. The council is considering availability of appropriate housing in the private rented sector and the availability of school places.

The leadership group has consequently given permission for officers to enter into detailed discussions with the Home Office and an updated will be provided on progress.

Housing Partnership Programme Update
The Cabinet Member was delighted to announce the appointment of Wates Living Space as a partner developer for our Housing Partnership Programme. This innovative scheme will deliver up to 1,500 new homes across 43 council owned development sites. The Council will retain 40% of these as council houses which could see up to 600 new council homes being built.

With over 10,000 people currently on the housing waiting list in the city, this is an extremely important scheme that will play a key role in tackling Cardiff's housing need. The project will also help first time buyers get that important first step on the housing ladder.

The Housing Partnership Programme will help to regenerate communities, enhancing environments and improving the quality of life for residents. All the properties built through this project will meet high levels of sustainability and energy efficiency, ensuring that we help to tackle fuel poverty. It is also anticipated that a 'Passivhaus' pilot project will be delivered in the first phase of development.

One of the key objectives of the project is to invest in the regeneration of our communities, deliver real community benefits including the creation of a long-term, sustainable local training and employment programmes as well as creating opportunities for local businesses, community groups and local people.

The announcement of Wates as our partner is another huge step forward and we look forward to working with Wates on the project that will make a huge difference to many people's lives."

The Housing Partnership Programme will be split into 3 phases of development, with the first development due to commence next summer following detailed design and planning. Each phase of the project will be capable of delivering around 500 houses at a time and all three phases will be completed by 2025.

118 : CABINET MEMBER, SKILLS, SAFETY & ENGAGEMENT STATEMENT

White Ribbon Campaign

The City of Cardiff was awarded White Ribbon status in October 2014. Cardiff Council will be amongst other organisations in Cardiff campaigning to make a stand against domestic abuse.

This year a till receipt campaign was arranged whereby information on domestic violence support services will be included on the back of all receipts issued, which will be launched in Argos Stores across Cardiff on 30th November. The campaign has a potential reach of 126,000 people.

The Cabinet Member joined several Cardiff Council employees and two Welsh Assembly Ministers on the 'Walk a Mile in her Shoes' event that took place from the Senedd last week. The picture of this event was shared via White Ribbon UK with the comment 'Wales Leading the Way'. Last week Cardiff Parks Grounds Maintenance team week planted a white ribbon of flowers outside Cardiff Castle. Our badge bed has already attracted significant media interest with the photographs being shared internationally via social media.

Information about the White Ribbon Campaign and specialist services available has been displayed across Council offices and Council Hubs. Awareness raising stands have been staffed in Velindre Hospital and a stand will also be staff in Cardiff Central library, Cardiff University on 26th November and at the Cardiff Women's Aid event at City Hall on 28th November. A leaflet produced by Cardiff Domestic Abuse Partnership, highlighting all of the specialist services available to women, men and children has been produced to coincide with this campaign.

The annual Bawso march took place on 25th November, White Ribbon Day, and the Light a Candle service held at Llandaff Cathedral. There was also a candlelight vigil taking place at the Pierhead Building.

The White Ribbon campaign is an all year campaign and more activities will be planned during 2016. The next campaign is likely to focus on the 6 Nation Rugby tournament.

Local Democracy Week

The Cabinet Member joined Cardiff Youth Council (CYC) at their meet at City Hall recently. Young people from across the city came to the council chambers to be inducted into the city's youth council during Local Democracy Week.
New members were given information on past projects, the youth council's democratic cycle and the benefits of being an active member including recognition through Millennium Volunteer programme and time credits.
There was a very healthy debate in the council chamber where young people debated the important topic 'Are young people listen to in society'.
CYC Chair Maegan Davies John said 'It was great to have a Cabinet Member attend our meeting and see the passion our members have'.

Grand Council Events

Cardiff Youth Council will co-produce 3 Grand Council events at the City Hall over the next 12 months. Young people from schools, colleges and youth organisations will be invited to take part in the day long events.

Each event will focus on a youth related topic firstly 'What Matters To Future Generations' on 7th December which will give delegates the chance to voice their opinion on the councils budget proposals and What Matters, the city's strategic plan.

Committee Webcasting

The Planning Committee have now started webcasting their meetings following a successful pilot in September. We have extended the current arrangements to do this at marginal additional cost. These include a number of useful features including:

- Near real-time or live streaming
- Archiving facilities for webcast material for up to 12 months online;
- Detailed statistics in respect of the viewing of webcast material;
- Minimal officer time to set up and publish broadcasts;
- Minimal use of additional hardware/software to facilitate broadcasts;
- Integration of meeting information documents (agenda and reports etc.) with the webcast, optimising the available viewing experience for the public.

We will review the position in 6 months' time and report back with an equalities assessment and options for alternative delivery to the Constitution Committee with a view to extending webcasting if it proves to be popular with the public.

119 : CABINET MEMBER STATEMENT, TRANSPORT, PLANNING AND SUSTAINABILITY STATEMENT

COP21 – Paris Climate Conference

COP21 will be held in Paris from 30 November 2015. It will be the 21st "Conference of the Parties", which is the annual meeting of all countries which want to take action on global climate change. The expected outcome is a new legally binding international agreement on climate change, applicable to all, to keep global warming below 2°C.

The City of Cardiff Councils is already actively responding to this agenda. A portfolio of projects to reduce demand for energy are being taken forward across the city, which includes investment in renewable energy generation, housing retrofit and the Cyd Cymru collective energy switching scheme. Sustainable transport projects aimed at encouraging a shift towards more sustainable modes of travel are also being delivered. These are important interventions that will ensure the Council and the City are making a positive contribution to addressing climate change. We know that they are effective. Recently the City Council's Energy and Sustainability Team won the 'Best use of Renewable Energy in the Public Sector' award at the Wales Green Energy Awards 2015 and our work has also been featured in the worldwide Cities100 publication as one of the 100 solutions to climate change that could be scaled and replicated around the world.

NOTICE OF MOTION

The following notices of motions were received for debate: -

120 : MOTION 1

The Lord Mayor advised that a notice of motion proposed by Councillor Knight and seconded by Councillor Chris Davis had been submitted and was included on the Summons for the meeting.

The Notice of Motion was as follows:

This Council believes that the franchise should be extended to include 16 and 17-year- olds and that young people should be fully able participate in the political process. This Council backs the national 'Votes at 16' campaign and further supports strong, non-partisan political education for pre-A Level pupils.

Council calls upon the Cabinet to work with the Cardiff Youth Council to help lobby for these changes.

The Lord Mayor advised that one amendment had been received

Amendment 1 was proposed by Councillor Robson and seconded by Councillor Hudson as follows:

Remove the sentence starting "This Council believes".

Remove the sentence starting "Council calls upon".

Alter the middle sentence to read: "This Council supports strong non-partisan political education for our pupils"

The amended motion would then read:

"This Council supports strong non-partisan political education for our pupils".

The Lord Mayor invited debate on the motion and the proposed amendment.
During the debate a motion without notice under Council Procedure Rule 25(a)(ix) that the question be put to the vote was moved by Councillor Carter and seconded by Councillor Hyde.

A vote was taken on the Motion without Notice and the Vote was CARRIED.

The Lord Mayor took the vote on the amendment as proposed by Councillor Robson. The vote on Amendment was LOST.

The Lord Mayor took a vote on the Notice of Motion as proposed by Councillor Knight. The vote was CARRIED.

121 : MOTION 2

The Lord Mayor advised that a notice of motion proposed by Councillor Stubbs and seconded by Councillor Keith Jones had been submitted and was included on the Summons for the meeting. The Notice of Motion was as follows:

This Council notes:

That the Trade Union Bill currently being debated in the UK Parliament contains a wide ranging set of proposals which will affect this Council's relationship with our trade unions and workforce as a whole, undermine the basic right to strike and make it harder for workers to organise effectively in trade unions.

Cardiff Council resolves:

To support the TUC and its affiliated unions in their campaign to protect trade union rights.

To write to the UK Conservative Governments Secretary of State for Business, Innovation and Skills stating the council's opposition to the government's proposals on trade unions.

To write to the Secretary of State for Communities and Local Government, the First Minister of Wales, the Welsh Minister for Public Services and the Welsh Local Government Association, stating our view that the interference of the UK government in local industrial relations is against both the spirit and the letter of the devolution settlement.

To write to all MPs and AMs in Cardiff informing them of our position and encouraging them to oppose the trade union bill.

In the event that the government's proposals become law, in so far as is lawful for the council as an employer, to continue to allow recognised trade unions to use subscriptions through payroll, or otherwise support trade unions' efforts to move members onto direct debit subscriptions, through allowing access to workers and giving employees as much notice as possible of any changed arrangements.

To commit not to use agency workers to break strikes.

To continue to work in partnership with our recognised trade unions.

The Lord Mayor invited debate on the motion.

Following the debate a vote on the Motion as proposed by Councillor Stubbs was taken. The vote was CARRIED

122 : ORAL QUESTIONS

Oral question: *County Councillor Woodman*

City Hall is a public building and as such people walk through its doors during the day and night to attend registry, dinners, weddings, events, sit in our public gallery, or use the public facilities. People who hire rooms, halls etc. or attend meetings want to feel and be as safe as possible, as do staff who work here. Will a full and thorough review of security at City Hall be carried out as soon as possible in view of recent events; and will extra security staff, staff training, and measures be brought in along with bag

searches, etc.; in addition, will any such review be carried out in regard to County Hall, too?

Reply: *County Councillor De'Ath*

I can confirm a review of security of Council premises has been initiated. It was started several months ago as part and parcel of management of the Council's estates. Its recommendations are being assessed and we'll put together an action plan and put forward the relevant recommendations as appropriate.

Supplementary question: *County Councillor Woodman*

I'm very pleased that a security review has been initiated, although you don't actually answer my specific question.

In the course of this review, could we be mindful that this is an open public building that we don't want bogged down in immense security because, really speaking, that's not what people want to endure.

We have to be mindful of what we're facing but, equally, those who hire our premises for events, they also should be asked the question what security they will provide for their events. It shouldn't just fall on us. They have a duty here to make sure their events are secure as well.

Do you agree with me?

Reply: *County Councillor De'Ath*

Absolutely, and I certainly can confirm that, whilst we'll do all we can to keep people safe and secure we certainly want to encourage people to come into these buildings. They're the people's buildings and we want the people of Cardiff to come in and engage with their democracy and we won't let terrorism stop that.

Oral question: *County Councillor McKerlich*

For several years I have requested temporary road closures in Radyr for May festival parade, November remembrance parade, and December Xmas tree lighting; all has gone smoothly with help of local police augmented by local volunteers. This year the first two went as usual but three weeks before the event scheduled for December 4th I was told about a possible legal charge of £415 and a supervision cost of £540. These events are invaluable for creating community cohesion and raise worthwhile amounts for charity and I can see no justification for the Council doing more than recovering outgoing costs while keeping these to a minimum. Can you please give a breakdown of the actual outgoings which would be necessary to cover this event creating a cost of £955? Do you accept that putting prohibitive charges on local charities does not advance the Cardiff case to be a liveable city?

Reply: *County Councillor Patel*

This year the Council did not charge for the legal processing of the required Traffic Regulation Order, which permits the implementation of the road closure, the £415 that you refer to.

However qualified Traffic Management staff are required to implement these closures, ensuring safety in accordance with the highway regulations and for the required Traffic Management a quote of £540 was provided, which includes the costs for staff working the required six hours. I understand that in Radyr, PSCOs will be implementing and manning the closures, and the Council will be providing the traffic management, that is the cones and the signs for them to use. Therefore, this year there will be no costs.

Supplementary question: *County Councillor McKerlich*

I knew there would be no charge this year, but what I really wanted to know was how a charge of £415 arises simply for issuing a legal notice and, secondly, how does a charge of £570 arise?

It's an enormous rate for simply sticking up two signs and removing them at the end of the day.

Reply: *County Councillor Patel*

I don't think it's as simple as just sticking up a few signs. I can certainly send you the full breakdown, but here are a few of the costs:- costs of legal consultations and notices that need to be put up. I will send you the details.

Supplementary question: *County Councillor Ben Thomas*

On the back of Councillor McKerlich's question regarding some of the costings, can you also confirm that, when you do put the cost to him, the additional cost not only for the diversions but also for the transport services that run through, and also the communication to those passengers who are in complete need of public transportation.

Also, a lot of the Christmas and some of the other celebrations throughout the year are also done on a Sunday, and also Council Officers being there on a Sunday evening. I'd like to know whether or not they have additional monies whether or not they're taking time out of their normal working place exactly how much it is for the cost. Obviously it is encouraging to hear that those costs have been mooted this year and can I ask that, if they are going to be prepared next year, that there is adequate time for those local community groups to at least be able to fund and at least account for those additional monies?

Reply: *County Councillor Patel*

Yes, I certainly would agree with a lot of the points you've made. There are lots of costs involved with a lot of the implementations and, of course, to other people as well. Certainly, what we will be doing is talking to the organisations very early on in

the stages of being able to inform them of what they will be expected to pay possibly next year.

It is important also, and I would like to thank the Councillors who are in this chamber who have actually been approaching the PCSOs and other organisations to get this done. I also thank Councillor Ben Thomas, whose company - his business - contributed towards this as well. Maybe some of the others can do the same example as what Councillor Ben Thomas did.

Oral question: *County Councillor Gordon*

In the late 1980s, children given a place in nursery school were expected to be toilet trained. Many children being admitted to the nursery of the school where I am a governor come wearing nappies or pull ups and the staff have to take time away from the class to change children. What is the Council's policy on this?

Reply: *County Councillor Merry*

Schools can't refuse any children who arrive in nappies or pull ups, so nurseries accept children whether they are toilet trained or not if they are entitled to a place.

Schools cannot discriminate against children who are not toilet trained.

Supplementary question: *County Councillor Gordon*

I do appreciate your point that the most vulnerable children mustn't be discriminated against or be discriminated against or lose out on the opportunity to attend nursery school. But I'd just like to ask how are the nursery school teachers liaising with the children's charities, the Council Children's Services, and the health services to support the parents' parenting skills?

Reply: *County Councillor Merry*

Schools have their own toilet-training information for parents, information for staff on toileting is contained in the staff handbook, and staff are given appropriate training.

Oral question: *County Councillor Aubrey*

In light of the waiving of road closure charges for Christmas Lights events across the city this year, will the Cabinet Member review these charges with a view to reducing or eliminating this additional burden on community groups in future years?

Reply: *County Councillor Patel*

This year the Council did not charge for the legal processing of the required Traffic Regulation Order which permits the implementation of the road closure.
However, qualified Traffic Management staff are required to implement these closures, ensuring safety in accordance with the highway regulations. The Council are happy for their qualified staff to support, if the organisers choose not to use a

registered traffic management company. However, the Council do not have a budget to provide such support and therefore require all costs to be covered.

This year organisers making use of the Council resources have covered the costs.

As with all elements of my service area, future years' budgets will be reviewed at the appropriate time.

Supplementary question: *County Councillor Aubrey*

Thank you, Councillor Patel, for your answer and for your answer to Councillor McKerlich as well. I'd obviously appreciate the same breakdown in terms of costs. Just on the face of it, it does seem excessive so, obviously, it would be useful to see that breakdown.

I'd just like to ask: in terms of the police's involvement – you mentioned the police had been involved in some of the closures – it hasn't been very clear at all where the police could or couldn't be involved. Unfortunately, the position at last night's event in Llandaff was that, despite the police being in attendance themselves at the event, they were under the impression that they weren't able to man the closure and, as a result, Council officers were also present and the organisers of that event have had to find that cost.

So can you please take steps in future years to have some coordination for this so that, where the police are already supporting these events as they have done in Llandaff for many years, that that can be fed through and those needs aren't double-fulfilled?

Reply: *County Councillor Patel*

Certainly. It's important that we feed this information back to the police. But the police are aware of a lot of this stuff because, for example, Llandaff North Councillors had involved the police and the police had said by an email to them that they will be supportive of this.

Obviously, we have to make sure all the health and safety and everything is covered and the police are the appropriate body who could do some of those things. But, certainly, we can emphasise to make that clear if they wish to support it. Obviously, we can't make them do it but certainly we will point that out.

Supplementary question: *County Councillor McKerlich*

When you give me the further detailed information, can you please tell me exactly what the outgoings are, any fees the Council has to pay to post legal notices, and can we mitigate the costs? If it's the cost of putting signs on the lamppost, why, I can collect the signs and put them up myself.

Also, on the subject of the £570 charge: even if one accepts it takes six hours to be present to put the signs up and take them down, if two men do it that means they're

getting £50 an hour. Now, if it's £50 an hour that we're paying our people, no wonder the Council can't balance its budget.

And, by the way, Councillor Thomas, the route in question does not have any buses going down it.

Reply: *County Councillor Patel*
As far as I'm concerned, your analysis regarding the cost is completely inaccurate. There are lots of costs; for example application, legal consultation, highway traffic management consultation, inform local Members, creation of site notices, send statutory notices, place notices, residents enquiries, removal of notices. There's a huge amount of work involved. All of this does cost money at the end of the day.

You will get that breakdown. If you're not happy with that breakdown, you can certainly ask for a meeting with myself and the officers and I am happy to have that further dialogue with yourself.

Oral question: *County Councillor Robson*

The use of orange diamonds for properties with an assisted lift signifies that the occupier is elderly, infirm, and/or disabled. Will you look at the removal of these stickers now that crews have lists in their cabs?

Reply: *County Councillor Derbyshire*

The orange diamonds for assisted lifts are optional for residents and will remain so.

They were introduced as a visual aid to the operatives when collecting. The Operatives have always had a list in the cab of assisted lifts. However, the sticker was introduced to assist the crews in identifying the properties on their round.

Waste Services are exploring new technologies to improve how we manage this service, but such a change will take time to implement. In the interim there are no plans to change the current system.

Supplementary question: *County Councillor Robson*

Recently, as you may have heard in the press, sadly, a 97-year-old lady was attacked in her home by a robber. And whilst I can't for definite say that her home was targeted because of the orange diamond, I do believe that that was a factor in that house being chosen over other ones. And that's where this question has come from, with all good intentions.

I appreciate that, originally, yes, they were there as a visual aid for the crews before we had the technology to identify where the assisted lifts were. But technology has moved on.

And you did say it would be reviewed but I would urge that now this Council sends out a message very quickly that we don't need the orange diamonds. It stops identifying those who are elderly or vulnerable who could be at threat. Because those

who are going to commit these acts know exactly what the orange diamonds mean and crews are sensible enough and have no problem using the technology in the cab on the satnav, or the lists they've got.

I think it's now time for the orange diamonds to be scrapped. I hope you would agree that we do it very soon?

Reply: *County Councillor Derbyshire*

I think we have to be very careful about suggesting even that just because somebody got an orange diamond on their bin that that's the reason they were robbed. There are plenty of people being robbed around the city. Some of them have got orange diamonds on their bins, no doubt, and some have not. I think to single this one out in a particular way to suggest that the orange diamond may be the reason they were picked out is stretching things a little bit and I'm a bit disappointed in your response, to be quite honest.

But, as I said, I am looking at it and, obviously, as things move on we might make some changes.

Supplementary question: *County Councillor Marshall*

I'm sorry, Councillor Derbyshire, but I have to agree with Councillor Robson on this. It's something you will know that, when I was a PCSO, the police highlighted really strongly that they thought it was a danger for people to have the orange stickers on bins. It's something I've been campaigning about ever since. It does show that there are vulnerable people in those homes and it is a target for burglars and, particularly – I was working in the east of the city – it was known that it was a pointer for where those people were.

So all I'd ask is please, just talk to the police about any suggestions on the way that we can move forward and move away from the orange stickers.

Reply: *County Councillor Derbyshire*

I don't think talking to the police is going to make any difference in terms of what we're able to do and what we're not able to do in regard to the orange stickers.

As I've said, the orange stickers were put into place some years ago now. I've had no evidence and my predecessors have had no evidence to show that actually it is a problem. But what we've got to bear in mind is that they're there for a reason – they're there to help people who are unable to get their bins out themselves to get assistance. And what I am saying to you is: would you rather me remove those stickers and make life much more difficult for those people just because there's a possibility that those people are being targeted, with no evidence behind it, or would you be giving them the change to do it?

So, as I've said, my view is that all this publicity, in fact, I don't think is helping. I think today in the House of Commons it's been raised. For goodness sake, what are we trying to do here? We're trying to make an issue out of it, we're actually trying to say

to robbers “if you’re not sure about this, let’s let you know that there are orange stickers on the bins and make sure that you can do this.” It’s the wrong way to do it.

Oral question: *County Councillor Clark*

What is the Council’s strategy towards clearing leaves during the months of heavy fall including October, November, and December?

How often are the leaves scheduled to be swept away?

Reply: *County Councillor Derbyshire*

The Council has a strategy for tackling leaf fall located on the adopted highway during the autumn period. The strategy includes three key elements:

- the tidal parking scheme;
- undertaking leaf fall blitzing work in the main leaf fall areas during the period when the significant leaf fall occurs (October to December, normally). Each ward is targeted fortnightly, with priority given to streets with the highest footfall/leaf-fall; and
- deploying resources to hotspot areas which are at risk from local surface flooding as a result of leaves blocking highway gully gratings ahead of and during severe rainfall events.

In addition, officers work to assist those wishing to undertake community-led initiatives, such as the recent Big Sweep led by local Members in Riverside, and also respond to any urgent requests/reports which arise outside of the schedule.

Supplementary question: *County Councillor Clark*

You’ve said, and the Council website says that streets will be cleared every other week, however, that is not happening.

I’ve heard and I’ve seen that quite a few streets have not been swept for at least four weeks. For example: Oakfield Street, Richmond Road, and Llandennis Road, to name but a few.

It’s clear that the Council’s own targets are being missed, also, as the leaves are being left so long they are decomposing, which is resulting in serious danger to Cardiff residents. And, now that sweepings can be included in the recycling figures, there is a loss of recycling material as well.

Do you agree?

Reply: *County Councillor Derbyshire*

As I’m sure you are aware, the issue around leaf fall collection is a difficult one given the fact that it only occurs two or three months a year. Therefore, Officers have to be taken away from other duties to do that.

Nevertheless, we have a target, which I've just said to you. The normal process is every fortnight for those streets which have got trees in them or where there's a risk of flooding. However, there are occasions when it can't be met. One of the issues is – and I've seen it myself when I've looked at this – is the difficulties where, when we try to do a tidal parking, where we actually advise residents "please don't put your cars here today because we're coming down here to clean the leaves" we go down the street and you find car after car after car, thus making it virtually impossible for those people to do the job that they're paid to do. And when you come away, the cars are moved later on and you find a whole load of leaf fall and a whole load of detritus. So our own residents are making life much more difficult for our Council operatives to do their job.

Supplementary question: *County Councillor Wild*

Can I ask if provisions are put in place to support communities and residents who want to help with sweeping up their own streets as a community activity?

Reply: *County Councillor Derbyshire*

Yes. I think what's very important to me and what I've been very heartened by is the community Big Sweep that you did in your own ward of Riverside with Councillors, local residents, and the council's help.

Obviously, at times like this when there's a big pressure on Councils and resources, this is a way that residents can help themselves and at the same time share with the Council in the job of clearing those leaves to make life a lot better and the streets a lot cleaner.

Oral question: *County Councillor Dianne Rees*

The current terrorism threat to the UK is assessed as "severe". That means an attack is highly likely. A week after the Paris attacks which killed 129 people, the Assembly Commission accepted advice from police that armed officers must be more visible than before to provide reassurance to all those working at the Assembly as well as visitors.

Has advice been sought from police since the Paris attacks and what security measures have been put in place to reassure all those working for Cardiff Council and visitors?

Reply: *County Councillor Bale*

As part of our security arrangements, the City Council is in regular dialogue with South Wales Police and a range of other partner agencies about such matters. Suffice to say all necessary steps are taken to implement guidance issued by partners with appropriate advice and support given to our own staff and, more widely, key stakeholders across the city.

Oral question: *County Councillor Wild*

Can we please have an update on the review into the 20mph pilot, and the likely expected roll-out of the scheme to other wards?

Reply: *County Councillor Patel*

The 20mph limit in the Cathays and Plasnewydd area is a “signs only” scheme, launched in March 2014, as part of a two-year pilot project to assess the effectiveness of 20mph limits.

Monitoring of the scheme has been undertaken at six-monthly intervals and has indicated a general reduction in speeds from 27.5mph at the start of the pilot to 24mph in March this year.

A final round of monitoring will be carried out in March, along with a survey which will explore public perceptions and attitudes towards the 20mph limit and ongoing liaison with the police on enforcement of the speed limit.

Supplementary question: *County Councillor Wild*

Can I just ask as a matter of urgency, certainly for the residents of Riverside and some other areas where there have been lots of near misses and, indeed, a fatality, potentially because of cars speeding or going certainly faster than they should be doing, that this is brought forward as a matter of urgency?

Reply: *County Councillor Patel*

Absolutely and I have made my views very clear in the past that I think there is clear evidence out there with the 20mph, and when you compare it with 30mph there is evidence that shows that a person travelling at 30mph who hits maybe a child or someone and hits someone at 20mph, the risks of injury are far higher at the 30mph, possibly even someone getting killed at that speed, compared to 20mph.

But what I do have to accept is that there is a pilot. I have to see the results of that pilot and also the feedback that comes from the residents. But certainly I think there is clear evidence out there that shows that 20mphs are far better in a lot of the areas.

Supplementary question: *County Councillor Clark*

20mph speed limits are in place in my ward, Cathays, as you’ve mentioned. However, the speed limits are often flouted and it’s very difficult to enforce. When I ask the police if they can enforce an action, they advise that the best way to curtail the speed was to have speed bumps, which, in effect, negates the 20mph concept.

What action does the administration recommend to ensure enforcement?

Reply: *County Councillor Patel*

As I said, this is a pilot and when the results of the pilot come back, as I mentioned in my statement very clearly, we need to look at all of those things. And the enforcement does come down to the police; there is no ifs and buts about that. And I

am certainly made well aware from Pact meetings that have taken place within your wards, where the police and residents have touched on this area and we've made it very clear enforcement does come down to the police.

But, obviously, once the pilot comes out, we will then see the results of that and then we would need to know whether it's signs only or whether there should be some traffic calming measures also part of it. But at this moment, I can't comment which of those it will be until I get the results of the pilot.

Oral question: *County Councillor Sanders*

Rhiwbina has for many years organised and held two big festivals each year. The organising committee has always been made up of very willing volunteers who give up hours of their time to ensure a fun-packed, safe festival is enjoyed by hundreds of people.

Whilst we recognise road closures and other Council support has a finance tag attached, it was very worrying to be informed the charges would escalate next year to such an extent it may not be possible to raise such sums and therefore put festivals in jeopardy.

Please could the Cabinet Member indicate the importance the administration places on such community events and comment on plans to increase the charges such community events will need to pay for Council officer support?

Reply: *County Councillor Patel*

I would refer you to the answers I have already provided previously to our other colleagues on the Council.

Supplementary question: *County Councillor Sanders*

As chair of the Rhiwbina Village Events Committee that organises two festivals – and you're all welcome to come on Saturday afternoon at four o'clock – you'll have a fantastic time – I firstly want to pay tribute to the huge help we have actually received from Council Officers, and from the police, PCSOs, and Cardiff Bus, and everybody to put on such a brilliant event.

My question, really, was in relation to not the charging necessarily, because I am aware there have always been charges. The issue really is that for next year, the advice that I've received is that potentially we would have to pay that amount in full. In previous years and, in fact, in this year, we have been asked to make just a small contribution, for which I am really grateful to Officers.

Would you consider supporting financially such community events so that the fundraising that we do actually goes into the events themselves and not some other peripheral, though important, things, with funding coming from the fines imposed from drivers who transgress into the bus lanes?

Reply: *County Councillor Patel*

As you touched on, the real costs for the actual implementation of that area would have been approximately £855, and what the organisation was charged was £150.

I cannot say what's going to happen next year. This is something which I'm going to have further dialogue with the Officers and, of course, we will need to look at our budgets. But at least the organisations are prepared this time round to know there is a possibility of a charge coming in. What level it'll be coming in, whether it's the full amount or if it's a lesser amount, I cannot say.

As you can appreciate, the budgets are extremely tight. Major cuts are having to be found, as well, and there's lots of demands from all of the areas. Often, people say "can you pay it from fines which are coming from moving traffic orders, etc.?" and there is also demands from other areas to implement cameras, etc. So that pot is not as big as what people often make out it is because a lot of that money has already been reserved.

But certainly it's something that we are going to be looking at.

Supplementary question: *County Councillor Robson*

Soon after this administration came into power, they removed a series of grants, including, I believe £200 which the Village Events in Rhiwbina got, and lots of other festivals around the city. So, therefore, you then reduced by £200 to a number of these festivals. You're now asking for £800, £900 – or could potentially be next year.

I think this Council needs to think carefully how it supports these festivals. They are important occasions. They don't happen very often. They are growing but, equally, they cannot afford to actually raise this serious sort of money.

They all just about get by and suddenly to start indicating that next year they're going to have to find another £400, £500, £600 is unacceptable.

So, therefore will you support these festivals by not increasing the amount that you ask from them for this Council?

Reply: *County Councillor Patel*

Of course we support these festivals. But, at the end of the day, there is a cost and it was your government that's been passing on the big massive cuts to this administration and other administrations. Our budgets are extremely tight.

What we're saying is, this year we've made a huge reduction. As I made it very, very clear, I cannot say exactly what's going to happen next year. This year, we have made a huge reduction. Now, many organisations now are prepared well in advance for possibly having to pay the full amount. At this moment, I am not saying they will because I honestly don't know. That's the dialogue I am going to have to have with the Officers.

I am going to have to check the budgets within my own portfolio, but, certainly as far as these events, we do support these events, which clearly we have because that's why we're saying this year a far lesser fee is being charged compared to what it could have been. And, therefore, all I can say is we're looking at all the issues here in the near future.

Oral question: *County Councillor Boyle*

What steps will the Council take to put pressure on BT to ensure that residents of the Ffordd Nowell estate in Penylan receive adequate broadband speeds?

Reply: *County Councillor Patel*

Whilst this isn't something within direct control of the City Council, Officers continue to explore ways of improving broadband speeds in certain areas of the city and over the past four years the Council's SuperConnected Cities Project Team has been working with British Telecom to provide an improved public wifi service.

With specific regard to the Ffordd Nowell estate, I understand this is being considered by the Welsh Government Superfast Cymru infill project. However, we are awaiting confirmation of this as part of a definitive map of the areas covered and completion dates from the Welsh Government. We will, of course, continue to lobby and support such areas being included.

Supplementary question: *County Councillor Boyle*

A petition on this has been submitted earlier this evening. It's already gone to the new director of BT in Wales via Eluned Parrot AM, who has been doing excellent work on this.

The technical issue has been identified – it's a specific box that simply needs to be enabled for fibre optic. It's a very simple piece of work. It shouldn't be complicated.

We hear a lot, as you have just done, about the Cardiff Connected City status. It cannot be right that an estate half a mile from the centre of the Welsh capital gets speeds that are often scarcely more than dialup – literally less than half a meg. And for people who work from home, that is crippling.

So we need a little bit more than what you've given today. Perhaps a direct appeal to the director of BT in Wales – a letter or something like that to give residents reassurance that their complaints are being taken seriously.

Reply: *County Councillor Patel*

This is an issue that I know is felt very strongly by local residents. Indeed, the local Assembly Member Jenny Rathbone is working on this issue as well. So I am more than happy to either meet with you to discuss it further or, indeed, do a follow up correspondence if you think it would help the matter further.

Oral question: *County Councillor Robson*

Rhiwbeina Primary school receives one of the lowest delegated schools budget per pupil in Cardiff. Governors have recently written to parents highlighting this fact and asking for donations. What will the Council do to ensure that one of the largest primary schools in Wales moves off the bottom of the funding tables?

Reply: *County Councillor Merry*

In the 2015/16 financial year, Rhiwbeina Primary School has available funding of £2.192m made up of the delegated budget share of £1.948m from the Council, an additional £194,000 of Welsh Government grants, and a surplus allowance from previous years of £50,000.

The governing body have agreed a balanced budget for this financial year.
The allocation of Welsh Government grants is decided by Welsh Government policy. And that reflects the needs and challenges in our schools.

Welsh Government regulations require all Welsh authorities to distribute funding between schools by means of a formula and to distribute at least 70% on the basis of pupil numbers. Cardiff's formula exceeds that requirement. The School Budget Forum, however, are currently examining a number of proposed changes to the formula, including a different approach to distributing some of the elements which use a lump sum distribution rather than a pupil-number method.

Supplementary question: *County Councillor Robson*

In the letter which governors have sent to parents, I was also concerned to read that they suggested that next year they're forecasting a deficit budget. That is concerning to read that. They are down the bottom of the current financial tables. If you look at Stats Wales, that school is down the bottom.
What can we do, then, to support this school?

As I say, it's one of the biggest schools in Wales; it's a well performing school – I know all our schools intend to be – but this one is causing me concerns as the local Member for that particular area. If they're doing a deficit budget for next year, for a school like that in an area like that, that really shows that the Council is in some serious trouble.

Reply: *County Councillor Merry*

When I was preparing for this question, I actually had a look at the reserves of the various primary schools around the city, and Rhiwbeina has got a comfortable surplus compared to most of the primary schools, so it's hard to see that they're underfunded on the basis of the division of the delegated funds.

Having said that, the Budget Forum are, obviously, looking at whether we are making the best use of the formula. But any changes of formula will have negative impacts, too. The reason why we have lump protection is that it protects smaller schools because, obviously, with larger schools there are some savings in terms of use of school buildings, etc.,

The other thing that I will say is that the Welsh Government grants. They're very standard but they're also there to close some of the gaps that we've got in performance between some of our most deprived pupils and pupils in other parts of the city. And, actually, I think that is entirely appropriate. But, obviously, it's also beyond the Council's control to influence that.

Supplementary question: *County Councillor Chaundy*

Councillor Merry, can you say whether the number of schools, as far as you know, that are running a deficit – do you know if it's levelling off, increasing, or decreasing, please?

Reply: *County Councillor Merry*

I can't remember the number of primary schools off the top of my head with a deficit budget. I think it's about 19 across the city. I can perhaps check the figure and confirm it with you.

I don't think there's a particular increase at the moment but I'll check and get back to you.

Oral question: *County Councillor Javed*

Internationally, the national anthem is considered as a symbol of national honour and dignity. Therefore, children learn it at an early stage of their school life. We as a Welsh nation are not teaching the Welsh national anthem to our children at all not as part of the curriculum in schools and not even as an extracurricular activity. Why?

Reply: *County Councillor Merry*
Learning Welsh is part of the National Curriculum which is set by the Welsh Government as well as learning about the culture and heritage of Wales. Although it is not compulsory, the majority of schools would teach the national anthem as they sing it as part of their Eisteddfod activities for St. David's day.

Supplementary question: *County Councillor Javed*

My question is whether they are teaching the national anthem or they are not? Simply, my question is that: are they teaching it?

My enquiries reveal that many schools are not teaching the Welsh national anthem to children. Yes or no: are they teaching it or not? Are they supposed to teach them or not?

Reply: *County Councillor Merry*

As I said, the requirement on the National Curriculum is set by the Welsh Government, so it's not a requirement for schools to teach the Welsh national anthem but I believe, certainly from my own personal experiences as a parent, that most schools do.

Oral question: *County Councillor Davies-Warner*

Has Cardiff agreed to welcome refugees under the Syrian Vulnerable Persons Relocation Scheme? If so, how many and when?

Reply: *County Councillor Elsmore*

If I may, picking up Councillor Gordon's question from before, I'm really pleased that I'm able to answer some questions. But I've also put an update, as I committed to do in my statement.

So, yes, Cardiff is welcoming refugees. We have a leadership group and you'll know from your own experience, in terms of the complexities involved, and for my part and the part of our leadership group, which includes Citizens Cymru, faith-group representatives, health, and the Vale of Glamorgan Council, we're taking a regional approach. It's very important that we've got a well-planned approach.

Supplementary question: *County Councillor Davies-Warner*

With respect, your update says that you've held another meeting. And it's almost the end of the year and the first time I contacted the Council about this was a very long time ago. I'd just like to impress that, whilst we're delaying, other councils have manged – much smaller and much less resourced Councils than us – have managed to sort this out.

Can I have a reassurance – and, again, I asked the same question last meeting as I did this meeting and that time you didn't answer it as well and you said you'd answer it outside the meeting and you didn't. How many and when?

Reply: *County Councillor Elsmore*

You will also know from your own experience that, actually, what we're doing is negotiating with the Home Office. So we are starting those negotiations with the Home Office.

All 22 local authorities in Wales have signed up to the scheme. My intelligence is that four local authorities will be receiving Syrians before Christmas. You will know already in terms of Cardiff as an initial accommodation centre and in terms of a dispersal centre for Wales and the South West. We absolutely want to get it right. So what I can say: I'm absolutely happy to talk to you offline and I will have a fuller report in January.

Oral question: *County Councillor Hudson*

Can we have a Nativity scene displayed this Christmas at City Hall?

Reply: *County Councillor Hinchey*

I am happy to meet with the Member to discuss this suggestion.

Supplementary question: *County Councillor Hudson*

I have no objection to celebrating other faiths, especially on special occasions and if money was a problem, I am sure we could have a whip-round to provide the nativity. Would that be acceptable?

Reply: *County Councillor Hinchey*

Absolutely, and I'd be the first one to put in the pot. As a practicing Christian, I absolutely celebrate Christmas and I'd like to be the first to celebrate you all Christmas.

I'm more than happy to put to that and maybe that would bring some of the chamber together. But also, I'd just like to point out as well that we do as well respect all faiths in this chamber and I'd like to celebrate that at an appropriate time as well.

Supplementary question: *County Councillor Huw Thomas*

Councillor Hinchey, as a practicing Christian myself too, one of the things I'm particularly proud of is the Christian values of love and equality which, through the Christian Socialist Movement and in conjunction with the trade union movement led to the creation of our own party. One thing I'm very proud of is the way that in Cardiff, people from different faiths and no faiths come together in a spirit of cooperation.

Can I remind you, Councillor Hinchey, that within the Labour Party Manifesto on which a majority of us were elected, we do commit to celebrating each other's festivals?

Reply: *County Councillor Hinchey*

I certainly agree with my colleague and I'm happy to support that. I think Labour Party values do [indistinguishable] some of those Christian values, which is great, as I'm sure other parties' do too.

Oral question: *County Councillor Huw Thomas*

It is now approximately one year since Cardiff Council was given powers to enforce moving traffic offences. Can the Cabinet member comment on whether this has had a positive impact on driver behaviour?

Reply: *County Councillor Patel*

Following the introduction of powers to enforce moving traffic offences, Bus operators have commented that they have noticed an improvement in driver behaviour.

Indeed, and at a recently held meeting with managers from a number of bus operating companies and the police, no concerns around the bus lanes in terms of free flowing traffic problems were raised. However, we are aware of problems at a number of yellow box junctions where contraventions at such locations have a

noticeable and adverse effect on free flowing traffic conditions. Clearly this impacts severely on bus services and we have only recently started to enforce this contravention.

It is far too early, therefore, at present to draw any firm conclusions regarding driver behaviour following the introduction of enforcement, although we do expect to evidence over a longer time period. Indeed, closer monitoring over time will enable any changes in driver behaviour to be identified.

Supplementary question: *County Councillor Huw Thomas*

It's really good to hear that initial feedback from the bus drivers. And can I congratulate you and the Officers on the implementation of the scheme?
I just wanted to clarify an issue that's been raised with me by a constituent of mine who, having made an honest navigational mistake, found herself driving in a bus lane and readily admits her error. However, the incident in question occurred just shortly after lunch time so she was puzzled why she was issued a fine, having read in the South Wales Echo on 17th December last year a statement from a Council Officer that says "the Council is currently enforcing during peak rush-hour traffic during the morning and evening."

Do you agree that the Council messaging is inconsistent on this particular issue of timing and can you offer some clarity, therefore, tonight around what times enforcement is taking place?

Reply: *County Councillor Patel*

When moving traffic enforcement was first introduced, bus lane enforcement did focus on peak-time traffic flows. That was considered fair when the scheme was bedding in and the awareness campaigns were very much in their infancy, making people aware of the enforcement taking place on main routes in the morning and evening peak times.

However, since the scheme has been in operation for almost a year and our key partners, including bus operators and the police are very clear with a collective view that we need to keep the city moving, the time periods for enforcement have been extended to tackle bad driving habits at key pinch-points on the network, ensuring compliance and keeping bus lanes free for the vehicles that are intended to use them. Indeed, the bus lanes are accompanied by the appropriate signs in accordance with regulations. In this case, no time is stipulated, meaning operating 24 hours, seven days a week. This stronger enforcement is particularly relevant in the run-up to Christmas.

Oral question: *County Councillor Hunt*

Would the Cabinet Member give an update on the public consultation taking place regarding a proposed Hub in Llanishen village?

Reply: *County Councillor Bradbury*
.

Public consultation on the proposed Llanishen Hub started on 17th November and will close on 7th December. Six drop-in consultation events are being held: four at Llanishen police station where the Hub is to be located, one at Llanishen Leisure Centre, and one at the Christmas lights turn-on event in Station Road.

Publicity has included leaflet distribution, a press release, social media, and posters at key community venues.

Residents are being encouraged to complete a survey giving their views on the proposed Hub either at the consultation sessions or online.

Initial feedback has been positive, and a full report on consultation feedback will be considered by Cabinet early next year, before a final decision is made to progress this project.

Supplementary question: *County Councillor Hunt*

Will the Cabinet Member join me in, first of all, acknowledging the fact that, in the run-up to the 2012 elections, there was a genuine possibility and threat of Llanishen Police Station closing? Something that would have had a considerable impact on the community, something which the community expressed strong views.

And will he join me in, first of all, welcoming the pragmatism that the police have brought – at quite a high level, I think – to their discussions on this? And will he please join me and take back as well my – and I think I speak for all my ward colleagues – our compliments to the Officers of your service area, who have worked considerably towards bringing about this achievement?

And it's a considerable one for the community of Llanishen. We were at a Pact meeting last night where there were very positive views expressed and, as far as we're concerned, we think the community is behind this and we're very grateful to your Officers for the work they've done.

Reply: *County Councillor Bradbury*

I commend all of those who campaigned to try and save Llanishen Police Station, and I do commend the Police for thinking creatively about joining in partnership with us so that we can make sure that key services, public services, are delivered for your area and will not just benefit your area but a lot of Cardiff north as well.

I commend all of those who have campaigned on it and I agree with you whole-heartedly – our officers are a credit to the Council, the ones who have been working on this and other Hub projects across the city.

Supplementary question: *County Councillor Robson*

Based on the discussions that were had about this time last year, I think it was, when it was suggested that a number of branch libraries, including Rhiwbina, could close and that Llandaff north would be a suitable Hub for my constituents to travel to, will

you confirm that Rhiwbina Library will still be safe, even if the Llanishen Hub progresses?

Reply: *County Councillor Bradbury*

We made a commitment in the last budget meeting to not close any branch libraries until after 2017 and even beyond that, hopefully, and we would look for alternative uses. At the moment, there are no alternative uses in Rhiwbina. That commitment still stands.

And I think, as you know, if there was any contrary commitment, I would notify you as local Members beforehand.

123 : URGENT BUSINESS

There was no urgent business.

124 : APPOINTMENTS TO COMMITTEE VACANCIES

RESOLVED - That the following nominations to Committees and Outside Body be approved

Committee	**Nominations**
Policy Review & Performance Scrutiny	Councillor Wild
Bilingual Cardiff Working Group	Councillor Knight
Cardiff Bus Board	Councillor Hunt

125 : COUNTRYSIDE RIGHTS OF WAY ACT 2000: APPOINTMENTS TO CARDIFF LOCAL ACCESS FORUM

The Council was requested to approve the appointment of a new membership to the Cardiff Local Access Forum by December 2015 to satisfy the Council's Legal obligations and to maintain continuity of the Forum. A list of the applications received in accordance with the statutory public notice were included in the report.

RESOLVED – That

(1) the following as members be appointed to the Cardiff Local Access Forum.
- Councillor Bob Derbyshire (Current Chair of LAF, walking, cycling)
- Diane Davies (Current member; walking)
- Mike Dean (Current member, walking)
- Mrs. Philippa White (Current member, horse rider, walking)
- Gordon Hindess (Current member, walking)
- Miss Angela Giddings (Current member, landowner)
- Robin Simpson (Current member, walking)

- Mr. Sam Wilkinson (Current member, walking)
- Mrs. Jeanne Hyett (Current member, horse rider)
- Roger Wallington (Current member, walking, cycling)
- Chris Lewis (New applicant, walking)
- Margaret Jones (New applicant, walking, cycling)
- Tony Moon (New applicant, walking, cycling)
- Caroline Mary Barrett (New applicant, horse rider)
- Jane Berry (New applicant, horse rider)
- Miss Kate Ann Dowdall (New applicant, horse rider)
- Rob Gravelle (New applicant, officer of City of Cardiff Council, Equalities & Access)
- Rosamund Lewis (New applicant, horse rider)

(2) Jennifer Griffiths, Public Rights of Way Lead Officer, City Operations, or her equivalent, be appointed as secretary responsible for the administration only not a member of the Forum.

(Meeting Closed at 20.15)

126 : WRITTEN QUESTIONS

In accordance with the Council Procedure Rules, Rule 17(f) Written Questions received for consideration and response for the meeting are set out below.

COMMUNITY DEVELOPMENT, CO-OPERATIVE & SOCIAL ENTERPRISE QUESTION (COUNCILLOR PETER BRADBURY)

WRITTEN QUESTION FROM COUNTY COUNCILLOR WOODMAN

When will councillors be provided with a copy of the review done in relation to the removal of the football photos exhibition from Central Library , and when will councillors be provided with the emended policy in relation to bookings being accepted/declined for council owned premises please?

Reply

The exhibition review and proposed new policy and booking process have been drafted in order for appropriate consultation to take place. The new process will involve stakeholders in providing advice to the Council and it is important that the request for involvement is formally agreed by those named in the policy. With this in mind Officers have discussed the development of the new process with stakeholders and formally presented the draft review to the Interfaith Council of Wales at its meeting on 19th November.

The Interfaith Council were supportive of the approach contained within the report with some suggested amendments. The views of stakeholders

will be incorporated into the final draft of the review and will be circulated to members once completed.

ENVIRONMENT (COUNCILLOR BOB DERBYSHIRE)

WRITTEN QUESTION FROM COUNTY COUNCILLOR BRIDGES

A district council in Northamptonshire recently introduced a byelaw whereby dog owners must prove how they would clear up mess left by their pet. The new powers come into force next month, and will see those not carrying a 'poop bag' with them liable to a £100 fine. What plans are there to introduce a similar byelaw in Cardiff?

Reply

The Council won't be introducing by Laws as they are expensive and can take a long time to introduce. However, we will be using newly adopted legislation to tackle dog fouling across the City.

As part of the Enforcement Paper that went to Cabinet on 12th of November, the use of public spaces protection orders has been approved.

Our approach to tackling irresponsible dog ownership and dog fouling will be consulted upon as part of the new control orders that we are introducing.

As part of this process consideration needs to be given to appropriate circumstances under which to issue fixed penalty notices.

Many responsible dog owners may only carry one bag whilst walking their dog, and once the fouling has taken place, they responsibly dispose of the waste, but no longer have a bag in their possession. It would seem unfair and not in the public interest to fine a dog owner in such circumstances. Nevertheless, Urban Park Rangers and Waste Education and Enforcement Officers are already actively issuing fixed penalties to those owners that do not clean up after their dogs as part of our zero tolerance campaign.

QUESTION TO LEADER (ECONOMIC DEVELOPMENT & PARTNERSHIPS)

WRITTEN QUESTION FROM COUNTY COUNCILLOR GOVIER

When can the council expect an update on the Great Western Partnership?

Reply

The Great Western Cities (Cardiff, Bristol & Newport) are currently in the final stages of preparing a high level strategy, which will be launched in the New Year. We will also be making our case for investment to the UK

Government's National Infrastructure Commission. I will ensure that Council Members are kept up to date on these developments in the New Year.

WRITTEN QUESTION FROM COUNTY COUNCILLOR GOVIER

Please could the council outline how the Great Western Partnership financing package will work?

Reply

The Great Western Cities are currently working on developing the strategy, building the evidence base and the arguments, and identifying the key national infrastructure projects that will enable the Cardiff and Bristol city-regions to successfully compete both nationally and internationally.
The Great Western Cities will be collectively making the case to UK Government for investment in to these projects. In turn, the nature of the projects – be it investment to enhance connectivity or energy infrastructures - will determine the nature of the financing package.

WRITTEN QUESTION FROM COUNTY COUNCILLOR GOVIER

Please could the council outline how the City Deal financing package will work?

Reply

The City Deal funding approach has now been well established by UK Government and is being rolled out across many city-regions in the UK.

It involves UK Government providing a capital sum on the basis that it is matched locally and is dependent on the delivery of agreed outcomes. This is normally a significant up-lift in GVA.

In terms of the Cardiff city-region proposal, the total fund proposed is £1.28bn. This is made up of:

£580m from UK Government
£580m from Welsh Government
£120m from Local Authorities

The UK Government contribution would need to be borrowed by Local Authorities and would then be paid back by UK Government on the delivery of the agreed outcomes. This means Local Authorities will also have to cover the costs of borrowing (interest charges) relating to this up-front borrowing.

The proportion of costs attributed to Cardiff will depend on the final agreed size of the Fund and the local mechanism agreed for the

distribution of costs. In previous City Deals this has been on the basis of a per head split, or on a project by project basis, or a combination of both. At present the approach for the Cardiff city-region is yet to be agreed.

SKILLS, SAFETY & ENGAGEMENT QUESTION (COUNCILLOR DAN DE'ATH)

WRITTEN QUESTION FROM COUNTY COUNCILLOR GOVIER

Have there been any discussions, between Westminster officials or politicians about a model of governance involving a directly elected mayor as they are pursing in a number of English Regions?

Reply

We have not been involved in any such discussions.

The legal framework which underpins the Welsh model is different in Wales as set out in the Local Authorities (Referendums) (Petitions and Directions) (Wales) Regulations 2001.

TRANSPORT, PLANNING & SUSTAINABILITY (COUNCILLOR RAMESH PATEL)

WRITTEN QUESTION FROM COUNTY COUNCILLOR BRIDGES

At the October meeting of Full Council, in response to written question W15, you said: "*I would very much welcome the opportunity to undertake round-table meetings over the next few weeks to gather councillors' views on the [parking] proposals, and will ensure that these are planned with plenty of advance notice. These will take place concurrently with the 6 week public consultation period which will commence later in October.*" What progress has been made?

Reply

Public consultation on the new draft Parking Strategy was launched on the 3rd November and will remain open until 16th December.
Members will have received a list of dates, times and locations of specific sessions for Members from Democratic Services. These are as below:

Venue	Day	Date	Time	Room
County Hall	Mon	7 December	5.00pm-6.00 pm	Committee Room 3, County Hall
County Hall	Wed	9 December	10.30am-11.15am	Courtyard Meeting Room , County Hall
County Hall	Wed	9 December	11.15am-12.00pm	Courtyard Meeting Room ,

				County Hall

RITTEN QUESTION FROM COUNTY COUNCILLOR GORDON

The route through Sophia Gardens is important for cycle commuters and commuters / shoppers accessing the public car park here. Road safety on the 'Spine' road avenue needs investigating as taxis drop people off on the road opening car doors on to the driver side as there is no pavement on either side of the road. In addition with no pavements people wander across on foot from bus stops on Cathedral Road and from taxis across the coach exit and entrance. A serious accident will happen sooner or later. What is the Council doing to improve road safety for pedestrians and passengers joining or leaving the coach park facility?

Reply

Officers have arranged the provision of temporary signage warning of the presence of cyclists and pedestrians in the road. The Council will work closely with National Express to establish what permanent measures can be taken to address these conflicts.

WRITTEN QUESTION FROM COUNTY COUNCILLOR GOVIER

With regards to the bus lane and yellow box fines, there is always a risk that people will perceive this as no more than a general revenue raising tool especially in times of financial challenge. With spending on roads at an 11 year low, would the Cabinet Member consider publishing on a quarterly basis what money raised from bus lane and yellow box infringements is being spent on?

Reply

The accounts with regards to Civil Enforcement are published annually in the Council's Statement of Accounts. These accounts are audited prior to being published. Releasing information outside of this process may mean that information is not accurate or misleading.

Any income received over and above that utilised for supporting frontline services has been utilised to expand enforcement by procuring further bus lane and yellow box cameras as well as an additional enforcement car. Income received has been spent on sustainable transportation that support the Local Transport Plan; such as park and ride, bus lanes and cycling improvements. Further to this new parking meters and technology, such as park smart sensors, will be introduced into the City.

WRITTEN QUESTION FROM COUNTY COUNCILLOR WOODMAN

Could you please provide an update on the progress on improving /speeding up the adoption process for new estates, following the notice of motion on this

matter?

Reply

Sufficient funding is always retained under the bonds associated with Section 38 highway agreements to cover the cost of outstanding works. This can, in the event of developers failing to do so, be accessed by the Council and used to implement Works which may be required to bring new estate roads up to the standard required for adoption.

The reason for the delay in adopting the roads on most of the longer outstanding sites is the requirement that the surface water drains are adopted by Welsh Water. In these circumstances the bond money is of limited use as the issue lies between the Developer and Welsh Water.

The recent appointment of new Team Leader (Flood and Water Management) has offered an opportunity for the Council to act as a mediator between these parties in an effort to address the outstanding issues which have prevented the adoption of the drains to date. It is the intention that meetings will be arranged in the near future with a view to finding a satisfactory way forward which will enable the roads of these estates to be adopted.

The issues relating to the adoption of new estates is being addressed under this administration. However, it should be recognised that these issues were present prior to current administration.

CITY & COUNTY OF CARDIFF
DINAS A SIR CAERDYDD

CARDIFF
CAERDYDD

COUNCIL: 28 JANUARY 2016

CABINET PROPOSAL

ADOPTION OF THE CARDIFF LOCAL DEVELOPMENT PLAN

Reason for this Report

1. To seek the Council's approval to:

   - Adopt the Local Development Plan (LDP) and to endorse the Inspector's Report, Adoption Statement, Final Sustainability Appraisal Report and Habitats Regulation Assessment; and
   - Endorse the preparation of a programme of Supplementary Planning Guidance (SPG) over the next 18 months to amplify policies in the LDP.

Background

2. This report represents the culmination of over 9 years work in seeking to secure an adopted LDP for Cardiff. As the Council has now recently received the Inspectors Report, it has a duty to adopt the LDP within 8 weeks of receipt. The Inspectors Report is binding so there is no opportunity to request changes at this stage.

3. The first attempt at preparing a new LDP resulted in the Plan being withdrawn by the previous administration in 2010 following significant concerns raised by the Inspectors. Work commenced on the current Plan in 2010 and has followed a complex statutory process to reach the current position.

4. As existing Development Plans are out of date, it is crucial that a new Plan is adopted in order to provide an up to date framework which gives the certainty to effectively guide future development. This also fulfils the Council's duties under the Planning and Compulsory Purchase Act (2004) to prepare and keep under review a LDP for its area.

5. The LDP, once adopted, will be used by the Council to guide and manage development, providing a basis by which planning applications will be determined and will supersede the existing adopted development plan framework for Cardiff comprising the Cardiff Deposit Unitary Development Plan (2003), South Glamorgan (Cardiff Area) Replacement

Structure Plan, Mid Glamorgan County Structure Plan, South Glamorgan (Cardiff Area) Minerals Local Plan and City of Cardiff Local Plan.

6. In the course of preparation, the LDP has progressed through the following stages:

- Delivery Agreement Consultation (June/July 2010)
- Call for candidate sites (October/December 2010)
- Vision and Objectives Consultation (November/December 2010)
- Strategic Options and Sites Consultation (May/June 2011)
- Preferred Strategy Consultation (October/November 2012)
- Masterplanning Consultation (March 2013)
- Deposit Plan Consultation (October/November 2013)
- Alternative Sites Consultation (February/March 2014)
- Submission to Welsh Government (August 2014)
- Examination by Independent Inspectors (August 2014 to November 2015)
- Inspectors Report (December 2015)

Examination

7. In order to determine whether the Plan satisfied the tests of soundness contained in national policy, the Deposit LDP, Sustainability Appraisal (SA) and Habitat Regulations Assessment (HRA) were submitted to the Welsh Government and in turn the Planning Inspectorate for examination on 14th August 2014.

8. Two Inspectors were appointed by Welsh Government Ministers to examine the soundness of the Plan: Mrs Rebecca Phillips BA (Hons) MSc DipM MCIM MRTPI as lead Planning Inspector and Mr Richard Jenkins BA (Hons) MSc MRTPI as assistant Planning Inspector.

9. The Pre-hearing meeting was held on 4th December 2014 and the first round of 19 hearing sessions commenced on 13th January 2015 covering a wide range of topics relating to all aspects of the Plan.

10. Following the final first round of examination sessions, the Council published for public consultation a Schedule of Matters Arising Changes (MACs). These changes sought to ensure the Plan met the "tests of soundness" and responded to the need to comply with national policy and primary legislation. They also addressed action points raised by the Inspectors, policy matters emerging post LDP submission and, where appropriate, to respond to representations submitted in respect of the Plan.

11. The MACs were published for formal consultation between the 11th June and 23rd July 2015 with some 74 duly made responses received. All responses received were (in accordance with procedural requirements) forwarded to the Inspectors for consideration. Following consideration of these responses the Inspectors held a second round of 7 hearing sessions on 28th and 29th September, 2015 covering focused topics

including the Green Belt, minerals, transport/infrastructure and monitoring arrangements.

12. Following this second round of examination sessions, the Council published for public consultation an additional Schedule of Matters Arising Changes between 15th October and 26th November 2015 with some 49 duly made responses received. Again, all responses received were forwarded to the Inspectors for consideration in the formulation of the Inspectors Report.

Inspector's Report

13. The Council received the Inspector's Report on 5 January 2016. The LDP Regulations place the Council under a duty to adopt the Plan within 8 weeks of receipt of the Inspectors Report.

14. In accordance with Regulations, the Inspector's Report has been placed in the public domain with participants, consultees, and other interested parties involved in the LDP process informed accordingly. The Inspector's Report is available for inspection at County Hall, all local libraries and is available on the Council's website.

15. The Report concludes that, subject to the recommended changes, the Cardiff LDP 2006 to 2026 satisfies the requirements of section 64(5) of the 2004 Act and meets the procedural, consistency, and coherence and effectiveness tests of soundness contained in LDP Wales: Policy on Preparation of LDPs. The Inspectors consider that the Council has sufficient evidence to support the LDP Strategy and has shown that is has a realistic prospect of being delivered.

16. The Inspectors Report is contained with Appendix 1 of this report and contains a number of recommended binding changes in order to meet legal and statutory requirements and ensure the Plan to meets the Tests of Soundness. A summary of the Report is contained in Appendix 2.

17. A tracked changes version and composite version of the LDP, incorporating the changes recommended and endorsed by the Inspectors, is attached as Appendix 4 and 5 to this report. These also include the consequential changes required in terms of policy and paragraph numbering.

18. As highlighted above, the Council is required by statutory regulations to adopt the LDP, as amended by the Inspectors binding report, by a resolution of Council. This must be carried out within 8 weeks of receipt of the final Inspector's Report (which was received on 5 January 2016. The LDP will become operative on the date it is adopted by the Council. Should the Council not agree to adopt the LDP, the Welsh Government does have the power to intervene and approve the LDP on the Council's behalf.

19. In accordance with the LDP Regulations, when a Local Planning Authority adopts its LDP, it is required to produce and publish an

Adoption Statement which also incorporates a statement relating to Sustainability Appraisal and Strategic Environmental Assessment (SA/SEA). This document is attached as Appendix 3 to this report.

20. The final SA/SEA and Habitats Regulations Assessment (HRA) are also required to be published alongside the Adopted LDP. The final SA/SEA and HRA Reports have been updated to take account of the Inspector's recommended changes and are attached as Appendix 6 and 7 to this report.

Next Steps

21. Subject to a resolution from Council to formally adopt the LDP, and in accordance with the LDP Regulations, notification of the Adopted LDP and its supporting documentation will be published by means of a statutory notice and advertisement in the local press. Notification and/or documentation will also be sent to interested parties, stakeholders and consultees who have been involved in, or requested to be kept informed of the plan preparation process. The Adopted LDP and supporting documentation will also be made available at the County Hall, all public libraries and on the Council's website. The Plan is then subject to a six-week challenge period to the High Court provided by section 113 of the 2004 Planning and Compulsory Purchase Act.

22. Upon adoption, the LDP will become the statutory development plan for Cardiff at which time all existing adopted development plans will be cancelled.

23. Member briefings will be arranged following Council to outline the main policies and provisions of the LDP.

24. The Council has a number of Supplementary Planning Guidance (SPGs) which were prepared to supplement the policies contained in previous adopted plans listed in paragraph 5. In order to ensure conformity with LDP policies, a review of these will be carried out as soon as is practicable following adoption of the LDP to assess which of these can continue be used in development management decisions pending preparation of new SPG to supplement the LDP. A programme of SPG to support and amplify the policies in the LDP will also be produced over the next 18 months, All SPG will be subject to Council approval and a full schedule of SPG, together with an indicative timetable for their production, is set out in Appendix 8 of this report. Additional SPGs will also be prepared as and when required following adoption of the LDP.

LDP Monitoring and Implementation

25. Following adoption, the Council has a statutory requirement to prepare and submit an Annual Monitoring Report (AMR) on the LDP to the Welsh Government. The AMR will examine whether the LDP's policies are being properly implemented, land-use allocation are being delivered and whether any policies need to be reviewed. The AMR was developed during the examination process and contains over 100 indicators which

must be formally reported on each autumn, with the first Report due in October 2017. The Council will also be required to undertake a full review of the LDP 4 years after adoption.

Reason for Recommendations

26. In accordance with Regulations, to seek the Council's approval to adopt the Local Development Plan (LDP) and to endorse the Inspector's Report, Adoption Statement, Final Sustainability Appraisal Report and Habitats Regulation Assessment and to endorse the preparation of a programme of Supplementary Planning Guidance (SPG) over the next 18 months to amplify policies in the LDP.

Financial Implications

27. The costs associated with adopting the Cardiff Local Development Plan and undertaking the next steps i.e. carrying out a public consultation and preparing a programme of Supplementary Planning Guidance (SPG), can be met from within existing resources allocated for this purpose.

Legal Implications

28. The Council has a statutory duty under the Planning and Compulsory Purchase Act 2004 to prepare and keep under review a Local Development Plan for its area, to provide the key policy framework for the determination of future planning applications and the provision of sustainable development.

29. The Council has now received the Inspectors Report which has concluded that, subject to a number of recommended binding changes in order to meet legal and statutory requirements, the Cardiff Local Development Plan 2006 to 2026 (LDP) is sound and deliverable. In accordance with the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005, the Council is now required to adopt the LDP as amended by the Inspector's binding report by resolution of the Council within 8 weeks of receipt of the Inspectors report. If the Council failed to adopt the LDP at this stage, then it would be difficult to control future development and there would also be a risk of the Welsh Government intervening and approving the LDP on the Council's behalf.

30. In accordance with the above regulations when the Council adopts it LDP it is required to prepare and publish an Adoption Statement and to make this available together with the Inspectors Report, the Adopted LDP, Final Sustainability Appraisal Report and Habitats Regulation Assessment. Notification and/or documentation will also be sent to interested parties, and made available as detailed in paragraph 21 above

31. An Equality Impact Assessment Screening on the LDP has been undertaken and is available as a separate document on the Council's website at the following link:

https://www.cardiff.gov.uk/ENG/resident/Planning/Local-Development-Plan/Documents/Equality%20Impact%20Assessment.pdf

32. Whilst the final version of the Plan has sought to pick up all the agreed Matters Arising Changes (MACS) and recommended Inspectors Matter Arising Changes (IMACs), there may be some outstanding typographical or factual errors such as altered policy cross-references and paragraph numbering which are identified during the final publication of the document . It is therefore recommended that officers be authorised to correct these.

RECOMMENDATION

Council is recommended to:

1. adopt the Cardiff Local Development Plan 2006 to 2026 and endorse the Inspectors Report, Adoption Statement, Final Sustainability Appraisal Report and Habitats Regulation Assessment

2. endorse the preparation of the programme of Supplementary Planning Guidance (SPG) as set out in Appendix 8 and authorise the Director of City Operations to issue SPG for public consultation prior to it being considered by Cabinet and Council for final approval.

3. Agree that the Director of City Operations be authorised to correct any typographical and factual errors together with any other necessary presentational matters and consequential changes prior to the final publication of the Cardiff Local Development Plan.

THE CABINET
21 January 2016

The following appendices are attached:

Appendix 1- Inspector's Report
Appendix 2 -Summary of Inspectors Report
Appendix 3 - The Adoption Statement
Appendix 4 - Tracked Changes Version of LDP (showing changes to Deposit LDP) (available in hard copy on request)
Appendix 5 - Clean Version of LDP to be adopted
Appendix 6 - The Final Sustainability Appraisal Report
The Final Sustainability Appraisal Non Technical Summary
The Final Sustainability Appraisal Appendix G
The Final Sustainability Appraisal New Appendix I
Appendix 7 -The Habitats Regulation Assessment
Appendix 8 - Programme of SPG

The Planning Inspectorate
Yr Arolygiaeth Gynllunio

Appendix 1

Adroddiad i Gyngor Dinas Caerdydd	Report to Cardiff City Council
gan;	**by;**
Rebecca Phillips BA (Hons) MSc DipM MRTPI MCIM	**Rebecca Phillips BA (Hons) MSc DipM MRTPI MCIM**
Richard Jenkins BA (Hons) MSc MRTPI	**Richard Jenkins BA (Hons) MSc MRTPI**
Arolygyddion a benodir gan Weinidogion	**Inspectors appointed by the Welsh Ministers**
Dyddiad: 05/01/2016	**Date: 05/01/2016**

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 64

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

Plan submitted for examination on 14th August 2014

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

Cyf ffeil/File ref: LDP/Z6815/14/515993

Non-Technical Summary

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

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

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

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

Appendix B: Inspector Matters Arising Changes

1 Introduction

1.1. Under the terms of Section 64(5) of the Planning & Compulsory Purchase Act 2004, the purpose of the independent examination of a Local Development Plan is to determine:

a) whether it satisfies the requirements of sections 62 and 63 of the Act and of regulations under section 77, and
b) whether it is sound.

1.2. This report contains the assessment of the Cardiff Local Development Plan 2006 - 2026 (from here referred to as "the LDP" or "the Plan") in terms of the above matters, along with recommendations and the reasons for them, as required by section 64(7) of the Act. The submitted LDP has been prepared pursuant to the Act and the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005. The Town and Country Planning (Local Development Plan) (Wales) (Amendment) Regulations 2015 came into force in August 2015. These amend the 2005 regulations and, as the changes relate primarily to plan revision procedures and the alternative sites stage, they have no bearing on this examination.

1.3. Chapter 2 of Planning Policy Wales (PPW) has been updated in the light of the new regulations and a new LDP Manual has been published. The new Manual includes revised soundness tests, which have been reduced from ten to three although the principles underpinning them remain the same. The LDP has been prepared on the basis of the previous tests, but as the principles remain unchanged, there was no need to seek views from the participants on the impact of the new tests on the soundness of the Plan. Subject to the changes set out in the Appendices, we are satisfied that the LDP accords with national policy.

1.4. Since the purpose of the examination is to determine whether the Plan is sound we recommend changes in this report only where there is a clear need to amend the Plan in the light of the legal requirements and/or the tests of soundness. These binding changes are numbered in **bold** and are highlighted in Appendices A and B of this report, where they are highlighted. We are satisfied that these changes are in line with the substance of the overall Plan and its policies, and do not undermine the Sustainability Appraisal (SA) and participatory processes that have been undertaken.

1.5. All duly made representations and the matters raised at the examination Hearings have been considered. Given the focus of the examination on soundness, our report does not refer specifically to the individual representations made in each case. Matters raised by individual representations are referred to only where it is considered that they raise substantive issues concerning the Plan's soundness. Plan changes sought by any representor are the subject of a recommended change only where we have found, on the basis of the evidence, that such a change is required to make the Plan sound.

Post-Deposit Changes

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

Recommended Changes

1.7. The Council has prepared a range of Matters Arising Changes (MACs) following the discussions at the Hearing sessions[1]. These MACs were subject to public consultation for a period of 6 weeks and publicised on the examination website. At the same time the Council reassessed the SA of the Plan in the light of the changes. We considered the consultation responses and held additional Hearings where we required further information or clarity in respect of some aspects of the Plan and the MACs. Further consequential amendments were considered necessary and the Council carried out SA[2] and a further 6 week consultation on the additional MACs[3]. We have taken into account all the representations made in coming to our conclusions in this report.

1.8. Almost all of the MACs put forward by the Council are needed as the Plan would be unsound without them. However, in a small minority of cases MACs have been put forward which, although providing helpful additional clarity and precision, are not strictly required to make the Plan sound. Accordingly these are not the subject of a binding recommendation, although we understand the Council's wish to incorporate them. The MACs numbered in **bold type** in this report and highlighted in Appendix A are changes put forward that are required to make the Plan sound. These are all addressed in this report, where the relevant MAC number is similarly identified in bold type.

1.9. Appendix B sets out the additional changes (Inspector Matters Arising Changes) (IMACs) not proposed by the Council, but which we have concluded on the evidence are also needed to make the Plan sound. None of the changes undermine the SA, Strategic Environment Assessment (SEA) and Habitats Regulations Assessment (HRA) or the overall strategy or policy thrust within the Plan.

1.10. The Council has also identified some outstanding typographical or factual errors in the submitted Plan that it wishes to correct. We authorise any final editorial changes of this nature, together with any other presentational matters and consequential changes flowing from agreed MACs and the recommended IMACs such as altered policy cross-references, map title amendments, site area or numerical changes and paragraph numberings.

[1] City of Cardiff Council Draft Matters Arising Changes Schedule: May 2015
[2] Final SA Report revised reflecting May and October 2015 Draft MAC Schedule
[3] Additional Matters Arising Schedule Final Version October 2015

2 Procedural Tests

2.1. The LDP has been prepared in accordance with the Delivery Agreement (as revised by agreement with the WG)[4] and the Community Involvement Scheme as demonstrated in the Consultation Report. Concern was expressed that no substantive changes were proposed to the Plan by the Council as a result of the deposit stage public consultation. However, the Council are not obliged to make such changes. The Council engaged with a wide range of organisations and the general public on the generation of alternative strategies and options and identifying key issues. A number of conferences for consultees and public events were also held. We are satisfied that the requirements of the Community Involvement Scheme have been met.

2.2. All proposed changes made to the deposit Plan have been advertised and consulted on. The Plan thus complies with the requirements of the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005 (as amended) in this respect, including in relation to consultation, advertisement and the publication and availability of prescribed documents.

2.3. The Plan has been subject to SA including Strategic Environmental Assessment (SEA)[5]. The SA provides a summary of the strategic alternatives considered and a brief summary of reasons why they were not selected. Further changes put forward by the Council as part of the examination process have likewise been tested where necessary for any impacts they have upon the SA and SEA[6]. We are satisfied that the SA/SEA process undertaken is robust and satisfies procedural and legal requirements.

2.4. In accordance with the Habitats Directive[7] a Habitats Regulations Assessment (HRA) of the Plan has been undertaken[8], and reviewed as necessary in the light of changes put forward during the examination[9]. We are satisfied that the results of the HRA Screening demonstrate that an Appropriate Assessment is not required. It can therefore be concluded that no significant effects upon the integrity of the European sites[10] within the plan area or in adjacent areas are likely to occur (either alone or in combination with other plans or projects) as a result of implementing the Plan.

2.5. The Public Sector Equality Duty requires the Council to have due regard to the need to eliminate discrimination, promote equality of opportunity and foster good relations between different communities. The Council has undertaken and publicised an Equality Impact Assessment of the LDP[11] to ensure that equality issues have been taken into account throughout the Plan preparation process. This has been an iterative process to ensure that the LDP promotes equality and diversity and does not adversely affect or discriminate against any people who are protected under the Equality Act 2010.

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[4] Revised Delivery Agreement approved by Welsh Government dated 5 December 2011
[5] Cardiff LDP Final Sustainability Appraisal Report (September 2013)
[6] Final SA Report revised reflecting May and October 2015 Draft MAC Schedule
[7] European Union Habitats Directive (92/43/EEC)
[8] Deposit Plan HRA Report (September 2013)
[9] HRA revised reflecting May and October 2015 Draft MAC Schedule
[10] As defined in PPW paragraph 2.3.13
[11] Background Technical Paper 3: Equality Impact Assessment Report (September 2013)

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

Conclusion

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

3 The Overall Plan Strategy

The Vision, Objectives and Principles of the Strategy

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

Greenfield Development and the Loss of Agricultural Land

3.2. In assessing the appropriate level of growth required to satisfy the evidenced economic and social needs, the Council considered the extent of development that could realistically be delivered over the Plan period as well as the environmental impact upon Cardiff and the wider area. Opportunities to maximise the re-use of previously-developed land were sought and an assessment of the availability of brownfield land for residential development and potential housing land within the urban areas was undertaken[12].

3.3. Whilst brownfield sites have made the biggest contribution to dwelling completions in recent years, this has narrowed the range and choice of provision with a focus on high density developments, mostly apartments in Cardiff Bay. The regeneration of Cardiff Bay has reduced large-scale brownfield development opportunities. In preparing the strategy, the Council recognised that whilst brownfield sites would be likely to form a significant source of supply, in order to meet housing growth aspirations and deliver a range and choice of housing, greenfield housing sites would also be required. Several spatial options were explored but given the levels of growth set out in each of the alternatives considered by the Council; together with the finite capacity of brownfield sites to deliver the requisite amount of homes and jobs; it was recognised that all options would necessitate significant release of greenfield land.

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

3.4. In the assessment of sites, the Council considered a number of factors including whether development of the site would be likely to have an impact on natural resources such as agricultural land. The Council says that there is no definitive map of agricultural land quality in Cardiff but the Welsh Government (WG) Agricultural Land Classification maps were used as a starting point. These indicate that the best and most versatile (BMV) agricultural land exists in parts of the west, north and east of Cardiff. Further information provided by the WG on the strategic candidate sites indicated the high, moderate or low probability of there being BMV agricultural land on these sites. This, together with submitted information in support of candidate sites and local surveys, was used to inform the site selection process.

3.5. Development of large-scale greenfield strategic sites would lead to the loss of BMV agricultural land. However, this has to be weighed against the need to provide a range and choice of new jobs and homes to meet evidenced need[13]. The Council acknowledges that there is insufficient brownfield or lower grade agricultural land within the area to accommodate the scale of development necessary for the Plan period. The evidence has shown the difficulties in achieving agriculture potential in those areas which lie adjacent to the urban fringe. The Council also recognises that much of the lower grade agricultural land in Cardiff correlates with areas of high landscape value such as the Garth Mountain and the Caerphilly Mountain Ridge which provide a strategically significant landscape setting and backdrop to Cardiff and are generally poor locations for development given their topography. Overall, we consider that the benefits of retaining the land in agricultural use would not outweigh the advantages of providing the identified requirement for housing and employment development on these sites.

3.6. Opportunities for the LDP to provide a mechanism to manage impacts and effectively mitigate potential harm have also been explored. The provision of new infrastructure is an important element of the strategy. The Council acknowledged that new greenfield releases, and the scale of strategic sites proposed to be allocated, would enable more comprehensive solutions and significant improvements to be delivered. It would also facilitate contributions towards the wider provision of strategic infrastructure, including infrastructure linked to the implementation of the sustainable transport strategy, thereby bringing wide-ranging benefits to the City as a whole. Notwithstanding the scale of existing housing commitments, there remains a need to identify significant amounts of additional housing land to meet overall requirements up to 2026 and provide flexibility and choice to provide for a 5-year supply of deliverable sites. We are satisfied that the Council has considered reasonable alternatives in terms of the level of growth to be accommodated during the Plan period. There is a limited supply of potential housing land within existing built up areas and the allocation of strategic sites and significant extensions to existing settlements are inevitable if sufficient housing is to be delivered.

The Distribution of Development Growth

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

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

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

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

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

Strategic Site B: Former Gas Works, Ferry Road

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

Strategic Site C: North West Cardiff

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

Strategic Site D: North of Junction 33 on M4

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

Strategic Site E: South of Creigiau

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

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

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

Strategic Site G: East of Pontprennau Link Road

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

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

3.15. The site is adjacent to the St Mellons Business Park and would offer an opportunity to provide appropriate accommodation for high value and knowledge-based employment sectors, such as advanced manufacturing, research and development as well as the growth of indigenous businesses. It is outside the City centre but close to the strategic highway network and would afford an opportunity to provide additional bus services, a park and ride facility, a transport hub including a new rail station as well as improved walking and cycling facilities to maximise access from neighbouring communities. It would be immediately accessible to a large residential population with high unemployment.

3.16. The concentration of new housing and development growth on these strategic sites partly reflects their clear potential to deliver significant numbers of new homes and jobs in a relatively short timescale, alongside the provision of necessary new infrastructure, services and facilities to support growth and to help achieve the Plan's aims and objectives. Together, these allocations would be able to provide an appropriate range of size and types of new housing across the area and provide reasonable choice and some flexibility for the house building industry. The involvement of national house builders in many of the allocated sites in the Plan should also assist early delivery in most cases.

Master Planning Principles

3.17. The Master Planning general principles are set out in Policy KP4: 'Masterplanning Approach' which seeks to ensure that major development schemes are planned in a comprehensive and integrated manner setting out the phasing of development and provision of supporting infrastructure. The Masterplanning Framework document sets out a broad framework for development of the strategic sites described as "schematic frameworks". These site-specific frameworks give an indication of land uses, transportation measures and information on the indicative densities, infrastructure and phasing of these sites and are intended to act as a starting point for development of further, more detailed design.

3.18. In conjunction with this process, the Council and developers of the strategic sites produced 'Statements of Common Ground' for the examination which set out a trajectory of housing provision over the plan period (where relevant), a summary of infrastructure requirements and updated the schematic framework diagrams for each site. It was agreed during the examination that including this level of detail in the Plan itself, rather than in the supporting documentation would provide a greater level of clarity in respect of the infrastructure and master planning requirements of each of the strategic sites and more certainty that they would be delivered as planned. As such, a new key policy for each of the strategic sites is proposed to be included in the Plan to follow KP2: 'Strategic Sites' numbered KP2 (A) to KP2 (H) (**MAC5**). The policies would identify the approximate quantum of various key uses and a summary of the main infrastructure requirements together with a cross-reference to the Cardiff

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

3.19. Key requirements would be set out within these new policies with reasoned justification providing supporting detail and site-specific schematic frameworks. In addition, consequential changes to the reasoned justification to Policy KP2: 'Strategic Sites' and Policy KP4: 'Masterplanning Approach' are proposed (**MAC5, MAC6**) which would make reference to the new strategic site-specific policies. These changes are considered necessary to ensure that sufficient policy detail is embedded within the Plan to enable all relevant factors which will influence the delivery of the strategic sites to be taken into consideration and to improve the Plan's clarity and certainty.

3.20. Strategic Site A comprises land in numerous ownerships and would be developed by a number of different developers. Proposed new Policy KP2 (A) would provide an overarching master planning and infrastructure planning framework setting out the infrastructure requirements together with indicative densities of development and other master planning requirements such as the need to create destination spaces with active uses which complement the business offer, clearly defined pedestrian routes and addressing potential impacts on Conservation Areas and Listed Buildings within and adjoining the site.

3.21. The new policy would also set out the necessary transport and highways infrastructure including the Regional Transport Hub which would link different forms of transport and improvements to existing bus-routes and services and enhanced pedestrian and cycling access. The schematic framework would provide an indication of the walking and cycling routes and bus-based rapid transit corridor as well as the proposed land uses.

3.22. Strategic Site B is owned by a single landowner and the new Policy KP2 (B) would assist in ensuring that the site is developed in a comprehensive manner by providing indicative development densities and establishing development principles such as the need to respond to landscape and heritage assets as well as addressing any impacts on biodiversity assets and nature conservation.

3.23. New policy KP2 (C) would set out the necessary infrastructure and land-uses for Strategic Site C including employment, District and Local Centres, new schools, transport and highways infrastructure as well as the need to respond to, and address potential impacts on, heritage and nature conservation assets including the St Fagans Conservation Area and Listed Buildings within and adjacent to the site. It would also provide an indication of the densities and phasing of development throughout the site. Development and transport would need to integrate with the adjoining areas of Pentrebane, Fairwater and Radyr.

3.24. Proposed new Policy KP2 (D & E) would set out that the mixed-use development at Strategic Sites D and E should be undertaken in a comprehensive manner. The layouts of these sites should reflect the inter-relationships between the sites with the initial phases including the provision of the park and ride facility together with public transport enhancement measures. It would include the necessary infrastructure requirements together with an indication of the

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

3.25. The second largest site, Strategic Site F, is proposed to be allocated to the west of Pontprennau. The proposed new Policy KP2 (F) would set out the key master planning requirements and land uses to include residential, employment, District/Local Centres and community facilities. It would provide an indication of how development would be phased, how it should proceed in light of constraints such as the C2 Flood Zone area and proximity of the M4 motorway and the range of densities required. The Policy would also set out the necessary transport, highways and other infrastructure required both on-site and off-site together with the need to respond effectively to landscape quality and heritage and biodiversity assets.

3.26. The necessary infrastructure and land use components of Strategic Site G, would be set out in the proposed new policy KP2 (G). This would include the provision of education, primary care and community facilities and on-site and off-site transport and highways improvements. The policy would also indicate the required density and indicative phasing of development as well as the need to respond to the landscape, heritage and nature conservation assets of the site.

3.27. The requirement for Strategic Site H to be developed in a comprehensive manner, providing a high quality development similar to the existing business park at St Mellons, would be set out in proposed new Policy KP2 (H). It would specify the necessary infrastructure to be provided, including transport improvements and provision of a transport hub that would include a new rail station and park and ride facility. It would also include other master planning key requirements such as flood mitigation, measures to protect nature conservation, biodiversity, heritage and archaeological assets and the need to respond to landscape considerations.

The Effect on the Welsh Language

3.28. PPW says that local planning authorities should consider whether they have communities where the use of the Welsh language is part of the social fabric, and that where this is so it should be taken into account in the formulation of land use policies[14]. Whilst ways of assessing whether the Welsh language is part of the social fabric of the community is not prescribed, the WG's National Action Plan for a Bilingual Wales Iaith Pawb says that in communities where Welsh is spoken by over 70% of the local population, Welsh is more likely to be spoken in social, leisure and business activities and not just in the home or at school. It is within these areas that Welsh is considered to be a living everyday language and part of the fabric of the community and where LDP policies and proposals could affect the linguistic balance of an area.

[14] Planning Policy Wales paragraph 4.13.2

3.29. The 2011 Census shows that 11% of the population of Cardiff speaks Welsh with some electoral divisions recording a higher percentage such as Canton (19.1%), Pentyrch (18.5%) and Creigiau/St Fagan's (18.2%). These levels are significantly below the 70% threshold identified in Iaith Pawb and are not considered to be sufficiently high for development proposals in the Plan to have a detrimental impact upon the Welsh language in terms of linguistic balance. Furthermore, an Equalities Impact Assessment undertaken as part of the Plan preparation process did not identify any changes required to the Plan in respect of the effect on use of the Welsh language.

3.30. However, PPW says that development plans should include a statement on how they have taken the needs and interests of the Welsh language into account in plan preparation. In order to comply with this requirement, the Council propose to include a statement to that effect (**MAC2**). We are satisfied that the potential impact of the LDP on the Welsh language has been adequately considered. Subject to this change, and based on the evidence, the Plan would accord with national planning policy and is considered to be soundly based.

Relevant Plans, Policies and Strategies in Adjoining Areas

3.31. In preparing the Plan, the Council has worked with its neighbouring authorities on an individual basis and through regional frameworks to consider cross-boundary and wider contextual issues. The Council set up a working group made up of officers from the 10 south-east Wales local planning authorities and other participating organisations in the South East Wales Strategic Planning Group. A number of workshops were held to discuss the cross-boundary implications of the emerging issues in the preparation of the LDP[15].

3.32. The area around Llantrisant and North West Cardiff is identified in the WSP as a Strategic Opportunity Area (SOA). The designation of SOAs is intended to offer potential regional benefits from their sustainable development and to act as a vehicle to promote good cross-boundary working. The WSP says that substantial growth of housing in the City Coastal Zone should be compatible with the health of housing markets in the Heads of the Valleys and Connections Corridor. Neighbouring authorities generally support the growth of the City and recognise its role in helping to spread prosperity within the wider area. It is recognised also that the Council needs to allocate sufficient land for housing and employment to meet the projected needs of the City.

3.33. Whilst Rhondda Cynon Taf County Borough Council (RCT) has not objected to the proposed land allocations, or to their scale, it raised concerns about the transportation implications of development of the strategic sites to the North West of Cardiff (Strategic Sites C, D and E). It was confirmed during the examination that the Council is engaged in on-going dialogue with officers in RCT regarding the transport infrastructure requirements for sites in North West Cardiff including measures to secure bus rapid transit connections along the A4119 corridor. This dialogue includes engagement with WG regarding long-term proposals for a rail based transport route extending north-west to Rhondda Cynon Taf and planned collaboration on a joint cross-border strategy designed to deliver improvements along this corridor (see details in the

[15] Summary of Cross-Boundary Working (September 2013)

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

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

Conclusion

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

4 Housing Provision, including Allocated Housing Sites

The Level of Housing Growth

4.1. The submitted Plan identified a housing requirement of 41,100 dwellings between 2006 and 2026. This was based on the WG's 2008-based household projections together with recommendations from Edge Analytics whom the Council commissioned to evaluate a range of growth options including a number of migration-led and dwelling-led scenarios. In all scenarios, household growth was assessed using assumptions from the WG 2008-based household projection model. Sensitivity analysis was also undertaken using evidence from the Department of Local Government and Communities (DCLG) 2011-based household model for Local Planning Authorities in England to estimate the likely impact that the WG 2011-based household projections might have.

4.2. Ten alternative scenarios were considered, culminating in a recommended housing growth target range of between 42,500 – 43,000 over the Plan period (Scenarios F and G). It was also recommended that the Council consider a reduced rate of household formation on the basis of the sensitivity analysis and a reduced vacancy rate in light of Council targets. The Council considered the report's findings and chose Scenario G as the preferred option, though reduced the vacancy rate from 3.74% to 3% to reflect the previous rate in the 2001 Census and the Council's intentions to bring the rate down. The resultant housing requirement identified was 41,100 dwellings. The Council excluded any reduction allowance for "un-attributable population change" into assumptions for future migration or reductions in household formation rates which would

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

4.3. The WG 2011-based household projections were published in February 2014 after the Plan was prepared. These projections indicated that the housing requirement for Cardiff over the Plan period would be 44,400 new dwellings[17], equating at that time to 2,674 units per annum over the remainder of the Plan period (2014 to 2026). Subsequently, the WG's evidence submitted to the examination indicates that the 2011-based household projections for Cardiff over the Plan period amount to 44,742 dwellings[18]. Either figure would represent a significantly higher annual build rate than previous rates, though the Council recognised that the low build rate in part reflected the long absence of an up-to-date development plan and referenced the build-up of latent demand, given the extensive development of brownfield sites for apartments, and a need for new family housing.

4.4. In response to the Inspectors' request for further evidence and clarification during the examination Hearings, the Council reconsidered the implications of excluding the "un-attributable population change" (UPC) component from the growth calculation. Following this more recent analysis, the Council concluded that it would be appropriate to include the UPC at the local level. This is due in part to likely discrepancies in the Census estimates for 2001 or 2011 or in the migration flows. If the discrepancies are in the migration flows then projecting forward based on the estimated past flows will introduce errors into the projections. Whilst the Council originally discounted the un-attributable element, consistent with the approach ONS have taken at the national level, the more recent analysis shows potential implications in neglecting this at the local level. Edge Analytics also reconfirmed their recommendation to include it in the assessment of the future housing requirement for the Plan[19].

4.5. The Council also reviewed the 3% vacancy rate and amended it in light of the most up-to-date evidence from the 2011 Census which indicates a vacancy rate of 3.74%[20]. In addition, the Council reassessed the recommendation by Edge Analytics to apply a 10% sensitivity reduction in household formation rates in light of publication of the WG 2011-based household projections which show a lower rate of household growth when compared to the 2008-based household projections[21].

4.6. The proposed modifications to the analysis of the housing requirement as outlined above would result in a slight increase in the number of dwellings required over the Plan period from 41,100 to 41,415. Consequently, the Council proposes an amendment to Policy KP1: 'Level of Growth' to reflect the updated figure as well as changes to the reasoned justification (**MAC4**). The changes set out that the proposed level of growth is based on up-to-date

[16] Cardiff Population & Household Forecasts: Updating the Evidence (June 2013)
[17] Background Technical Paper 1: Population & Housing (Updated May 2014)
[18] Welsh Government Hearing Statement to Hearing Session 3 (January 2015)
[19] Council Response to Housing Related Action Points: Action Point 4 of Hearing Session 3
[20] Council Response to Housing Related Action Points: Action Point 3 of Hearing Session 3
[21] Council Response to Housing Related Action Points: Action Point 2 of Hearing Session 3

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

4.7. Whilst this is still lower than the WG 2011-based household projections, the Council has taken the WG's 2008-based household projections as the starting point for assessing housing requirements, in accordance with national planning policy[22] and has reviewed the figure in light of subsequent population and household projections. It has analysed a range of housing, economic and demographic forecasts and trends to provide the most reliable basis upon which to assess the LDP's future housing requirement. The LDP provision for housing, as proposed to be amended, is supported by a robust evidence base. It is considered that this figure is in line with the projections and that the Plan's level of housing growth is soundly based.

Housing Supply

4.8. The supporting text to Policy KP1 includes a table (as amended by **MAC4**) which provides a detailed breakdown of how it is intended to provide for the 41,415 new dwellings over the Plan period. This table includes the number of dwelling completions from 2006 to 2014 recorded from Council tax data. This differs from the approach taken by some other local planning authorities who have used data from their Joint Housing Land Availability Studies (JHLAS).

4.9. In response to discussions at the relevant Hearing and the Inspectors' request for justification for the use of Council tax data, the Council submitted additional evidence[23]. This cited inaccuracies in Cardiff's historic JHLAS data such as the number of completions reported annually not reflecting changes to dwelling stock as a result of subdivision of property. Furthermore, JHLAS are concerned with recording and forecasting housing completions for the purpose of monitoring a 5 year housing land supply and do not record wider changes such as those arising from demolitions, residential development resulting in a net loss of dwellings or change of use from residential to non-residential use. There is no prescribed way of calculating the number of completions and in these circumstances we are satisfied that the ONS/Valuation Agency data on changes to Council tax presented in the evidence base provides a more accurate measurement of the change in dwelling stock over the period 2006-14.

4.10. An allowance of 20% was factored into the calculation of housing provision for possible reduced dwelling yield on brownfield sites with planning permission and some sites with planning permission subject to a Section 106 planning obligation (S106). In response to the Inspectors' request for evidence to justify the 20% non-delivery allowance, the Council revisited the analysis of the housing land bank to identify changes to the number of dwellings being proposed on existing sites over the previous two years[24]. Whilst there has been a reduction in anticipated dwellings on a few large sites, on the whole there has been a general trend for an increase in anticipated dwellings compared to previous years which may be in response to improved market conditions.

[22] PPW paragraph 9.2.2
[23] Council Response to Housing Related Action Points: Action Point 5 of Hearing Session 3
[24] Council Response to Housing Related Action Points: Action Point 6 of Hearing Session 3

4.11. Consequently, the Council propose to reduce this flexibility allowance to 15% which it considers to be more appropriate and realistic in light of the assessment of the most recent data and the evidence of improved market conditions more generally. Given the analysis and consideration of relevant prevailing factors within Cardiff's housing market, we are satisfied that this is an appropriate adjustment. Furthermore, regular monitoring will ensure that this allowance is accurately reflected in future reviews of the Plan. In revisiting the figures the Council identified that the flexibility allowance had been mistakenly applied to two strategic sites. The flexibility allowance has subsequently been amended so that these sites are now excluded from the calculation of the allowance.

4.12. The Council proposes to show key commitments (those strategic housing developments with planning permission for over 500 dwellings) on the Proposals Map. Furthermore, a list of sites with planning permission for 10 or more dwellings would be provided as an Appendix to the Plan. This list would show detailed information relating to the number of dwellings not started, those under construction and those completed (**MAC71** and **MAC PM5**). These changes would provide a greater level of detail and clarity regarding the supply and delivery of housing and are thus supported.

4.13. The soundness tests require LDPs to be reasonably flexible to enable them to deal with changing circumstances. The submitted Plan included an overall flexibility allowance of 10% (4,000 dwellings) over the Plan period. Areas for future development were identified by way of arrows on the Proposals Map together with part of Strategic Site C, and it was proposed that any necessary additional land would be brought forward via a review of the Plan should a need be identified through annual monitoring. Further to discussions at the Hearings, the Inspectors requested additional clarity on what level of flexibility should be provided in the Plan, how this would be provided and where, in terms of its spatial distribution, any necessary additional housing would be delivered.

4.14. It has generally been accepted that a 10% contingency would provide the required level of flexibility but more or less may be acceptable depending on the circumstances of each case. The Council considers that 10% would be appropriate and would provide the right level of additional land should flexibility be needed to allow for non-delivery of sites and unforeseen issues. It is thus proposed to amend Policy KP1 to make reference to the total provision to be made for 45,415 new dwellings over the Plan period which would include a 4,000 dwelling flexibility allowance (**MAC4**). It is also proposed to replace the arrows with spatial boundaries that would be identified on the Proposals Map (**MAC PM2**).

4.15. The sites forming extensions to Strategic Site D, north of Junction 33 of the M4 and Strategic Site C, north of Llantrisant Road have been the subject of SA but are not included within the strategic site allocations. The need for these extensions would only be triggered through monitoring and through future Plan review. Additional explanatory text is also proposed to be included in the reasoned justification to new Policies KP2 (C) and KP2 (D and E) explaining how the release of these further sites would be triggered if required and how they would fit in with the wider master planning of the strategic sites. Proposed changes to the monitoring framework would result in a more precise set of

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

Five-Year Supply of Land for Housing

4.16. PPW is clear that Local Planning Authorities must ensure that sufficient land is genuinely available or will become available to provide a 5-year supply of land for housing[25]. In response to the Inspectors' request for information prior to the Hearings, the Council prepared a statement[26] to show how a 5-year supply of land for housing would be provided once the LDP was adopted. Agreed data in the JHLAS published in November 2014 was used as a starting point and an analysis was undertaken of factors contributing to the latter years of the 5-year period (2020-21) where no agreed JHLAS data exists. This included data on annual anticipated build rates which were agreed with landowners and developers in the Statements of Common Ground (SCG).

4.17. Other contributing factors such as windfalls and minor adjustments reflecting past build rates were also included. Windfall assumptions contained in the background evidence[27] were used to estimate the number of units likely to be completed in 2019-20 and 2020-21 on sites of over 10 units and through change of use applications. The study indicates that, using a base date of 1 April 2016, Cardiff would have a 5.1 years supply of housing land. This was calculated using the residual method. Subsequent to this, a revised Technical Advice Note (TAN) 1: 'Joint Housing Land Availability Studies'[28] was published in January 2015. The Council considered the effect of the updated guidance on the calculation of the housing land supply[29].

4.18. Several changes were introduced in the revised TAN 1 including a new stipulation that for housing to be included in the 5-year housing land supply it must fall within the C3 use class. Cardiff's 2014 JHLAS contains a number of student developments that fall outside this use class. Removing these developments would result in the loss of 480 units from the housing supply. The Council says that there are other considerations, not least the fact that household projections within the submitted LDP exclude the population "not-in-households" (i.e. the communal/institutional population such as those in prisons, residential care homes and student halls of residence). Any students that live in accommodation not included in the "communal establishment" category, such as private student apartments, are included within the household calculations.

4.19. The policy changes occurred during the examination. There are practical difficulties in estimating the number of private householders living in non-C3 accommodation as census/ONS data does not differentiate between use classes. As the change in policy occurred during the examination, and in the absence of any revised guidance on how to distinguish between these components to arrive at an accurate dwelling requirement, it has not been possible for the Council to

[25] PPW paragraph 9.2.3
[26] Statement indicating how the Plan will meet the 5-year supply of housing land, December 2014
[27] Background Technical Paper No 1: Population and Housing (Updated May 2014)
[28] PPW Technical Advice Note (TAN) 1: 'Joint Housing Land Availability Studies'
[29] Council Response to Housing Related Action Points: Action Point 1 of Hearing Session 5

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

4.20. The updated TAN 1 also allows for sites with a resolution to grant planning permission subject to the signing of a S106 Agreement to be included within the supply, where there is clear evidence that the S106 will be signed shortly, even if more than 12 months has elapsed since the date of the resolution to grant planning permission. This will need to be considered in agreement of the JHLAS on a case-by-case basis based on the available evidence[30]. The Council says that more sites would have been included in the housing land supply had this provision been in place at the time of the 2014 JHLAS. The Former Arjo Wiggins Paper Mill Site is the subject of a S106 Agreement signed on 28 July 2014. Site clearance and ground works have commenced and a significant number of pre-commencement conditions have been discharged. Current indications are that this site would be likely to be developed within 5 years. A S106 Agreement was signed in respect of 130 – 132 Bute Street on 17 June 2014. The site is under construction and would have been included in the JHLAS. Phasing for these sites has been taken from the agreed 2014 JHLAS. Collectively they would add 769 units to the 5 year housing land supply.

4.21. The Council's updated table[31] includes these additional units as well as reflecting the impact of removing student accommodation. This shows a 5.2 year housing land supply. In addition, the Council has shown an amended table to reflect the revised dwelling requirement (41,415) and adjusted to exclude student accommodation and to include 769 units subject to S106 Agreements as referred to above. This indicates that there would be a 5.2 year supply of housing land at 1 April 2016. It is proposed to include these changes in the amended Policy KP1 (**MAC4**). The 'JHLAS' exercise undertaken by the Council can only provide an insight and the housing supply estimates have not been tested through a JHLAS process. However, the Council has identified land which it considers will meet housing requirement for the next 5 years and this provides a useful indication of the sources of supply that will assist subsequent monitoring. We are satisfied that current indications are that there would be at least a 5-year supply of housing land upon adoption of the Plan.

Housing Delivery

<u>The Contribution from Strategic and Non-Strategic Allocated Sites</u>

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

[30] PPW Technical Advice Note (TAN) 1: 'Joint Housing Land Availability Studies' paragraph 4.3.1
[31] Council Response to Housing Related Action Points: Action Point 1 of Hearing Session 5

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

4.23. The Council acknowledges that build rates for the remainder of the Plan will need to be higher than in previous years to deliver the required level of housing. A wide range and choice of allocations in terms of brownfield and greenfield sites, strategic and non-strategic sites and in terms of geographical spread is proposed to ensure that the sites can be developed concurrently. The long-term absence of an adopted Plan being in place with allocations that could be developed, particularly greenfield sites, has resulted in a high "pent-up" demand for new homes. This, together with improving market conditions, supports a higher future build rate.

4.24. Representors raised concerns that development of the strategic sites could create a "monopoly" whereby developers would control the release of housing to manage/limit supply and increase house prices. In response to the Inspectors' request at the Hearings, the Council sought the input of the house building industry to demonstrate that complementary delivery could be achieved between different developers on strategic sites without delay for reasons related to competition such as phasing development to influence market demand.

4.25. A briefing note was produced by Nathaniel Lichfield & Partners (NLP) on behalf of the landowners of strategic site C and their development partners, Redrow Homes[32]. The note confirms that the agreed housing trajectory is achievable owing to historic constraint on the release of suitable sites for family housing, the geographical spread of the strategic sites and the range and choice in housing types that will be offered. It is also supported by research conducted by NLP into housing delivery rates on major residential sites based on schemes built over the last 15 years. Strategic site C shares many characteristics with sites analysed in the north of Bristol and East Devon and both of these sites delivered in excess of 450 units per annum when the housing market was still in recovery.

4.26. There is little evidence to suggest that developers will phase delivery on an arbitrary basis. We agree it would seem reasonable to assume that build rates of over 500 units per annum can be achieved within 4 years of Plan adoption on sites that are configured to contain several sales outlets and where there is strong market demand. All the available evidence, including the Economic Viability Study[33], indicates that both the timing and total of new housing would

[32] Council Response to Housing Related Action Points: Action Point 7 of Hearing Session 3
[33] Community Infrastructure Levy Economic Viability Study: Final Report by PBA (August 2014)

be largely viable and essentially deliverable over the Plan period. Although it is acknowledged that the delivery rates would be challenging, the Council's proposed updated evidence in the Infrastructure Plan[34] (as referred to in **MAC8**) is essentially robust, up-to-date and credible with no insurmountable barriers to development apparent in relation to the strategic sites. Whilst this conclusion is based on the current position, continuing strengthening of the national and local economy would only reinforce this judgement.

4.27. The viability evidence is sufficient to demonstrate that the strategic sites should be deliverable with sufficient "critical mass" to support the provision of necessary infrastructure and community facilities/services. The Master Planning approach, as set out in the new policies KP2 (A) to KP2 (H), will set out in detail the necessary infrastructure to ensure the delivery of those sites. Moreover, with a variety of strategic sites identified, the Plan's overall strategy does not rely on any one or more specific elements of new infrastructure having to be in place before the delivery of the development envisaged by the Plan. Consequently, it provides a reasonable degree of flexibility regarding delivery in the event that one of more of the strategic sites does not come forward as expected for whatever reason. Furthermore, the updated trajectories within the IP linked to infrastructure requirements for each of the strategic sites would provide the necessary certainty with regard to delivery to ensure a continuous supply of housing throughout the Plan period.

4.28. In most cases, the allocated sites have active developer interest. There is nothing to suggest that there are any insurmountable barriers to the development of the strategic sites. Some have planning permission or Council resolutions to permit, subject to legal agreements. Planning applications have also been submitted on a number of sites which shows the commitment from developers to deliver homes as soon as possible. This also indicates that the allocations have been subject to detailed viability and deliverability assessments. A significant number of dwellings are currently under construction which would be able to provide for part of the identified housing need in the early stages of the Plan. Moreover, there are no phasing restrictions in the Plan that might hinder an enhanced rate of delivery should that prove viable on any strategic site, or elsewhere. In the light of all the above, there would be no justification for any such measures in any event.

4.29. To supplement the housing delivered through the strategic allocations, the Plan allocates nine non-strategic housing sites. These sites have been tabulated in Policy H1: 'Non-Strategic Housing Sites', although the contribution each site would make to the supply has been subject to change in response to evidence arising from the Examination. **MAC18** amends Policy H1 to reflect the most up to date information.

4.30. Concerns were raised at the Hearings that four of the non-strategic housing sites (H1.1*:* 'Land at Areas 9-12 St Mellons; H1.2': 'Land Rear of Clive Street'; H1.4: 'Former Lansdowne Hospital'; and H1.7: 'Ely Bridge Farm') are located, at least in part, within the C1 Flood Zone as defined by the most up-to-date Development Advice Maps (DAMs). In response, the Council provided further

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

justification for the allocation of these sites[35], in accordance with the requirements of PPW and Technical Advice Note (TAN) 15: 'Development and Flood Risk'.

4.31. Site H1.1 is located to the south of St Mellons at the edge of an existing settlement which could be described as being on the urban fringe. It falls within a deprived area described in the context of the Index of Multiple Deprivation 2011 as Cardiff's 'Southern Arc of Deprivation'[36]. It does not constitute previously developed land and as such, the allocation fails to meet all of the tests set out in TAN 15. Nevertheless, a flood consequences assessment has found that the consequences of a flooding event would be acceptable and, given that it would form part of the Council's Housing Partnership Programme, the development would deliver approximately 150 residential units of which some 40% would be affordable. As such, the allocation would contribute significantly to the identified need for affordable housing in a deprived area, would complement the proposed employment allocations and go some way to sustaining the existing settlement. On this basis, the advantages far outweigh the fact that the site is not previously developed and, for this reason, we are satisfied that it represents a sound allocation.

4.32. Site H1.2 comprises a former railway embankment and therefore meets the definition of previously developed land. The site would also make an important contribution to the local housing stock, providing a different offer to that provided through the large greenfield strategic sites, thereby serving to sustain the existing settlement. The consequences of a flooding event have been satisfactorily demonstrated to be acceptable and, for these reasons, the allocation is fully compliant with the provisions of TAN 15. Moreover, with no insurmountable constraints to development, the allocation would be capable of delivering some 80 dwellings within the five year period following the adoption of the Plan.

4.33. Site H1.4 meets the definition of previously developed land by virtue of its former use as a hospital and the contribution it would make to the local housing supply would help sustain the existing settlement. Concerns have been raised in relation to whether flood risk on site can be mitigated in accordance with TAN 15 requirements. However, a Position Statement[37] has been agreed by the Council, the site proponent and Natural Resources Wales (NRW), identifying two potential means of alleviating flood risk within the plan period. Flood mitigation measures would be funded within the overall viability of the scheme and, given that the intention is now for the site to be developed as apartments, the estimate of 75 units remains realistic and deliverable within the plan period. As the site can be delivered in accordance with national policy requirements, it represents a sound allocation.

4.34. Site H1.7 comprises previously developed land by virtue of the buildings on site and a flood consequences assessment has been submitted to demonstrate that the consequences of a flooding event would be acceptable. The site benefits from a relatively recent grant of planning permission for 41 affordable homes

[35] Council Response to Action Point 2 of Hearing Session 9
[36] Final SA Report revised reflecting May and October 2015 Draft MAC Schedule
[37] Position Statement in Response to Action Point 3 of Hearing Session 20 (October 2015)

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

4.35. Site H1.3: 'Rookwood Hospital' is currently occupied by health care facilities and was allocated within the deposit LDP for some 80 residential units. Alternative site AS (B) 1 proposed a modest extension to the allocation to better reflect the extent of the area likely to become surplus to requirements by the NHS. In light of this evidence, the Council proposes, through **MAC18** and **MAC PM3**, to extend the allocation from approximately 2.9 ha to 3.4 ha, effectively increasing the capacity to some 90 units. This proposed change would provide greater certainty and would ensure consistency between the allocation and any subsequent proposal submitted through the development management process. The proposed change has been subject to the necessary SA and preparatory processes, including necessary public consultations, and we are satisfied that it would not undermine the outcomes of the original SA.

4.36. Concerns were raised through representations that the development of site H1.3 would have adverse consequences for the site's natural and built heritage assets. However, nothing has been submitted to suggest that such matters could not be adequately addressed through the development management process. Meanwhile, nothing has been submitted to demonstrate that concerns relating to localised traffic congestion would be materially different from existing or other permissible uses. Accordingly, the allocation, as amended by **MAC18** and **MAC PM3**, complies with the tests of soundness.

4.37. The contribution H1.5: 'Land at Dan-y-Garth, Pentyrch' would make to the housing provision has been amended through **MAC18** to 47 units. This reflects a relatively recent grant of planning permission. The site abuts the existing built form of Pentyrch and does not have any insurmountable constraints to development. The site is therefore capable of contributing to the immediate five year land supply and is soundly based. Likewise, **MAC18** also amends Policy H1 to reflect the grant of planning permission for 64 residential units at site H1.6: 'Land at Former St John's College'. There are no significant barriers to the development of the site and, for this reason its allocation is considered sound.

4.38. Site H1.8: 'Electrocoin Automatics Ltd, Caerphilly Road' would result in the loss of a former industrial site. However, the site is currently vacant and not considered an important site within the context of the LDP's employment strategy. Moreover, given the adjacent residential uses, the site would be suitable for housing development and capable of delivering approximately 20 units within the 5 years following the adoption of the Plan. Likewise, whilst H1.9: 'Land at Mill Road, Tongwynlais' is only allocated for approximately 5 residential units, it would be capable of providing a modest level of growth in the village of Tongwynlais immediately after the adoption of the Plan. Nothing has been submitted to indicate that a change is necessary with respect to these allocations.

4.39. For these reasons, we are satisfied that the non-strategic housing allocations would provide for a range and choice of housing sites that are capable of being

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

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

The Contribution from Windfalls

4.41. The Plan makes an allowance for 4,807 dwellings to come forward from windfall sites which would represent approximately 11% of the total housing supply. To place this in context, the allocations would comprise approximately 35% of the new dwelling requirement with existing consents comprising approximately 26% of the total and the remainder anticipated from new household formation and dwellings delivered from the start of the Plan period. The reliance on windfalls would thus not be disproportionate.

4.42. The windfall allowance is based on the rate of windfalls that have come forward in the past 10 years, but reduced by a rate of 40% to reflect the constrained housing land supply over this period and in recognition that the potential for windfalls to be achieved at the same rate will be diminished over time. However, it is anticipated that the opportunities for windfall development would continue over the Plan period and the Council point to the potential for windfalls arising from the likely review of education sites and institutions as well as the redevelopment of existing buildings. For example, some 460 homes are the subject of windfall applications received since the Plan was submitted including the BBC site at Llandaff, Caerau Nurseries and the Hamadryad Centre. Other potential sources of future windfalls have also been identified in the Council's Urban Capacity Study[38]. There is thus a strong likelihood that windfall sites in Cardiff will continue to come forward.

Alternative Sites

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

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

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

Conclusion

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

5 Affordable Housing Provision

Affordable Housing Need

5.1. A Local Housing Market Assessment (LHMA) was published in 2008 and updated in 2013[39] to take account of amendments to the requirements of LHMAs as set out in PPW[40]. The updated calculations of the affordable housing requirement as set out in this assessment indicate that there is an annual requirement for 3,989 affordable dwellings from 2013 to 2018. The likely tenure profile required by households resident in Cardiff in 13 years' time in comparison to the tenure profile recorded currently indicates that 62.4% of new dwellings should be market properties, with 4.6% intermediate housing and 33% social rented accommodation[41]. It is proposed to include a new paragraph in the Plan which would set out the level of affordable housing required (**MAC13**). This would improve the Plan's clarity.

5.2. Following discussions at the Hearings, the Council was asked to determine whether there was a backlog of need for affordable dwellings from the start of the Plan period 2006 to 2013 and to calculate any residual requirement once all sources of supply, including allocations, commitments and windfalls had been taken into account. The updated evidence identifies a backlog of 1,695 units from 2006 to 2014[42]. However, it is evident from the LHMA that any need arising from the start of the Plan period would have been factored into the overall assessment of housing need as set out in the LHMA Guide[43]. We are thus content that the LHMA findings are based on a robust assessment of need.

[39] Local Housing Market Assessment Update (July 2013)
[40] Planning Policy Wales paragraph 9.1.4
[41] Local Housing Market Assessment Update (July 2013): Table 6.4.
[42] Council Response to Action Point 1 of Hearing Session 4
[43] Local Housing Market Assessment Guide (March 2006)

Provision of Affordable Housing

5.3. The submitted Plan set a target to deliver 6,953 affordable dwellings over the remaining Plan period (2013 – 2026) which would equate to 535 units per annum. This figure was based on an estimate of the likely number of affordable homes that would be provided via the LDP housing allocations, windfalls and proposals for change of use based on the Plan's affordable housing contribution targets in Policy H3: 'Affordable Housing'. The total affordable housing target also takes into account the current landbank of affordable units, less a 15% flexibility allowance. Some affordable housing may also come forward from other sources, such as on sites or in units acquired by social housing providers.

5.4. Policy H3, as submitted for examination, sought a contribution of 20% affordable housing on brownfield sites and a 30% contribution on greenfield sites on proposals that contain 10 or more dwellings or sites of 0.3 ha or above in gross site area. The findings of the LDP Economic Viability Report[44] informed the affordable housing contribution targets. The findings were based on viability appraisals of a range of different development types and sites across Cardiff with varying levels of affordable housing. The assessments included a calculation for necessary infrastructure which could be achieved through S106 Obligations and/or Community Infrastructure Levy (CIL) charges which would be consistent with Policy KP6: 'New Infrastructure'.

5.5. The report says that the LDP affordable housing contribution targets of 30% on greenfield sites and 20% on brownfield sites would be viable. However, at the Hearings the Inspectors sought clarification that 20% affordable housing would be justified on large brownfield sites. The Council's response[45] says that the viability assessment was undertaken at a high level across a representative number of hypothetical development typologies rather than a detailed assessment of individual sites and allocations. Whilst this approach is consistent with the advice in the Harman Report[46], the Council undertook further viability assessments which were informed by real situations in developments in Cardiff consistent with the scale and location of sites in the Plan[47]. These detailed appraisals show that development remains viable with a 30% affordable housing target on greenfield sites and 20% on brownfield sites with sufficient headroom to make a contribution towards necessary infrastructure.

5.6. The Economic Viability Report also confirms that the LHMA recommended tenure split (40% social rented, 40% intermediate rented and 20% low cost home ownership) was used to inform the viability calculations. It is proposed to amend the reasoned justification to Policy H3 to provide a broad tenure mix (**MAC19**) which would help support delivery of the type of housing required.

[44] Cardiff LDP Viability Testing: Economic Viability Report (September 2013)
[45] Council Response to Action Point 11 of Hearing Session 4
[46] Viability Testing Local Plans: Advice for Planning Practitioners (June 2012)
[47] Council Response to Action Point 11 of Hearing Session 4

5.7. At the Hearings the Inspectors requested additional clarification[48] on some of the data in the Economic Viability Report, including any differences in assumptions between that report and the CIL Economic Viability Study published in 2014[49]. The Council provided additional clarification including a table to show the differences between the 2013 and 2014 studies, to explain why values have changed for some assumptions and to identify any implications for viability. Both studies generally took a high level approach to viability testing in line with CIL Regulations and guidance offered by Harman[50]. The lower land values in the 2014 report would be expected to improve viability. However, the Council response showed that a combination of changes to other assumptions, such as build costs, resulted in only a marginal difference.

5.8. In light of the identified level of affordable housing required, it was explored at the Hearings whether all policy options had been adequately pursued in order to maximise the provision of affordable homes. The Council was asked to provide a rationale for its approach to achieving affordable housing targets rather than pursuing a more spatial approach based on market values. The Council says that the viability appraisals have been undertaken across a range of site typologies across Cardiff. Additional testing on sites consistent in scale and location to those identified in the LDP has also been undertaken. This is consistent with advice in Harman which suggests a proportionate approach via testing a range of site typologies reflecting the mix of sites upon which the Plan relies. The purpose is to provide high level assurance that the policies within the Plan are set in a way that is compatible with the likely economic viability of development needed to deliver the Plan.

5.9. Whilst different housing market areas were identified for the LHMA the viability assessments undertaken do not conclude that a differential rate applied according to those areas, could be supported. The Council's evidence shows that whilst viability will vary between locations, the largest factor for sites identified in the Plan are in terms of costs, particularly land values and opening up costs, and the largest differences would be between greenfield and brownfield sites rather than specific locations. The distinction between greenfield and brownfield sites has been made in recognition of the likely site specific infrastructure costs (such as onsite provision of schools on strategic sites) being generally higher on greenfield sites[51].

5.10. The Council's Economic Viability Report indicates that the threshold, for which development schemes could make a contribution to the provision of affordable housing, could be reduced. In seeking to maximise opportunities for affordable housing provision, the Council proposes a number of changes to Policy H3 including reducing the threshold to 5 units and the site size to 0.1 ha. Amendments would be made to criterion iii. seeking to ensure that sites are not developed in a piecemeal way and to maximize affordable housing provision where adjacent sites are being developed. It is also proposed to amend the policy to state that affordable housing will be sought to be delivered on-site unless there are exceptional circumstances (**MAC19**). The requirement for

[48] Council Response to Action Points 3-18 of Hearing Session 4
[49] Cardiff Community Infrastructure Levy: Economic Viability Study Final Report (August 2014)
[50] Viability Testing Local Plans: Advice for Planning Practitioners (June 2012)
[51] Council Response to Action Point 10 of Hearing Session 4

evidence of need is also proposed to be removed as the need for affordable housing has been established through the LHMA. These changes would ensure that the policy more closely aligns with national planning policy[52].

5.11. The supporting text to Policy H3 refers to the requirement for all housing developments of 50 or more dwellings to be accompanied by an independent viability assessment. This is not fully justified in the evidence and in cases where agreement cannot be reached on affordable housing contributions an independent assessment would need to be provided in any case. It is also clear from the preceding text that each proposal's actual contribution would depend on the scheme's capacity for provision. Changes proposed by the Council in **MAC19** would remove the requirement for independent assessment on all developments of 50 or more dwellings. It is considered that these changes would improve the Plan's clarity and consistency of interpretation.

5.12. To take these proposed amendments into account, the Council has subsequently provided an updated breakdown of the anticipated residual affordable housing provision when assessed against all sources of supply, including allocations, commitments and windfalls[53]. This shows the anticipated number of affordable dwellings to be provided over the remainder of the Plan period (2014 – 2026) to be 6,646. Consequential changes to Policy KP13: 'Responding to Evidenced Social Needs' and the supporting text are proposed in **MAC13** to reflect this updated position.

5.13. Whilst the affordable housing target has slightly reduced from that of the submitted Plan, it is not a significant reduction and the target is more accurate. The Council has considered during the examination ways in which the Plan might realistically increase affordable housing delivery, given the shortfall in the number of affordable dwellings expected to be delivered compared to the level of need identified. The Council has sought to maximise affordable housing provision whilst taking into account the viability of developing potential sites, the anticipated future level of financial assistance in building new affordable homes and the level of developer contribution that can be realistically sought.

5.14. Proposed changes to the monitoring framework (**MAC75**) would include an indicator to effectively monitor the delivery of affordable housing over the Plan period. The new paragraph as proposed in **MAC13** would also make clear that the affordable housing target would not meet the total identified need and that the Plan is only one of a variety of means to achieving a supply of affordable housing. The Plan seeks an appropriate balance between the contribution from development to the provision of infrastructure and achieving a viable level of affordable housing. This is consistent with PPW which requires the level of developer contribution that can realistically be sought when setting affordable housing targets to be taken into account[54]. Monitoring would ensure that affordable homes were being delivered in accordance with the strategy and overall the strategy is considered sufficiently flexible to deal with future changes.

[52] Planning Policy Wales paragraph 9.2.17
[53] Council Response to Action Point 1 of Hearing Session 4
[54] Planning Policy Wales paragraph 9.2.16

Conclusion

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

6 Gypsy & Traveller Sites

Level of Need for Permanent Sites and Plan Allocation

6.1. There are two Council-managed Gypsy and Traveller residential sites in Cardiff at Rover Way and Shirenewton. There are also a few privately run sites, most notably next to the Council's site at Shirenewton. The sites generate a need for new pitches. The Council commissioned an independent study[55], carried out in consultation with the Gypsy and Traveller community, to assess the level of need for permanent and transit sites over the Plan period. The level of need identified for the remainder of the Plan period (2013 – 2026) was 108 additional permanent pitches. This comprises a current need for 43 pitches and a future need for 65 pitches.

6.2. The submitted Plan allocates land for the provision for Gypsy and Traveller accommodation at Seawall Road via Policy H7: 'Allocation Policy for Gypsy and Traveller Site' which would accommodate 65 new pitches. However, the site is within a Zone C2 floodplain, as identified by the TAN 15 Development Advice Maps (DAMs)[56]. This position remains unchanged with the update to the DAMs in January 2015. TAN 15 says that sites in Zone C2 should not be allocated for highly vulnerable development[57], such as residential premises which includes caravan parks. WG Circular 30/2007 says that Gypsy and Traveller sites should not be located in areas at high risk of flooding given the particular vulnerability of caravans.

6.3. The Council's study into potential sites rejected it on the basis of it being within Flood Zone C2[58]. The allocation was based on the findings of the Phase 2 Strategic Flood Consequences Assessment (SFCA) which indicated that flood risk would be within current guidelines for development conditions but that flooding would become an issue when considering the impact of rising sea levels in future years. However, national planning policy advises that flooding consequence assessments should ensure that the development meets an acceptable standard of flood defence for the design life of the development[59].

6.4. Moreover, national planning policy also requires a sequential approach to the location of development in areas at high risk of flooding. The objective is to

[55] Gypsy and Traveller Accommodation Needs Study (April 2013)
[56] PPW Technical Advice Note (TAN) 15: 'Development and Flood Risk'
[57] PPW Technical Advice Note (TAN) 15: 'Development and Flood Risk' paragraph 10.8
[58] Gypsy, Traveller and Travelling Showpeople Sites Study: Final Report (July 2013)
[59] PPW Technical Advice Note (TAN) 15: 'Development and Flood Risk' Appendix 1, E) paragraph 8

move away from flood defence and the mitigation of the consequences of new development in areas of flood hazard towards a more positive avoidance of development in those areas[60]. Flood defence enhancement schemes are currently planned as part of a wider scheme that would reduce flood risk on the site. However, in light of the site's location in Flood Zone C2 the allocation would conflict with TAN 15 and soundness tests.

6.5. Consequently, the Council proposes to delete the allocation and Policy H7 (**MAC22, MAC PM4**). However, in line with recommendations in the sites study, the site would be kept under review should satisfactory measures be implemented as part of a wider scheme to mitigate flooding in the area. An indicator is proposed to be included in the revised monitoring framework to that effect (**MAC75)**.

6.6. The existing site at Rover Way was the subject of a report commissioned by the Council to examine its physical condition[61]. The report identified the site as being potentially vulnerable to flooding due to coastal erosion. If this site had to close, there would be a need to find a further 21 replacement pitches. The report recommends that this situation will need to be resolved by 2033. Accordingly, it is proposed to include an indicator in the monitoring framework to ensure that the existing supply of pitches is maintained and a trigger to seek alternative pitches should existing pitches be lost (**MAC75**).

Level of Need for Transit Sites

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

Provision of Permanent and Transit Sites

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

6.9. The Council proposes to establish a Steering Group to work proactively with its Housing Department and the Gypsy and Traveller community to identify a

[60] PPW paragraph 13.2.3 and Technical Advice Note (TAN) 15: 'Development and Flood Risk'
[61] Site Appraisal Report on the Rover Way Gypsy and Traveller Site (May 2013)

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

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

7 Sustainable Transport and Infrastructure

Sustainable Transport: Modal Split

7.1. A key priority of the Plan is to establish Cardiff as a sustainable travel City as part of the wider objective of ensuring that people in Cardiff have a clean, attractive and sustainable environment. A central aim of the transport strategy underpinning the LDP is to achieve a 50:50 split between travel by car and sustainable travel. The modal split would relate to all journeys. The Plan refers to the Council's modelling assessment which shows that the growth projected in the LDP will result in major increase in transport movements and to accommodate the additional trips on the highway network, it will be necessary for at least 50% of all trips on Cardiff's transport network to be made by sustainable modes by the end of the Plan period.

7.2. The supporting evidence[62] indicates that traffic flows need to be constrained to 2010 levels for the transport network to accommodate the growth envisaged in a way which avoids unmanageable levels of congestion. In order to achieve this, there needs to be a shift from car use to sustainable modes across all journey purposes from the 64% share identified in 2011 to the 50% share in the 50:50 target. The Plan acknowledges that in order to achieve the 50:50 modal split, development in the LDP would need to be supported by significant new transport infrastructure, improvements to existing transport and measures to manage travel demand and encourage use of sustainable transport both within existing and new communities in Cardiff.

7.3. The Council's evidence points to various data sources to show that there has been a significant increase in sustainable travel to work over the last 10 years, including a corresponding increase in rail use and cycling over the same period. The evidence indicates that a shift to more sustainable travel is already taking

[62] Background Technical Paper 5: Transportation (September 2013)

place whilst comparisons with other cities suggests that growth can stimulate investment in transport infrastructure and bring about a shift to sustainable modes[63]. The Council also plans a range of measures to influence and change travel behaviour such as improvements to walking, cycling and public transport infrastructure, route improvements, transport hubs, parking controls and pricing policies.

7.4. The position statement[64] submitted by Vectos on behalf of the parties bringing forward strategic sites C,D, E, F and G refers to joint working between the Council, developers, landowners, Welsh Government, Sustrans, the Design Commission for Wales and public transport operators. The master planning and design for transport is at an advanced stage for these strategic sites and has been based on traffic models that take into account traffic and movement associated with the strategic sites in the north-east and north-west of Cardiff. It sets out 4 key themes of design, choice, behaviour and management. It is proposed to influence the internalisation of movement within the sites through design and to provide an appropriate level of infrastructure at the early stages of development to influence choice and promote behaviour change. The strategic sites would be designed to make sustainable modes more attractive and achieve a better modal share than existing developments[65].

7.5. It was confirmed during the examination that it is not the Councils' intention to require all development to achieve a 50:50 modal split. Mitigating the transport impacts of development by securing supporting infrastructure or measures which maximise trips by sustainable travel will be crucial to achieving the modal split target. Each development would have to show that it had maximised achievement towards the target in light of specific evidence available[66]. Proposed changes to the reasoned justification to Policy KP8: 'Sustainable Transport' (**MAC10**) would provide further clarity in that respect. New development would thus play a role in providing infrastructure or measures that would collectively contribute to achievement of the target.

7.6. New Policies KP2 (A) to (H) as proposed by **MAC5** would include details of the specific transport infrastructure to be provided on each of the strategic sites. Furthermore the updated Infrastructure Plan (IP)[67] provides further clarity in respect of the combination of strategic site investment and other initiatives to achieve the infrastructure necessary to facilitate the modal split. The sites would be planned to encourage residents to walk, cycle and take public transport.

7.7. The IP includes two categories of infrastructure. Category 1 is essential/enabling infrastructure which is defined as being required 'to facilitate development' and would need to be delivered prior to, or at the commencement of the relevant phases of development (e.g. transportation, utilities and flood mitigation) and Category 2 necessary infrastructure which is described as necessary 'to make development acceptable' and would be phased and

[63] Cardiff Council Examination Statement Hearing Session 14: Transport Matters
[64] Hearing Session 2 Position Statement: Transport Infrastructure
[65] Background Technical Paper 5: Transportation Updated May 2014 provides the potential percentage of journeys that could transfer from car to walking, cycling or public transport
[66] Cardiff Council's Examination Statement to Additional Hearing Session 25: Transport & Infrastructure
[67] Cardiff Infrastructure Plan (Working Draft 27th November 2015)

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

7.8. The IP includes estimated costs of infrastructure, funding sources as well as anticipated timescales for delivery and would be regularly updated. Proposed changes to the Plan (**MAC5** and **MAC75**) would ensure that the summary of key infrastructure requirements within KP2 (A) to (H) would be cross-referenced to the Infrastructure Plan and directly linked to the Plan's monitoring framework. Master plans, which would be informed by the new policies and the schematic frameworks forming part of those policies, are intended to play an important part in creating sustainable communities many of which would include retail, employment, community and education facilities on-site. The scale of the sites would make it possible for new housing to be integrated with a range of new facilities. This would help to reduce the need to travel.

7.9. The master plans would also provide opportunities to provide connectivity both within the sites and externally to neighbouring areas. They would be designed to maximise the use of public transport, including the provision of new and extension of existing services as well as walking and cycling. Discussions have already taken place between developers and transport operators on some sites and key routes have been identified and costed. Furthermore, cycle networks and pedestrian links have been planned which would be an integral feature of the new communities and would make walking and cycling practical choices for daily trips. Off-site connections would improve the scope for connecting with upgraded cycle routes beyond the sites, including to the Taff Trail and City Centre. Where relevant, these details have been included as 'Essential' or Category 1 infrastructure in the proposed new policies KP2 (A) to (H).

7.10. It is recognised that achieving the modal shift will require a significant shift from car to other modes for residents. However, we agree with assertions made at the examination that it would be unrealistic to expect traffic to flow unimpeded at peak times or to attempt to build sufficient road capacity to accommodate and prioritise the convenience of car users. PPW aims to extend transport choice, encourage a more efficient and effective transport system and to minimise the need to travel. It expects this to be achieved through improving accessibility, promoting walking, cycling and supporting public transport, traffic management and infrastructure improvements[68].

7.11. It is intended to measure progress in achieving the modal split by including within the IP a time-phased trajectory or timeline of expected progress towards the achievement of the 50:50 modal split target by the end of the Plan period.

[68] Planning Policy Wales paragraphs 8.1.1 and 8.1.4

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

Strategic Rapid Transit and Bus Corridors

7.12. The Council's transport strategy focuses on seeking to reduce car use by encouraging people to use more sustainable modes of transport. To achieve these objectives the Council intends to use a range of measures including infrastructure improvements to the strategic bus corridors by developing bus priority measures, bus lanes, bus gating and junction improvements to reduce bus journey time and improve reliability. It is also working with bus operators to re-configure the network to support development of the strategic sites and take account of proposals for the new bus station, new orbital routes and interchange points. The Council is working with neighbouring authorities to support and encourage sustainable commuting into the City. This includes work with RCTCBC to secure bus rapid transit connections along the A4119 corridor. RCTCBC has submitted a funding bid to WG to develop a park and ride site adjacent to this corridor with supporting junction improvements and bus priority measures[69]. Other measures include newly acquired enforcement powers in respect of moving traffic offences and on-street parking controls. It is also proposed to develop the active travel network through development of comprehensive walking and cycling networks and delivery of new infrastructure to support these networks.

7.13. In response to the Inspectors' request for additional information regarding bus capacity and journey times, the Council provided calculations showing the improvement in highway capacity in terms of 'total people movement' if buses replaced private cars on the highway. Also, how increases in bus capacity would result in a reduction in traffic demand and lead to improved journey times for all traffic. Information was also provided on how bus lanes can provide priority over general traffic and encourage modal shift[70]. The graphs show that congestion increases most significantly beyond the 0.8 ratio of flow to capacity and the Council intends to use this ratio to identify what pinch points in the network contribute to the journey times. This information would be used in the analysis of transport data which in turn would be used for any assessment triggered via the monitoring framework and resultant prioritisation of transport interventions. Improvements in infrastructure, services and measures such as those outlined above would be targeted at areas that support the growth in the Plan in a deliverable and phased manner.

[69] Council Response to Transport Related Action Points: Action Point 6 of Hearing 7
[70] Council Response to Transport Related Action Points: Action Point 7 of Hearing 14

7.14. Proposed changes to Policy T2: 'Strategic Rapid Transit and Bus Corridors' (**MAC38, MAC PM13**) would provide more details of the bus corridor enhancements and would ensure that there was consistency with the details shown on the Proposals Map. Changes are also proposed to the reasoned justification to Policy T2. The updated text would refer to 4 Rapid Transit Corridors that have been broadly identified along corridors leading to the City Centre. The mode and precise alignment of rapid transit is not yet known and for this reason we agree with the Council that the routes cannot be defined on the Proposals Map and should not be included. However, provision for Rapid Transit Corridors would be made in the proposed new policies KP2 (A) and KP2 (C) to (H).

7.15. Further technical assessment would need to be undertaken, including as part of the master planning of the strategic sites, which would help to inform the precise mode and route alignments. Types of rapid transit are being considered including heavy rail, tram rail, light rail and bus rapid transit. Options for the types of infrastructure required to provide rapid transit serving the strategic sites are set out in the IP together with funding sources. The proposed changes to Policy T2 (**MAC38**) would provide for the development of 4 principal rapid transit corridors that would serve the strategic sites. The bus corridor enhancements would be located largely within these corridors but would be specifically highlighted as such. The proposed changes would thus provide the necessary distinction between the rapid transit corridors and the bus corridors within the Plan. We are also satisfied that the policies in the Plan (as proposed to be amended) would provide an overarching framework with sufficient detail at this stage to guide more detailed master planning for the transport infrastructure required, for both the strategic sites and for links to surrounding areas.

Cardiff City Region 'Metro' Network

7.16. The WG's National Transport Finance Plan 2015 was consulted upon and published during the examination. It sets out its priorities for strategic transport over the next 5 years and beyond, the estimated expenditure required to deliver the schemes and the likely sources of funding. It includes a number of short, medium and longer-term schemes which will contribute to the delivery of the 'Metro' network. The Council is working with the WG to develop and implement walking, cycling and bus priority improvements. However, as outlined above, until the WG has undertaken technical assessments, details of the modes routes and alignment of the rapid transit are not yet known.

7.17. Following discussions at the Hearings, the Council has proposed a number of changes to the Plan, including a new policy, to provide a policy context to ensure commitment to delivery of this key project. It would ensure that the Plan safeguards land required for the 'Metro' transport scheme and avoid prejudicing the future development of 'Metro' routes. Proposed new Policy T9: 'Cardiff City Region 'Metro' Network' (**MAC39**) would seek to ensure that development that is required now does not prejudice delivery of this regionally important project. It would set out in the supporting text that any necessary safeguarding of land would be integrated within the design of approved development. The need for the rapid transit corridors is set out in the new

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

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

Regional Transport Hub

7.19. Policy T4: 'Regional Transport Hub' seeks to support development of infrastructure and facilities around Cardiff Central railway station. It is proposed to develop a central public transport interchange around the railway station and Central Square. The site is part of a major redevelopment initiative being progressed by the Council and developers with landowners, Network Rail and transport operators. A study providing options to reconfigure the City bus network has been completed together with public consultation on the requirements of a new bus station.

7.20. New policy KP2 (A) would provide a policy context within the Plan and set out specific infrastructure requirements including the need for a central, public transport hub providing access to and interchange between the rail network, rapid transit, strategic bus corridors as well as the City-wide bus network and cycle networks. The new policy would also include reference to the potential need to safeguard land for future development of the 'Metro' project. Policy T4 would set out the key components and scope of the transport hub which would inform the development of more detailed specifications as part of a comprehensive master plan of the strategic site. We are satisfied that the proposed changes would ensure that sufficient details would be included in the Plan to ensure provision of an accessible interchange which would be integrated with surrounding development and provide connectivity between national, regional and local rail and bus services.

Monitoring and Managing Transport Impacts

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

7.22. Policy EN13: 'Air, Noise, Light Pollution and Land Contamination' (as proposed to be amended by **MAC35**) would also seek to ensure that development that would generate unacceptable levels of air or other pollution would be appropriately located and controlled in line with national planning policy[71]. Furthermore, Air Quality Management Areas (AQMA) would be identified on the constraints map and an indicator would be included in the monitoring framework (via **MAC75**) to monitor the number of AQMAs throughout the Plan period. As the Highway Authority, the Council has undertaken a thorough and robust assessment of the transport implications of developing the strategic sites and is satisfied that adequate mitigation can be put in place. On the basis of evidence available, we share this view.

7.23. There would be scope to review transport mitigation measures as the development of the strategic sites progressed. A number of measures have been introduced to effectively monitor progress and take any necessary action to ensure delivery of transport infrastructure. The proposed changes would introduce new policies for each of the strategic sites identifying the necessary infrastructure, including links to the IP and clearer timescales by which it is required. Policy KP6: 'New Infrastructure' would require new development to make provision for, or contribute towards, the infrastructure needed as a consequence of the proposed development which would be delivered in a timely manner to meet the needs of existing and planned communities. Proposed changes via **MAC5** and **MAC8** would provide greater certainty over the timing of delivery of infrastructure and would make clear that any essential/enabling categories of infrastructure, such as transport and highways, would be delivered prior to commencement of the relevant phases of development.

7.24. Updated information in the IP would identify all the development projected to come forward together with information on the infrastructure requirements, including for each of the strategic sites. This would ensure that there is a benchmark for monitoring the delivery of infrastructure. This is a reasonable approach and avoids the complexity of having to separately identify in the Plan the requirements of a wide range of infrastructure providers. A trajectory or time-based schedule of expected progress towards achievement of the 50:50 modal split target over the Plan period linked to the monitoring framework would provide additional clarity and ensure that necessary infrastructure is delivered at the appropriate stage to reduce car dependency.

7.25. This, together with the amended monitoring framework, would provide the Council with a delivery and funding implementation timetable which would inform the master planning process as well as ensure that funding is in place to enable the relevant infrastructure to be provided from the first occupation of the strategic sites (where relevant) or over the medium to longer term. Furthermore, it would provide the basis for the Council to monitor progress by setting out a programme and key progression points for the critical infrastructure and to identify what action would be taken if the delivery of infrastructure fails to progress as expected.

7.26. We are satisfied on the basis of the available evidence that the effects of the strategic sites on traffic and transport can be adequately mitigated.

[71] Planning Policy Wales paragraph 13.11

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

The Provision of Infrastructure

7.27. As outlined above, proposed changes to include the categories of infrastructure in new policies KP2 (A) to (H) and Policy KP6 (**MAC5**, **MAC8**) would help clarify the difference between the infrastructure types. Proposed changes to the reasoned justification to Policy KP6 would also clarify that for the strategic sites, the new policies would provide clear guidance on the infrastructure and master planning requirements. There would also be a cross-reference to the IP.

7.28. Policy KP7: 'Planning Obligations' requires development to provide contributions to fund necessary improvements to infrastructure and community benefits to meet requirements arising from new development. Proposed changes to the policy and the supporting text would clarify that planning obligations would be sought on a case-by-case basis (**MAC9**). Other changes would make clear that contributions would be sought where they are necessary, directly related to the development and fairly and reasonably related in scale and in kind to the development. These changes would bring the Plan in line with the provisions of WG Circular 13/97 'Planning Obligations' and the CIL Regulations 2010 (as amended). The proposed changes would also reflect the possibility of a CIL charging schedule being introduced during the lifetime of the Plan.

7.29. The Council's intention is to introduce a CIL after adoption of the LDP. However, the Council intends to continue to seek necessary infrastructure for the strategic sites via S106 agreements, where appropriate, rather than relying solely on the CIL mechanism. In certain circumstances, S106 contributions would allow for required infrastructure to be delivered in line with the appropriate phases of development via triggered thresholds. This would help to ensure that the necessary infrastructure is in place when required. The IP is intended to support both the LDP and any future CIL charging schedule in this regard. In order to closely monitor the delivery of infrastructure the Council intend to prepare and keep under review an IP Delivery Report which would be included within the monitoring framework.

7.30. The IP Delivery Report would include details of S106 agreements that have been entered into, planning permissions granted that are CIL liable (should a CIL be adopted) and details of any grants of other sources of funding that have been secured towards infrastructure provision[72]. This would provide a clear distinction between S106 and CIL and ensure that there would be no 'double dipping' where developers pay twice for the same piece of infrastructure. It would also ensure that funding was effectively co-ordinated and could form the basis for priority and inclusion of appropriate infrastructure in the CIL Regulation 123 list.

[72] Council Response to Action Point 7 of Hearing Session 2

7.31. The Council commissioned a Strategic Flood Consequences Assessment (SFCA) which provides a broad level assessment of the flood risk for the sites in the Plan and considers fluvial and tidal influences together with other sources of flood risk such as ordinary watercourses and public sewer networks. It sets out current and future flood risks for each of the sites and an assessment of the ability of the site to comply with acceptance criteria set out in Technical Advice Note (TAN) 15: 'Development and Flood Risk'. Where mitigation measures would be required to meet the requirements of TAN 15, the SFCA sets out detailed and modelled mitigation measures including estimated costs. These indicative costs, which have been included in the IP, provide a summary of infrastructure requirements related to flood defences and drainage. The Plan makes clear that site specific assessments, including FCA would be required where appropriate and that development would only be permitted where the risks and consequences of flooding could be demonstrated to be managed to an acceptable level in line with national planning policy.

7.32. Dŵr Cymru Welsh Water (DCWW) was consulted on the LDP and has provided relevant water, sewerage and waste water comments on the allocations as well as providing assistance with assessing the potential demands for water and sewerage. The IP identifies the relevant waste water treatment works likely to be affected and the fact that some works would need to be upgraded to accommodate the proposed growth. The SCG for each of the strategic sites also acknowledge the necessity for water infrastructure requirements which would be linked with the phasing of development. DCWW has been in detailed discussions with the Council and developers and say that water or sewerage constraints would not be insurmountable barriers to delivery and that there is no reason why a combination of improvements through Asset Management Plan investment, developer contributions and the requisition process would not ensure that the allocated sites are delivered as proposed[73].

8 The Economy & Employment, including Retail

Provision of Employment Land and Premises

8.1. The Council's updated Employment Land and Premises Study[74] assessed the existing employment land supply, the forecast supply of labour for different sectors of the economy and the future requirements for employment land and property. In assessing likely future employment scenarios for the Plan period, an uplift factor was applied to annual employment growth to take account of economic and labour market changes since the 2008 Cardiff Employment Land and Premises Study was undertaken. The employment scenarios were also developed to reflect planned interventions for some sectors identified as high growth prospects, in particular the financial and business services, construction, hotel and restaurant sectors where additional funding had been identified to boost growth rates within the Central Enterprise Zone. The analysis of population and labour market projections aligned to the LDP strategy suggests that Cardiff will need to expand its employment base by 40,000 jobs over the Plan period to sustain a healthy labour market.

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

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

8.2. Further analysis of the labour supply by sector indicates that of those jobs, 23,220 are forecast to be in Non B uses and would not require employment land allocations[75]. There is thus a requirement to accommodate 17,600 jobs on or in employment land and premises. The Council's Employment Land and Property Study Gap Analysis[76] assessed the future office requirements, including an allowance for complementary non-B Use Class activities to be accommodated on employment sites such as motor trades/car showrooms as well as an allowance for market churn and stock modernisation. The estimated future requirement for office floorspace is between 413,900 to 501,200 sqm. The identified supply of office floorspace is estimated to be 537,883 sqm[77]. This is based on an up-to-date calculation considering a number of sources of data including vacant premises, existing consents and sites with planning permission granted subject to the signing of S106 Agreements. On the basis of the available evidence we are satisfied that this is an accurate assessment.

8.3. The identified requirement for industrial land over the Plan period is between 83 and 125 ha. This estimate makes an allowance for the replacement or refurbishment of some industrial stock. However, the supply of industrial land assessed as part of the Gap Analysis was 69.5 ha. This suggests a potential shortfall of industrial and warehousing land (Use Classes B1 (b), (c), B2 and B8) to meet requirements. Furthermore, a substantial element of forward supply was ruled out due to further evidence on flooding which would prevent some sites coming forward unless effective flood mitigation measures were put in place. The Council provided an up-to-date calculation of supply for the examination Hearings based on the monitoring of completions since 2006 and an element of employment land that is anticipated as coming forward as part of the mixed-use strategic sites. It is anticipated that there would be a total supply of 125.4 ha[78] of employment land over the Plan period.

8.4. The WSP recognises that the Capital Region needs to develop a stronger presence in higher value services and the knowledge economy and acknowledges Cardiff's pivotal role as a key provider of professional services, focussing on innovation and higher value-added knowledge sectors[79]. The lack of high quality out-of-town office space is accepted as being a significant issue in terms of providing an appropriate range and choice to maintain and improve the competitiveness of the City and to attract expansion and investment in knowledge-based and other identified high-value growth sectors.[80] The need for start-up premises and 'grow-on' space is also acknowledged, as is the need to provide jobs in accessible locations and to create and support sustainable neighbourhoods. Policy KP9: 'Responding to Evidenced Economic Needs' sets out how the Plan intends to provide for a range and choice of employment sites in different locations, directing development to the most sustainable locations to deliver the level of growth in the Plan and to create balanced communities.

[75] Cardiff Council Examination Statement Hearing Session 10: Employment and Retail
[76] Cardiff Employment Land and Property Study Gap Analysis Final Report (April 2012)
[77] Erratum to Cardiff Council Examination Statement Hearing Session 10: Employment and Retail
[78] Not including the Non-Strategic Employment Site for Health Related Employment as outlined below
[79] WSP paragraphs 19.9 and 19.22
[80] Background Technical Paper No 4: Economic (September 2013)

8.5. High density office development would be concentrated in the Central Enterprise Zone and Cardiff Bay area whilst the mixed-use strategic sites would include employment uses for existing and future residents. The existing employment sites identified in Policy EC1: 'Existing Employment Land' are located in long-established business and industrial areas. Many of the sites identified for protection are located in areas to the west and south of the City which have high levels of unemployment.

8.6. Whilst the Plan would moderately exceed the forecast need for office floorspace, this would assist in maintaining a supply of employment land and providing some flexibility in the event that actual economic growth is stronger than forecast. This is consistent with TAN 23 which says that land provision targets may exceed anticipated demand to allow for the chance that the assessments are too low and to promote flexibility, competition and choice[81].

8.7. Further to the hearings some boundary amendments were proposed to the Proposals Map. Proposed change **MAC PM6** would more accurately reflect Associated British Port's land ownership on the map showing employment land EC1.2 and the Central Bay Business Area whilst a proposed change to the boundary of Cardiff Business Park via **MAC PM7** would reflect the land where planning permission for housing has been granted. These changes are recommended to improve the Plan's accuracy and for clarity.

The Strategic Employment Site

8.8. Strategic Site H is located within flood risk Zone C1 of the TAN 15 DAMs (January 2015). TAN 15 promotes a precautionary approach which sets out that development can take place subject to justification including the acceptability of the consequences of flooding[82]. Further to the Hearings, at the request of the Inspectors, the Council provided additional information[83] to support and justify the allocation in line with the requirement for a sequential approach set out in PPW[84] and TAN 15[85]. Also, to confirm whether the principle of a sequential test in terms of town centre-related uses had been taken in line with PPW[86] and TAN 23: 'Economic Development'[87].

8.9. Focusing first on the matter of a sequential test for town centre-related uses, PPW seeks to promote a broad balance between housing and employment opportunities in order to minimise the need for travel. Major generators of travel demand such as employment should be located within existing urban areas or in other locations which are or can be well served by public transport, or can be reached by walking and cycling[88]. TAN 23 says that local planning authorities should apply judgement depending on the nature of the economic use and its applicability to a particular location. Also, that they should have

[81] Technical Advice Note (TAN) 23: 'Economic Development' paragraph 4.5.2
[82] Technical Advice Note (TAN) 15: 'Development and Flood Risk' paragraph 6.2
[83] Council Response to Action Point 4 of Hearing Session 5
[84] Planning Policy Wales paragraphs 9.2.9 and 13.3.1
[85] Technical Advice Note (TAN) 15: 'Development and Flood Risk' paragraphs 3.1 and section 10
[86] PPW paragraphs 10.2.9 and 10.2.11
[87] Technical Advice Note (TAN) 23: 'Economic Development' paragraph 1.2.7 and 2.1
[88] Planning Policy Wales paragraph 4.7.4

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

8.10. The proposed allocation of this strategic employment site to the east of St Mellons would provide considerable employment opportunities at the edge of an existing settlement in a deprived area which benefits from European Assisted Area status, as well as the potential for a new railway station and park and ride facility given the advantages of its location adjacent to the main line. It is readily accessible by public transport but would provide further opportunities to provide public transport access to the site from other parts of the City as well as improvements to walking and cycling facilities to improve local access to the site and help sustain neighbouring communities including Trowbridge and St Mellons. The site would provide some office space but it would also offer campus style or bespoke accommodation promoted for high value service and knowledge-based sectors as well as potential accommodation for new start-ups or spin-off businesses. It would offer an opportunity to extend the existing St Mellons Business Park which is at capacity.

8.11. Strategic Site A would offer City-centre high density B1 Use Class accommodation. However, the evidence indicates that there are few opportunities within the City-centre to offer the type of low-density, bespoke, incubator type of accommodation that would provide floorspace on one level and be capable of being adapted to suit the needs of the business and/or to provide grow on space. The sequential search undertaken by the Council also shows that whilst Cardiff has a number of designated employment sites, these tend to be located in the traditional urban areas characterised by industrial and warehousing activities with very little new floorspace to accommodate the needs of the knowledge-based sectors that require high specification buildings. Furthermore, there is not sufficient vacant land at existing out-of-town business parks such as at Cardiff Gate to accommodate the scale and type of employment site as that proposed at St Mellons.

8.12. This is further supported by the findings of the Council-commissioned report on the economic case for St Mellons Business Park extension[89]. The report says that the strategic site would provide the opportunity to create a low-density business park offering more floor space on one level, modern infrastructure and flexibility to the occupiers. It also offers an opportunity to provide facilities valued by businesses as well as shared services such as broadband packages and security. Furthermore, there would be the potential to attract new investment from high growth knowledge-led sectors and even future development of a high tech cluster. This would accord with PPW and TAN 23 which says that the planning system should particularly support the low-carbon economy, innovative business/technology clusters and social enterprises which are defined as businesses that are particularly important in providing opportunities for social groups disadvantaged in the labour market. Developments that will provide space for these categories of businesses count as making special policy contributions[90].

[89] St Mellons Business Park Extension 2014 Update: The Economic Case for the Extension Draft Report
[90] Technical Advice Note (TAN) 23: 'Economic Development' paragraph 2.1.13

8.13. Turning to the issue of flood risk, Zone C1 of the TAN 15 DAMs are areas of the floodplain which are developed and served by significant infrastructure, including flood defences. TAN 15 sets out a precautionary framework for flood risk which includes justification for development and the acceptability of potential flooding consequences. Commercial development is defined as less vulnerable development in terms of the justification test and the TAN says that development can only be justified if it can be demonstrated that its location is necessary to assist, or be part of, a local authority regeneration initiative or strategy required to sustain an existing settlement; or its location is necessary to contribute to key employment objectives supported by the local planning authority and other key partners, to sustain an existing settlement or region. Also, that it concurs with the aims of PPW and meets the definition of previously developed land.

8.14. The site is not previously developed land. However, as outlined above, the Council consider that the edge of settlement allocation is necessary to contribute to both the LDP economic strategy and to that of the wider City Region. The Council's sequential approach to identifying land for a strategic employment site has shown that there is no existing brownfied site within the City centre capable of accommodating the proposal. The allocation would provide opportunities for development in those sectors identified in the WG Economic Renewal Programme[91] such as advanced materials and manufacturing, as well as the potential to promote and develop clusters of key sectors and research and development expertise. Key to the success of this would be the correct type of available land and premises in sustainable locations across the City to promote growth and attract inward investment. It would also act as a catalyst to developing a sustainable transport corridor for the wider region. The strategic employment site would thus be a key element of a wider spatial strategy which would align jobs, development and infrastructure in line with TAN 23[92].

8.15. Without the proposed allocation, the supply of industrial land would fall to approximately 97 ha. Whilst this would be within the range identified as a requirement over the Plan period, there would be a reliance on all sites with planning permission and those with permission subject to S106 Agreements, coming forward. Furthermore, the Council says that approximately 15 ha of the industrial supply would be on land without planning consent and identified as having potential for redevelopment. If this land was discounted, the supply would fall to the minimum amount identified as being necessary to deliver the Plan's strategy[93]. The LDP economic strategy seeks to support Cardiff's role set out in the WSP as the key economic driver for the region, at the centre of a strong regional economy which is internationally competitive. In order to do this it needs to provide for a range and choice of employment land and premises to promote opportunities for growth and economic prosperity.

8.16. TAN 15 also sets out that it should be demonstrated that the potential consequences of a flooding event for the particular type of development have been considered, and in terms of the criteria contained in sections 5 and 7 and

[91] 'Economic Renewal: A New Direction' (Welsh Assembly Government, July 2010)
[92] Technical Advice Note (TAN) 23: 'Economic Development' paragraph 2.1.12
[93] Council Response to Action Point 4 of Hearing Session 5

appendix 1, found to be acceptable[94]. The Council's SFCA included an assessment of the site against these criteria and demonstrated that the flood risk could be effectively mitigated through a combination of raising the sea wall at points most likely to be prone to breaching and raising ground levels at the site[95]. Furthermore, the first sections of necessary work at Tabb's Gout are in progress[96].

8.17. The SCG agreed between the developer and the Council proposes development north of the railway with the area to the south being used for compensatory flood storage and ecological mitigation. The Council's consultants also provided a technical note with further clarity on the proposed compensatory storage facilities. This sets out the principles of a multi stem system to provide compensatory fluvial flood storage to mitigate for raising ground within the site[97]. The position statement from NRW confirms that it agrees with the principles illustrated in the technical note, though this would need to be assessed within a more detailed site-specific FCA submitted as part of a planning application. However, for the purposes of the LDP flood risk matters are agreed.

8.18. The site is within the Gwent Levels: Rumney and Peterstone Site of Special Scientific Interest (SSSI). PPW says that there is a presumption against development likely to damage a SSSI[98]. NRW object to the proposed allocation on the basis that it will result in a loss of some of the SSSI area. NRW's view is that such developments cannot be accommodated in such a way as to conserve and enhance the SSSI. This is a general objection based on experience of other large scale developments within the Gwent Levels suite of SSSIs[99]. The SCG agreed between the Council and developer sets out the principles to protect the value of the SSSI and the reen system within the site. These include ensuring there would be a minimum buffer from the main reens and from field ditches. If the infilling of any main reen or field ditch proves to be unavoidable, it would be realigned with at least an equivalent capacity around the perimeter of the development or a compensatory length of ditch would be provided elsewhere in the site.

8.19. Other compensatory measures include fluvial flood storage to mitigate for ground raising within the site, as referred to above. In response to issues raised by NRW, the developer's flood risk consultants have confirmed that the new reens would be connected to the existing reens which would mean that the quantity and quality of water within the new reens would be the same as that in the existing. In this way, the role of reens in supporting special features of the SSSI can be maintained with the new reens complementing retained existing reens. It has also been confirmed that the proposed additional reens to the south of the railway would be a direct replacement for the loss of any existing reens to the north of the railway. This, together with the multi cell system,

[94] Technical Advice Note (TAN) 15: 'Development and Flood Risk' paragraph 6.2
[95] Cardiff SFCA Phase 3 Study – Area A Wentloog Tidal and Area A Wentloog Fluvial
[96] Council response to Action Point 4 of Hearing Session 5
[97] Technical Note 'Multi Cell Flood Storage Concept LDP Strategic Site H: Atkins (February 2015)
[98] Planning Policy Wales paragraph 5.5.8
[99] Council response to Action Point 5 of Hearing Session 5

would either replace or increase flood storage thereby offsetting any loss as a result of the development[100].

8.20. On the basis of the evidence available, we are satisfied that the site could be developed in a manner which would ensure that the reen system and biodiversity assets would be adequately protected. This would need to be addressed in detail as part of an environmental assessment supporting a future planning application. Furthermore, proposed new Policy EN7: 'Priority Habitats and Species' (**MAC32**) would make clear that developers would be expected to minimise any impact on biodiversity assets and to provide sufficient mitigation.

8.21. The site also lies within the Wentloog Levels Landscape of Outstanding Historic Interest and Archaeologically Sensitive Area. The environmental and flood risk constraints have been carefully assessed to ensure that any necessary mitigation and enhancement measures would be embedded within the new Policy KP2 (H). This would provide an appropriate framework within which to address these and other issues. There is little to suggest that the site could not be developed in a manner sympathetic to its environmental and heritage status. Considerations such as impacts on landscape, archaeology and protected species are detailed matters which could be addressed at the planning application stage.

8.22. The SA stresses that from an environmental perspective this is a poor site and recommends that it is avoided. However, it is acknowledged in the SA that its allocation would provide land for the kind of jobs that would not easily be accommodated in the City centre and that these might be accessible for residents of Trowbridge and Rumney. Moreover, providing employment land in St Mellons would help address some of the key problems identified in Cardiff's 'Southern Arc' where geographically there is a concentration of deprivation[101]. The SA recommends providing employment and housing land within this area to help minimise existing deprivation and inequality.

8.23. The purpose of the SA is to appraise economic, environment and social effects of the Plan's strategy and policies to ensure decisions are made that accord with sustainable development. Ultimately, the SA should inform the Plan not determine it. There are still judgements to be made that are essentially qualitative and the Council has emphasised that it needs to strike a reasonable balance in making these judgements, including consideration of mitigation measures. In our view, the Council has provided robust evidence to support the allocation of the site. For this and the above reasons, it is considered that allocation of the site would meet the objectives of national planning policy in terms of delivering additional economic benefits and contribute to all dimensions of sustainability[102]. The allocation is thus considered to be sound.

Health Employment Non-Strategic Allocation

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

[100] Council response to Action Point 5 of Hearing Session 5
[101] Final SA Report revised reflecting May and October 2015 Draft MAC Schedule
[102] Technical Advice Note (TAN) 23: 'Economic Development' paragraph 2.1.1

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

Employment and Housing Alignment

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

Safeguarding Existing Employment Land and Premises

8.26. The evidence points to substantial losses of employment land in some parts of Cardiff as well as a move away from traditional employment to other uses such as residential, retail and sui generis activities including car showrooms. The Employment Land and Commercial Property Strategy[103] recommends that further loses of employment land should be resisted if the City is to meet economic targets and to achieve a balance between jobs and homes. The Council recognises that there has been growing pressure over recent years for the development of employment land and premises for other uses, particularly housing[104]. The Plan strategy thus seeks to protect existing industrial and warehousing land as well as high quality and accessible office accommodation. Policy EC1 identifies and seeks to protect existing employment areas in recognition of the important role they play as part of the employment land portfolio and their distribution across the City.

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

Support for Business Expansion and Inward Investment

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

[103] Employment Land and Commercial Property Strategy: Final Report by GVA Grimley(March 2009)
[104] Background Technical Paper No 4: Economic (September 2013)

from windfalls[105]. The Council's more recent assessment[106] identifies sites with scope for redevelopment or expansion on vacant land in existing employment areas amounting to over 14 ha. However, the absence of a policy framework to enable economic development proposals such as the expansion of existing businesses and inward investment to come forward on land that is not specifically allocated for such use may prevent Cardiff from fulfilling its economic aspirations.

8.29. Consequently, the Council propose a new Policy EC7: 'Employment Proposals on Land not Identified for Employment Use' (**MAC25**) setting out criteria against which proposals for employment use on unallocated land would be permitted. This would provide additional flexibility by allowing unanticipated opportunities to come forward. It would also ensure that the Plan could respond positively if economic growth is stronger than forecast. The proposed new Policy EC7: would thus be necessary to satisfy the coherence and effectiveness tests of soundness.

8.30. In conclusion, the Plan provides adequate opportunity to meet the identified need for employment land and sufficient flexibility to support employment generating development proposals. No further allocations put forward by representors are required to make the Plan sound, nor are suggested changes to the status of some employment sites. Subject to the recommended changes, it meets the tests of soundness.

Retail

8.31. Chapter 5 sets out the Council's approach to retailing. The provisions of this chapter have been amended significantly through the Examination and, to reflect such changes, the Council has proposed the renumbering of the policies through MAC48. However, the proposed renumbering is inconsistent with policy number referencing included in other MACs. As such, and to avoid confusion, MAC48 is neither recommended nor endorsed. Nevertheless, such changes do not relate to the soundness of the plan and, in any event, the Council is authorised to make such final editorial changes, including presentational matters and consequential changes arising from the recommended MACs.

8.32. Consistent with national policy set out in PPW and Technical Advice Note (TAN) 4: 'Retailing and Town Centres', the Plan, as amended by **MAC40**, sets out a hierarchy of retail centres which establishes a sequential approach to the consideration of new retail developments. This is achieved through the introduction of a new policy entitled 'Retail Hierarchy' which places the Central Shopping Area at the head of the hierarchy, supported by a range of district and local centres. Retail proposals outside of these centres would either be assessed against the Policy entitled 'Retail Development (Out of Centre)' or that relating to 'Retail Provision within Strategic Sites'. This approach is consistent with national policy and provides an appropriate framework for the consideration of retail proposals over the plan period.

[105] Cardiff Employment Land Study Update undertaken by DTZ (June 2011)
[106] Cardiff Council Examination Statement Hearing Session 10: Employment and Retail

8.33. The Plan is supported by a 2008 Retail Capacity Study and a 2011 based Update. The 2008 Retail Capacity Study concluded that, including commitments, there was not a county wide need for additional convenience, non-bulky comparison or bulky comparison floorspace. This stance was also advocated in the 2011 Update which refers to a material oversupply of floorspace to 2016 and recommends more of a focus on developing the existing retail offer. Despite the country being within the midst of a recession in 2011, the results of the sensitivity testing allow for a boost to the need for convenience and comparison goods floorspace and, on this basis, we are satisfied that the strategy is founded on a robust and credible evidence base.

8.34. Policy R1: 'Retail Provision within Strategic Sites', as submitted, is proposed to be amended by **MAC41.** This Policy provides the framework for the consideration of retail proposals within the residential-led strategic site allocations. Subject to the proposed changes, the Policy would support retail developments where: they are of an appropriate scale which satisfies an identified need; would not negatively impact on the vitality and viability of the designated centres; would be located along public transport corridors and easily accessible by walking and cycling; and where they would form part of a planned centre. The proposed changes would ensure consistency with national policy and would also ensure that its provisions are sufficiently robust to ensure that retail uses could be successfully integrated into the development of the strategic sites without impacting negatively on designated centres.

8.35. Key Policy KP10: 'Central and Bay Business Areas' provides the strategic framework for consideration of proposals within the Central and Bay Business Areas, appropriately outlining the range of uses that would be considered acceptable. Policy R2: 'Development in the Central Shopping Area' provides a criteria based approach to managing the diversity of uses within the Central Shopping Area identified on the Proposals Map, providing protection for shop uses whilst also recognising that an appropriate mix of complementary non-shopping uses can also contribute to the vitality and viability of shopping areas.

8.36. Proposals involving the loss of A1 shop related uses within protected shopping frontages would be assessed against the criteria set out in Policy R3: 'Protected Shopping Frontages'. Concerns have been raised that the Plan adopts an outdated approach by providing too much protection for A1 uses. However, whilst the Policy does provide for an enhanced level of protection for the City Centre's most important frontages, it does not preclude complementary uses where they would not undermine the primary shopping role of that frontage. As such, we are satisfied that the policy strikes an appropriate and necessary balance. **MAC42** and **MAC PM14** would ensure that the protected frontages are identified on the Proposals Map. These changes add clarity and certainty to the retail strategy and are therefore recommended.

8.37. Policy R5: 'District Centres' seeks to promote and protect the shopping role of the District Centres identified on the Proposals Map, whilst Policy R6 provides a similar role for the identified Local Centres. Concerns have been raised in relation to the status of Cardiff Gate Retail Park, most notably in relation to its omission from Policy R5. Specifically, it has been submitted that the presence of a large food store with integral post office and pharmacy on site, means that the retail park, at least in part, appears to function as a District Centre for people living and working in this part of Cardiff, particularly given its distance

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

8.38. However, in response to a request for further information[107], the Council submitted that the current nature and format of the vast majority of the retail park, including the presence of the large bulky goods retail warehouse units that are restricted by planning condition, remain more akin to an out of centre retail park. Indeed, we were able to appreciate at a site visit that the retail park does not currently possess the physical characteristics of a District Centre. Notwithstanding this, should all or part of the retail park be designated as a District Centre, then the bulky goods units would effectively become edge of centre, which could potentially be a threat to the retail strategy and 'town centre first' approach advocated through the Plan. Accordingly, we are satisfied that the Plan's approach of excluding Cardiff Gate Retail Park from the list of designated District Centres is soundly based.

8.39. The proposals relating to both the District and Local Centre designations are sound in all other respects. Indeed, they are based on a robust assessment of the role and function of such areas[108] and have been identified in accordance with the advice contained within national planning policy. **MAC44** and **MAC45** lift elements of the reasoned justification into the policy wording of R5 and R6 respectively and, subject to these changes, the Policies would provide a sound basis for the determination of planning applications affecting such designations.

8.40. Subject to **MAC46**, which deletes the requirement for proposals for A3 uses within 400 metres of a school to be considered against Policy C7: 'Health', Policy R7: 'Food and Drink Uses' provides a robust framework for assessing proposed food and drink related uses. It has been suggested that the test of whether such uses would cause unacceptable harm to the shopping role and character of the designated centres is unnecessarily restrictive. However, we are satisfied that such wording is consistent with national policy and that the aims of the Policy are soundly based.

8.41. Policy R8: 'Protection of Local Shopping Parades' of the Deposit Plan sought to provide protection for local shopping parades. However, the Policy lacks clarity, with the status of such parades not identified within the retail hierarchy. Moreover, such designations would not be provided with a spatial dimension on the Proposals Map. As such, the Policy is not adequately justified in light of the advice contained within national policy and, for this reason, **MAC47**, which proposes the deletion of the Policy in its entirety, is recommended. However, to reflect national policy, the valuable role of smaller groups of shops and individual 'corner shops' would be referenced in the reasoned justification to Policy R6, as amended by **MAC45**.

8.42. Policy R4 of the submitted Plan provides the framework for out of centre retail developments. Subject to **MAC43**, which proposes the deletion of those elements of the reasoned justification that go beyond national policy and

[107] Council's response to Action Point 8 of Hearing Session 10
[108] Background Technical Paper 7: District and Local Centres (September 2013)

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

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

9 Settlement Boundaries and Green Belt

9.1. The Plan's settlement boundaries are clearly defined on the Proposals Map and play an important role in establishing the overarching principles for the strategic management of the spatial growth of Cardiff. Policy KP3(B): 'Settlement Boundaries' stipulates that all areas outside of the defined settlement boundaries would be referred to as 'countryside', where a corresponding presumption against inappropriate development would prevail. Such provisions are critical to the management of growth within the City and, given that they would be consistent with the approach advocated through national planning policy[109], the approach is soundly based.

9.2. The methodology for defining the Plan's settlement boundaries is clear, logical and appropriate. Wherever possible, the boundaries follow defined physical features and have been drawn to respect the characteristics of specific parcels of land, together with their planning histories. This approach provides the necessary certainty to inform planning processes and is consistent with the strategic aims and objectives of the Plan. **MAC PM1**, amends the settlement boundary at Strategic Site G to follow the River Rhymney. This ensures that the boundary conforms to the general approach described above and is therefore recommended.

9.3. Inconsistencies between settlement and allocation boundaries at Strategic Sites C and G were discussed at the respective Hearing sessions. Specifically, the Plan proposes that the settlement boundaries be drawn tighter than the allocation boundaries at both sites to reflect the area that the Council considers to be developable. This approach is consistent with the Schematic Frameworks identified in Policies KP2 (C) and KP2 (G), which identify the parcels of land located outside of the proposed settlement boundary as retained woodland and open space in the case of Site C and as an area of open space in respect of Site G. As this approach would be embedded into the adopted Plan via the Schematic Frameworks[110], no change is necessary to make the Plan sound in this respect.

9.4. Policy EN1: 'Countryside Protection' expands upon the policy framework set by Policy KP3 (B) and, subject to **MAC26**, accurately reflects national policy set out in PPW and Technical Advice Note (TAN) 6: 'Planning for Sustainable Rural Communities'. **MAC26** would also ensure that the requirement for landscape assessments is elevated into the Policy wording, consistent with the requirements of Policy EN3: 'Landscape Protection', whilst superfluous elements of the reasoned justification, including the requirement for Design and Access Statements, would be deleted from the Plan. Such changes add clarity and certainty to the Plan and are therefore recommended.

[109] Planning Policy Wales and PPW Technical Advice Note 6: 'Planning for Sustainable Communities'
[110] MAC5

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

Green Belt

9.6. The Plan proposes the designation of an extensive area of land north of the M4 as Green Belt. This is proposed through Policy KP3(A): 'Green Belt' and, together with the proposed approach to settlement boundaries, would seek to strategically manage the future built form of Cardiff's urban area and protect the setting of the city beyond the period covered by the Plan. PPW[111] sets the framework within which Green Belts should be designated, specifically stating that the most important attributes are their permanence and their openness[112]. It also goes on to clarify the purpose of a Green Belt which is to: prevent the coalescence of large towns and cities with other settlements; manage urban form through controlled expansion of urban areas; assist in safeguarding the countryside from encroachment; protect the setting of an urban area; and assist in urban regeneration by encouraging the recycling of derelict and other urban land[113].

9.7. In light of the substantial growth envisaged in Cardiff over the Plan period, in particular the extensive greenfield allocations together with significant development pressures within the south east region of Wales, the Council consider that the proposed designation is necessary to effectively manage the urban form, safeguard the countryside from encroachment and protect the green backdrop which is considered to represent a strategically important setting to the city. However, to the west, north and north-east of the proposed Green Belt are defensible borders in the form of steep topography and semi-ancient woodland whilst the M4 motorway lies to the south and nearby settlements are some distance away to the north, north-west and south-west. Given the use of the land beyond the proposed Green Belt and the extensive greenfield allocations proposed within the Plan, it is clear that the threat of urban coalescence is not central to its purpose in this case.

9.8. Openness is an important attribute of any Green Belt. Through the examination process, we have sought to establish whether the concept of openness could be applied to the area proposed as Green Belt. In response[114], the Council has referred to the Landscape Study for Cardiff[115] which lists the positive and negative attributes for the various landscape character areas comprising the proposed Green Belt, including the Garth Hill Uplands, Pentyrch Ridges and Valleys, the Fforest Fawr and Caerphilly Ridge and the Caerphilly Ridge

[111] Planning Policy Wales, section 4.8
[112] Planning Policy Wales, paragraph 4.8.5
[113] Planning Policy Wales, paragraph 4.8.3
[114] Council Response to Action Point 2 of Hearing Session 12
[115] Landscape Study of Cardiff, Atlantic Consultants, May 1999

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

9.9. Consistent with the requirements of national policy, the Council has been required through the examination to demonstrate why it is considered that normal planning and development management policies would not provide the necessary protection. In doing so, it has referred to the significant development pressures within the area and the cumulative harm that has been caused in recent years by incremental developments. The Council has made specific reference to a review of planning applications determined since 2000, which is considered to reveal a marked increase in the number of development proposals approved in this area, particularly for single dwellings and associated residential developments[116]. However, it became clear through the examination that a high proportion of the applications considered as part of this review related specifically to developments that represent policy exemptions under national policy, including conversions and replacement dwellings. This evidence does not, therefore, unequivocally support the need for Green Belt, particularly given that such developments are excluded from the definition of inappropriate development in Green Belts, as outlined in PPW[117]. In addition, it remains unclear as to how factors such as the lack of an up-to-date development plan and a limited land supply had impacted upon such historic applications.

9.10. Nevertheless, the pressure for development within Cardiff is undeniable, with the undeveloped area proposed as Green Belt no exception. Indeed, such development pressures are reflective of Cardiff's critical role within the south east region and more widely as the capital city of Wales. Within this context, there is little doubt that incremental developments north of the M4 could have potential to cause cumulative harm to the distinctive green back drop to the City. As such, the additional protection that would be provided by the presumption against inappropriate development in a Green Belt would serve a useful planning purpose. Specifically, it would give priority to maintaining the openness of the area and would, as such, provide a level of protection beyond that offered by other planning and development management policies. Indeed, such a designation would complement the other policies within the Plan by assisting in the wider management of the urban form, safeguarding the countryside from encroachment and protecting the strategically important setting of the city.

9.11. A fundamental characteristic of any Green Belt, however, is its permanence. Specifically, PPW states that, when considering a Green Belt designation, local planning authorities should ensure that a sufficient range and choice of development land is available which is suitably located in relation to the existing urban edge and the proposed Green Belt, bearing in mind the longer term need for development land, the effects of development pressures in areas beyond the

[116] Council's Response to Action Point 2 of Hearing Session 12
[117] Planning Policy Wales paragraph 4.8.16

Green Belt and the need to minimise travel[118]. There is little to demonstrate that such longer term implications of a Green Belt designation have been fully explored, particularly given the strategic approach to planning advocated through the Planning (Wales) Act 2015.

9.12. We also note that, at deposit stage, there was no cross-boundary support for the designation of areas in Cardiff as either Green Belt or Green Wedge and in discussions as part of the joint working it was agreed that it was necessary to look beyond the period of the LDP when considering what areas needed protective designations to avoid preventing further growth options[119]. Indeed, there is no doubt that the permanence of a Green Belt designation would have potential to prejudice the conclusions reached through a regional approach to planning, particularly given that evidence submitted to the examination indicates that a Strategic Development Plan for the south east region is likely to be adopted in advance of the end date of the LDP.

9.13. Despite this position, the Council has made it clear that it considers that a Green Wedge designation would fail to provide the necessary protection for the setting of the City. There has also been considerable public support for the allocation of a Green Belt, also evidenced through representations made on the consultation following the additional hearings. Nevertheless, PPW is clear that Green Wedges may be justified where land is required to serve the same purpose as a Green Belt, save for the level of permanence. In this respect, replacing the proposed Green Belt designation with a Green Wedge would enable the openness of the area, and the setting of the City, to be appropriately protected during the lifetime of the Plan, with further strategic consideration given to the need, form and function of a Green Belt through any subsequent strategic development plan process.

9.14. Considerable weight should be attached to the need to avoid prejudicing the outcomes of any strategic approach to planning and, as such, a change is necessary in the interest of achieving a sound Plan. Accordingly, it is recommended that the proposed Green Belt designation be replaced in its entirety by a Green Wedge designation (**Inspector MAC1**). This change has been subject to consultation and the necessary SA has been undertaken. The SA refers to the change as having the potential to weaken the Council's ability to deliver the spatial strategy through developers holding back on brownfield regeneration and the risk of the Green Wedge designation being "rolled back" during the Plan period. However, a Green Wedge would have the same policy effect as a Green Belt and there is little evidence that the Green Wedge would be "rolled back" as part of the development plan review process. The change would therefore not undermine the Plan's Strategy.

10 Natural Environment, Natural Resources & Green Infrastructure

Natural Environment and Green Infrastructure

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

[118] Planning Policy Wales, paragraph 4.8.8
[119] Summary of Cross Boundary Working (September 2013)

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

10.2. Policy EN5: 'Local Nature Reserves and Non-statutory Sites of Nature Conservation and Geological Importance' would provide specific protection for Cardiff's designated sites. **MAC30** ensures that this Policy would incorporate sites of international and national nature conservation importance. Such amendments are consistent with both the legislative requirements and national policy and therefore render the Policy sound. Due to practicalities of mapping, locally designated sites would be identified on the Constraints Map, along with other higher level designations. **MAC72** adds clarity to the Plan's proposals by ensuring that all designated sites covered by Policy EN5 are listed in the Plan's appendices.

10.3. Policy EN7: 'Priority Habitats and Species' sets out circumstances where development proposals that would have a significant adverse effect on the continued viability of habitats and species identified as priorities in the UK or Local Biodiversity Action Plan would be permitted, including situations where mitigation and compensatory measures would be necessary. **MAC32** rectifies the omission of legally protected species from the submitted version of the policy and, subject to this change, the policy is sound.

10.4. Policy EN3: 'Landscape Protection' provides protection for the landscape and the setting of the City, with particular priority given to protecting, managing and enhancing the character and quality of five Special Landscape Areas (SLAs)[120]. The SLAs have been designated on the basis of the LANDMAP assessment process as recognised by PPW. Subject to the changes proposed through **MAC28**, which adds greater clarity to the policy, its provisions are soundly based and supported by a robust and credible evidence base.

10.5. Policy EN4: 'River Valleys' would, amongst other things, specifically protect, promote and enhance the natural heritage, character and other key features of Cardiff's river corridors. **MAC PM8** proposes to define the boundary and **MAC PM9, MAC PM10, MAC PM11** and **MAC PM12** propose changes to the boundaries of the designation on the Proposals Map. Such changes add clarity and certainty to the Plan's proposals and are therefore recommended. The Council has proposed, through MAC29, to amend Policy EN4 to refer to Natural Resources Wales (NRW) as opposed to Countryside Council for Wales (CCW). However, as this is not a matter of soundness, it is not recommended in this Report.

10.6. On the basis that the Plan should be read as a whole and alongside national policy, the approach to the natural environment and green infrastructure satisfies the tests of soundness.

[120] As evidenced by Evidence Base documents EBL 01- 04

Natural Resources

10.7. Policy KP15: 'Climate Change' seeks to mitigate against the effects of climate change and adapt to its impacts. **MAC14** amends this Policy to better reflect national policy in relation to development and flood risk and to ensure consistency with other Policies within the Plan. Policy EN14: 'Flood Risk' would also be amended by **MAC36**, which is necessary to adequately reflect the principles set out in national policy[121] and ensure that the Constraints Map is updated to reflect the most up-to-date development advice maps at the time of adoption. The same change would also ensure that relevant requirements for Flood Consequences Assessments (FCA) and Sustainable Urban Drainage Systems (SUDS) are set out in policy wording, as opposed to the reasoned justification.

10.8. Policy EN12: 'Renewable Energy and Low Carbon Technologies' aims to encourage developers of major and strategic sites to incorporate renewable and low carbon technologies into developments. **MAC34** adds clarity and consistency to the Policy, whilst also specifying that further guidance in relation to energy assessments will be issued in the form of Supplementary Planning Guidance (SPG). Together with Policy KP5: 'Good Quality and Sustainable Design' and Policy KP15, the Plan's approach to combating and adapting to Climate Change and maximising renewable energy is one that is soundly based.

10.9. Policy KP18: 'Natural Resources' seeks to minimise impacts on the city's natural resources and minimise pollution, whilst Policy EN13: 'Air, Noise, Light Pollution and Contaminated Land' seeks to prevent unacceptable harm caused by air, noise, light pollution or land contamination. **MAC17** and **MAC35** respectively update these policies to better reflect the legislative definition of land contamination. Policy EN10: 'Water Sensitive Design' provides a framework for the management of water through planning and urban design and Policy EN11: 'Protection of Water Resources' seeks to prevent unacceptable harm to the quality or quantity of waters. Having regard to the presence of separate legislation and the Plan's monitoring framework, as amended by MAC75, the approach is considered sound.

10.10. Therefore, subject to the recommended changes, and on the basis that the Plan should be interpreted as a whole, the proposed approach to natural resources is sound with respect to the tests of soundness.

11 Historic Heritage

11.1. Policy KP17: 'Built Heritage' seeks to protect, manage and enhance Cardiff's distinctive heritage assets. **MAC16** proposes an amendment to the Policy to ensure that registered historic landscapes are covered by the provisions of the policy. Subject to this change, the Policy provides a suitable high level framework for the delivery of the Plan's aims and objectives in respect of heritage assets.

11.2. Policy EN9: 'Conservation of the Historic Environment' provides a more detailed development management policy in respect of Cardiff's built heritage assets.

[121] Planning Policy Wales and PPW Technical Advice Note (TAN) 15: 'Development and Flood Risk'

Representations submitted to the Examination suggested that the Policy should set a higher level of protection. However, the policy is consistent with the statutory tests[122] and those set out in national policy and is therefore, soundly based. Subject to **MAC33** and **MAC73**, which would add clarity to the Plan by ensuring that each area of protection covered by Policy EN9 is listed in the Plan's appendices, the Policy would provide a sound and effective framework for the determination of planning applications. The Council has also made a commitment to ensure that the boundaries of the identified areas of protection are up-to-date on the Constraints Map at the time of adoption of the Plan and, whilst this strictly lies outside of the scope of the LDP Examination, such an assurance is supported.

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

12 Minerals

12.1. National minerals policy is set out in Minerals Planning Policy Wales (MPPW) (2001) and is supplemented by Minerals Technical Advice Note 1: Aggregates (2004) (MTAN 1) and Minerals Technical Advice Note 2: Coal (2009) (MTAN 2). The South Wales Regional Aggregates Working Party (SW RAWP) prepared a Regional Technical Statement (RTS) dated 2008 and this has now been superseded by the RTS 1st Review, dated 2014. This document outlines the important matter of supply and demand for the South Wales region, specifically setting out the strategy for the provision of aggregates. The position in respect of crushed rock indicates that Cardiff has a surplus of permitted reserves when compared to the requirements set out in the RTS 1st Review and, as such, there is no requirement for an allocation within the LDP. Nevertheless, the Plan adequately recognises that Cardiff is an important provider of minerals within the region.

12.2. Policy KP11 provides the strategic framework for crushed rock aggregates and other minerals within Cardiff for the period covered by the Plan. Subject to **MAC11**, the Policy seeks to maintain a steady and adequate supply of minerals and contribute to aggregate supplies by promoting and supporting the efficient use of minerals, protecting existing mineral reserves and safeguarding potential resources from development that would preclude their extraction and maintaining a minimum 10 year land bank of permitted crushed rock aggregate reserves. Moreover, the Policy would safeguard wharves from development that would prevent their use for landing marine dredged sand and gravel and provide support for appropriate applications for sand and gravel extraction. The changes proposed through **MAC11** add clarity to the Policy and ensure consistency with both national policy and the framework set at the regional level. Subject to these changes, the Policy provides a suitable strategic level policy for the Plan period.

12.3. Representations from the industry have suggested that the Plan should provide strategic level guidance for industrial limestone and High Specification Aggregate (HSA). However, MPPW[123] recognises that high purity limestone is

[122] Planning (Listed Buildings and Conservation Areas) Act 1990
[123] Minerals Planning Policy Wales, paragraph 81

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

12.4. Policy M1: 'Mineral Limestone Reserves and Resources' seeks to safeguard mineral reserves from development that could cause sterilisation and thereby prevent their extraction. **MAC60** amends this Policy by also identifying the resource areas at Creigiau and Ton Mawr Quarries as 'Preferred Areas' of known resource suitable for the future working of limestone. These changes remove ambiguity, reflect national policy and are therefore recommended.

12.5. With regards the approach to safeguarding, it was agreed at the Hearings that the three separate policies included in the submitted version of the Plan could be effectively merged into a single criteria based policy, expanding on the framework set by Policy KP11. Accordingly, **MAC64**, **MAC65** and **MAC66** delete Policies M7, M8 and M9 respectively, whilst **MAC67** introduces the new integrated and criteria based safeguarding Policy M7: 'Safeguarding of Sand and Gravel, Coal and Limestone Resources'. The new Policy M7 has had input from the industry, would provide greater clarity and would enable a more balanced and reasonable assessment of development proposals submitted within the identified safeguarding areas. It also explains the reasoning for not separately identifying the small amount of Category 1 Sandstone HSA resource, as referred above. These changes are necessary for soundness and are therefore recommended.

12.6. The general approach to safeguarding reflects that outlined in the British Geological Survey's (BGS) good practice guidance[124] insofar as it is consistent with Welsh Policy. Moreover, the safeguarding areas for sand and gravel, coal and limestone are clearly distinguishable on the Proposals Map. However, **MAC PM16**, which excludes international and national designations of environmental and cultural importance from the coal safeguarded area, is necessary to ensure consistency with the requirements of national policy. Likewise, the changes proposed through **MAC PM17** are necessary to correct errors on the Proposals Map and are therefore recommended. On this basis, and subject to the MACs recommended in this report, we are satisfied that the approach to safeguarding is soundly based.

12.7. Notwithstanding the fact that Cardiff's existing minerals landbank means it is unlikely to be necessary to grant further permissions for mineral resource release within the Plan period, Policy M2: 'Preferred Order of Mineral Resource Release' sets out the sequential approach that would be adopted to assess such needs should it become necessary. This, alongside **MAC75**, which enables the monitoring framework to effectively monitor the landbank situation, would ensure that the Plan's approach is reasonably flexible to enable it to deal with changing circumstances. Moreover, subject to **MAC61**, which improves the

[124] BGS Mineral Safeguarding in England: Good Practice Advice 2011

coherence and effectiveness of the Policy, whilst also ensuring consistency with national policy[125], the RTS 1st Review and the other Policies in the Plan, Policy M2 and its reasoned justification represents a sound basis for considering such proposals.

12.8. Concerns have been raised in relation to the potential for lateral extensions at Creigiau Quarry. However, Policy M2, as amended, is clear that any such extension or deepening application would only be considered acceptable where it would involve the swap of reserves for those considered to be environmentally sensitive. Given that the historic permission at Creigiau Quarry remains extant, this represents a pragmatic proposal that is soundly based.

12.9. Policy M5 aims to ensure that all proposals for mineral working or related development are accompanied by plans for restoration and suitable after-use of the site, in accordance with MPPW and MTAN1. Meanwhile, Policy M3: 'Quarry Closures and Extension Limits' identifies those areas where measures to prevent further mineral working will be sought in accordance with the provisions of MPPW. This Policy, as amended by **MAC62**, states that, to eliminate any doubt over possible re-working at the identified sites, measures to prevent further extraction and secure restoration and landscaping works will be pursued. Such measures will include the use of Prohibition Orders, consistent with the advice contained within MPPW.

12.10. Concerns have been raised regarding the status of the sites included in Policy M3, particularly whether they are in fact inactive. In this respect, the Council has clarified that Cefn Garw and Creigiau Quarries are in fact classified as 'inactive sites' in the RTS 1st Review (2014)[126]. However, in recognition that only parts of the Creigiau Quarry are no longer considered appropriate for mineral working, only the southern and western parts of the quarry have been identified under Policy M3, consistent with the approach advocated through Policies M1 and M2. Highland Park and West End Brickworks do not meet the definition of aggregate quarries and are not, therefore, listed as 'inactive sites' at Appendix B of the RTS 1st Review (2014). However, it is common ground that they are in fact dormant and, as they are unlikely to be reactivated in the foreseeable future, their inclusion within the Policy is consistent with the general thrust of national policy.

12.11. Blaengwynlais Quarry was included within the submitted version of Policy M3, reflecting the Council's concerns relating to its sensitive location and access constraints. However, as it does not comprise a formally inactive site, **MAC62** proposes its omission from the Policy, with any subsequent applications to be considered on their merits under the criteria provided by Policy M2. This approach rectifies any conflict with national policy[127] and, given the improvements to Policy M2 proposed under **MAC61**, any concerns regarding the environmental sensitivities of the site or indeed the access arrangements can be adequately addressed at the development management stage. **MAC61** and **MAC62** are therefore recommended.

[125] Policy Clarification letter CL-05-14
[126] RTS 1st Review (2014), Appendix B, Table 4: Inactive Aggregate Quarries in South Wales (2013)
[127] Minerals Planning Policy Wales, paragraph 19

12.12. Within the context set by MPPW[128], Policy M4: 'Minerals Buffer Zones' seeks to protect permitted mineral reserves and those resources identified as potentially suitable for future working from incompatible development. MTAN1[129] sets out minimum distances for buffer zones which should be adopted unless there are clear and justifiable reasons for reducing distances. In this respect, the Council has proposed bespoke buffer zones for each individual quarry, all of which are more extensive than the minimum distances set out in national policy. The buffer zones proposed are based on extensive research that measured the actual impacts of the blasting at each site[130]. Based on this cogent evidence, the approach advocated is sound.

12.13. New Policy M8: 'Areas where coal working will not be acceptable' is proposed through **MAC68**. This policy identifies the areas within which coal working would not be considered acceptable, unless exceptional circumstances indicate otherwise. The aim of the Policy is to protect the amenity of existing residential properties and international and national designations of environmental and cultural importance. This approach is consistent with the advice contained within MPPW[131] and MTAN 2[132] and represents a sufficiently flexible and sound proposal.

12.14. The Plan acknowledges that there is a reliance on marine dredged sand and gravel which provides for an adequate supply to meet the majority of demand in Cardiff. Longer term solutions are being considered and the resource areas identified on the Proposals Map are adequately protected should they comprise a strategic solution in future. Policy M6: 'Dredged Aggregate Landing and Distribution Facilities' provides a framework for marine dredged operations, protecting existing wharves and providing assessment criteria for new or improved sand and gravel wharves and related facilities. The changes proposed through **MAC63** ensure that proposals for the provision and improvement of landing and distribution facilities for marine dredged aggregates within the sand wharves identified on the Proposals Map are not prejudiced. Such changes improve the clarity and certainty of the policy whilst also ensuring consistency with national policy. As such **MAC63** is recommended.

12.15. Therefore, subject to the changes recommended in this report, the Plan's approach to minerals is soundly based.

13 Waste

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

[128] Minerals Planning Policy Wales, Paragraph 40
[129] Minerals Technical Advice Note (MTAN), 1 Paragraph 71
[130] Background Technical Paper No 9: Minerals (September 2013)
[131] Minerals Planning Policy Wales, Paragraph 15
[132] Minerals Technical Advice Note (MTAN) 2, Paragraph 26-31 and 49-54

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

13.2. Policy KP12: 'Waste' provides a strategic framework for the management of waste over the Plan period and, subject to **MAC12**, it is consistent with the approach advocated through the amendments to TAN 21. Specifically, the changes make reference to the CIM Sector Plan approach and delete references to the estimated land take requirement of 20.9 hectares identified through the now revoked RWP process. The proposed changes have full regard to the changes to national policy and are therefore necessary for soundness.

13.3. Policy W1: 'Land for Waste Management' allocates land at Lamby Way for the purposes of waste management. However, existing landfilling was due to cease at the site in September 2015[133] and the Council has confirmed that there are no plans currently to provide any additional waste landfill facilities on site. The Council has clarified that the site was initially included as an allocation within the context of the land take requirements set by the RWP and, in light of the number of waste management facilities that have relatively recently been granted planning permission[134], as well as the suitability of B2 industrial sites for such purposes, the allocation is now proposed for deletion under **MAC69** and **MAC PM18**. Notwithstanding such matters, the site would be located within a C1 flood zone, a SSSI designation and within the confines of the River Valley designation proposed under LDP Policy EN4. Accordingly, the allocation conflicts with both national planning policy and the wider objectives of the LDP and, for this reason, the deletion of the site is recommended.

13.4. The Council clarified at the Hearing session the important role on-going waste projects such as Prosiect Gwyrdd and the Cardiff Organic Treatment Project will have in meeting the ambitious waste and recycling targets set at the European and national levels[135]. Moreover, the robust indicators and triggers included in the monitoring framework, as amended by **MAC75**, would complement the new regional monitoring arrangements set out in TAN 21 and would be sufficiently robust to ensure that waste capacity requirements for the region, as set out in the CIM Sector Plan (2012), are met.

13.5. Policy W2: 'Sites for Waste Management Facilities' seeks to provide a framework for the assessment of planning applications for waste management facilities. **MAC70** would amend this policy to ensure consistency with the CIM Sector approach and the requirements of TAN 21[136], whilst also affording policy status to requirements previously set out in the reasoned justification. This change adds greater clarity and consistency to the Policy and is therefore recommended. The Policy also clarifies that facilities for the handling, treatment and transfer of waste will generally be encouraged towards existing use class B2 general industrial land which provides for a range and choice of sites within the Plan period[137]. This conforms to national policy[138] and, given

[133] Council's Response to Action Point 14 of Hearing Session 15
[134] Council's Response to Action Point 15 of Hearing Session 15
[135] Council's Statement, Hearing Session 15, page 10
[136] PPW Technical Advice Note (TAN) 21 'Waste', Paragraph 4.2
[137] Council's Response to Action point 15 of Hearing Session 15
[138] PPW Technical Advice Note (TAN) 21 'Waste', Paragraph 3.22

the industrial land supply figures for the area[139], would not adversely affect the Plan's employment strategy.

13.6. Policy W3: 'Provision for Waste Management Facilities in Development' would require new developments to provide facilities for the storage, recycling and management of waste. This is consistent with national planning policy and would assist in meeting the challenging waste and recycling targets. Concern was raised at the Hearings regarding the provision for hazardous waste. However, this is not a requirement of national policy and, in any event, I am satisfied that the policy framework provided is sufficiently flexible and robust to deal with such proposals should they arise, with on-going monitoring providing an opportunity to adapt to any unforeseen circumstances.

13.7. The Waste section of the Plan, as amended by those MACs recommended below, has been prepared with due regard to the relevant legislation and national policy, as well as other relevant plans and policies. It would provide an appropriate framework for the assessment of waste management proposals and is, therefore, sound.

14 Other Development Management & Policy Considerations

14.1. Policy KP5: 'Good Quality and Sustainable Design' establishes the general principles against which the design of new developments would be assessed. Subject to **MAC7**, which amends criterion ix) to make reference to land contamination, the policy provides an effective basis for the determination of planning applications.

14.2. Policy H2: 'Conversion to Residential Use' provides an appropriate policy framework for the conversion of suitable space above commercial premises to residential use, whilst Policy H4: 'Change of Use of Residential Land or Properties' identifies the circumstances in which proposals for the conversion or redevelopment of residential properties to other uses outside of the Central and Bay Business Areas and District and Local Centres would be permitted. **MAC20** amends Policy H4 to ensure that any such change of use would not have an unacceptable impact on residential amenity.

14.3. Policy H5: 'Sub-division or conversion of residential properties' is proposed to be amended by **MAC21**. This change amends criterion i) by deleting the reference to proposed extensions to properties. As an extension may be considered acceptable in principle, this change is necessary to ensure that the policy is not unduly restrictive. Meanwhile, Policy H6*:* 'Change of use or redevelopment to residential use' strikes an appropriate balance in relation to proposals for the change of use, conversion or redevelopment of redundant premises, reflecting a particular localised issue. For this reason, it is soundly based.

14.4. Policy C1: 'Community Facilities' provides the policy context for new and improved community, health and religious facilities. **MAC49** adds clarity to this Policy and is therefore recommended. MAC51 proposes a New Policy entitled

[139] Council Statement to Hearing Session 10: Erratum Tables

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

14.5. Chapter 6 of the Plan provides a suite of policies relating to Open Space. Policy C3: 'Protection of Open Space' relates to the protection of existing Open Space, whilst Policy C4: 'Provision for Open Space, Outdoor Recreation and Sport' relates to the provision of new space. Policy C4 is amended by **MAC52**, which incorporates children's play into the provision of the Policy. This change enables Policy C6: 'Provision for Children's Play' to be deleted by **MAC54**. These changes avoid any unnecessary duplication and add clarity to the suite of policies and are therefore recommended. On this basis, and subject to the Council's response to the matters raised at the Hearing[140], the Plan's open space policies are consistent with national policy and are soundly based.

14.6. Policy C5: 'Provision for Allotments and Community Growing' proposed to seek provision of land for allotments on developments over 46 units. The Policy lacked clarity and was not justified by robust evidence. Therefore, in response to concerns raised at the Hearing, the Council proposes to delete the Policy in its entirety through **MAC53**. This change is necessary to ensure a sound Plan and is therefore recommended.

14.7. Policy C7: 'Health' is amended by **MAC55**. This change is necessary to delete reference to the location of fast food takeaways to ensure consistency with other Plan policies. It also makes the policy more focussed and is sound in all other respects.

14.8. Policy C8: 'Planning for Schools' and Policy C9: 'New Education Facilities' would be deleted by **MAC56** and **MAC57** respectively. However, a new Policy, which following the renumbering of the policies within the chapter would become New Policy C7: 'Planning for Schools', is proposed through **MAC59**. This approach avoids unnecessary repetition and provides an appropriate framework for the consideration of such proposals. Concerns have been made in relation to the proposed phasing. However, this adds necessary certainty to the delivery of such facilities which is particularly important given the scale of the sites allocated for development through the Plan process. Moreover, the Policy wording is suitably flexible to ensure that contributions would only be sought where a need has been identified and contributions will be negotiated and fairly and reasonably related in scale and kind to the development proposed.

14.9. Representations have suggested that a Policy is necessary to support the on-going expansion of Cardiff's universities. However, no tangible evidence has been submitted to the Examination to demonstrate the growth anticipated and,

[140] Council Response to Action Point 8 of Hearing Session 16

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

15 Plan Monitoring, Implementation & Review

15.1. The Council accepted during the examination that Appendix 9, as submitted, did not set out a sufficiently clear and effective monitoring framework. Intervention strategies to address any delay were unclear and there was a lack of site specific targets and dates to monitor the delivery of development. A number of measures have been introduced to effectively monitor progress and take any necessary action to ensure delivery of the housing target. Firstly, the proposed changes would introduce new policies identifying the necessary infrastructure, including links to the IP for each strategic site and clearer timescales by which it is required. The monitoring framework, as proposed to be amended by **MAC75** would measure achievement of the 50:50 modal split target for all journeys over the Plan period; it would set out a programme for monitoring delivery of key infrastructure so that progress can be examined and it would identify what action would be taken if the delivery of infrastructure fails to progress as expected.

15.2. Secondly, a revised comprehensive trajectory would identify all the housing projected to come forward and identify the anticipated delivery rates, including for each of the strategic sites, against a delivery target sufficient to meet the housing requirement. Finally, the amended monitoring framework would link a commitment to take action if critical infrastructure does not come forward as expected and identify measures to be undertaken if the housing falls behind the projected target. We are satisfied that this is a proactive and flexible approach and the changes are necessary to ensure that there is always a forward looking monitoring process to identify problems with the delivery of necessary infrastructure long in advance of any difficulties arising and appropriate action being taken to ensure targets are met.

15.3. During the examination process the Council has developed in greater detail the targets and indicators for monitoring delivery of policies in the Plan. Other changes proposed by **MAC75** would enable more responsive monitoring over shorter time periods and reflect other proposed changes set out above. The Plan would also include an appendix listing proposed SPG to support the Plan and a timetable for preparation (**MAC74**). With these changes the Plan provides a robust mechanism for monitoring delivery, implementation and to establish when the Plan or individual policies need to be reviewed. It is also sufficiently flexible to deal with changing circumstances. The changes would ensure that the Plan satisfies the coherence and effectiveness soundness tests.

16 Overall Conclusions

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

R Phillips *R Jenkins*

Inspector Inspector

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

Appendix B: Inspector Matters Arising Changes

Appendix A: Council proposed changes recommended by the Inspectors

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Chapter 1:Introduction				
MAC1	1	1.1 – 1.19	1.4	Update and amend paragraphs 1.1 – 1.19 **1. Introduction** **The purpose of and status of the ~~need for a new~~ adopted Local Development Plan (LDP)** 1.1 Cities change. Cardiff is no exception and has grown year on year for generations. This has seen Cardiff become the Capital City of Wales and centre of a wider city-region providing an important source of jobs and services for the whole of South East Wales. 1.2 New homes, jobs, supporting transportation and other facilities are ~~will be~~ required to meet the needs of future generations. These needs must be carefully balanced against environmental and quality of life factors. 1.3 The adopted Cardiff Local Development Plan (LDP) is the tool to address these issues. It represents a 'plan-led' approach to meeting future needs. ~~All Local Authorities in Wales must prepare a LDP. Many have now been adopted, with others reaching advanced stages.~~ ~~1.4 Without a Plan in place, there would be an unplanned, piecemeal, 'free for all' which would not be desirable. In Cardiff, the need for a new~~

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				~~Plan is more acute than elsewhere for a number of reasons:~~ ~~• The existing Development Plan framework is seriously outdated with the Structure Plans and Local Plan being over 16 years old;~~ ~~• In Cardiff, unlike most other Local Authorities in Wales, a Unitary Development Plan designed to replace the old Structure and Local Plans was never adopted; The first attempted LDP had to be withdrawn due to the Inspector's significant concerns (particularly critical of a 'brownfield-only' Strategy). The delay has caused the Plan period to be extended by 5 years, significantly raising the level of development required in this Plan and lengthening the period of time without an adopted Plan in place;~~ ~~• There is currently an insufficient housing land supply which has resulted in the Council losing planning appeals for development in the open countryside;~~ ~~• This is the first time in generations that Cardiff has no significant urban extensions taking place. Evidenced need for new homes is therefore not currently being met resulting in a build-up of latent demand; and~~ ~~• Cardiff experiences significantly higher development pressures than many other parts of Wales. Many greenfield planning applications have recently been submitted underlining the need for a new, up to date framework to be put in place.~~ ~~**The Local Development Plan (LDP) process**~~ 1.4~~5~~ The adopted LDP ~~will~~ provides the statutory framework for the development and use of land within Cardiff over the Plan period (2006-2026). This fulfils the requirements of The Planning and Compulsory

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				Purchase Act 2004 which requires the Council to prepare a LDP. ~~Once adopted, it will~~ It replaces existing Structure Plans and Local Plans relating to Cardiff ~~which are now outdated as explained above. It~~ and will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications. 1.5~~6~~ The Plan has been ~~must be~~ prepared in accordance with formal regulations and the ~~and involves numerous stages of preparation together with associated consultation and engagement. A document called the,~~ 'LDP Delivery Agreement' which sets out a timetable for its preparation along with details of consultation as the Plan progressed~~s~~. This was agreed with the Welsh Government on 5th December, 2011. ~~Progress to date has fully accorded with the agreed timetable.~~ ~~**The Deposit LDP**~~ ~~1.7 The Deposit LDP is an important stage of the plan preparation process. It contains an overall Strategy together with land use allocations and detailed policies. The Plan aims to deliver the Council's overall vision as set out in the 10 year, 'What Matters' Strategy (2010-2020) and also takes account of the national and regional policy framework (summarised in Appendix 3). Furthermore, a wide range of evidence has been collected to inform the plan along with collaborative working, and findings from consultation and engagement processes.~~ ~~1.8 Importantly, the Deposit LDP is the next stage of the LDP preparation process following the Preferred Strategy which was approved by Council in October 2012. The Preferred Strategy set out the proposed strategic approach to meeting development needs over the Plan period and was subject to a six week~~

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				~~consultation period. The Deposit LDP therefore takes full account of the Preferred Strategy, the consultation findings, analysis of up to date evidence together with all other relevant material factors.~~ 1.6~~9~~ The Plan contains the following sections: Foreword; Summary; Introduction; LDP Vision & Objectives; Strategy, Key Policies and Key Diagram; Detailed Policies; Monitoring and Implementation; ~~How to make comments;~~ Proposals Map and Constraints Map; Appendices. ~~1.10 Numerous Appendices and Supporting Documents have also been prepared which contain relevant background work underpinning the Plan. These have been placed in the public domain to assist readers in gaining a full understanding of the evidence informing Plan content. This also allows the Deposit LDP to be a more succinct and user-friendly document without being over-cluttered with technical material. A full list of Supporting Documents is provided in the contents section of this document.~~ ~~**Deposit LDP and Alternative Sites consultation**~~ ~~1.11 The Deposit LDP will be subject to 6 weeks consultation. Full details of how to make comments are provided in Section 7. The Council will acknowledge and~~

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				~~carefully consider all comments made. Following the Deposit LDP consultation process, the Council must also consult on 'alternative sites' which will involve seeking views on alternative sites for development which have been put forward by parties commenting on the Deposit LDP.~~ ~~1.12 The Council will then consider all comments made and prepare any proposed, 'focussed changes' to the Deposit LDP which depending on timing is either before or after it is submitted for a process of formal examination. A series of Supporting Documents will also be submitted including an updated version of the Initial Consultation Report summarising representations made along with the Council's response.~~ ~~**Independent examination**~~ ~~1.13 Ultimately, approval for the Plan rests with an independent Inspector who will decide if the Plan is fit for purpose by assessing it against ten, 'tests of soundness'. These are listed in Appendix 8 together with an explanation of how the Council considers the document contents and preparation process accord with these tests.~~ ~~1.14 The examination process will commence once the Council formally submits the plan to the Welsh Government. The process will be co-ordinated by the independent Inspector and include examination sessions to explore issues. Further evidence may be provided by the Council and others to assist the independent Inspector fully explore any relevant matters. Once the examination process is completed, the independent Inspector will issue a binding report including any changes required to the Plan.~~

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				~~Adoption,~~ Monitoring and Review 1.7~~15~~ ~~The Council must formally adopt the LDP within 8 weeks of the receipt of the independent Inspector's Report. Following this,~~ T~~t~~he Council will work with others to implement the Plan and take decisions within the new adopted policy framework. 1.8~~16~~ In order to assess how effectively the Plan is being implemented, the Council must prepare an Annual Monitoring Report (AMR). The report will be based on the indicators as set out in Appendix 9 to this document. This is an important aspect of the LDP process since evidence collected through annual monitoring can be used to inform LDP review which takes place every 4 years. **Supplementary Planning Guidance (SPG)** **1.9~~17~~** These are non-statutory documents intended to provide useful advice and guidance which expand on policies set out in the adopted ~~Depos~~it LDP. They must be subject to public consultation. ~~but are not documents to be assessed by the LDP independent Inspector~~. Appendix ~~5~~ of this document lists all proposed new and/or updated SPG which are intended to be prepared together with timescales. ~~and at which stage of the LDP process. In this respect, it should be noted that a phased programme of preparation is proposed.~~ ~~Other~~ A~~a~~ssessment processes that have informed the adopted Plan **1.10~~8~~** In addition to the overall independent examination of the LDP, the Plan has ~~mus~~t also been subject to two further formal assessment

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				processes as described below: The Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) processes - these are required by the Planning and Compulsory Purchase Act 2004 and the SEA Regulations to ensure that the LDP policies reflect sustainability principles and take into account impacts upon the environment~~. The Final SA Report forms Supporting Document 11~~; and The Habitat Regulations Assessment (HRA) - this process is required to determine the likely significant effects of the Plan on European Sites of nature conservation importance. ~~The HRA forms Supporting Document 12.~~ **1.11~~9~~** Furthermore, the adopted ~~Deposit~~ LDP has been subject to the following additional ~~internal~~ assessments designed to further scrutinise the Plan contents: Health Impact Assessment - a process involving relevant stakeholders in assessing the health implications of the Plan~~. A summary forms Supporting Document 13~~; and Equality Impact Assessment - a process involving relevant stakeholders in assessing the equality implications of the Plan. ~~A summary forms Supporting Document 14.~~
MAC2	1	New paragraph	1.8, 7.5	Insert new paragraph in the Introduction after existing paragraph 1.19 **Other Assessment Processes.** The importance of Welsh culture and heritage is recognised in the Plan however having assessed the densities of Welsh language use across the City it is not considered to be an issue which requires addressing in the Plan. As a result the proposals contained in the LDP are not considered to have a detrimental impact on the Welsh language and culture or materially affect the linguistic balance of Cardiff or communities within Cardiff.

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Chapter 2: The Cardiff Context and Key Issues the Plan must Address				
MAC3		2.1 (page 21)	Schedule of Minor Changes	**Key Environmental trends and issues** • The countryside and urban area contains a wealth of natural and historic interests. For example, there are almost 1,000 Listed Buildings, 27 Conservation Areas,2 ~~4~~ sites noted for their international biodiversity (Cardiff Beechwoods SAC and Severn Estuary SAC/SPA/RAMSAR)
Chapter 4: Strategy, Key Policies and Key Diagram				
MAC4	4	KP1: Level of Growth	1.2, 2.1, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 5.1	Replace existing Policy KP 1: Level of Growth with revised KP1 Please see Appendix One of this schedule for amended KP 1
MAC5	4	Policy KP2 Strategic Sites KP2 New Key Policies, KP2(A) to KP2(H)	2.2, 6.2, 7.1, 7.3, 8.1, 8.3, 10.13, 12.1, 13.16, 16.2	Amend Policy KP2:Strategic Sites and reasoned justification and insert new policies KP2A to H after existing KP2 Please see Appendix Two of this schedule
MAC6	4	KP4: Master planning Approach Paragraphs 4.84 – 4.85	2.2, 6.2, 7.1, 7.3, 8.1, 8.3, 10.13, 12.1, 13.16, 16.2	Amend reasoned justification of KP4: Masterplanning approach Retain existing paragraph 4.84 but delete existing paragraph 4.85: ~~4.85 The outputs of this approach are set out in Supporting Document~~

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

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				more masterplanning details for Strategic Sites into the Plan: With regard to Strategic Sites, policies KP2(A) to KP2(H) set out the infrastructure and masterplanning requirements for each of the sites which are shown indicatively, where appropriate, on Schematic Frameworks. To avoid repetition and unnecessarily long policies, only site-specific and not generic requirements have been articulated and embedded in the policy relating to each Strategic Site. The infrastructure requirements contained within policies KP2(A) to KP2(H) reflect the level of detailed information known. Future updates to the Infrastructure Plan will allow such information to be regularly updated to reflect prevailing circumstances and show more detail when it is known. It would be premature and unhelpful to include overly prescriptive directions in the Plan where detailed matters are more appropriately considered through the Development Management process but within the context of the framework embedded within the Plan. In this way, the maximum possible certainty can be given without setting out unsupported aspirations. This policy, in conjunction with other relevant policies, will provide the masterplanning framework for landowners and developers to prepare Parameter Plans and Master Plans for major new development proposals, which will inform the Development Management process.
MAC7	4	KP5: Good Quality and Sustainable Design	11.6, 13.9, 16.1	Amend criterion (ix) of Policy KP5: Good Quality and Sustainable Design **(ix) "Promoting the efficient use of land, developing at highest practicable densities and where appropriate achieving the remediation of ~~contaminated~~ land contamination;"**

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MAC8	4	Policy KP6: New Infrastructure	2.4, 2.5	Amend Policy KP 6 and reasoned justification KP6: NEW INFRASTRUCTURE **New development will make appropriate provision for, or contribute towards, ~~the~~ all essential, enabling and necessary infrastructure required as a consequence of the proposed development in accordance with Planning Policy Guidance. Such infrastructure will be delivered in a timely manner to meet the needs of existing and planned communities and includes the following aspects which may be required ~~subject~~ having regard to the nature, scale and location ~~and details~~ of the propos~~a~~ed development:** **Essential / Enabling Infrastructure:** • **Transportation and highways including access, circulation, parking, public transport provision, walking and cycling;** • **Utility services;** • **Flood mitigation / defences;** **Necessary Infrastructure:** • **Affordable Housing;** • **Schools and education;** • **Health and social care;** • **Community buildings and facilities including District and Local Centre improvements;** • **Local employment and training including replacement employment opportunities where relevant;** • **Community safety initiatives;**

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				• **Open space, recreational facilities, playgrounds, allotments;** • **Protection, management, enhancement and mitigation measures relating to the natural and built environment;** • **Public realm improvements and public art;** • **Waste management facilities including recycling and services;** • **District heating and sustainable energy infrastructure~~; and~~** **~~Other requirements~~** ~~• **Other facilities and services considered necessary.**~~ Retain existing paragraphs 4.89-4.90. Amend paragraph 4.89 Policy KP6 seeks to ensure that new developments, irrespective of their size, location, or land use, make appropriate provision for infrastructure. Specific infrastructure requirements will vary in different locations and be dependent upon the scale and nature of proposed development. Infrastructure may be required to facilitate development (essential / enabling ~~such as highways or utilities~~) or can be required to make a development acceptable (necessary ~~such as schools, community facilities, open space~~). For example, it may include elements from the list contained as part of the Policy, which is not exhaustive, but gives an indication of the potential scope of infrastructure which may be required. ▪ Category 1: Essential / Enabling Infrastructure (to facilitate development) - Those items which will need to be delivered prior to, or from the commencement of the relevant phases of development (e.g. transportation / highways infrastructure, utility services and flood mitigation / defences). ▪ Category 2: Necessary Infrastructure (to make development acceptable) - Items which need to be phased and implemented alongside new

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				development, to ensure that areas are served with appropriate facilities over time (e.g. schools and recreational open space)'. **New paragraph to be inserted after existing paragraph 4.90:** With regard to Strategic Sites, policies KP2(A)-KP2(H) provide clear guidance on the Council's infrastructure and masterplanning requirements. This information will be cross-referenced to the Cardiff Infrastructure Plan which is a 'living document' sitting alongside the LDP. The Infrastructure Plan is directly linked to the LDP Monitoring Framework and will be regularly updated, so as more details are established they can be incorporated into the document. 4.91 ~~Further work has therefore been undertaken to supplement the Policy and is included in Supporting Document 6 (Infrastructure Plan) which provides details and evidence of the infrastructure that is required to support the planned level of growth.~~ The Infrastructure Plan ~~also~~ identifies the potential costs of ~~such~~ infrastructure provision, potential funding mechanisms ~~and~~ / sources of funding and provides an indication of phasing requirements. The diagram set out below shows some of the potential funding sources for infrastructure provision. ~~However, at this stage it~~ It is important to note that there are numerous potential funding sources and ~~that the potential sources~~ those shown on the diagram raise peripheral issues which require further discussion and work to investigate the feasibility of securing funding through these means. Retain diagram at Page 68 and paragraph 4.92 4.93 The provision of flexible, multi-functional buildings and places will

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				allow for essential services to be provided, whilst allowing communities to define and re-define their infrastructure requirements over time. A strong commitment to shared community buildings, services, their management and maintenance will ensure that facilities are at the heart of the community, whilst reducing overall costs to both developers and service providers. The principle of community buildings integrated within multi-function "hubs" (for example, the ~~new~~ @Loudoun development in Butetown) is a trend which is set to continue. The Infrastructure Plan ~~(Supporting Document 6)~~ provides further information regarding potential opportunities for shared premises as well as an indication of compatible uses and services. Retain paragraph 4.94 ~~4.95 There may also be additional requirements depending on the scale, nature, location and phasing of proposed developments to support the future needs of infrastructure providers and the communities they serve. Further detailed work will be undertaken following consultation on the Deposit LDP to fine tune requirements and delivery sources. This will include identifying in more detail the different ways in which infrastructure can be provided.~~
MAC9	4	Policy KP7 Planning Obligations Paragraphs 4.98 and 4.101	2.3	Amend KP 7 and paragraph reasoned justification **KP7: PLANNING OBLIGATIONS** **Planning obligations will be sought to mitigate any impacts directly related to the development <u>and will be assessed on a case by case basis in line with Planning Policy Guidance.</u>**

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				4.98 The legislative and policy framework governing the use of planning obligations is provided in PPW, Community Infrastructure Levy Regulations 2010 (as amended) and Welsh Office Circular 13/97 'Planning Obligations' (or subsequent versions). 4.101 They will be sought where they are: ~~▪ Necessary to make a proposal acceptable in land use planning terms;~~ ~~▪ Relevant to planning; and~~ ~~▪ Directly related to the proposed development.~~ ▪ Necessary to make the development acceptable in planning terms ▪ Directly related to the development; and ▪ Fairly and reasonably related in scale and kind to the development
MAC10	4	Policy KP8 new paragraph and amendments to 4.117	14.3	Insert new paragraph after existing paragraph 4.105 and amend paragraph 4.117 of Policy KP8. New paragraph after existing paragraph 4.105**:** In order to mitigate transport impacts and achieve the 50:50 modal split target, the development of strategic sites will be integrated with provision of transport and highways infrastructure referred to in Policy KP6 (New Infrastructure). Such infrastructure will include: • the walking and cycling infrastructure supported by Policy T1; • the strategic rapid transit, bus corridor enhancements and wider

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				improvements to the city's bus network supported by Policy T2; • Transport Interchanges supported by Policy T3; and • the Regional Transport Hub supported by Policy T4. Policies KP2 (A) to KP2 (H) list the 'Essential' and 'Enabling infrastructure' required to support the development of each strategic site s contribution to ~~and~~ the delivery of the county-wide 50:50 modal split target. Policies KP2 (A) to KP2 (H) list the 'Essential' and 'Enabling infrastructure' required to support the development of each strategic site and the delivery of the 50:50 modal split target. 4.117 For planning applications relating to the LDP strategic sites, the Council will seek to secure the on-site and off-site transport infrastructure identified within ~~the schematic master plans and site-specific principles for each site~~ Policy KP2. Implementation of this Policy will help to reduce pollution arising from road traffic. This will counteract increases in atmospheric pollution as a result of the Plan, thereby avoiding significant effects upon internationally designated sites.
MAC11	4	KP11: Minerals And Aggregates Paragraph 4.141	15.1, 15.2, 15.3, 15.4, 15.9, 15.10, 15.12	Amend Policy KP11 and the reasoned justification **KP11: ~~MINERALS AND~~ CRUSHED ROCK AGGREGATES AND OTHER MINERALS** **Cardiff will maintain a steady and adequate supply of minerals and contribute to regional aggregate supplies by:** **i Promoting and supporting the efficient use of minerals and use**

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				of alternatives to naturally occurring minerals including the re-use of secondary aggregates; **ii. Protecting existing mineral reserves and safeguarding potential resources of limestone, coal and sand and gravel from development that would preclude their future extraction; ~~and~~** **iii. Maintaining a minimum 10 year land bank of permitted crushed rock aggregate reserves in line with national guidance~~.~~;** **iv. Supporting appropriate applications for sand and gravel extraction; and** **v. Safeguarding wharves from development that would prevent their use for landing marine dredged sand and gravel.** **4.141** Crushed rock production in the past has averaged 1 million tonnes (mt.) per annum, broadly similar to the County's consumption. In addition approximately 0.3 mt. of sea dredged sand is landed at Cardiff Docks every year. The majority of natural mineral production is used in the construction industry as crushed rock aggregates. Secondary materials, such as construction and demolition waste, are also used as substitutes for natural aggregates. Cardiff is also an important source of dolomitic and high purity limestone for industrial use in the local steelmaking process. ~~Existing permitted reserves of hard rock minerals (41 mt.) represent over 69 years' supply at current output rates, sufficient to meet need well beyond the Plan period. Regionally, Cardiff contributes around 10% of South Wales' annual crushed rock aggregate production and its reserves represent 8% of the regional total, sufficient to maintain this contribution during the Plan period.~~ The Regional Technical Statement 1st Review (August 2014) produced by the north and South Wales Regional Aggregates Working Parties states that Cardiff should make provision for 0.86 million tonnes of crushed rock aggregates per year up to 2036, resulting is a total apportionment of 21.5 million tonnes. This requirement

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				is based on average annual production for the period 2001 to 2010 and compares with the existing landbank of 41 million tonnes (as at 31st December 2010) of crushed rock reserves meaning Cardiff based on current information has a surplus of permitted reserves when compared to the requirements set out in the Regional Technical Statement 1st Review. This Policy recognises that Cardiff is an important regional provider of minerals and provides for the continuation of its present contribution to regional demand.
MAC12	4	Policy KP12 Waste Paragraphs 4.144, 4.145	15.13, 15.16	Amend Policy KP 12 and the reasoned justification **KP12 WASTE** **Waste arisings from Cardiff will be managed by:** **i. Promoting and supporting additional sustainable waste management facilities, measures and strategies in accordance with the Collections, Infrastructure and Markets Sector Plan (2012) and TAN 21 (2014) ~~Regional Waste Plan and~~ in a manner that follows the waste hierarchy ~~which seeks to maximise the reduction of waste in the first place and thereafter reusing, recovering and recycling options before disposal of waste~~ and the principles of an integrated and adequate network of waste installations; nearest appropriate installation; self-sufficiency and protection of human health and the environment;** **ii. Encouraging the provision of in-building treatment facilities on existing and allocated areas of general industry;** **iii. Supporting the provision and maintenance of sustainable**

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				waste management storage and collection arrangements in all appropriate new developments; and **iv. Supporting waste ~~minimisation~~ prevention and reuse and the provision of facilities that use recycled or composted products.** 4.144 Cardiff produces around a million tonnes of waste each year, varying from harmless inert materials to highly toxic chemical by-products and residues. It is important for the Council to manage the land use implications of this waste in an environmentally acceptable and sustainable way. The Council is moving towards more sustainable waste management practices in line with European and national guidance, by increasing the amount of municipal waste recycled or composted and reducing the amount of biodegradable waste sent to landfill. ~~Additional treatment facilities are likely to be required within the Plan period in order to achieve these aims.~~ 4.415 ~~The South East Wales Regional Waste Plan indicates that a maximum of 20.9 hectares of land will be required for waste management facilities within the county. New waste management facilities will generally be favoured on B2 land for general industry, in line with national guidance. In this respect the 1st Review of the Regional Waste Plan endorsed by the Council in July 2008 identifies a range of potential sites for waste management purposes on vacant general industrial land.~~ TAN 21 (2014) sets a framework for the delivery of sustainable waste management infrastructure through the planning process. The Collections, Infrastructure and Markets Sector Plan (2012) is intended to deliver the sustainable development outcomes set out in 'Towards Zero Waste' the overarching waste strategy document for Wales. The Council will work with others within the South East Wales region to monitor waste arisings and capacity requirements and respond to identified needs by

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				providing an integrated and adequate network of waste management facilities across the region. Additional treatment and recovery facilities are likely to be required within Cardiff during the Plan period in order to achieve the targets set out in the CIM Sector Plan and the policy principles established in TAN 21 (2014).
MAC13	4	Policy KP13: Responding to Evidenced Social Needs	4.1, 4.2, 4.19	Amend Policy KP13 and reasoned justification **KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS** **A key part of the successful progression of the city will be to develop sustainable neighbourhoods, tackle deprivation, and improve the quality of life for all. This will be achieved through:** i. **Providing a range of dwelling sizes, types and affordability including seeking to provide a target of ~~6,953~~ 6,646 affordable dwellings over the remaining ~~13~~ 12 years of Plan period;** ii. **Supporting the vitality, viability and attractiveness of existing District and Local Centres and their regeneration, including retail and other commercial development and housing of an appropriate scale;** iii. **Encouraging the provision of a full range of social, health, leisure and education facilities and community infrastructure for both existing and new communities that are accessible to all by walking and cycling and public transport;** iv. **Supporting the regeneration of deprived communities within the city and maximising the additional benefits that new communities can bring to adjoining or surrounding communities;** v. **Encouraging the enhancement of communities through better equality of access to services for all, promoting cultural and wider**

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				diversity for all groups in society, and creating places that encourage social interaction and cohesion; vi. **Developing new cultural and sporting facilities to build upon Cardiff's role as a major tourist, cultural and sporting destination for visitors and residents alike; and** vii. **Designing out crime and creating communities which are safer and feel safer.** 4.149 The affordable housing target (~~6,953~~ 6,646 or ~~535~~ units per annum) identifies the number of affordable housing units that it is anticipated will be provided over the remainder of the Plan period ~~2013~~ 2014 to 2026. The target takes into account the current landbank of affordable units (less an allowance for flexibility) and expected contributions from strategic and non-strategic sites, windfall sites and change of use schemes based on the affordable housing target percentages (30% for greenfield sites and 20% for brownfield sites) outlined in Policy H3.. It is also likely that some affordable housing will also come forward from sources other than by the use of planning obligations, for example on sites or in dwellings acquired by social housing providers. Insert new paragraph after existing paragraph 4.149 The Cardiff LHMA assessment sets a requirement over the period 2013-2018 of 3,989 affordable units per year or a total of 19,945. Clearly, the affordable housing target over the Plan period will not meet the need figure as set out in the LHMA and it is not expected to as it is only one of a variety of means to achieving a supply of affordable housing.

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MAC14	4	KP15 Climate Change Paragraph 4.167	1.7, 13.3	Amend Policy KP15 and paragraph 4.167 of the reasoned justification **KP15: CLIMATE CHANGE** **To mitigate against the effects of climate change and adapt to its impacts,** **development proposals should take into account the following factors:** i. **Reducing carbon emissions;** ii. **Protecting and increasing carbon sinks;** iii. **Adapting to the implications of climate change at both a strategic and** **detailed design level;** iv. **Promoting energy efficiency and increasing the supply of renewable** **energy; ~~and~~** v. **~~Avoiding unnecessary flood risk by assessing the implications of development proposals within areas susceptible to flooding and preventing development that unacceptably increases risk.~~** **Avoiding areas susceptible to flood risk in the first instance in accordance with the sequential approach set out in national guidance; and** **(vi) Preventing development that increases flood risk.** 4.167 Avoiding unnecessary flood risk will be achieved by strictly assessing the flood risk implications of development proposals within areas susceptible to tidal or fluvial flooding and preventing development that unacceptably increases risk. In accordance with TAN15: Development and Flood Risk no highly vulnerable development will be permitted in

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				development advice zone C2. Development will only be considered in other areas at high risk of flooding where it can be demonstrated that the site can comply with the justification and assessment requirements of TAN15 (2004 – Section 6, 7 and Appendix 1). Policy EN14 relating to Flood Risk sets out a range of criterion which will be considered when assessing development proposals in areas of high risk of flooding. ~~Information is provided to demonstrate that a proposal satisfies the Flood Consequence Assessment tests set out in TAN15: Development and Flood Risk.~~
MAC15	4	Policy KP16 Green Infrastructure	13.6	Amend Policy KP16 **KP16: GREEN INFRASTRUCTURE** **Cardiff's distinctive natural heritage provides a network of green infrastructure which will be protected, enhanced, ~~created,~~ and managed to ensure the integrity and connectivity of this multi-functional green resource is maintained.** **Protection and conservation of natural heritage network needs to be reconciled with the benefits of development. Proposed development should therefore demonstrate how green infrastructure has been considered and integrated into the proposals. If development results in overall loss of green infrastructure, appropriate compensation will be required.** **Natural heritage assets are key to Cardiff's character, value, distinctiveness and sense of place. They include the City's:** i.**Undeveloped countryside and coastline (EN1 and EN2);**

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				ii.**Landscape, geological and heritage features which contribute to the City's setting (EN3);** iii.**Strategically important river valleys of the Ely, Taff, Nant Fawr and Rhymney (EN4);** iv.**Biodiversity interests including designated sites and the connectivity of priority habitats and species (EN5, EN6 and EN7);** v.**Trees (including street trees), woodlands and hedgerows (EN8);** vi. **Strategic recreational routes, cycleways and the public rights of way network (T5, T6 and T8);** vii.**Parks, playing fields, green play areas and open spaces (C3, C4 and C6);** viii.**Growing spaces including allotments, community orchards and larger gardens (C5); and** ix. **Holistic integrated surface water management systems (EN10).**
MAC16	4	Policy KP17 Built Heritage	13.1	Amend Policy KP17 **Policy KP17: BUILT HERITAGE** **Cardiff's distinctive heritage assets will be protected, managed and enhanced, in particular the character and setting of its Scheduled Ancient Monuments; Listed Buildings; <u>Registered</u>**

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		Paragraphs 4.174, 4.176, 4.178, 4.179		**Historic Landscapes, Parks and Gardens; Conservation Areas; Locally Listed Buildings and other features of local interest that positively contribute to the distinctiveness of the city.** Amend paragraphs 4.174, 4.176, 4.178, 4.179 of KP 17 4.174 There are currently 28 ~~s~~ Scheduled ~~a~~ Ancient ~~m~~ Monuments in Cardiff. This Policy affords appropriate protection to these ~~ancient~~ monuments and others that may be scheduled over the Plan period, as well as other important archaeological remains identified within the Historic Environment Record. The SPG on Archaeologically Sensitive Areas provides further guidance on four areas of the city where significant finds have been recorded. 4.176 The Council also holds a Local List of Buildings of Merit. This Policy identifies the significance of these locally listed buildings (and others that may be added to the list by the Council over the Plan period) have in forming the character of the area. Welsh Office Circular 61/96 identifies the weight their designation may have in the assessment of development proposals. 4.178 Finally, there are currently 19 historic parks and gardens and 1 historic landscape (the Wentloog Levels) included on the Cadw/ICOMOS 'Register of Historic Landscapes Parks, and Gardens ~~and Landscapes'~~. This Policy affords appropriate protection to these and other historic parks, gardens and landscapes that may be added to the register by Cadw/ICOMOS over the Plan period. 4.179 In seeking to respond to the presence of heritage assets, developers are encouraged to follow a sequence of investigation and

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				assessment to identify the cultural and historic significance of a place before developing proposals for change or alteration. In this way appropriate approaches can be developed to preserve and enhance the historic environment through proposals that respond to and complement their context. The process is commended within ~~Welsh Office~~ Circular 61/96 and advice within BS Standard 7913, 20131~~998~~.
MAC17	4	KP18: Natural Resources Paragraph 4.184	11.6, 13.9, 16.1	Amend criterion (iv) and paragraph 4.184 of Policy KP18 **(iv) "Remediating ~~contaminated~~ land contamination through the redevelopment of contaminated sites."** Amend the first sentence of Paragraph 4.184 "The redevelopment of sites with ~~contaminated~~ land contamination allows such land to be brought back into beneficial use, prevents dereliction and reduces the need to develop greenfield sites land."
Chapter 5: Detailed Policies				
MAC18	5	Policy H1 Non Strategic Housing Sites Table 3	9.3, 9.6	Amend Table 3 of Policy H1

Table 3: SUMMARY OF NON-STRATEGIC HOUSING SITES			
Site Ref.	**Site Name**	**Estimated Units**	**Site Size (Ha)**
H1.1	**Land at Areas 9-12, St Mellons**	**150**	**3.98**
H1.2	**Land rear of Clive Street**	**80**	**2.87**
H1.3	**Rookwood Hospital**	**~~80~~ 90**	**~~2.90~~ 3.40**

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				H1.4 **Former Lansdowne Hospital** **75** **1.51** **H1.5** **Land at Dan-y-Garth, Pentyrch** **~~53~~ 47** **2.49** **H1.6** **Land at former St John's College** **~~50~~ 64** **2.50** **H1.7** **Ely Bridge Farm, Dyfrig Road. Ely** **~~35~~ 41** **0.72** **H1.8** **Electrocoin Automatics Ltd, Caerphilly Road** **20** **0.61** **H1.9** **Land at Mill Road, Tongwynlais** **5** **0.40**
MAC19	5	Policy H3 Affordable Housing Paragraphs 5.11, 5.12, 5.13	4.3 to 4.18	Amend Policy H3 and paragraphs 5.11, 5.12 and 5.13 of the reasoned justification. **Policy H3: AFFORDABLE HOUSING** **~~Where there is evidence of need~~ The Council will seek 20% affordable housing on Brownfield sites and 30% affordable housing on Greenfield sites in all residential proposals that:** **i. Contain ~~10~~ 5 or more dwellings; or** **ii. Sites of or exceeding 0.1~~3~~ hectares in gross site area; or** **~~iii. Sites of or exceeding the thresholds in (i) or (ii) above for adjacent sites.~~** **Where adjacent and related residential proposals result in combined numbers or site size areas exceeding the above thresholds, the Council will seek affordable housing based on the**

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				affordable housing target percentages set out above **Affordable housing will be sought to be delivered on-site in all instances unless there are exceptional circumstances.** ~~5.11 The LDp target for affordable housing for the Plan period is detailed in Policy KP13. During the remaining Plan period from 2013 to 2026 the target amounts to 535units per annum.~~ 5.12 The targets set out in the Policy are derived from the findings of an affordable housing viability study undertaken by Peter Brett Associates. This study assessed the viability of a range of housing scenarios (including a calculation for necessary infrastructure which could be achieved through Sn106 and/or CIL, consistent with Policy KP6: New Infrastructure and the LDP Background Paper: Infrastructure Plan) for different development types with varying levels of affordable housing. In order to demonstrate viability, and take account of the higher costs associated with the development of brownfield sites the study recommended a two tiered affordable housing target. The Report confirms that affordable housing is viable at 30% on greenfield sites and at 20% on brownfield sites (based on indicative tenure mixes of 40% social rented, 40% intermediate rented and 20% Low Cost Home Ownership). This is consistent with the recommendations of the Cardiff Local Housing Market Assessment and the Economic Viability Reports of 2013 and 2014 in seeking an appropriate mix of tenures to address evidenced housing need over the Plan period. ~~The full findings of the Viability Study, including the methodology and assumptions made are set out in supporting document 20~~ 5.13 In negotiating affordable housing, each proposal's actual contribution will depend on that scheme's capacity for provision. This will ensure that

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				the affordable housing contribution in itself will not make the scheme unviable. The Council will work with developers to agree a contribution in an open and transparent manner. In cases where agreement cannot be reached, an independent assessment will be commissioned to be paid for by the applicant/developer. ~~Notwithstanding this, in order to determine an appropriate level of contribution all housing developments of 50 or more dwellings will be expected to provide an independent assessment paid for by the applicant/developer.~~ The assessment should include details and costs of the necessary infrastructure to be delivered either wholly or in part to support the delivery of sustainable neighbourhoods.
MAC20	5	Policy H4: Change Of Use Of Residential Land Or Properties Paragraph 5.18	16.3	Amend Policy H4 and paragraph 5.18 of the reasoned justification. **H4: CHANGE OF USE OF RESIDENTIAL LAND OR PROPERTIES** **Outside the Central and Bay Business Areas and District and Local Centres, identified on the Proposals Map, conversion or redevelopment of residential properties to other uses will only be permitted where:** **i. The premises or their location are no longer suitable for residential use; or** **ii. The proposal is for a community use necessary within a residential area.** ~~**iv. The proposal is for a use that could contribute to the creation of sustainable communities.**~~ **iii.There would be no unacceptable impact on residential amenity.** 5.18 There is a range of community uses that are appropriate and necessary, in principle, within residential areas. These include doctors' and dentists' surgeries, residential homes and child-care facilities.

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

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		Gypsy and Traveller Site Paragraphs 5.34 – 5.50		~~**Land is allocated for the provision of Gypsies and Travellers accommodation at Seawall Road as defined on the Proposals Map.**~~ ~~5.34 Currently, there are two Council-managed Gypsy and Traveller residential sites in Cardiff: at Rover Way and Shirenewton which were developed in the 1970's and 1980's. These sites provide 80 pitches between them; 59 at Shirenewton and 21 at Rover Way. In addition there are a few privately run facilities, most notably a site next to the Council's residential site at Shirenewton. Collectively these sites generate a future need for new pitches which the Council has a statutory duty to provide for with the LDP providing the tool to formally identify appropriate land to meet this need.~~ ~~5.35 In order to fully inform considerations, the Council has recently commissioned 3 independent studies carried out in consultation with the Gypsy and Traveller community to assess the relevant aspects of this matter. The first independent study, by Opinion Research Services, was to identify the level of need over the LDP plan period. It identifies a need to provide for an additional 108 pitches in the city up to 2026 together with an additional need for a transit site of around ten pitches, which should be located near the M4 to meet the needs of Gypsy and Travellers who are visiting the area or travelling through it. The study concludes that a transit site need not necessarily fall within the boundaries of the County of Cardiff and recommends entering a cross boundary process with neighbouring Councils and across South East Wales to identify a suitable site within the region.~~ ~~5.36 The second independent study carried out by Atkins examined the physical condition of the Rover Way site. It outlined some significant and~~

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

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

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

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

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

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				~~addressed in Cardiff.~~ ~~5.50 With regard to the provision of a transit site which could accommodate about ten pitches, it is noted that the independent consultants recommended that this site should be located near to the M4 and that its location should not be limited to Cardiff. The Council has therefore made initial contact with relevant local authorities along the M4 in South East Wales with regard to exploring suitable potential opportunities to meet this element of need. Given the limited time since the studies have been completed, further work and dialogue will continue to identify a suitable transit site within the region which will then be progressed accordingly by the local authority concerned. Should the site ultimately be identified within Cardiff (although the Peter Brett study did not identify a suitable site), it would be progressed as part of the material submitted for the LDP independent examination.~~
MAC23	5	Policy H8 Sites for Gypsy and Traveller Caravans Paragraphs 5.52 and 5.53	11.6, 13.9, 16.1 11.1 to 11.5, 11.7	Amend criterion (ii) and paragraphs 5.52 and 5.53 of the reasoned justification to Policy H8 (**ii) "Environmental factors including flood risk, ground stability, ~~contaminated~~ land contamination and proximity of hazardous installations do not make the site inappropriate for residential development;"** 5.52 Cardiff currently has two Gypsy and Traveller sites, at Rover Way and Shirenewton, providing a total of 80 permanent pitches. To date these two sites have accommodated natural population growth, with some overcrowding.. ~~T~~The latest Gypsy and Traveller Needs Assessment was undertaken in April 2013 and showed a need for 108 permanent Gypsy

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				and Traveller pitches. Local authorities are required to assess the accommodation needs of Gypsy families (Housing (Wales) Act 20~~0~~14 S.~~225 & 226~~) . and submit the assessment to the Welsh Government for approval by March 2016. PPW says that it is important for LDPs to have policies for the provision of sites. Welsh Government Circular 30/2007 indicates that where there is an assessment of unmet need for Gypsy and Traveller accommodation, sufficient sites should be allocated in the LDP to meet needs. A criteria based Policy for Gypsy and Traveller sites must also be included in order to meet future need. 5.53 This updated assessment will inform a wider site selection process which will progress over the next two years to meet the short and long term need for Gypsy and Traveller pitches. This process is referenced in the Monitoring Framework and includes the following key outputs and timescales. Sites that come forward through this process, together with any other proposals will be assessed against this policy. • Agree methodology and project management arrangements by end of 2015 • Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 by February 2016 • Undertake a site search and assessment and secure approval of findings by October 2016 • Secure planning permission and funding (including any grant funding from Welsh Government) for identified sites(s) required to meet the short term need for 43 pitches by May 2017 • Secure planning permission and funding (including any grant funding from Welsh Government) for identified(s) required to meet the long term need for 65 pitches by May 2021

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				~~5.53 Cardiff currently has two Gypsy and Traveller sites, at Rover Way and Shirenewton, providing a total of 80 permanent pitches. To date these two sites have accommodated natural population growth, with some overcrowding. Policy H7 allocates land specifically for the provision of Gypsy and Travellers but This policy provides further scope for considering any additional proposals which may arise over the plan period.~~
MAC24	5	Policy EC3: Alternative Use Of Employment Land And Premises Paragraphs 5.68 and 5.69	10.2, 10.3, 10.4	Amend Policy EC3 and paragraphs 5.68 and 5.69 of the reasoned justification **EC3: ALTERNATIVE USE OF EMPLOYMENT LAND AND PREMISES** **Development of business, industrial and warehousing land and premises for other uses will only be permitted if:** **i. The land or premises are no longer well located for business, industrial and warehousing use; or** **ii. <u>There is no realistic prospect of employment use on the site and/or the property is physically unsuitable for employment use, even after adaption/refurbishment or redevelopment; or</u>** **iii. There is no need to retain the land or premises for business, industrial or warehousing use, having regard to the demand for such land and premises and the requirement to provide for a range and choice of sites available for such use; and** iv. **There will be no unacceptable impact on the operating**

MAC Number	Chapter	Deposit Policy /Para No	*HS/A P or other source*	Proposed Change
				conditions of existing businesses. ~~5.68 Provision might be made for conversion to alternative uses but only if there were compelling and exceptional circumstances, for example:~~ ~~• Robust evidence that there is no realistic prospect of employment use on the site; and/or~~ ~~• The property is physically unsuitable for employment use, even after adaption/refurbishment or redevelopment.~~ 5.69 The 'robust evidence' for assessing the need to retain land and premises for business, industrial and warehousing use include the following criteria: • Whether and for how long land or premises have been vacant and actively marketed and the expressions of interest during this period; • Whether the site offers particular benefits not generally available within the overall land bank; • Whether the site is within an area of high unemployment and offers realistic prospects of use for appropriate employment purposes; • Whether the relocation of existing occupiers to other suitable accommodation will be facilitated; • Whether the proposed development would retain an element of industrial, office or warehousing floorspace; and • Whether the proposed use need to be accommodated on business, industrial or warehousing land (e.g. transport depots). • <u>Other priorities, such as housing need, override more narrowly focussed economic considerations.</u>
MAC25	5	New Policy	10.2, 10.3,	Insert new policy and reasoned justification after paragraph 5.85 new

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			10.4	policy to be referenced EC7 **EC7 EMPLOYMENT PROPOSALS ON LAND NOT IDENTIFIED FOR EMPLOYMENT USE** **Proposals for employment use (B Use Class) on unallocated sites will be permitted provided that:-** **i. The proposal cannot reasonably be accommodated on existing employment land and in the case of offices in the Central Enterprise Zone (Policy KP2) and the Central and Bay Business Areas (Policy EC4);** **ii. The site falls within the settlement boundary and has no specific policy designation;** **iii. The use is compatible with uses in the surrounding area and;** **iv. The proposal is well related to the primary highway network and accessible to sustainable modes of transport** Policy EC7 provides guidance on how the Council will determine applications for employment development on sites not identified for employment and ensure a sequential approach to site selection is followed, thereby steering employment allocations to the most appropriate locations consistent with national policy (PPW para. 10.2.9 and 10.2.11). This policy is intended to support the economy by allowing for future economic growth which sustains and provides job opportunities within Cardiff which is considered essential in responding to economic uncertainty and fulfils the LDP economic evidenced needs. The LPA is not able to fully predict all potential business and operator requirements over the Plan period. Therefore it is important for the policy framework to allow an element of flexibility to enable businesses to locate within the County.

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

MAC Number	Chapter	Deposit Policy /Para No	*HS/A P or other source*	Proposed Change
				vi. ~~**That any new buildings are grouped and designed in harmony with existing buildings wherever possible and;**~~ vii. ~~**Appropriate measures are in place to protect, maintain, manage or improve the features of the surrounding countryside and landscape.**~~ **Development in the countryside, beyond the settlement boundaries identified on the Proposals Map, will only be permitted where the use is appropriate in the countryside, respects the landscape character and quality and biodiversity of the site and surrounding area and where it is appropriate in scale and design. A landscape assessment and landscaping scheme will be required for significant development proposals. Proposals for new housing, rural diversification and rural enterprise, will only be permitted where they comply with National Planning Policy.** 5.88 Although farming and forestry comprise a relatively small part of Cardiff's economy, the economic viability of the countryside around Cardiff remains crucial, with agriculture and forestry playing an important role in both the management and conservation of the countryside. As such, the Council will adopt a positive approach to supporting the rural economy. Development proposals relating to ~~agriculture and forestry, including farm~~ rural diversification and enterprise will be assessed against ~~the above criteria~~, (PPW 2014)(~~2012, Para 7.3.3~~) and TAN 6: Planning for Sustainable Rural Communities. Farm diversification schemes should remain linked to the existing farm business and maybe subject to planning obligations in accordance with TAN 6: Planning for Sustainable

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				Rural Communities (2010 Para 3.7) and Policy KP7. 5.89 Close proximity to a large urban population brings many pressures to Cardiff's countryside, including outdoor recreation. Whilst its importance for local recreational purposes and tourism is accepted, it is essential to ensure that both these uses, and any built development associated with them, do not cause unacceptable harm to the character and quality of the countryside. Small scale, low impact development associated with activities which need to be located in the countryside, or encourage access to and enjoyment of the countryside, may be acceptable subject to the tests set out ~~above~~ in national guidance.. 5.90 Planning permission is normally required for the use of land for keeping horses and for equestrian activities, unless they are kept as "livestock" or the land is used for "grazing. The keeping of horses in Cardiff is very widespread, so that land used for grazing, recreation and associated development such as stabling, ménages, fencing, lighting, and car parking is already having a considerable impact on the character of Cardiff's countryside. Whilst it is accepted that these horse related uses can only be accommodated in the countryside, not all locations within the countryside are necessarily appropriate. The overall impact of such proposals will be assessed against the criteria ~~above~~ set out in national guidance. 5.91 Additionally there has been an increase in the number of applications for kennels and catteries. Applications for the siting of kennels and catteries outside the curtilage of a dwelling house i.e. in a separate field or paddock will also be subject to the tests set out ~~above~~ in national guidance.

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				5.92 There is continuing pressure on the countryside in terms of residential development; however the LDP has identified sufficient land to meet the foreseeable residential need over the Plan period. As such, new residential development will not normally be permitted in the countryside unless it is justified for agricultural or forestry purposes or other rural enterprises. In these instances, applicants should refer to PPW (~~2012),~~ 2014 and TAN 6: Planning for Sustainable Rural Communities (4.3 – 4.4). 5.93 Any new development in the countryside should be designed and located to minimise their impact, usually within existing clusters of buildings or farm complexes and/or close to existing infrastructure and public transport. The use of outdoor space associated with development including hard and soft landscaping, means of access, car parking and the treatment of boundaries can all have a significant detrimental effect on the character and quality of the countryside and will therefore be strictly controlled. ~~In these instances a Design and Access Statement will be required.~~
MAC27	5	Policy EN2 Conversion, Extension and Replacement Buildings in the Countryside Paragraph 5.96	16.6	Amend Policy EN2 by deleting criterion v and to include criterion vi within an amended criterion ii remaining parts of the policy stays the same. Amend paragraph 5.96 **EN2: CONVERSION, EXTENSION AND REPLACEMENT BUILDINGS IN THE COUNTRYSIDE** **There will be a presumption against conversion, extension and replacement of buildings in Cardiff's countryside except where:** **a. The proposed conversion is demonstrated to:**

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

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		Paragraph 5.106		**Development will not be permitted that would cause unacceptable harm to the character and quality of the landscape and setting of the city~~, with~~** **Particular priority <u>will be</u> given to protecting, managing and enhancing the character and quality of the following Special Landscape Areas:** i. **St Fagans Lowlands and the Ely Valley;** ii. **Garth Hill and Pentyrch Ridges;** iii. **Fforest Fawr and Caerphilly Ridge;** iv. **Wentloog Levels; and** v. **Flat Holm.** **<u>A landscape assessment and landscaping scheme will be required for significant development proposals.</u>** 5.106 Where landscape assessments or landscaping schemes are required they should set out the impact of the development on key features, ~~of the~~ <u>landscape character and qualities and should explain how</u> the design solution proposed addresses both its positive and negative attributes <u>and associated landscape and visual impacts effects, including cumulative effects where appropriate. Assessments and schemes should include the landscape baseline information from all five LANDMAP* layers and should focus on the relevant aspect areas, their descriptions, and evaluations.</u> ~~using the LANDMAP approach (as described below).~~ Design solutions should clearly demonstrate how the strategic landscape assessment and site appraisal have informed the detailed design and location of the development and planting proposals. Schemes should generally be

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				implemented prior to all or part of the site coming into beneficial use. The management of landscape features of importance will also be encouraged. *Further information can be found at http://www.ccw.gov.uk/landscape--wildlife/protecting-our-landscape/landmap.aspx
MAC29		Policy EN4 River Valleys	Schedule of Minor Changes	Amend paragraph 5.118 of Policy EN4 5.118 This Policy provides a planning framework within which the Council can protect, promote and enhance the river corridors. It will be used as a mechanism to implement the council's aims with regards to the river corridors and will be used in conjunction with the River Valleys Initiative that was established in 2004/ 05 in order to develop a more joined up approach to the planning and management of Cardiff's river valleys. The River Valleys Initiative brings together a wide range of organisations who have roles to undertake within the river valleys. One of the key outcomes of this process to date is an agreement to develop Action Plans for each of the three main river valleys. Action Plans have been prepared and are implemented, monitored and reviewed in partnership with a wide range of organisations, overseen by a steering group. There are River Corridor Action Plans for the Ely Valley, Taff Corridor and Rhymney Valley and Nant Fawr Corridor. Projects that implement the objectives set out in the Action Plans, and Cardiff's Countryside Strategy are undertaken by a variety of organisations, individually and in partnership using funding from a range of sources, including the partnership programme with the Natural Resources Wales ~~Countryside Council for Wales~~, other Cardiff Council funding and planning obligations.
MAC30	5	Policy EN5:	9.5, 10.1,	Rename and amend Policy EN5 and reasoned justification

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		Local Nature Reserves And Non-Statutory Sites Of Nature Conservation And Geological Importance	13.12, 13.13, 13.14	**EN5: ~~LOCAL NATURE RESERVES AND NON-STATUTORY SITES OF NATURE CONSERVATION AND GEOLOGICAL IMPORTANCE~~** **Designated Sites** **Development will not be permitted that would cause unacceptable harm to sites of international or national nature conservation importance.** **Development proposals that would affect locally designated sites of nature conservation and geological importance should maintain or enhance the nature conservation and/or geological importance of the designation. Where this is not the case and the need for the development outweighs the nature conservation importance of the site, it should be demonstrated that there is no satisfactory alternative location for the development which avoids nature conservation impacts, and compensation measures designed to ensure that there is no reduction in the overall nature conservation value of the area or feature.** The purpose of Policy is to ensure that the Council fulfils its obligations in respect of protecting sites of nature conservation importance from harmful development. Where development is proposed which may have an effect on a site of international or national importance for nature conservation, sufficient information will be required of all applicants to enable a full assessment of the proposal to be carried out. The need for such assessments will not be limited to development located within the

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				designated areas as, depending on the nature of the development and of the nature conservation interest, significant effects may occur even if the development is some distance away. Assessment of unacceptable harm will be in accordance the criteria set out in the legislation which establishes the sites of international or national importance for nature conservation, and which are expanded upon in Chapter 5 of **Planning Policy Wales (2012)** and Sections 5.3, 5.4 and Annex 3 of **Technical Advice Note (Wales) 5: Nature Conservation and Planning (2009)**. In the case of developments required to be assessed under the Conservation of Habitats & Species Regulations 2010 (as amended), where an initial determination of likely significance has indicated that the proposal may be likely to have a significant effect, or the decision as to whether or not the development would have a significant effect on the designated site is inconclusive, an appropriate assessment under Regulation 61(1) will be required and further information may be required from the applicant or other parties. Where development proposals may be likely to result in disturbance or harm to a European or UK protected species or its habitat, additional information will be requested of applicants If planning permission is granted it may be the subject of appropriate conditions, or management agreements or planning obligations will be sought, to secure appropriate protection, monitoring, mitigation or compensation and favourable management. 5.121 The network of SSSIs/SACs/SPAs and Ramsar Sites alone is not

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				sufficient to maintain the biodiversity of Cardiff. It is therefore important to identify other locally designated wildlife sites such as Sites of Importance for Nature Conservation (SINC's) and Local Nature Reserves (LNR's). Cardiff currently has 177 SINC's and 6 LNR's. 5.122 ~~Cardiff's LNR's are shown on the Proposals Map and SINC's are illustrated in the Biodiversity SPG.~~ 5.123 Geological and geomorphological sites of importance that do not merit notification as a SSSI may also be designated as a SINC or Regionally Important Geological Site (RIGS). Such sites define the most important places for geology and geomorphology outside those that are statutorily protected. Geological sites within Cardiff will be designated during the Plan period. The aim of this Policy is to protect the LNRs, SINCs and RIGS referred to above. 5.124 The Policy will contribute to the protection and enhancement of Biodiversity interests in accordance with Policy EN6 and will work towards delivering the Plan's objective of protecting and enhancing features of Cardiff's natural environment and heritage. 5.125 ~~The current SPG on Biodiversity covers the protection of non-statutory and locally designated sites. This document will be updated and made available as SPG to the LDP.~~ 5.126 Chapter 5 of PPW and TAN 5 provide guidance on planning policies to protect biodiversity interests. In accordance with this guidance, the Council will carefully assess proposals for development affecting non-statutory and locally designated sites by evaluating whether:

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				• the need for the proposed development is considered to outweigh the importance of the particular nature conservation interest and any harm likely to be caused to it; • the proposed development can be more satisfactorily accommodated elsewhere; and • appropriate mitigation or compensation measures are proposed. 5.127 Where development is proposed which may have an effect on a non-statutory or locally designated site, sufficient information will be required from all applicants to enable a full assessment of the proposals to be carried out. The need for such assessments will not be limited to development located within the designated areas as, depending on the nature of the development and the nature conservation interest, significant effects may occur even if the proposed development is located some distance from the conservation interest. The required assessments, including ecological surveys, will need to be undertaken at the appropriate time of the year, in accordance with the Council's Biodiversity SPG. 5.128 Where planning permission is granted, it may be the subject of appropriate conditions or management agreements to ensure suitable protection, monitoring, mitigation or compensation and favourable management. Where compensatory provision is required, it should be of the same standard and size to that lost as a result of the development. In such cases, details of the type and level of provision will be provided, and agreed by the case officer, prior to determination of the planning application. This may also be required for outline planning applications where appropriate. Where necessary, planning obligations may be sought in accordance with Policy KP7.

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				5.129 ~~Where the conservation interest cannot be protected by planning conditions or obligations, it may be necessary to refuse development proposals.~~ 5.130 SINCs will be measured in accordance with the annual review of SINCs and additionally reported on in the LDP Annual Monitoring Report. New paragraph: The Designated Sites identified in this Policy are defined on the Constraints Map and listed in Appendix (tbc). (It should be noted that although this information is accurate at the time of adoption, potential changes to designated areas are possible over the plan period. The Council will keep an up to date record of the boundaries of all designated sites which can be accessed via the Council website.
MAC31	5	Policy EN6 Ecological Networks and Features of Importance for Biodiversity Paragraph 5.137	13.7	Delete paragraph 5.137 of Policy EN6 Ecological Networks and Features of Importance for Biodiversity ~~5.137 Where the ecological networks or landscape features of importance for biodiversity cannot be adequately protected by planning conditions or obligations, it may be necessary to refuse development proposals.~~
MAC32	5	Policy EN7: Priority Habitats And Species	13.15	Amend Policy EN7 and reasoned justification **EN7: PRIORITY HABITATS AND SPECIES** **Development proposals that would have a significant adverse**

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				effect on the continued viability of habitats and species <u>which are legally protected or which are</u> identified as priorities in the UK or Local Biodiversity Action Plan will only be permitted where: i. **The need for development outweighs the nature conservation importance of the site;** ii.**The developer demonstrates that there is no satisfactory alternative location for the development which avoids nature conservation impacts; and** iii. **Effective mitigation measures are provided by the developer.** **Where harm is unavoidable it should be minimised by effective mitigation to ensure that there is no reduction in the overall nature conservation value of the area. Where this is not possible, compensation measures designed to conserve, enhance, manage and, where appropriate, restore natural habitats and species should be provided.** 5.138 This Policy is in accordance with the aims and objectives of the Plan by protecting and enhancing the features of Cardiff's natural heritage, including its biodiversity and abundance of wildlife habitats and native species. More specifically, it will help protect the current Priority Habitats and Species as defined in the Local Biodiversity Action Plan 2008. The Policy also helps to deliver Policy KP16. <u>The presence of a species protected under European or UK legislation is a material consideration in considering development proposals which would be likely to result in disturbance or harm to the species or its habitat. Appropriate surveys to confirm if a protected species is present and an assessment of the likely impact of the development on a protected</u>

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				species may therefore be required from applicants. Thereafter the development proposals will be assessed in accordance with criteria set out in sections 5.5.11 and 5.5.12 of **Planning Policy Wales 2012** and Chapter 6 of **Technical Advice Note (Wales) 5: Nature Conservation and Planning (2009)**.
MAC33	5	Policy EN9: Conservation of the Historic Environment: paragraphs 5.152, 5.153, 5.155, 5.159	13.2	Amend paragraphs 5.152, 5.153, 5.155 and 5.159 of the reasoned justification to Policy EN9: 5.152 This Policy aims to set out the criteria against which proposals affecting Cardiff's heritage assets will be assessed. The Heritage assets identified in this Policy are defined on the Constraints Map and in Appendix (tbc) with the exception of Statutory Listed Buildings and Locally Listed Buildings of Merit which can be viewed on the Council website * *http://ishare.cardiff.gov.uk/mycardiff.aspx?layers=ListedBuildings&startEasting=315000&startNorthing=179000&startZoom=50000 It should be noted that although this information is accurate at the time of adoption, potential changes to designated areas are possible over the plan period. The Council will keep an up to date record of the boundaries of all designated sites which can be accessed via the Council website. Occasionally built heritage will be a constraint, the need for preservation outweighing the benefit of development. More often, a heritage asset will be an opportunity for retaining local identity through the repair and reuse of historic assets and strengthening this through respect for local characteristics of design, for the interpretation of hidden heritage assets, or for the enhancement of the characteristic natural environment. All new developments within historic areas should be designed in such a way as to preserve or enhance their special character. **Scheduled Ancient Monuments**

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				5.153 PPW, Chapter 3 *Conserving the Historic Environment* and Welsh Office Circular 60/96: *Planning and the Historic Environment: Archaeology* (scheduled to be replaced by a Technical Advice Note within the plan period) set out clear statements of national development management policy for archaeological remains and should be referred to accordingly. **Listed Buildings** 5.155 Listed building control is subject to the provisions of the Planning (Listed Buildings & Conservation Areas) Act 1990. Advice is set out in Circular 61/96 (scheduled to be replaced by a Technical Advice Note within the plan period). There is no statutory requirement to have regard to the provisions of the development plan when considering an application for listed building consent. It is strongly recommended, however, that owners or developers seek early advice from the Council prior to undertaking any works or making an application for listed building consent. Conservation Areas 5.159 The adopted series of Conservation Area Appraisal (CAA) documents seek to provide a sound basis for managing development proposals and for progressing initiatives to preserve and enhance each conservation area, in line with advice in PPW and ~~Welsh Office~~ Circular 61/96. The documents were adopted following extensive local consultation and provide a clear and agreed definition of those elements which contribute to the special character and historic interest of the area.
MAC34	5	EN12: Renewable	16.2	Amend Policy EN12 and reasoned justification

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		Energy And Low Carbon Technologies Paragraphs 5.184, 5.186, 5.187		**EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES** **Development proposals are required to maximise the potential for renewable energy.** **The Council will encourage developers of major and strategic sites to incorporate schemes which generate energy from renewable and low carbon technologies. This includes opportunities to minimise carbon emissions associated with the heating, cooling and power systems for new development.** **An independent energy assessment investigating the financial viability and technical feasibility of incorporating such schemes will be required to support applications.** 5.184 In preparing the LDP, Cardiff Council has undertaken a Renewable Energy Assessment (REA). The REA aims to identify the potential energy capacity of renewable and low carbon technologies in the local authority area and consider the contribution these can make towards Cardiff's future heat and electricity energy requirements. The REA was prepared in accordance with the Welsh Government Practice Guidance "Planning for Renewable and Low Carbon Energy – A Toolkit for Planners". Findings within the REA suggest that by 2020 the percentage of Cardiff's electricity and heat met by renewable energy sources is likely to be 24% and 6% respectively. Both of these figures are below the guide targets in the UK Renewable Energy Strategy. The REA (and future updates) can assist in identifying which renewable energy technologies may be appropriate in

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				particular locations. 5.186 Developers are expected to submit an independent energy assessment investigating the financial viability and technical feasibility of incorporating such schemes. Statements should be submitted at the planning application stage to ensure that any viability assessment reflects technological developments and economic circumstances. Developers should refer to the Council's REA and Preliminary Heat Opportunities Plan in undertaking their energy assessments to identify possible opportunities for renewable and low carbon technologies. In implementing this Policy it is expected that developers follow the energy hierarchy as advocated by national policy (TAN 12 ~~& TAN 22~~). Further guidance in relation to energy assessments will be issued in the form of SPG. This will specify what is expected of developers to meet the requirement of Policy EN12. 5.187 PPW contains national policy relating to climate responsive development and specifies the current sustainable building standards in Wales[i]. Section 12.10.1 contains national development management policy in relation to planning applications for renewable and low carbon energy development and associated infrastructure. Accordingly, developers should refer to this Policy ~~and TAN 22 – Planning for Sustainable Buildings'~~ for further guidance. Implementation of this Policy, which promotes incorporation of renewable energy generation, will also reduce emission of aerial pollutants, thereby offsetting increases in aerial emissions arising from implementation of other policies in the Plan. This would contribute to avoiding significant effects upon European Sites.

MAC Number	Chapter	Deposit Policy /Para No	*HS/A P or other source*	Proposed Change
				Consequential amendment: Amend OB4 SN23 of the Monitoring Framework to include new SPG
MAC35	5	EN13 Air, Noise, Light Pollution and Contaminated Land, Paragraph 5.208	11.6, 13.9, 16.1	Amend title of Policy EN13 and paragraph 5.208 of the reasoned justification EN13 **Air, Noise, Light Pollution and ~~Contaminated~~ Land Contamination** 5.208 The onus will remain with the developer to ensure that the development of the site will not result in designation as a site with ~~contaminated~~ land contamination under Part 2A of the Environmental Protection Act 1990, thus ensuring the land is suitable for its proposed use.
MAC36	5	EN14: Flood Risk Paragraph 5.211	1.7, 13.3	Amend Policy EN14 and paragraph 5.211 of the reasoned justification **EN14: Flood Risk** **Development will not be permitted:** i. **Within tidal or fluvial flood plains unless it can be demonstrated that the site is justified in line with national guidance and an appropriate detailed technical assessment has been undertaken to ensure that the development is designed to alleviate the threat and consequences of flooding over its lifetime; ~~existing or proposed flood prevention and/or protection measures are acceptable; or~~** ii. **Where it would increase the risk of flooding from fluvial and/or tidal flooding or from additional run-off from the development in**

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				any location; ~~or~~ iii. **Where it would hinder future maintenance or improvement schemes of flood defences and watercourses; ~~or~~** iv. **Where it would cause adverse effects on the integrity of tidal or fluvial defences; ~~or~~** v. **Where ground floor bedrooms are proposed in areas at high risk of flooding.~~; or~~** **Where appropriate the developer should demonstrate that they have considered the need to incorporate environmentally sympathetic flood risk mitigation measures such as Sustainable Urban Drainage Systems (SUDS).** **5.211** TAN15 states that the development advice maps are based on the best available information considered sufficient to determine when flood risk issues need to be taken into account in planning future development. Development advice zones C1 and C2 of the maps show high flood risk areas and are based on Natural Resources Wales extreme flood outlines for tidal and fluvial flooding. These areas are shown on the Constraints Map based on information from the latest development advice maps (2015) ~~Areas of Cardiff identified by Natural Resources Wales to be at risk from tidal or river flooding through surveys undertaken under Section 105(2) of the Water Resources Act 1991 are shown on the Constraints Map.~~
MAC37	5	Policy T1: Walking and Cycling Paragraph 5.221	Minor amendment	Amend paragraph 5.221 of Policy T1 5.221 The purpose of this Policy is to exploit this potential by favouring developments which include design features and facilities that make it easy for people to walk and cycle for everyday journeys instead of travelling by car. Encouraging 'active travel' will help to minimise car use

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				and support the Council in fulfilling its legal duty under the ~~(emerging)~~ Active Travel (Wales) ~~Bill~~ Act 2013 to develop, improve and maintain local walking and cycling networks.
MAC38	5	Policy T2: Strategic Rapid Transit And Bus Corridors	14.5	Amend Policy T2 and reasoned justification **T2: STRATEGIC RAPID TRANSIT AND BUS CORRIDORS** **BUS CORRIDOR ENHANCEMENTS** i. **City Centre Bus Routes;** ii. **Eastern Bus Corridor (A48, A4232 from the A48 to Junction 30 of the M4 Motorway, A48M Trunk Road, Southern Way and A4161 Newport Road);** iii. **Northern Bus Corridor (A470 North Road/ Manor Way and A469 Caerphilly Road/A470 Trunk Road to the County Boundary); and** iv. **Western Bus Corridor (~~A4161 Lansdowne Road,~~ Cowbridge Road, A48, A4055 Cardiff Road; A4119 Llantrisant Road from the County Boundary to Cowbridge Road and A4232 Trunk Road from Culverhouse Cross to Junction 33 of the M4 Motorway)** v. **Southern Bus Corridor (Lloyd George Avenue, Lloyd George Avenue to the County Boundary via A4232 and Cogan Spur and via the Cardiff Barrage).** **Provision will be made to facilitate the functional integration of these corridors and associated services with the wider transport network including the bus network and local walking and cycling routes. The trunk road sections of the Bus Corridor Enhancements are the responsibility of the Welsh Government. Cardiff Council**

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				will work with the Welsh Government to identify appropriate measures on the trunk road sections of these routes. **Improvements to the city's wider bus network, including the provision of new infrastructure and the introduction of new routes and services will be supported where these are necessary to provide sustainable travel options and address the movement impacts of new development.** ~~5.227 This Policy requires development to be served by effective public transport through the development of new rapid transit routes, key strategic bus corridors and improvements to the wider city bus network.~~ **Rapid Transit Corridors** 5.228 ~~Rapid transit corridors will connect neighbourhoods to the city centre with high frequency services which will run along on-road and off-road infrastructure and offer shorter journey times than conventional bus services~~ Four Rapid Transit Corridors have been identified based on four broad geographical channels feeding in towards the city centre. The Rapid Transit Corridors can be defined as the collection of high frequency public transport services which will run along on-road and off-road infrastructure linking neighbourhoods to the city centre and wider public transport network offering shorter journey times than conventional bus services. The Bus Corridor Enhancements referenced in paragraph 5.230 are largely located within the Rapid Transit Corridors but are specifically highlighted as the key bus-based corridors with important cross-boundary linkages and will therefore be a focus for future enhancements. Each corridor

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				will include improvements that give rapid transit and bus services increased priority over general traffic and improved accessibility to a wider range of destinations. ~~5.229 This Policy provides for the development of four principal rapid transit corridors that will serve the main LDP strategic sites. The form of rapid transit (heavy rail, light rail, tram train, bus rapid transit etc.) which can be accommodated on each corridor will be determined through further technical assessment work and as part of the detailed master planning of the strategic sites. The Rapid Transit Corridors are shown on the Constraints Map with further detailed work informing the precise mode, alignments and land take requirements.~~ This Policy provides for the development of four principal rapid transit corridors that will serve the main LDP strategic sites. The mode of rapid transit could take one of the following forms or another form of technology that provides for the same purpose: • heavy rail; • light rail; • tram; • tram/train running on segregated rails; • tram/train combining running on segregated rails and on-street running; • conventional buses operating a limited stop express service using carriageway space on the public highway used by general traffic; • conventional buses using dedicated buses lanes and assisted by other bus priority measures in combination with use of other carriageway space on the public highway; or • conventional buses or guided buses using busways completely segregated from the main highway along their entire length or for short sections in combination with use of the public highway/bus

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				priority measures on the public highway. Some elements of the rapid transit corridors will be provided within the strategic sites. However, the alignment and mode of rapid transit and how they connect to and interchange with the public transport network is not yet known and cannot be defined precisely on a map. The need for the rapid transit corridors is included in the key policies on Strategic Sites. The mode of rapid transit that can be accommodated on each corridor will be determined through further technical assessment work including work undertaken as part of the detailed master planning of the strategic sites and in support of planning applications. This will help inform the precise mode, route alignments and land take requirements. Therefore, for these reasons the rapid transit routes are not shown on the Proposals Map. Bus Corridor Enhancements ~~5.230 The city's key strategic bus corridors form a central element of the city's strategic public transport network. Around 80% of daily inbound commuter journeys are by car. These movements create congestion on the city's strategic highway network which makes bus journeys longer and services less reliable. This Policy seeks to address these issues by providing for improvements to maximise the efficiency and attractiveness of bus services on each of the city's key bus corridors. Such measures will include provision of bus lanes (including timed bus lanes operating at peak times only), bus priority measures at key junctions and improved passenger waiting and information facilities. The Bus Corridors referred to in this policy are shown on the Constraints Map.~~

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				5.230 The Bus Corridor Enhancements listed in Policy T2 are defined as the strategic bus routes that connect Cardiff to the Region. These corridors form a central element of the city's strategic public transport network. Around 80% of daily inbound commuter journeys to Cardiff from the Region are by car. These movements create congestion on the city's strategic highway network which makes bus journeys longer and services less reliable. This Policy seeks to address these issues by making provision for improvements to maximise the efficiency and attractiveness of bus services through reducing journey times and improving journey time reliability. The corridors are shown on the Proposals Map. Sufficient carriageway space will be required to facilitate the expeditious passage of buses (including express services with limited stops), minimising journey times and maximising journey time reliability. Where necessary to meet these requirements, the Council will seek to remove pinch points and to remove and/or relocate on street parking. The Council will also use a range of tools and measures to change travel behaviour by helping to make sustainable travel an attractive choice, managing the network and influencing travel demand. Some of these measures include for example, providing high quality walking, cycling and public transport infrastructure, improvements associated with development, reallocating road space, route improvements serving key destinations and developments, interchange/transport hub facilities, bus stops, cycle stands, improvements in accessibility, parking controls and policies, parking pricing, parking enforcement, moving traffic offences, bus priority, bus gates, junction controls, traffic signal control, managing road speed limits, high quality signage and road markings, designing for active travel, shared cycling and walking routes, partnership working with transport providers (e.g. encouraging new,

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				express and cross-city bus routes), travel information, promotional initiatives, personalised travel planning, road safety initiatives, collaborative working cross-boundary with other authorities and with key transport stakeholders, road safety and transport infrastructure maintenance. ~~Local Bus Network~~ ~~5.231 Ensuring the bus is a more attractive and practical travel option is crucial to reducing car dependency and improving accessibility. Cardiff has an extensive local bus network serving most parts of the city. However, the bus is not an attractive travel option for many journeys in Cardiff. For example, most routes on the network are radial and converge on the city centre. This means that people have to travel into the city centre in order to access bus services to another part of the city. Consequently, the car is the preferred mode of travel for many relatively short journeys. To address this problem this Policy supports the expansion and improvement of Cardiff's local bus network, in conjunction with the development of rapid transit routes and the strategic bus corridors.~~ ~~5.232 The alignments of the strategic rapid transit corridors, strategic bus corridors and other bus routes are likely to overlap in some locations offering the opportunity for interchange between services. Therefore, the Council will seek to ensure that the routes, services and supporting facilities which make up the rapid transit and bus networks are fully integrated in their design and operation.~~ Improvements to the Wider City Bus Network 5.231 Ensuring the bus is a more attractive and practical travel option is

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				crucial to reducing car dependency, improving accessibility and effecting modal shift. Cardiff has an extensive local bus network serving most parts of the city. However, the bus is not an attractive travel option for many journeys in Cardiff. For example, most routes on the network are radial and converge on the city centre. This means that people have to travel into the city centre in order to access bus services to another part of the city. Consequently, the car is the preferred mode of travel for many relatively short journeys. To address this problem this Policy supports the expansion and improvement of Cardiff's local bus network, in conjunction with the development of Rapid Transit Corridors and Bus Corridor Enhancements. Technical work carried out by the Council indicates that re-configuring the network and introducing new orbital routes and points of interchange between routes and services would enable a much wider range of journeys within Cardiff to be undertaken by bus, thus reducing reliance upon the car. 5.232 Routes forming part of rapid transit corridors, strategic bus corridors and the wider city bus network will be connected in many locations across the public transport network. This offers the opportunity for interchange between services. Facilitating interchange with high quality passenger facilities and travel information will form an important element of enhancements to the to the city bus network.
MAC39	5	New Policy and reasoned justification	14.4	Insert new policy to be referenced T9 after existing paragraph 5.259 **Policy T9 Cardiff City Region 'Metro' network** **The Council will seek to facilitate the development of a future regional 'Metro' network of integrated public transport routes and**

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				services within Cardiff and connecting the city with the wider south east Wales region, including the development and/or enhancement of the following on-highway and off-highway infrastructure components: **i. Existing and new heavy rail routes** **ii. New light rail routes** **iii. Tram** **iv. Tram/train on segregated rails and/or running on street** **v. conventional buses, or guided buses using busways completely segregated from the main highway along their entire length or for short sections, in combination with use of the public highway/bus priority measures on the public highway.** **vi. conventional buses using dedicated buses lanes and assisted by other bus priority measures, in combination with use of other carriageway space on the public highway; and** **vii. conventional buses using carriageway space on the public highway used by general traffic.** **Where the alignment of a future route which is likely to form part of a 'Metro' network falls within any part of a development site, the Council will, through the development management process,**

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				seek either to secure provision of the necessary infrastructure as part of the development, or otherwise, safeguard the land and space required to accommodate the route and potential mode options in the future. This will include requiring a development to be designed in a way which does not prejudice the future development of the 'Metro' route and would enable it to be incorporated within the development at a later date. **Reasoned justification:** The Cardiff City Region Metro is a proposal for a metropolitan-style, integrated public transport network extending across Cardiff and South East Wales. The 'Metro' is likely to be developed in phases over a number of years. Its purpose is to significantly enhance public transport accessibility across the region. This would be achieved by the physical and operational integration of routes for different public modes (rail-based and bus-based) and enabling provision of frequent, fast and efficient public transport services connecting principal settlements and trip destinations in the region. A 'Metro' network would include points of interchange and be supported by integrated timetables and ticketing with a common branding. In combination, these elements would enable people to make daily journeys and reach key trip destinations without the need for a car. This enhanced connectivity would have significant economic benefits for Cardiff and the wider City Region, as well as easing pressures on key strategic transport corridors within and beyond Cardiff boundaries. Potential routes/corridors which would make up the 'Metro' network have been identified in a series of investigative studies in recent years. Future

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				technical work will be led by the Welsh Government in consultation with local authorities, land owners, communities and the transport industry. Welsh Government's ~~National Transport Plan 2015 – Consultation Draft (December 2014)~~ National Transport Finance Plan 2015 (July 2015) includes a commitment to progress this work which will determine the form of the network and the mix of public transport modes on each corridor/route. It is important that development that takes place within the plan period does not prejudice the delivery of this regionally important future asset. Policies KP2 (A) to KP2(H) include references to improvements to the strategic public transport network within the supporting lists of 'Essential' and 'Enabling' transport infrastructure for the individual LDP strategic sites. A number of these measures will potentially form part of the future 'Metro' network. Policy T9 augments Policy KP2 by providing general support for the future delivery of the 'Metro' and the means by which the Council can, through controls exercised through the development management process: • secure infrastructure forming part of the network; or • otherwise, safeguard the route alignment, potential mode options and physical space requirements for future 'Metro' routes/corridors. This protection with be integrated within the design and layout of

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				approved developments. The policy also provides the basis for resisting developments which would prevent or compromise future delivery of a 'Metro' route.
MAC40	5	New Policy and reasoned justification	10.5. 10.6. 10.7. 10.8. 10.9, 10.10, 10.11, 10.12, 10.14	Insert new policy at the start of the Retail Section to be referenced R1 **R1 RETAIL HIERARCHY** **Retail proposals, (including changes of use, redevelopment and extensions) will be considered in accordance with the retail hierarchy which comprises Central Shopping Area (CSA) at the head of the regional hierarchy supported by a range of district centres and smaller local centres as identified on the Proposals Map. Retail proposals outside centres identified on the Proposals Map will be assessed against Policy R6: Retail Development (Out of Centre) or Policy R7: Retail Provision within Strategic Sites where they form part of an allocated housing led strategic site.** This policy is a central component of the retail strategy which aims to: • Sustain and enhance the role of the Central Shopping area at the head of the regional shopping hierarchy; • Sustain and enhance the vitality, viability and attractiveness of district and local centres identified on the Proposals Map. • Promote good accessibility to a range of shopping facilities by all sections of the community and reduce dependence on car travel for shopping trips; and • To control the amount, size and nature of out-of-centre retail. The policy establishes the existing hierarchy of centres in line with national guidance and favours new and improved retail facilities within the

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				Central Shopping Area and at an appropriate scale, within district and local centres, whilst non shopping uses will be controlled. This ensures that a sequential approach is adopted which means first preference for retail proposals should be in existing centres and then for sites immediately adjoining these centres. If there are no suitable sites in these locations, only then will out-of-centre sites in locations that are accessible by a choice of means of transport be considered. Proposals outside centres identified on the Proposals Map will be assessed against Policy R6: Retail Development (Out of Centre). District and Local Centres within allocated housing led strategic sites that develop over the plan period in accordance with Policy R7: Retail Provision within Strategic Sites will become designated centres within the retail hierarchy and defined on the Proposals Map as part of the LDP review.
MAC41	5	Policy R1 Retail Provision Within Strategic Sites	10.5. 10.6. 10.7. 10.8. 10.9, 10.10, 10.11, 10.12, 10.14	Amend Policy R1 (to be renumbered R7) **R~~1~~7: RETAIL PROVISION WITHIN STRATEGIC SITES** **Retail development which forms part of the allocated housing led Strategic Sites will be supported where:** **i. It is of appropriate scale which satisfies an identified ~~local~~ need;** **ii. It will not negatively impact on the vitality and viability of designated centres.** **~~ii~~ iii It is located along public transport corridors and easily accessible by walking and cycling; and** **~~iii~~ iv It forms part of a planned centre which reinforces a sense of place**
MAC42	5	Policy R3:	10.5. 10.6.	Amend paragraph 5.264 of Policy R3

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		Protected Shopping Frontages Para 5.264 of	10.7. 10.8. 10.9, 10.10, 10.11, 10.12, 10.14	5.264 This Policy provides an enhance level of protection for the City Centre's most important shopping streets. The protected frontages are identified on the Proposals Map. Supporting Document No. 8 – City Centre Protected Frontage Assessment provides the methodology and analysis to determine city centre Protected Shopping Frontages and further guidance will be set out in SPG.
MAC43	5	Policy R4:Retail Development (Out of Centre) Paragraphs 5.271, 5.272, 5.276	10.5. 10.6. 10.7. 10.8. 10.9, 10.10, 10.11, 10.12, 10.14	Amend paragraph 5.271 and delete paragraphs 5.272 and 5.276 of the reasoned justification to Policy R4 5.271 The sequential test as detailed in PPW aims to direct retail developments to existing centres wherever possible or to the edges of such centres if sites within the centres are not available. Only where need for additional retail floorspace has been demonstrated and there are no location in or adjacent to designated centres that could accommodate that need, should out-of centre locations be considered. In Cardiff the order of preference is: • Within the Central Shopping Area; • On the edge of the Central Shopping Area; • Within a District or Local Centre; • On the edge of a District of Local Centre; • An out-of-centre location accessible by a choice of means of transport. ~~5.272 The sequential test applies to the level of need agreed between the applicant and the Council, not to the development format proposed by the applicant. Thus, a series of sites in different centres may accommodate and agreed retail need, though the proposal may be for large scheme in a single location. The test is not satisfied because a~~

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

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				(10) Thornhill **(11) Whitchurch Road** **This will be subject to:** **(i) The proposal being of a scale appropriate to the particular centre;** **(ii) The location of business offices (Class B1) above the ground floor,** **(iii) Proposals not impeding the effective use of upper floors.** **(iv) Proposals for uses other than Class A1 being permitted at ground floor level if they would not cause unacceptable harm to the predominant shopping role and character of the centre, the vitality, attractiveness and viability of a specific frontage or group of frontages;** **Unacceptable harm should take account of:** • **The existing level and nature of non-shopping uses within the centre as a whole** • **The size of the retail unit in relation to the overall size of a centre or a specific group of frontages; and** • **The distribution and proximity of non-shopping uses within a frontage.** **Proposals that result in, or add to a continuous stretch of non-shopping uses (3 or more units in non-shopping use) will be less**

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				favourably considered **Applications for changes of use that involve new non-shopping uses in vacant premises will be considered in light of the following:** • **The vacancy rate in the surrounding area; and** • **Whether, and for how long, the premises have remained vacant whilst being actively marketed for their existing or previous use.**
MAC45	5	Policy R6 Local Centres	10.5. 10.6. 10.7. 10.8. 10.9, 10.10, 10.11, 10.12, 10.14	Amend Policy R6 and insert new paragraph after existing paragraph 5.295 **R6: LOCAL CENTRES** **Retail, office, leisure and community facilities will be favoured within the following Local Centres identified on the Proposal Map:** **(1) Birchgrove** **(2) Bute Street (Loudoun Square)** **(3) Cathedral Road** **(4) Countisbury Avenue** **(5) Caerau Lane** **(6) Fairwater Green** **(7) Gabalfa Avenue**

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

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				(ii) The retention of residential accommodation at upper floors; **(iii) Proposals for uses other than Class A1 (except business offices class B1) being permitted at ground floor level if they would not cause unacceptable harm to the predominant shopping role and character of the centre, the vitality, attractiveness and viability of a specific frontage or group of frontages;** **Unacceptable harm should take account of:** • **The existing level and nature of non-shopping uses within the centre as a whole** • **The size of the retail unit in relation to the overall size of a centre or a specific group of frontages; and** • **The distribution and proximity of non-shopping uses within a frontage.** **Proposals that result in, or add to a continuous stretch of non-shopping uses (3 or more units in non-shopping use) will be less favourably considered** **Applications for changes of use that involve new non-shopping uses in vacant premises will be considered in light of the following:** • **The vacancy rate in the surrounding area; and** • **Whether, and for how long, the premises have remained vacant whilst being actively marketed for their existing or**

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				previous use. Insert new paragraph after paragraph 5.295 In addition to local centres identified on the proposals Map, there are numerous smaller groups of shops and individual 'corner shops' across the county that provide valuable shopping facilities to surrounding communities. Proposals that could lead to the loss of such local shops will be assessed having regard to the role of those shops in meeting local shopping needs and the viability of the premises for continued shopping use. Planning Policy Wales recognises the important economic and social role of such local shopping facilities to communities.
MAC46	5	Policy R7: Food and Drink Uses Paragraphs 5.299, 5.303,	10.5. 10.6. 10.7. 10.8. 10.9, 10.10, 10.11, 10.12, 10.14	Amend paragraph 5.299 and delete paragraph 5.303 of Policy R7 5.299 Food and drink uses are also complementary, in principle, to the main shopping role of District and Local Centres, so long as they do not adversely affect the living environment of nearby residents, or with other non-shopping uses, reach such a level that they undermine the shopping character of the area in accordance with Policies R~~5~~ 4 District Centres and R~~6~~ 5 Local Centres. ~~5.303 Proposals for A3 uses within 400 metres of a school will be considered against Policy C7 Health and the related Health SPG.~~
MAC47	5	Policy R8 Protection Of Local Shopping Parades	10.5. 10.6. 10.7. 10.8. 10.9, 10.10, 10.11, 10.12, 10.14	Delete Policy R8 and reasoned justification ~~**Policy R8 PROTECTION OF LOCAL SHOPPING PARADES**~~ ~~**Proposals that would lead to the loss of local shops outside of identified centres will be assessed having regard to the role of**~~

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

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

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				R6 RETAIL DEVELOPMENT (OUT OF CENTRE) ~~R7 FOOD AND DRINK USES~~ R7 RETAIL PROVISION WITHIN STRATEGIC SITES ~~R8 PROTECTION OF LOCAL SHOPPING PARADES~~ R8 FOOD AND DRINK USES
MAC49	5	Policy C1 Community Uses Paragraphs 5.311 and 5.316 of	16.7	Amend reasoned justification of Policy C1 and insert new paragraph after existing paragraph 5.311 5.311 For the purpose of this Policy, community facilities are defined as non-commercial facilities used by local communities for leisure and social purposes. This constitutes ~~including~~ community centres and meeting places, community halls, community learning, leisure centres, libraries and youth centres. Religious facilities also often provide for wider community provision. Health facilities would include doctors and dentists surgeries which serve the local community. New Paragraph - Other uses of a commercial nature within the D1/D2 use class should be located within the Central and Bay Business Areas, and in District and Local centres of an appropriate scale. 5.316 Community facilities, health uses ~~(including doctors and dental surgeries)~~ and religious facilities will be favoured within District or Local Centres where appropriate, however, where such uses cannot be satisfactorily accommodated within centres, proposals on the edge of centres or within residential areas (to include the conversion or redevelopment of existing residential premises) will be favourably considered provided that issues of residential amenity, urban design

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				(Policy KP5), and transportation are appropriately addressed. Furthermore, if the residential area falls within a Conservation Area, the proposed development should not detract from its character, nor should it have any negative impact on the built heritage assets (Policy KP17).
MAC50		Policy C2 Community Safety / Creating Safe Environments Paragraphs 5.318, 5.321	Schedule of Minor Changes	Amend paragraph 5.318 and 5.321 of existing Policy C2 5.318 Designing out crime contributes to Policy KP5. Further detailed information relating to the objectives of this Policy can be found at www.securedbydesign.com. ~~in the Cardiff Community Safety Partnership's guidance "As Safe as Houses – Crime and the Built Environment" (May 2006).~~ ~~5.321~~ Prior to submitting detailed proposals, developers are encouraged to seek advice by engaging in pre-application discussions with the South Wales Police ~~Architectural Liaison Officer (ALO)~~ Crime Prevention Design Officer on designing out crime, and any recommendations received should be taken into consideration in relation to the development proposal. Where there are other significant interests (for example, the setting of Listed Buildings) a balanced compromise must be agreed. Developers are further encouraged to submit statements in conjunction with planning applications that emphasise and clearly demonstrate the proposed measures taken to design out crime.
MAC51	5	New Policy and reasoned justification	16.5	Insert new Policy to be referenced C2 after existing paragraph 5.316 **C2: Protection of Existing Community Facilities:** **Proposals involving the loss or change of use of buildings currently or last used for community facilities will only be**

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				permitted if: **i) An alternative facility of at least equal quality and scale to meet community needs is available or will be provided within the vicinity and;** **ii) It can be demonstrated that the existing provision is surplus to the needs of the community.** Existing community facilities are widely available throughout the City. Ensuring an adequate provision is maintained, is very important in order to encourage social interaction, improve health and well-being and reduce inequalities between different communities. The retention of existing facilities will therefore be sought unless it can be demonstrated that the above criteria can be met. Whilst this policy will apply to both commercial and non-commercial uses which provide a social or welfare benefit to the community, community land and buildings are of particular importance. This includes land and buildings that are managed and used primarily by the voluntary and community sector for community-led activities. In order to satisfy criterion ii) of the policy it will be necessary to demonstrate that continued use as community facility is no longer viable giving consideration to; appropriate marketing, and local need and demand for the existing community facility.
MAC52	5	Policy C4: Provision For Open Space, Outdoor	16.8	Amend Policy C4 and reasoned justification **C4: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION, CHILDREN'S PLAY AND SPORT**

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		Recreation, And Sport Paragraph 5.340		**Provision for open space, outdoor recreation, children's play and sport will be sought in conjunction with all new residential developments. This policy is aimed at securing the provision or improvement of open space and other appropriate outdoor recreation and sport in conjunction with all new residential developments over 8 units and on site provision of functional open space in conjunction with all new residential developments over 14 units. The appropriate amount of multi functional green space is based on a minimum of 2.43 hectares of functional open space per 1,000 projected population. All other open space provision will be in addition to the provision of multi functional green space.** 5.340 The Open Space SPG sets out detailed guidance on how the provision of functional open space, outdoor recreation, children's play and sport from new residential developments will be assessed and managed. It explains that the amount of open space provision generated by a housing proposal will be assessed in relation to its type and density. Consideration will also be given to the availability and adequacy of existing functional open space within the surrounding area. The Council will therefore seek to secure a range of improvements for accessible, high quality open space, sport and outdoor recreation provision, as appropriate to the particular site and development proposal.
MAC53	5	Policy C5: Provision For Allotments And Community	9.16	Delete Policy C5 and reasoned justification ~~**C5: PROVISION FOR ALLOTMENTS AND COMMUNITY GROWING**~~ ~~**Provision for allotments and/or community growing areas will be**~~

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

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

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				~~as well as the provision of accessible playgrounds in accordance with Policy T1.~~
MAC55	5	Policy C7 Health Paragraphs 5.355, 5.350, 5.362	16.10	Amend Policy C7 and reasoned justification **C7: HEALTH** **Priority in new developments will be given to reducing health inequalities and encouraging healthy lifestyles through:** i. **Identifying sites for new health facilities, reflecting the spatial distribution of need, ensuring they are accessible and have the potential to be shared by different service providers; and** ii. **Ensuring that they provide a physical and built environment that supports interconnectivity, active travel choices, promotes healthy lifestyles and enhances road safety; and** ~~iii. **Managing the location of fast food takeaways to appropriate locations; and in all cases;**~~ ~~iv. **Demonstrating that the effect of new developments on health is taken into account.**~~ 5.355 This Policy aims to improve the health of Cardiff's population by seeking to secure new health facilities in areas most at need, requiring that the built environment fosters healthy lifestyles, ~~managing the location of fast food takeaways~~ and ensuring that health is a key consideration in new developments. ~~5.360 In order to support the aims of this Policy, it is recommended that the Welsh Health Impact Assessment Unit document 'Health Impact Assessment: A Practical Guide' (2012) is used in screening large planning~~

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				~~applications to assess whether a Health Impact Assessment is required. It is recommended that all large developments including housing, health care, retail, waste and schools undertake a Health Impact Assessment.~~ 5.362 Further details on this Policy will be set out in a~~n~~ Health SPG to accompany the LDP. ~~regarding new or enhanced health facilities and on managing the location of fast food takeaways (see Policy R7), in particular when they are near a residential area or a school and when a Health Impact Assessment may be required.~~
MAC56	5	C8 Planning for Schools	*16.12*	Delete Policy C8 and reasoned justification ~~**C8: PLANNING FOR SCHOOLS**~~ ~~**New and improved school facilities will be provided to meet existing and future educational needs.**~~ ~~5.363 The Council has a statutory duty as local education authority to ensure that there is a sufficient number and variety of school places at primary and secondary level, available to meet the needs of the population of the County.~~ ~~5.364 Although the supply and demand for school places varies by area, it is anticipated that there will be no overall surplus school places at entry to the primary sector in 2015, nor in the secondary sector in 2019. This takes account of existing school investment proposal and projections based upon health service (GP) and school roll data. Additional primary and secondary education provision will therefore be required to serve the new pupils generated as a result of greenfield or brownfield housing developments that come forward during the Plan Period.~~

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				~~5.365 The Council will seek financial contributions (See Policy KP7 Planning Obligations), towards the cost of providing additional or improved primary and/or secondary school facilities from developers proposing housing developments that would generate a requirement for school places that cannot be reasonably met by existing schools because:~~ ~~a. the capacity at the school(s) in whose catchment area (s) new housing development are proposed would as a result of the development be exceeded by demand; and/or~~ ~~b. there is a surplus capacity in such schools to accommodate some or all of the projected number of pupils generated from the proposed development but investment is required to make it suitable.~~ ~~5.366 The Council will also seek the provision of land and/or premises, depending on scale and location of development. Please refer to Key Policy KP6 New Infrastructure' and Supporting Document No. 6 Infrastructure Plan for detailed analysis.~~ ~~5.367 It is recognised that the future additional pupils generated from strategic housing allocations (D-H) could not be accommodated in existing schools. The Council requests that developers set aside appropriate sites and provide school facilities in the initial phases of development aligned with the construction process, and additional forms of entry made available where necessary (210 primary school places plus nursery provision, 150 secondary school places plus sixth form provision) following completion of each 700 dwellings.~~ ~~5.368 There will also be a need to address school provision in catchment~~

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				~~areas where there is little or no existing capacity to accommodate the additional demand likely to arise from housing development on previously developed land (including strategic sites) or other in-fill sites. With limited exceptions financial contributions will be sought from developers towards the provision of new classroom accommodation, in accordance with the needs which arise from the proposed development.~~ ~~5.369 In the event of the Council being allocated developer contributions to expand existing provision, the phasing of contributions over the period of construction will need to be in line with those set out in SPG, and will require careful consideration to ensure that the supply of school places is aligned with the construction process and occupancy of dwellings. Monitoring of take-up of school places will be a key consideration in order to inform existing and future needs.~~ ~~5.370 Further guidance on the application of this Policy will be set out in SPG.~~
MAC57	5	Policy C9: New Educational Facilities	16.12	Delete Policy C9 and reasoned justification ~~**C9: New Educational Facilities**~~ ~~**Development of nursery, primary, secondary and sixth form education should:**~~ ~~**i. Be well designed, well related to neighbourhood services and amenities, and easily accessible by sustainable transport modes; and**~~ ~~**ii. Include, where appropriate, provision for other appropriate community uses in addition to their educational use.**~~

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				~~5.371 Opportunities should be taken to share school buildings and facilities, or co-locate on shared sites with other Council Service areas and selected external services. This would serve to maximise the use of the land and provide an integrated citizen focused resource for the whole community. Opportunities for shared facilities could include libraries, community centres, leisure centres, indoor recreation facilities, play centres, adult education facilities, integrated childcare facilities, adjoining natural habitat, health care facilities.~~ ~~5.372 Dependant on geographical constraints, opportunities should be taken to explore shared school facilities/playing fields with other schools (e.g. a Primary and Secondary School sharing fields) or continuous ages 3-19 school provision.~~ ~~5.373 Further guidance on the application of this Policy will be set out in SPG.~~
MAC58	5	Policy C10: Health Employment Non Strategic Allocation	16.11	Delete Policy C10 and reasoned justification ~~**C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION**~~ ~~**Land is allocated for health related uses at Government Offices, St Agnes Road, Heath (4.07ha)**~~ ~~5.374 The site provides a good opportunity to allow for the future expansion of health related uses associated with University Hospital Wales.~~ ~~5.375 This non-strategic site was put forward as a candidate site in the LDP process and is considered acceptable for health related uses.~~

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

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				on site provision will be required. **Development of nursery, primary, secondary and sixth form education should:** **i. Be well designed, well related to neighbourhood services and amenities, and easily accessible by sustainable transport modes; and** **ii. Include, where appropriate, provision for other appropriate community uses in addition to their educational use.** The Council has a statutory duty as local education authority to ensure that there is a sufficient number and variety of school places at primary and secondary level, available to meet the needs of the population of the County. Although the supply and demand for school places varies by area, it is anticipated that there will be no overall surplus school places at entry to the primary sector in 2015, nor in the secondary sector in 2019. This takes account of existing school investment proposal and projections based upon health service (GP) and school roll data. Additional primary and secondary education provision will therefore be required to serve the new pupils generated as a result of greenfield or brownfield housing developments that come forward during the Plan Period. The Council will seek financial contributions (See Policy KP7 Planning Obligations), towards the cost of providing additional or improved primary and/or secondary school facilities from developers proposing housing developments that would generate a requirement for school places that cannot be reasonably met by existing schools because: a. the capacity at the school(s) in whose catchment area (s) new housing development are proposed would as a result of the development

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				be exceeded by demand; and/or b. there is a surplus capacity in such schools to accommodate some or all of the projected number of pupils generated from the proposed development but investment is required to make it suitable. The Council will also seek the provision of land and/or premises, depending on scale and location of development. Please refer to Key Policy KP6 New Infrastructure' and Supporting Document No. 6 Infrastructure Plan for detailed analysis. It is recognised that the future additional pupils generated from strategic housing allocations (D-H) could not be accommodated in existing schools. The Council requests that developers set aside appropriate sites and provide school facilities in the initial phases of development aligned with the construction process, and additional forms of entry made available where necessary (210 primary school places plus nursery provision, 150 secondary school places plus sixth form provision) following completion of each 700 dwellings. There will also be a need to address school provision in catchment areas where there is little or no existing capacity to accommodate the additional demand likely to arise from housing development on previously developed land (including strategic sites) or other in-fill sites. With limited exceptions financial contributions will be sought from developers towards the provision of new classroom accommodation, in accordance with the needs which arise from the proposed development. In the event of the Council being allocated developer contributions to expand existing provision, the phasing of contributions over the period of construction will need to be in line with those set out in SPG, and will require careful consideration to ensure that the supply of school places is

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				aligned with the construction process and occupancy of dwellings. Monitoring of take-up of school places will be a key consideration in order to inform existing and future needs. Opportunities should be taken to share school buildings and facilities, or co-locate on shared sites with other Council Service areas and selected external services. This would serve to maximise the use of the land and provide an integrated citizen focused resource for the whole community. Opportunities for shared facilities could include libraries, community centres, leisure centres, indoor recreation facilities, play centres, adult education facilities, integrated childcare facilities, adjoining natural habitat, health care facilities. Dependant on geographical constraints, opportunities should be taken to explore shared school facilities/playing fields with other schools (e.g. a Primary and Secondary School sharing fields) or continuous ages 3-19 school provision. Further guidance on the application of this Policy will be set out in SPG.
MAC60	5	Policy M1: Mineral Limestone Reserves And Resources Paragraph 5.380	15.1,2, 3,4,9,10	Amend Policy M1 and the reasoned justification **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **Mineral reserves with planning permission will be safeguarded from development that would prevent their extraction at:** **i. Creigiau Quarry;** **ii. Taffs Well Quarry;** **iii. Ton Mawr Quarry; and** **iv. Blaengwynlais Quarry.**

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				Preferred ~~Resource~~ Areas of known resources suitable for the future working of Limestone have been identified ~~will be safeguarded from development that would prevent their~~ as extensions to ~~at~~: **v. Creigiau Quarry; and** **vi. Ton Mawr Quarry.** 5.380 Mineral reserves are sites with planning permission for mineral working Cardiff has several mineral reserves, which are identified on the Proposals Map These are limestone quarries which are active at present, or those which have planning permission for the working of limestone. Preferred ~~Mineral Resource~~ Areas of known resources are sites within the County considered suitable for the future working of limestone. ~~Areas of mineral resource~~ These areas are identified on the Proposals Map. The methodology used to identify these areas is set out in Supporting Document No.9 - Minerals.
MAC61	5	Policy M2: Preferred Order Of Mineral Resource Release Paragraphs 5.382, 5.384, 5.384	15.1,2, 3,4,9,10	**Amend Policy M2: PREFERRED ORDER OF MINERAL RESOURCE RELEASE and reasoned justification** **M2: PREFERRED ORDER OF MINERAL RESOURCE RELEASE** **The extension or deepening of existing mineral workings will be favoured in preference to the release of new sites and, with the exception of the lateral extensions of Creigiau and Ton Mawr Quarries referred to in Policy M1, deepening will be preferred to lateral extension.~~,~~ Applications to extend or deepen mineral workings will be permitted where it can be demonstrated that:** **i. There are environmental improvements at the site which can be**

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				justified by the addition of new reserves, or traded off by the giving up of existing reserves, or; **ii. The addition of new reserves preserves the productive capacity of Cardiff to meet its sub regional apportionment commitments; or** **iii. There are operational benefits in permitting further reserves that will lead to more efficient exploitation of the resource;** ~~**i. There are no suitable alternative materials available;**~~ ~~**ii. Reserves in the existing site will be exhausted, at existing output levels, within 10 years;**~~ ~~**iii. Reserves in the extended or deepened site, in combination with those remaining in the existing site, do not provide, at existing output levels, for more than 20 years' reserves; and**~~ ~~**iii.**~~ **It should also be demonstrated that such an approach will not cause unacceptable harm to the environment~~.~~, including consideration of impacts relating to access, noise, air quality, landscape and visual effects, ecology, soil resources, hydrology and hydrogeology, blast vibration and cultural heritage, and in the case of Creigiau Quarry, the objectives of Policy M3 are delivered as part of an extension or deepening application.** 5.382 The extent of Cardiff's existing minerals landbank means it is unlikely that there will be a need to grant any further permissions for mineral resource release within the Plan period. The Regional Technical Statement 1st Review (August 2014) states that based on current information Cardiff has a surplus of permitted reserves and no further allocations are necessary. However, it also notes that the these conclusions do not take into account all factors that may be material to ensuring an adequate and steady supply of aggregates for appropriately located sources including the technical capability of one type of aggregate to interchange for another, the relative environmental cost of substitution

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				of one type of aggregate by another, the relative environmental effects of changing patterns of supply and whether adequate production capacity can be maintained to meet the required level of supply. The purpose of this Policy is to set out the sequential test approach which would be used to guide the future release of mineral resources, should this be necessary. 5.383 This Policy expands on Policy KP11 and promotes and supports the efficient use of minerals. The Policy accords with guidance contained in MPPW which recognises that extensions to existing minerals workings are often more generally acceptable than new greenfield sites. ~~Minerals Technical Advice Note (Wales) 1: Aggregates (2004) (MTAN1) indicates that a minimum 10 year landbank of crushed rock should be maintained throughout the entire Plan Period, but that new allocations in development plans will not be necessary where landbanks already provide for more than 20 years of aggregates extraction.~~ 5.384 Generally, the continuation of quarrying at existing sites is preferable to the environmental and financial upheaval of shifting production to new sites. In addition, the deepening of sites is preferred to lateral extension as it minimises the area of land given over to working and ensures the best use of existing reserves. However, in determining the best option, consideration will need to be given to possible environmental and restoration implications and for this reason an exception is made for Creigiau quarry where the objectives of Policy M3 to swap reserves for less environmentally sensitive reserves will be delivered as part of an extension or deepening application.
MAC62	5	Policy M3: Quarry	15.11	Amend Policy M3 and reasoned justification in paragraphs 5.389 and 5.391

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		Closures And Extension Limits Paragraphs 5.389 and 5.391		**M3: QUARRY CLOSURES AND EXTENSION LIMITS** **Measures to prevent further mineral working and, where appropriate, to secure restoration and landscaping works at the earliest opportunity, will be sought at the following sites:** i. **Cefn Garw Quarry, Tongwynlais;** ii. **Highland Park Brickworks, Ely;** iii. **West End Brickworks, Ely; and** iv. **Southern and western parts of Creigiau Quarry.** ~~**No further extension to mineral reserves will be permitted at these sites, or at:**~~ ~~**v. Blaengwynlais Quarry, Rhiwbina Hill.**~~ 5.389 The Policy identifies three mineral sites ((i) to (iii) above) and parts of Creigiau Quarry where mineral working is no longer considered appropriate by modern standards. ~~Additionally, Blaengwynlais Quarry is considered unsuitable for extension in view of its sensitive location and poor access, so further extensions at this site will be resisted.~~ 5.391 To eliminate any doubt over possible re-working at the sites outlined in (i) to (iv) above, measures to prevent further extraction and secure restoration and landscaping works will be pursued. Measures will ~~may~~ include the use of Prohibition Orders to ensure that no further working can takes place at Cefn Garw Quarry, Tongwynlais, Highland Park Brickworks, Ely and West End Brickworks, Ely and closure of the southern and western parts of Creigiau quarry through a legal agreement with the site owners to relinquish these areas in favour of a new area set out in Policy M1 of the Plan and identified on the Proposals Map. , ~~. No further extensions will be permitted, except at Creigiau Quarry, in line with Policy~~

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				~~M1 on Mineral Limestone Reserves and Resources. Blaengwynlais Quarry is not considered appropriate for extension, and any applications will be determined accordingly~~.
MAC63	5	Policy M6: Dredged Aggregate Landing And Distribution Facilities Paragraphs 5.405, 5.408	15.1,2, 3,4,9,10	Amend Policy M6 and the reasoned justification **Policy M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES** **The sand wharves shown on the Proposals Map will be protected against development which would prejudice their ability to land marine dredged sand and gravel. Proposals for the provision and improvement of landing and distribution facilities for marine dredged aggregates within the sand wharves shown on the Proposals Map ~~Cardiff Docks~~ will be favoured where there will be no unacceptable harm to the environment~~, or nearby residential areas or future regeneration prospects of the waterfront area.~~** 5.405 This Policy expands on Policy KP11. The Policy accords with guidance contained in Interim Marine Aggregates Dredging Policy (2004) which indicates that the use of marine dredged sand and gravel will continue for the foreseeable future where this remains consistent with the principles of sustainable development. It accords with the ~~South Wales~~ Regional Technical Statement 1st Review ~~for Minerals~~ (20~~08~~14) which requires the protection of existing and potential wharves. 5.408 Operations involving the trans-shipment of minerals do not normally need specific planning permission within the operational area of the port. However, secondary processes including the manufacture or

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				treatment of mineral products usually need permission. Where proposals are submitted they will need to demonstrate minimal impact on the environment. ~~and nearby residential areas, and that they will not prejudice any future regeneration proposals in the waterfront area of Cardiff Bay~~. Where proposals are likely to have significant effects upon the environment, applications may be subject to Environmental Impact Assessment. Additionally, proposals will need to have regard to the Severn Estuary SSSI/SAC/SPA and Ramsar site and where proposals are likely to have a significant effect on an international site, an appropriate assessment of the proposal would be undertaken. In addition there are the following consequential changes needed to the Plan arising out of the proposed changes to the Policy: (i) Revision to the legend on the Proposals Map to change the reference to 'Limestone Resource Area M1' to 'Minerals Preferred Area M1. (ii) Paragraph 1.18 of Appendix 3 "National and regional policy framework be amended to read" "1.18 **The ~~South Wales~~ Regional Technical Statement 1st Review~~ for Aggregates~~ (RTS) (20~~08~~14)** has been prepared in response to Minerals Technical Advice Note 1: Aggregates (MTAN1), issued by Welsh Government in March 2004. This has a primary objective of seeking to ensure a sustainably managed supply of aggregates that are essential for construction, by striking the best balance between environmental, economic and social costs. To achieve that

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				objective, the RTS has been prepared by consultants on behalf of the South Wales and North Wales Regional Aggregates Working Party (RAWPs) to provide a strategic basis for aggregates supply for LDPs in the south Wales region until 20~~21~~36. As appropriate, local planning authorities will then be expected to include allocations for aggregates provision in their area as part of the LDP process. The RTS was endorsed by the Welsh Government and constituent authorities including Cardiff in August 2014~~July 2007.~~ (iii) Amend Appendix 6: Summary of LDP Process including technical glossary so reference to Regional Technical Statement (RTS) on page 42 reads "**The Regional Technical Statement (RTS) 1st Review** - The RTS ~~is~~ was produced by consultants on behalf of the South Wales and North Wales Regional
MAC64	5	Policy M7: Safeguarding Of Sand And Gravel Resource	15.6	Delete Policy M7 and the reasoned justification ~~**M7: SAFEGUARDING OF SAND AND GRAVEL RESOURCE**~~ ~~**The sand and gravel safeguarding area shown on the Proposals Map will be protected against all forms of permanent development in order to prevent sterilisation of the resource and to ensure that the sand and gravel within that area will be preserved for the future, should a demonstrable need for the use of those resources arise.**~~

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				~~5.409 The aim of this Policy is to ensure that the area of sand and gravel resource identified on the Proposals Map is protected from development that would cause its sterilisation and safeguarded for the future, should a need for the resource arise.~~ ~~5.410 This Policy expands on Policy KP11 in that it protects potential resources from development. The Policy accords with guidance contained in MPPW which requires Mineral Planning Authorities to safeguard access to mineral deposits which society may need and cautions against continuing to rely on marine-dredged materials. MTAN1: Aggregates states that land based sand and gravel resources must be safeguarded for potential use by future generations in view of their relatively limited regional availability.~~ ~~5.411 At present, marine dredged sources provide the majority of fine aggregate required to meet construction needs within Cardiff. In the short term this supply pattern is unlikely to change significantly. In view of the existing pattern of dredged aggregate supply, it is very unlikely that sand and gravel resources will need to be released for development within the Plan period. However, in light of concerns regarding the sustainability of the current pattern of marine dredged aggregate supplies, it is necessary for land-based sand and gravel resources to be safeguarded for potential use in the future. This Policy will be used to resist all forms of permanent development in the sand and gravel resource area shown on the Proposals Map. Land-based sand and gravel could only be worked where it is found, so this Policy represents a long-term strategy to protect existing resources, as they could become a strategic resource in the future. This Policy will carry more weight than policies favouring development that could be located elsewhere.~~

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

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				~~prudent to ensure that the coal resources identified are protected from sterilisation to maintain their potential for use in the future, should this become necessary.~~ ~~5.416 All coal resources up to settlement boundaries are identified on the Proposals Map. Where safeguarded coal resources abut defined settlement boundaries, a 500m buffer has been shown. Although this buffer area includes safeguarded coal resources, it identifies the area of land within which future coal extraction will generally not be acceptable.~~ ~~5.417 Coal could only be worked where it is found, so this Policy represents a long-term strategy to protect existing resources as they could become a strategic resource in the future. This Policy will carry more weight than policies favouring development that could be located elsewhere.~~ ~~5.418 The designation as a safeguarded area does not indicate an acceptance of coal working in that area.~~
MAC66	5	Policy M9: Safeguarding Of Limestone Resources	15.6	Delete Policy M9 and the reasoned justification ~~**M9: SAFEGUARDING OF LIMESTONE RESOURCES**~~ ~~**The limestone safeguarding area shown on the Proposals Map will be protected against all forms of permanent development in order to prevent sterilisation of the resource and to ensure that the limestone within that area will be preserved for the future, should a demonstrable need for the use of those resources arise.**~~ ~~5.419 The aim of this Policy is to ensure that the areas of limestone~~

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				~~resource identified in the County are protected from development that would cause sterilisation and are safeguarded for the future, should a need for the resources arise.~~ ~~5.420 This Policy expands on Policy KP11 in that it protects potential resources from development. The Policy accords with MPPW which requires Mineral Planning Authorities to safeguard access to mineral deposits which society may need.~~ ~~5.421 Currently there is a sufficient landbank of limestone reserves in the County for the Plan period and, should the landbank not prove sufficient, the limestone resource areas identified in Policy M1 would be considered before any of the safeguarded areas shown on the Proposals Map. Given this, it will not be~~ ~~necessary to release any of the safeguarded areas for working to provide for aggregates needs over the Plan period. However, it is prudent to ensure that the limestone resources identified are protected from sterilisation to maintain their potential for use in the future, should this become necessary.~~ ~~5.422 The designation as a safeguarded area does not indicate an acceptance of~~ ~~limestone working in that area.~~
MAC67	5	New Policy: Safeguarding Of Sand And Gravel, Coal And	15.6	Insert new policy after existing paragraph 5.408 to be referenced M7 **<u>New Policy M7: SAFEGUARDING OF SAND AND GRAVEL, COAL AND LIMESTONE RESOURCES</u>**

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		Limestone Resources		**Development will not be permitted within the Sand and Gravel, Coal and Limestone Safeguarding Areas shown on the Proposals Map that would permanently sterilise these mineral resources unless:** **i. The applicant can demonstrate to the satisfaction of the Local Planning Authority that the mineral concerned is no longer of any resource value or potential resource value; or** **ii. The mineral can be extracted satisfactorily prior to the incompatible development taking place; or** **iii. The incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not either sterilise the resource or inhibit extraction within the timescale that the mineral is likely to be needed; or** **iv. There is an overriding need for the incompatible development which overrides the need for the resource, including a requirement for prior extraction if practicable.** The aim of this Policy is to ensure that the sand and gravel, coal and limestone safeguarding areas identified on the Proposals Map are protected from development that would cause its sterilisation and safeguarded for the future, should a need for these resources arise. In order to ensure this the Policy sets out a range of criteria against which proposals for development will be assessed. This Policy expands on Policy KP11 in that it protects potential resources from development. The Policy accords with guidance contained in MPPW which requires Mineral Planning Authorities to safeguard access to mineral deposits which society may need. It also accords with MTAN1: Aggregates which states that land based sand and gravel resources must

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				be safeguarded for potential use by future generations in view of their relatively limited regional availability and MTAN2: Coal which requires the safeguarding of mineral resources. **Sand and Gravel Safeguarding Area** At present, marine dredged sources provide the majority of fine aggregate required to meet construction needs within Cardiff. In the short term this supply pattern is unlikely to change significantly. In view of the existing pattern of dredged aggregate supply, it is very unlikely that sand and gravel resources will need to be released for development within the Plan period. However, in light of concerns regarding the sustainability of the current pattern of marine dredged aggregate supplies, it is necessary for land-based sand and gravel resources to be safeguarded for potential use in the future. This Policy will be used to resist all forms of permanent development in the sand and gravel resource area shown on the Proposals Map. Land-based sand and gravel could only be worked where it is found, so this Policy represents a long-term strategy to protect existing resources, as they could become a strategic resource in the future. This Policy will carry more weight than policies favouring development that could be located elsewhere. **Coal Safeguarding Area** Current energy supply does not necessitate the working of coal resources within Cardiff, and this situation is highly unlikely to change in the short term. Consequently, it is unlikely that it will be necessary to release coal resources for working to provide for energy needs in the Plan period. However, it is prudent to ensure that the coal resources identified are protected from sterilisation to maintain their potential for use in the

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				future, should this become necessary. In accordance with guidance set out in MTAN2: Coal all international and national designations of environmental and cultural importance have been excluded from the Coal Safeguarding Area and a 200 metre margin has been included to protect the setting of Ancient Monuments. All coal resources outside these designations are identified on the Proposals Map. Where safeguarded coal resources abut defined settlement boundaries, a 500m area where coal working will not be acceptable has been shown Although this area includes safeguarded coal resources, it identifies the area of land within which future coal extraction will generally not be acceptable, subject to the exceptions in paragraph 49 of MTAN2:Coal. Further details are set out in Policy M8: Areas where Coal Working will not not Acceptable. Coal could only be worked where it is found, so this Policy represents a long-term strategy to protect existing resources as they could become a strategic resource in the future. This Policy will carry more weight than policies favouring development that could be located elsewhere. **Limestone** Currently there is a sufficient landbank of limestone reserves in the County for the Plan period and, should the landbank not prove sufficient, the limestone resource areas identified in Policy M1 would be considered before any of the safeguarded areas shown on the Proposals Map. Given this, it will not be necessary to release any of the safeguarded areas for working to provide for aggregates needs over the Plan period. However, it is prudent to ensure that the limestone resources identified are protected

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				from sterilisation to maintain their potential for use in the future, should this become necessary. The designation as a safeguarded area does not indicate an acceptance of sand and gravel, coal or limestone working in that area. In addition to the resources outlined above the Aggregates Safeguarding Maps of Wales identifies a small amount of Category 1 Sandstone HSA (High Specification Aggregate) resources in the extreme north west of the County. As this area lies wholly within the Coal Safeguarding Area outlined above it is not identified separately on the Proposals Map as it is already protected from sterilisation and safeguarded for the future, should a need for these resources arise.
MAC68	5	New Policy: Areas Where Coal Working Will Not Be Acceptable	15.7	Insert new policy to be referenced M8 **New Policy M8: AREAS WHERE COAL WORKING WILL NOT BE ACCEPTABLE** **Future Coal extraction will not be permitted within the Areas where Coal Working will not be Acceptable shown on the Proposals Map unless exceptional circumstances show a smaller Area is appropriate.** The aim of this Policy is to protect the amenity of existing residential areas and international and national designations of environmental and cultural importance by ensuring that an appropriate area where coal working will not be acceptable is maintained between future coal working and residential areas and environmental and cultural designations are

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				protected. The Policy accords with guidance contained in MPPW and MTAN2: Coal. All coal resources outside international and national designations of environmental and cultural importance up to settlement boundaries are identified on the Proposals Map and the Policy identifies the area of land within which future coal extraction will generally not be acceptable by defining a 500m area where coal working will not be acceptable from existing residential areas. This accords with guidance set out in MTAN2: Coal which states that Coal working will generally not be acceptable within 500 metres of settlements unless there are exceptional circumstances and that an area where coal working will not be acceptable should be shown on the Proposals Map, MTAN2: Coal sets out factors that could justify exceptional circumstances where a smaller area where coal working will not be acceptable may be appropriate. These include: • Where coal working provides the most effective solution to prevent risks to health and safety arising from previous mineral working; • To remediate land damaged by shallow coal workings or mine waste, where coal extraction appears to be the most sustainable option; • Where topography, natural features such as woodland, or existing development, would significantly and demonstrably mitigate impacts; • Where major roads or railways lie between the settlement and the proposed operational area and coal working would not result in appreciable cumulative and in-combination effects; • Where the surface expression of underground working does not include the significant handling or storage of the mineral or waste;

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				• When the proposal is of overriding significance for regeneration, employment and economy in the local area; or • Where extraction would be in advance of other, permanent, development which cannot reasonably be located elsewhere. In accordance with guidance in MTAN2: Coal where such exceptions justify surface working within 500m of a settlement, the area of working should be restricted to the area reasonably necessary for remediation and the best balance between the scale, working-method and the timing of individual phases, the opportunities for early restoration and aftercare, and hours of working will be sought. In order to justify working within 200 metres of a settlement strong evidence of the necessity for remediation, including the evaluation of options will be required and the social and environmental impacts on the affected settlement must be carefully weighed.
MAC69	5	Policy W1: Land for Waste Management	15.14	Delete Policy W1 and reasoned justification ~~**W1: LAND FOR WASTE MANAGEMENT**~~ ~~**Land will be allocated for waste management purposes at Lamby Way as defined on the Proposals Map**~~ ~~5.423 The purpose of this Policy is to allocate an area of land at the existing waste management facility at Lamby Way to accommodate waste related development, so that the Council can continue to manage current waste arisings and can accommodate further facilities which will enable it to meet European and national targets.~~

MAC Number	Chapter	Deposit Policy /Para No	*HS/A P or other source*	Proposed Change
				~~5.424 This Policy expands on Policy KP12. The Policy accords with TAN 21: Waste (2001); The National Waste Strategy for Wales: Wise About Waste (2002);~~ ~~Towards Zero Waste (2010) and the South East Wales Regional Waste Plan 1st Review (2008)~~ ~~5.425 Challenging targets set for recycling and composting, and the reduction of waste going to landfill, mean there is a need for further facilities which divert waste away from landfill and increase materials recovery, recycling and composting. The land allocated at Lamby Way, as shown on the Proposals Map, may prove an appropriate location for any new waste management facilities which may be required over the Plan period.~~ ~~5.426 Completion of landfilling at the Lamby Way waste management site is likely to take place early in the Plan period. Upon completion of landfilling, the majority of the land will be utilised for public open space. However, waste management facilities may be retained on a permanent basis and will need to be integrated into the eventual after-use of the site.~~ ~~5.427 The five local authorities who make up the Prosiect Gwyrdd regional partnership have agreed that Viridor should be appointed the preferred bidder for a 25 year contract to deal with the residual waste of the region. Viridor's solution is based on an energy from waste facility located at Trident Park. This facility is currently under construction and a permit to operate was granted by Natural Resources Wales in 2010.~~ ~~5.428 The Regional Waste Plan 1st Review identified that Cardiff will need to provide a maximum of 20.9ha of land for waste management purposes. The identified sites will contribute towards this requirement.~~

MAC Number	Chapter	Deposit Policy /Para No	*HS/A P or other source*	Proposed Change
MAC70	5	Policy W2: Sites For Waste Management Facilities	15.13, 15.16	Amend Policy W2 and the reasoned justification **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **Proposals for the development of waste management facilities will be** **permitted where:** i. **There is a demonstrable need assessed against ~~County and~~ regional** **requirements;** ii. **They conform with the ~~principle of the~~ <u>waste hierarchy and the principles contained in the Waste Framework Directive of An Integrated and Adequate Network; Nearest Appropriate Installation; Self Sufficiency and Protection of Human Health and the Environment</u> ~~, the 'proximity principle' and the principle of regional self-sufficiency~~ ;** **iii. They would not cause unacceptable harm to the environment, built** **heritage or to human health;** **iv. They include acceptable proposals for restoration, aftercare and after-use, including the beneficial after-use of by-products;** **v. They would not endanger aviation safety; ~~and~~** **vi. They include acceptable proposals for the protection of adjoining and** **nearby land from landfill gas and leachate migration or contamination~~.~~;** **<u>vii. They are not located within an area at risk from flooding;</u>**

MAC Number	Chapter	Deposit Policy /Para No	*HS/A P or other source*	Proposed Change
				viii. They would not cause unacceptable air, noise or light pollution, dust, vibration or odours, or attract excessive vermin; **ix They provide safe means of access to the highway and adequate on-site parking and turning facilities; and** **x. They are accompanied by a Waste Planning Assessment containing sufficient information to enable an assessment of the proposal.** **Facilities for the handling, treatment and transfer of waste will generally be encouraged towards existing use class B2 general industrial land.** 5.430 This Policy expands on Policy KP12. The Policy accords with ~~TAN 21: Waste (2001); The National Waste Strategy for Wales: Wise About Waste (2002); Towards Zero Waste (2010) and the South East Wales Regional Waste Plan 1st Review (2008).~~ the National Waste Strategy for Wales: Wise About Waste (2002); Towards Zero Waste (2010); The Collections, Infrastructure and Markets Sector Plan (2012) and TAN 21: Waste (2014). 5.431 It is anticipated that applications will come forward within the Plan period for new waste management facilities. Applications are likely to include waste disposal, processing, recycling and transfer of waste. The need for waste facilities will be assessed against the ~~South East Wales Regional Waste Plan 1st Review (2008). The RWP estimates that, within Cardiff, a maximum of 20.9ha of land will be required for waste management facilities.~~ Collections, Infrastructure and Markets Sector Plan and capacity requirements established through regional monitoring, as set out in TAN 21.

MAC Number	Chapter	Deposit Policy /Para No	*HS/A P or other source*	Proposed Change
				5.432 The 'waste hierarchy' advocates a sequential approach to waste management. At the top of the hierarchy is waste prevention and re-use, followed by ~~reduction, re-use, then materials recovery (e.g. recycling and composting), then energy recovery (e.g. incineration to provide energy) and finally (i.e. least favoured) disposal (e.g. landfill or incineration without energy recovery). The 'proximity principle' requires waste to be disposed of as near to its place of production as possible, to reduce the amount of waste transported long distances, and to reflect the 'polluter pays' principle. 'Regional self-sufficiency' refers to the aim of minimising the amount of waste exported to other regions or countries.~~ preparation for reuse, recycling, recovery and finally (i.e. least favoured) disposal. 5.433 Waste facilities will generally be encouraged towards existing general industrial areas (use class B2), unless it can be demonstrated that they could be acceptably located elsewhere, or unless assessment of the proposal indicates that more onerous locational standards should apply. ~~The RWP contains Areas of Search maps for use in identifying potential new sites for in-building and open-air waste management/resource recovery facilities. Developers are encouraged to use the recommendations to assist in the identification of suitable sites. The first Review of the Regional Waste Plan endorsed by the Council in July 2008 identifies a range of potential sites for waste management purposes on vacant general industrial land.~~ The Regional Waste Plan 1st Review (2008) contains Areas of Search Maps which TAN 21 indicates remain relevant for use in identifying potential new sites for in-building and open-air waste management/resource recovery facilities. Developers are encouraged to use the recommendations to assist in the identification of suitable sites.

MAC Number	Chapter	Deposit Policy /Para No	*HS/A P or other source*	Proposed Change
				~~5.434 In addition to the tests set out in the Policy, all proposals will be assessed against other relevant policies. Notably, they should not be located within an area at risk from flooding, cause unacceptable air, noise or light pollution, dust, vibration or odours, or attract excessive vermin. Proposals should also: Provide safe means of access to the highway and adequate on-site parking and turning facilities; Be accompanied by details of the type, quantity and source of waste; and Set out the proposed duration of the development.~~ 5.435 Planning applications for waste management facilities should be accompanied by ~~sufficient information to allow the environmental impact of the proposal to be adequately assessed. Such information should include the nature of the waste, the broad technical requirements arising from the type of waste, the amount of waste proposed to be treated or disposed of, access, the timescale of the operations and, where appropriate, restoration and after-use proposals.~~ a Waste Planning Assessment containing sufficient information to enable an assessment of the application and its contribution to meeting the requirements set out in the Collections, Infrastructure and Markets Sector Plan. Information to be provided should include: • Waste Policy Statement (contribution to the CIM Sector Plan, need and locational requirements, demand, identification of markets, current shortfall in treatment capacity, consultation); • Time-scale (lifespan of the operation, days and hours of operation); • Types and quantities of waste to be managed; • Design, layout, buildings and plant; • Amenity and nuisance; • Air pollution; • Energy efficiency.

MAC Number	Chapter	Deposit Policy /Para No	*HS/A P or other source*	Proposed Change
				Further details are contained in Annex B of TAN 21 (2014). Where appropriate, proposals should be accompanied by a formal environmental assessment and Health Impact Assessment. In assessing such proposals, close consultation will be undertaken with Natural Resources Wales and conditions will be attached to any permissions and/or legal agreements sought to ensure adequate environmental safeguards and controls.
Appendices				
MAC71		New Appendix	8.3	Insert New Appendix Showing Sites over 10 dwellings with planning permission for residential Please see Appendix Three of this schedule
MAC72		New Appendix	9.5, 10.1, 13.12, 13.13, 13.14	Insert New Appendix Appendix Designated Sites (It should be noted that although this information is accurate at the time of adoption, potential changes to designated areas are possible over the plan period. The Council will keep an up to date record of the boundaries of all designated sites which can be accessed via the Council website.
MAC73		New Appendix: Areas of Protection	13.2	Insert New Appendix Appendix : Areas of Protection It should be noted that although this information is accurate at the time of adoption, potential changes to designated areas are possible over the plan period. The Council will keep an up to date record of the boundaries of all

MAC Number	Chapter	Deposit Policy /Para No	*HS/A P or other source*	Proposed Change
				designated sites which can be accessed via the Council website. • Conservation Areas • Scheduled Ancient Monuments • Archaeologically Sensitive Areas • Historic Parks Gardens and Landscapes • Statutory Listed Buildings • Local Listed Buildings of Merit
MAC74		Appendix 5	1.5	Delete Appendix 5:Suplementary Planning Guidance and insert new appendix Please see Appendix Four of this schedule
MAC75		Appendix 9	19.1 to 35	Insert new monitoring chapter & monitoring framework Please see Appendix Five of this schedule.
MAC76				Amend the plan to ensure appropriate cross referencing is applied
MAC77				Amend the Plan to reflect consequential changes to the policy and paragraph numbers resulting from the amendments in this schedule Please see Appendix Six of this schedule to show amendments to the Policy numbering
MAC78				To address any typographical or grammatical errors
MAC79				Amend the plan to ensure references to national guidance are correct
MAC80				Amend the Key Diagram to reflect amendments proposed through the matters arising.
MAC81				Amend the Plan to remove references to the Background Technical Papers where appropriate
				Amendments to the Proposals Map Please see Appendix Seven of this schedule

Appendix One : MAC4 KP1: LEVEL OF GROWTH

KP1: LEVEL OF GROWTH

The Plan makes provision for 45,415 new dwellings (including a 4,000 dwelling flexibility allowance) to deliver a housing requirement of 41,415 ~~a range and choice of opportunities to deliver 41,100~~ new dwellings and 40,000 new jobs in Cardiff between 2006-2026. ~~Furthermore, in order to demonstrate that the Plan meets the flexibility test of soundness and to accommodate potentially higher build rates than anticipated, provision has been made to deliver an additional 10% flexibility allowance (for 4,000 dwellings) which can be triggered, if demonstrated as necessary through annual monitoring, in the later phases of the Plan period.~~

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

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

Delete table on Citizens Panel LDP Consultation
~~**Citizens Panel LDP Consultation**~~
~~**No. % No. %**~~
~~Too low 20 4.6 Too low 32 5.2~~
~~About right 209 48.2 About right 34 5.5~~
~~Too high 205 47.2 Too high 553 89.3~~

~~**TOTAL 434 100 TOTAL 619 100**~~

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

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

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

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

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

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

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

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

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

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

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

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

As the LDP has progressed through its numerous stages of preparation, various level of growth options have been considered, consultations have been carried out and expert advice has been sought. The level of growth set out within this Key Policy is considered to best reflect an analysis of all relevant factors. Importantly, it is based on the most up-to-date information reflecting matters raised during the examination process and makes provision (including the flexibility allowance) to deliver the level originally set out in the Preferred Strategy.

4.24 All ~~other~~ relevant factors, as set out in Planning Policy Wales and summarised below, have also been carefully considered. In this respect, it should be noted that national guidance states that the official projections should form the starting point for setting levels of growth in LDPs and makes it clear that any departure from these figures should be fully justified by demonstrable evidence. These official figures show a 42% rise in Cardiff's population for the period 2008-2033 and a 33% rise for the Plan period 2006-26 for which the Plan makes provision. ~~Other relevant factors include:~~

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

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

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

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

~~4.26~~ No other material factors are considered to possess sufficient weight to warrant departure from this level of growth which is considered to:

- Accord with the Wales Spatial Plan aims by supporting Cardiff's role as centre of a networked city-region but not to excessive levels which could prejudice regeneration objectives elsewhere;
- Accord with the Council's vision and LDP objectives;
- Effectively respond to the regional collaborative dialogue which recognised the dangers of artificially restricting growth in Cardiff - there was a clear recognition of the positive 'ripple effects' of providing jobs and homes in Cardiff which improved prosperity in the wider city-region;
- Effectively respond to the clear evidenced need to provide for a significant number of new homes and jobs. ~~Whilst the~~ The Plan makes provision to deliver the ~~level proposed may fall short of~~ official projections~~, it~~ and is considered to strike the right balance having regard to the full range of factors;
- Deliver necessary homes and jobs, but in a managed and controlled manner protecting key elements of Cardiff's environment;
- Meet deliverability and capacity factors - The Deposit LDP contains proposals and mechanisms which justify how deliverability and capacity matters can be adequately addressed. The wide range and choice of sites contributing to the provision together with the masterplanning approach which includes addressing the deliverability of supporting infrastructure demonstrates how development can be successfully brought forward in a managed way. (A higher level of growth would be considered difficult to justify in terms of deliverability factors and set an artificially high target for the 5 year supply requirements set out in TAN 1; and
- Respond in an evidence-based manner to the divergence of views expressed in ~~the Preferred Strategy~~ consultation processes.

~~4.27~~ The detailed breakdown of how it is intended to provide for the 41,415 new homes over the Plan period is shown in Table 1, below. ~~The masterplanning approach consultation findings and wider work undertaken have informed the number of new homes and jobs proposed for the Strategic Sites which are described in greater detail in Policy KP2 and Supporting Document.~~

Table 1: Housing Provision over the Plan Period

Row	Topic/Factor	Note/Source	Dwellings
	NEW DWELLING REQUIREMENT 2006 - 2026		
1	**2006-2026 Dwelling Requirement**	**As referenced in Policy KP1**	**41,415**
2	2006-2026 Dwelling Requirement per year (20 years)	Row 1 divided by 20 years	2,071
	CHANGE IN DWELLINGS 2006 to 2014 AND RESIDENTIAL LANDBANK AT 1st APRIL 2014		
3	Change in Council Tax Dwellings 31 March 2006 to 31 March 2014 (8 years) (138,735 to 150,990)	Official data from ONS/ Valuation Agency http://www.voa.gov.uk/corporate/Publications/statisticsCouncilTax.html	**12,255**
4	Current Landbank (Under Construction, Not Started and Sites subject to Legal Agreement).		**10,885**
	ADJUSTMENTS FOR CHANGE IN CURRENT DWELLING STOCK		
5	Adjustments (Demolitions, Change of Use from Residential to Other Uses and Residential Conversions)		**242**
	ALLOWANCES		
6	Windfalls (including Change of Use Gains)		**5,850**
7	15% Flexibility Allowance for possible reduced dwelling yield on Brownfield sites in landbank and some S106 sites not coming forward		**-1,043**
	LDP STRATEGIC SITES*		
8	Units on LDP Strategic Sites	Excludes Strategic Site A - existing commitment in the landbank	**13,950**

	LDP NON-STRATEGIC SITES*	
9	Units on LDP Non-Strategic Sites	**572**
	*Allowance to avoid double counting on Strategic and Non-Strategic sites in the landbank at 31st March 2014:	-1,256
10	**Total Supply**	**41,456**
11	**Additional 10% flexibility allowance, as referenced in KP1.**	**4,000**

~~4.28~~ The Plan deliberately provides an extensive range and choice of opportunities for the creation of new homes and jobs. This is crucial to the overall delivery of homes and jobs by enabling different sites in different locations to be progressed concurrently. It also ensures flexibility as a limited number of sites would carry delivery risks should implementation problems be encountered on specific sites. The masterplanning approach, which also addresses the provision of infrastructure and phasing, puts in place a framework to ensure the orderly development of sites. Key Policies on masterplanning, design and infrastructure, together with supporting documentation, explain this approach in more detail.

~~4.29~~ In terms of the provision of new homes, brownfield sites still contribute over half of the provision, but this is supplemented by new greenfield opportunities offering a fuller range and choice. This provides a much needed catalyst to the local housing market which has seen a recent shortage of greenfield sites and can help meet a growing latent demand. Furthermore, greenfield sites can play a key role in bringing forward high levels of affordable and family housing. Evidence has shown that site viability factors make it difficult for brownfield sites to consistently provide high levels of affordable housing.

~~4.30~~ It should also be noted that Cardiff has a finite supply of brownfield sites and that the previous LDP was withdrawn due to the Inspector's concerns that it was a, 'brownfield only' Strategy. ~~The last decade has seen significant brownfield developments, the most notable being the successful regeneration of Cardiff Bay. However, brownfield opportunities of this scale no longer exist. Research work has been undertaken to explore the possibilities of maximising the contribution of brownfield land to meet future provision. Supporting Document 2 sets out in detail the findings of this work and demonstrates the different potential opportunities which have been explored.~~

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

~~4.32~~ However, brownfield sites will continue to play an important role and windfall provisions will form part of the provision for new homes as land uses within the city continue to evolve. For example, the Council is currently strategically assessing its land holdings which, over the Plan period, is likely to generate a wide range and choice of brownfield housing opportunities across the city.

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

~~4.34~~ The provision of a full range and choice of housing options also fully supports the delivery of the economic Strategy - new homes and supporting community facilities can help attract new investment to the city and stimulate more movement in the housing market. Associated construction jobs would provide an additional benefit to the local economy.

~~4.35~~ New greenfield releases also bring with them the ability to contribute towards the wider provision of strategic infrastructure to the benefit of the city and wider city-region as a whole. For example, the delivery of sustainable transportation solutions will have positive implications for the wider community. In this respect, there are clear benefits of the locations of the strategic sites which offer the opportunity of a joined-up approach to deliver strategically important infrastructure in the North West and East/North East corridors. This assists in prioritising infrastructure provision in a planned and focussed manner.

~~4.36~~ In order to deliver the required level of growth over the Plan period, there will be a need for a range and choice of sites to be on stream over the remainder of the Plan period. The masterplanning approach has been adopted to carefully manage this process with Key Policies KP2 (A) to KP2 (H) providing a framework for the delivery of each Strategic Site in this respect.

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

~~4.37~~ The Plan is considered sufficiently flexible to respond to changing conditions. This will be kept under review in the Annual Monitoring Reporting process allowing future reviews to address the need for change. Should demand be lower than anticipated, the sequence of provision will remain in place, thereby controlling development in an orderly manner and linking it in with infrastructure provision. However, this scenario would result in the trajectory being followed over a longer period allowing either Plan review or the next Plan to make appropriate judgement on future provision at that time.

~~4.38~~ Consideration also needs to be given to demand being higher than expected. This is considered to be a less likely possibility~~, based on current evidence of low completion rates and the challenging economic conditions.~~ However, the LDP tests of soundness demand that Plans are sufficiently flexible to be able to positively respond to changes in circumstances. This Policy therefore has a built-in 10% flexibility allowance.

~~4.39~~ In this way, if a need is identified in the Annual Monitoring Report before the end of the Plan period, additional land can be brought forward for residential purposes at that point in time in a Plan review. The Plan demonstrates a clear commitment to a long term direction of travel by identifying geographically defined areas which have been subject to SA/SEA analysis and are well positioned to meet such need, if required.

~~4.40~~ Work undertaken as part of this process has shown that there is limited scope for further development areas due to the environmental and other constraints around the city together. There is considered merit in focussing potential additional areas based upon proposed Strategic Sites where there is land available to take advantage of the comprehensive provision of new community and transportation infrastructure and minimising impact on areas of higher environmental sensitivity including land proposed for Green Belt designation.

~~4.41~~ Three areas have been identified to provide ~~good~~ flexibility as just one option may limit the scope for dwellings being delivered should problems be encountered on a particular site. It should also be noted in this respect that each area offers a large gross area with the combined potential to deliver more than just an additional 10% flexibility. The masterplanning of adjoining Strategic Sites ~~will take account of these potential additional areas in the planning of land uses and supporting~~

~~infrastructure. Other strategic sites have far more fixed boundaries and do not lend themselves to logical extension.~~ will ensure that suitable access is secured and future Plan monitoring will trigger any future detailed consideration of infrastructure and masterplanning requirements should the need for the early release of the identified Search Areas be triggered within the Plan period.

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

~~i.~~ Land North of the North West Cardiff Strategic Site - Up to 57 hectares of land located between Llantrisant Road and the M4 Motorway bounded by the edge of Radyr to the East and the recent development on the former Rhydlafar Hospital to the West. This is a gross figure with the net developable area likely to be a significant reduction due to natural and infrastructure constraints within the site. This could provide a minimum of an extra 1,250 dwellings if required in the later phases of the Plan period but further masterplanning addressing long-term capacity is likely to demonstrate a higher figure is possible and the land is indicated ~~by an arrow for potential future development on the Key Diagram;~~ as Search Area A on the Proposals Map;

ii. Land West of the Strategic Site North of Junction 33 - Up to 41 hectares of land represents a logical extension of this site which falls between the M4 Motorway and Llantrisant Road. This could provide a minimum of an extra 1,250 dwellings if required in the later phases of the Plan period but further masterplanning addressing long-term capacity is likely to demonstrate a higher figure is possible. The land is indicated ~~by an arrow for potential future development on the Key Diagram~~; as Search Area B on the Proposals Map; and

iii. North West Cardiff Strategic Site - ~~As highlighted in Table 1, above~~, the overall capacity of this site is considered to be in the order of 6,500-7,000 dwellings depending on the precise configuration of land uses and housing densities. Work undertaken to date suggests that a figure of 5,000 dwellings is appropriate for homes being delivered within the Plan period (by 2026). However, should build rates be faster than anticipated, this site represents an ideal opportunity to help meet any additional need within the Plan period and benefits from the comprehensive masterplanning of the area as a whole which is shown as a allocation in its entirety.

~~4.43~~ In a similar way to the provision of new homes, a range and choice of new job opportunities is also proposed. It is important to ensure that a range and choice of employment land and business premises are provided to maintain and improve the competitiveness of the city, promote and protect indigenous business and attract inward investment.

~~4.44~~ This approach responds to Cardiff's role as the main economic driver of the city-region accounting for 32% of total employment in South East Wales. At the heart of this approach is recognition that the Cardiff city-region clearly forms a natural economic area and it has consistently made a major positive contribution to the economic growth of Wales. In core city analysis, Cardiff performs well and there is an opportunity to build further on this through continuing to enhance Cardiff's role and also improve linkages and connectively within the city-region. It is also recognised (as evidenced in the recent Cardiff LDP regional collaborative working exercise summarised in Supporting Document 17) that there are significant benefits for adjoining areas from Cardiff's success in achieving economic growth.

~~4.45~~ The Plan provides a framework for delivering a wide range and choice of employment sites in different locations and for different sectors including the key market sectors of ICT, energy and environmental technologies, advanced materials and manufacturing, creative industries, life sciences and financial and professional services. The range of new sites ensures that Cardiff can deliver the stated level of growth for new jobs. Importantly, different sites will perform different roles in the strategy. For example, Porth Teigr (Roath Basin) has the potential to become an important location for media and creative industries. Other locations may be better suited to small out of centre employment sites, including offices, creative industries, small workshops, and starter units.

~~4.46~~ The geographical spread of the 'Cardiff offer' also addresses the need to provide jobs in accessible locations. In this respect, the key strategic proposal relating to the Cardiff Central Enterprise Zone and Regional Transport Hub represents a highly sustainable and accessible location, close to areas of high unemployment in the city but also readily accessible to the wider region via sustainable modes of transport.

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

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

Policy KP2

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

New paragraphs to be inserted after existing paragraph 4.54:

A summary of the key infrastructure requirements relating to the Strategic Sites are provided within KP2(A) to KP2(H). This information will be cross-referenced in the Cardiff Infrastructure Plan which is a, 'living document' sitting alongside the LDP. The Infrastructure Plan is directly linked to the LDP Monitoring Framework and regularly updated in order to effectively respond to changes in baseline information, procedures and legislation. Estimated costs of infrastructure provision and details of estimated square footages of facilities are referenced within the Infrastructure Plan based on current considerations, requirements, and information available at a point in time so represent indicative figures. Future updates to the Infrastructure Plan will allow such information to be regularly updated to reflect prevailing circumstances and show more detail when it is known. Policies KP6 and KP7 relating to new infrastructure and planning obligations provide further policy guidance with regard to the delivery of new infrastructure and are also linked to the Infrastructure Plan and Annual Monitoring Framework.

Infrastructure requirements for these sites will primarily be delivered through planning obligations/ Section 106 Agreements with policies KP6 and KP7 providing the policy framework. Policy KP6 also outlines other potential funding sources which may be required in addition to developer contributions. Further details as they emerge will be incorporated into the Infrastructure Plan as it is updated in future years as part of the formal LDP monitoring process.

The masterplanning and good quality & sustainable design principles set out in KP4 and KP5 will be used to provide a framework to consider planning applications relating to all Strategic Sites along with other development as defined in the

policies. In addition, the site-specific masterplanning requirements for each Strategic Site are identified within KP2(A) to KP2(H) and depicted, where appropriate, on the indicative Schematic Frameworks. Although only for illustrative purposes, the Schematic Frameworks should be read in conjunction with relevant policies to provide an over-arching context for the future development of the Strategic Sites.

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

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

~~4.56 This is an important employment site which contributes to the necessary range and choice of types of employment opportunities in the city. Its location is particularly well placed to provide accessible job opportunities to areas of known deprivation and its position adjacent to the main rail line offers significant opportunities for a new station together with supporting sustainable transportation infrastructure. This proposal is a long-standing proposal in the Regional Transport Plan, is identified in the emerging work on the South Wales Metro concept and has Welsh Government support.~~

~~4.57 However, it is recognised that the area possesses environmental and flood risk constraints. In terms of environmental issues, the majority of the area is a Site of Special Scientific Interest with the reens forming the major interest. Additionally, the adjoining Estuary is a European designated site so run-off issues and disturbance will be particularly sensitive. The land also meets the qualifying criteria using the LANDMAP landscape methodology for Special Landscape Area status. Furthermore, there are significant historic interests and the land is designated as a Historic Landscape and Archaeologically Sensitive Area.~~

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

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

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

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

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

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

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

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

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

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

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

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

Essential/ Enabling Infrastructure

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

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

Necessary Infrastructure

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

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

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

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

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

2. The land is owned by numerous landowners and will be delivered by a number of different developers operating out of different sites. This policy, together with other relevant policies, will provide the overarching masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process. In this respect it should be noted that different potential projects in the area are operating to different timescales so an over-prescriptive approach would not be appropriate.

4. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision.

5. The site is in a central location with a good level of accessibility by non car-based travel. The transport sustainability of the site will be further enhanced through the development of the regional transport hub linking different sustainable forms of transport and the wider improvements to the strategic public transport network and the walking and cycling networks that will be secured in conjunction with the development of other Strategic Sites and through the Council's own infrastructure programmes.

6. Although details of the mode and potential alignments of the Metro are not yet known it is likely that the project will provide access to this Strategic Site. Work undertaken to date by the Welsh Government has not firmed up detailed proposals and there is no current certainty on any detailed alignments so it would be inappropriate to allocate a precise alignment on the Proposals Map but there is a need to ensure future options are not prejudiced. Therefore, this policy references the potential future need to safeguard land required for the Metro project once any land requirements are known. Future Plan reviews and the annual monitoring framework linked to the 'living' Infrastructure Plan provide mechanisms to ensure the LDP process can be further updated in this respect.

KP2(B): FORMER GAS WORKS, FERRY ROAD

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

Essential/ Enabling Infrastructure

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

Necessary Infrastructure

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

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

- **Densities will be maximised to make efficient use of this brownfield site with high density residential accommodation of at least 50 dwellings per hectare considered appropriate and in keeping with the characteristics of the area;**
- **The density, design, scale and layout at the northern end of the site should respond effectively to the adjacent Ikea building;**
- **The layout should relate effectively to the railway line forming the western boundary of the site including mitigating any acoustic impacts;**

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

1. The former Gas Works, Ferry Road, is one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It is a brownfield site (9.9 ha) well-located within the urban area adding to the range and choice of housing offer in the Plan.

2. The land is owned by a single landowner and will be delivered in a comprehensive manner. This policy, together with other relevant policies, will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process.

4. The relative scale of the site allows for a maximum of 2 outlets at any time with full delivery of the 500 units anticipated between 2017 and 2024. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision in relation to completion of new homes.

5. Due to the accessible location of the site and proximity to existing social/ community facilities in the area it is considered appropriate to secure developer contributions to improve nearby facilities as outlined in the policy.

KP2(C): NORTH WEST CARDIFF

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

Essential/ Enabling Infrastructure

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

Necessary Infrastructure

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

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

- **Provide a range of densities with high density (minimum of 45-50+ dwellings per hectare) mixed-use development within District/Local Centres and medium to high density (35-50+ dwellings per hectare) along the Rapid Transit Corridors;**
- **Initial phases towards the east and along Llantrisant Road, middle phases towards the centre of the site and later to the west;**
- **Ensure that the potential future delivery of the 'Metro' is not precluded by keeping a corridor alongside and including the disused rail line running through the site (as depicted on the schematic framework) safeguarded from development and also ensuring that land uses, densities and layouts respond positively to its potential future provision;**
- **District/ Local Centres to be accessible by walking, cycling and public transport and accommodate a range of services including convenience goods floorspace plus other retail of a scale and nature which accord with Plan retail policies with the anchor food store to be located within the District Centre towards the east of the site;**
- **Employment provision (B1 & B1(b)(c)) to be located in and adjoining the District/Local Centres amounting to approximately 15,000sqm;**
- **New Schools to be located in and adjoining the District/Local Centres;**

- **Provide good land use and transportation integration with the adjoining areas of Pentrebane, Fairwater and Radyr;**
- **Providing an active frontage onto Pentrebane and Llantrisant Roads;**
- **Effectively respond to landscape and biodiversity assets by:**
- **Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:**
    - **Links between retained woodlands at Coed y Trenches, Coed y Gof, Waterhall, Halfwrt and Coedbychan;**
    - **Corridor along the valley through the middle of the site;**
    - **Links to the countryside to the west and south-west;**
    - **Linking corridors where possible between the above to provide a good network**
- **Ensuring that there is no detriment to the maintenance of the favourable conservation status of Great Crested Newts on the site including protection of the existing 2 ponds in the Pentrebane Cottages SINC and provision of a minimum of 2 additional ponds in the locality;**
- **Providing suitable buffers to retained woodlands referred to above and other habitats including hedgerows and streams;**
- **Effectively respond to heritage assets by:**
- **Assessing and effectively addressing potential impacts on the St Fagans Conservation Area (retain woodland/ hedgerow buffers together with provision of new planting) and the Listed Buildings (together with their settings) within and adjacent to the site;**
- **Effectively respond to other constraints including Radyr Golf Course (ensuring no conflict with errant golf balls) and existing easements (overhead pylons and underground infrastructure); and**
- **Ensuring that that development does not adversely affect the water quality of the Nant Rhydlafar.**

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

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

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

5. Rapid Transit Corridors within the site will be bus-based and of sufficient width and otherwise designed, including the control of car parking, to allow the safe two-way passing of the largest vehicles. Bus priority measures will be provided at appropriate locations within the site to allow bus rapid transit to avoid queuing traffic. Bus-based Rapid Transit Corridors will link the site to the Western Bus Corridor with off-site bus priority measures provided to assist the flow of buses. Further off-site corridor enhancements will be provided on the Western Bus Corridor as shown on the Proposals Map and consistent with policy T2 in order to support delivery of the increased frequency and reliability of services. The integration of housing and supporting services and community infrastructure provides the opportunity for a high proportion of short, local trips to be made by walking and cycling. This will be made possible by integrating networks of high quality walking and cycling routes within development layouts and ensuring that the design of roads, streets, junctions and public spaces accommodate the natural 'desire lines' of people making trips on foot and by bicycle.

6. Although details of the mode and potential alignments of the Metro have yet to be defined, it is important that the development of this site does not preclude the potential delivery of this strategic project. Work undertaken to date by the Welsh Government suggests that the disused rail line running through the middle of the site forms the most likely option in this locality but there is currently no certainty on the detailed alignment. For example, there is uncertainty of the future mode and whether the route would be based on the existing disused rail line or whether it would be better located either alongside to the north or to the south.

7. Therefore, it would be inappropriate to allocate a precise alignment on the Proposals Map but there is a need to ensure future options are not prejudiced. This policy ensures that land is safeguarded from development along the potential Metro corridor and also that land uses, densities and layouts are developed to take account of the potential delivery of this strategic transportation project.

8. District and Local Centres will be the focus for community uses and activities including Schools in close proximity. The precise number of Primary Schools (3/4) will depend on the outcomes of future monitoring and delivery options relevant when the details of later phases are being assessed through the Development Management process.

9. It should be noted that it is anticipated that the delivery of this large site will extend beyond the plan period (some 1,500 homes are anticipated being delivered post 2026). In this respect, whilst the Schematic Framework relates to the total geographical extent of the overall site area to ensure a high-level consistent approach to addressing site-specific factors, the infrastructure requirements as set out in this policy relate to the number of homes proposed during the plan period (for 5,000 new homes). Future annual monitoring, Plan reviews and ongoing updates to the Infrastructure Plan will ensure that any infrastructure requirements for homes post-2026 are captured at the appropriate juncture and consequently inform any future Development Management activity with regard to homes over and above the 5,000 proposed during the plan period.

10. Search Area A ~~The further future flexibility option~~ (north of Llantrisant Road is not included within the Strategic Site allocation. This would only be triggered if necessary through future Plan review following annual monitoring indicating that the provision of new homes is proceeding beyond anticipated rates and justifies such a release within the last years of the plan period. Therefore, it is considered premature to factor in potential detailed infrastructure and masterplanning matters at this juncture relating to this land. The formal monitoring framework provides an evidence-based process to inform any decisions on potential release in the last years of the plan period.

KP2(D & E): NORTH OF JUNCTION 33 ON M4 AND SOUTH OF CREIGIAU

Land is allocated:

(i) North of Junction 33 on the M4, as defined on the Proposals Map, for a mixed-use development of approximately 2,000 homes, employment, other associated community uses and a strategic park and ride site; and

(ii) South of Creigiau, as defined on the Proposals Map, for a housing-based scheme of approximately 650 homes representing a southern extension to the village

Essential, enabling and necessary supporting infrastructure will be delivered in a phased manner with specific details formally tied into planning consents including:

Essential/ Enabling Infrastructure

- **Transport & Highways:**
- **Provision of new bus-based Rapid Transit Corridors through the site North of Junction 33 linking directly to the Western Bus Corridor;**
- **Off-site infrastructure including bus priority measures to develop bus-based Rapid Transit Corridors integrating with the site, the Western Bus Corridor and other routes within the North West Rapid Transit Corridor;**
- **- Off-site infrastructure including bus priority enhancements on the Western Bus Corridor and measures to improve linkages into Rhondda Cynon Taf;**
- **Extend bus networks and increase the frequency and reliability of services to serve the site with public transport options for a wide range of journeys including a combination of limited stop and local bus services;**
- **Strategic park and ride facility North of Junction 33 linked to the Rapid Transit Corridor and public transport node including Bus Gate to provide priority for public transport and limit unauthorised access by car to Junction 33;**

- **Public transport node in close proximity to the employment uses, Park & Ride facility and Local Centre to the south of the site;**
- **Improve the Llantrisant Road/ Cardiff Road junction**
- **Walking and cycling:**
- **On and off-site measures to provide a network of high quality, safe, attractive and convenient routes within the site and linking to key local services, facilities and destinations including the new neighbourhood centre from the north, improved pedestrian/ cycling links to existing and proposed schools;**
- **Provide a safe crossing of Llantrisant Road;**
- **Creating an east-west connection between Public Rights of Way (Footpaths numbered 10 & 18)**

Necessary Infrastructure

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

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

- **Provide a range/ gradient of densities across the site with the highest density (minimum of 45-50+ dwellings per hectare) around the Local Centre to the south of the site. Medium density housing (35-45+ dwellings per hectare) will be provided on land close to Llantrisant Road and adjacent to the Rapid Transit Corridors and to the west of the land south of Creigiau. Lower densities will be provided on the elevated land west of Cardiff Road and to the west of the site North of Junction 33;**

- **Layouts on Sites D and E should reflect the interrelationships between the sites with delivery considered acceptable in tandem through different outlets with initial phases including the provision of the park and ride facility together with public transport enhancement measures;**
- **Ensure that the potential future delivery of the 'Metro' is not precluded by keeping a corridor through the sites (as depicted on the schematic framework) safeguarded from development and also ensuring that land uses, densities and layouts respond positively to its potential future provision;**
- **Exclude vehicular access onto the M4 except for part of the park and ride facility and part of the business area situated adjacent to the junction;**
- **Exclude through-traffic between both sites;**
- **Provide future vehicular, walking/ cycling access from the site North of Junction 33 to the 'flexibility allowance land' to the west;**
- **Facilitate interchange between local bus and rapid transit services;**
- **Local Centre to be located north of the business land and adjacent to the rapid transit interchange and Primary School and to include convenience goods floorspace plus other retail use of a scale and nature which accords with Plan retail policies;**
- **High quality business uses to reflect the strategic location of the site (excluding B8 uses) to be located adjacent to Junction 33 and an additional flexible local employment space to be located adjacent to the Motorway to the south west of the site;**
- **Provide a landscape buffer between employment and residential uses and along the boundary of the M4 to reduce impact;**
- **Provide safe and convenient pedestrian/ cycle links between the site and Creigiau village including links with existing Public Rights of Way;**
- **Effectively respond to landscape and biodiversity assets by:**
- **Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:**
    - **Links between retained ancient woodland at Castell y Mynach, marshy area to the north and young woodland buffer strip alongside Llantrisant Road;**
    - **Links from the Nant Henstaff, through Coed Gwenybwlau, linking to the disused rail line and Pencoed Wood;**

- **Enhancing the disused rail line as a walking/ cycling and ecological corridor;**
- **Links to the countryside to the west;**
- **Linking corridors where possible between the above to provide a good network**

- **Ensuring that there is no detriment to the maintenance of the favourable conservation status of Great Crested Newts and Dormouse on the site including protection of the existing watercourses and provision of suitable compensatory planting to supplement existing retained habitats;**
- **Providing suitable buffers to retained woodlands and streams referred to above and other habitats including hedgerows within the sites;**

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

1. Land North of Junction 33 on the M4 and South of Creigiau are two of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. As the sites are adjacent and separated only by Llantrisant Road, there is considered logic in setting out masterplanning and infrastructure requirements in a comprehensive manner but also including addressing site-specific issues for each site. The sites amounting to 141ha will help bring forward new homes, jobs and supporting infrastructure including a new strategic park and ride facility.

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

3. This policy, together with other relevant policies, will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process.

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

5. Rapid Transit Corridors within the site North of Junction 33 will be bus-based and of sufficient width and otherwise designed, including the control of car parking, to allow the safe two-way passing of the largest vehicles. Bus priority measures will be provided at appropriate locations within the site to allow bus rapid transit to avoid queuing traffic. Bus-based Rapid Transit Corridors will link the site to the Western Bus Corridor with off-site bus priority measures provided to assist the flow of buses. Further off-site corridor enhancements will be provided on the Western Bus Corridor as shown on the Proposals Map and consistent with policy T2 in order to support delivery of the increased frequency and reliability of services. The integration of housing and supporting services and community infrastructure provides the opportunity for a high proportion of short, local trips to be made by walking and cycling. This will be made possible by integrating networks of high quality walking and cycling routes within development layouts and ensuring that the design of roads, streets, junctions and public spaces accommodate the natural 'desire lines' of people making trips on foot and by bicycle.

6. Although details of the mode and potential alignments of the Metro have yet to be defined it is important that the development of these sites does not preclude the potential delivery of this strategic project. Work undertaken to date by the Welsh Government suggests numerous potential options in this area and there is currently no certainty on the detailed alignment. For example, there is uncertainty of the future mode and whether the route would be based on the existing disused rail line or whether it would be better routed elsewhere.

7. Therefore, it would be inappropriate to allocate a precise alignment on the Proposals Map but there is a need to ensure future options are not prejudiced. This policy ensures that land is safeguarded from development along the potential Metro corridor and also that land uses, layouts and densities are developed to take account of the potential delivery of this strategic transportation project.

8. The new Local Centre on Site D and new Primary School to be located within or adjoining it will be a focus for community uses and activities. Facilities will also be improved in the existing neighbourhood centre in Creigiau to provide new facilities for existing and new residents. The precise number of Primary Schools (1/2) will depend on the outcomes of future monitoring and delivery options relevant when the details of later phases are being assessed through the Development Management process. Specifically, consideration will be given to the merits of extending the existing Primary School at Creigiau as an alternative to the provision of a second new school.

9. ~~The further future flexibility option~~ Search Area B (to the west of the site North of Junction 33) is not included within the Strategic Site allocation. This would only be triggered if necessary through future Plan review following annual monitoring indicating that the provision of new homes is proceeding beyond anticipated rates and justifies such a release within the last years of the plan period. Therefore, it is considered premature to factor in potential detailed infrastructure and masterplanning matters at this juncture relating to this land although the schematic framework identifies potential access to the site. However, as a minimum, this policy sets out the need to provide potential future vehicular, walking and cycling access from Site D to the 'flexibility allowance land' to the west. The formal monitoring framework provides an evidence-based process to inform any decisions on potential release in the last years of the plan period.

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

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

Essential/ Enabling Infrastructure

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

Necessary Infrastructure

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

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

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

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

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

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

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

4. Rapid Transit Corridors within the site will be bus-based and of sufficient width and otherwise designed, including the control of car parking, to allow the safe two-way passing of the largest vehicles. Bus priority measures will be provided at appropriate locations to allow bus rapid transit to avoid queuing traffic. Bus-based Rapid Transit Corridors will link the site to the Northern and Eastern Bus Corridors with off-site bus priority measures provided to assist the flow of buses. Further off-site corridor enhancements will be provided on the Northern and Eastern Bus Corridors as shown on the Proposals Map and consistent with policy T2 in order to support delivery of the increased frequency and reliability of services. The integration of housing and supporting services and community infrastructure provides the opportunity for a high proportion of short, local trips to be made by walking and cycling. This will be made possible by integrating networks of high quality walking and cycling routes within development layouts and ensuring that the design of roads, streets, junctions and public spaces accommodate the natural 'desire lines' of people making trips on foot and by bicycle.

5. District and Local Centres will be the focus for community uses and activities including schools in close proximity. They will be well located in relation to sustainable transportation options and also link into the network of green corridors largely based on the existing stream network.

KP2(G): EAST OF PONTPRENNAU LINK ROAD

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

Essential/ Enabling Infrastructure

- **Transport & Highways:**
- **Provision of new bus-based Rapid Transit Corridors through the site including links to the Local Centre and provision of Bus Gates at St Mellons Road at the north western edge of the site and Bridge Road to the south east of the site;**
- **Off-site infrastructure including bus priority measures to develop bus-based Rapid Transit Corridors integrating with the site, the Eastern Bus Corridors and other routes within the North Eastern/Eastern Rapid Transit Corridor including services linked to Strategic Site F, facilitating transfer/ improving interchange facilities to Rhymney Line rail services at Llanishen Station and Thornhill Station, and, employment facilities at St Mellons Business Park and Strategic Site H;**
- **Off-site enhancements including bus priority measures to the Eastern Bus Corridor;**
- **Extend bus networks and increase the frequency and reliability of services to serve the site with public transport options for a wide range of journeys including a combination of limited stop and local bus services taking account of links with Strategic Site F;**
- **Provide a bus-only route along Bridge Road**
- **Walking and cycling:**
- **On and off-site measures to provide a network of high quality, safe, attractive and convenient routes within the site and linking to key local services, facilities and destinations including employment in Pontprennau, Pentwyn and Cardiff Gate Business Park;**
- **Improve walking/cycling access at junction of Church Road/ A4232/Heol Pontprennau;**
- **Provide a safe, attractive and convenient link from the site to the Rhymney Trail:**
- **Enhance subway under A48, south of St Edeyrn's Church;**

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

Necessary Infrastructure

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

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

- **Provide a range of densities with high density (minimum of 45-50+ dwellings per hectare) alongside rapid transit corridor towards centre of site, medium density (35-45+ dwellings per hectare) towards the north and lower densities alongside the riverside park;**
- **Initial phases in the south, middle phases towards the centre and later phases to the north;**
- **Local Centre to accommodate a range of services including convenience goods floorspace and other retail of a scale and nature which accords with Plan retail policies;**
- **Integrate cluster of low density buildings at St Julian's Manor/ House;**
- **Effectively respond to landscape and biodiversity assets by:**
- **Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:**
    - **Creating a riverside park incorporating the Rhymney Trail and other Public Rights of Way on an extensive area of land to the east f the site with links running west into the site;**
    - **Retaining the green buffer along the A4232 (primarily as an ecological resource and landscape role);**

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

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

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

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

KP2(H): SOUTH OF ST MELLONS BUSINESS PARK

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

Essential/ Enabling Infrastructure

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

Necessary Infrastructure

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

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

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

1. This is an important employment site which contributes to the necessary range and choice of types of employment opportunities in the city. Its location is particularly well placed to provide accessible job opportunities to areas of known deprivation and its position adjacent to the main rail line offers significant opportunities for a new station together with supporting sustainable transportation infrastructure. This proposal is a long-standing proposal in the Regional Transport Plan, is identified in the emerging work on the South Wales Metro concept and has Welsh Government support. However, the precise location of the station is yet to be defined so it would be premature to show a specific allocation for this use on the Proposals Map but it is shown within the Schematic Framework and referenced within the policy.

2. It is recognised that the area possesses environmental and flood risk constraints. In terms of environmental issues, the majority of the area is a Site of Special Scientific Interest with the reens forming the major interest. Run-off will enter the River Severn Estuary, a European designated site so drainage and potential disturbance to birds will need to be suitably addressed. The land also meets the qualifying criteria using the LANDMAP landscape methodology for Special Landscape Area status. Furthermore, there are significant historic interests and the land is designated as a Historic Landscape and Archaeologically Sensitive Area.

3. These environmental and flood risk constraints have been carefully examined so that the mitigation and enhancement measures embedded within this policy provide an appropriate framework at this level to address these issues. These measures will provide a framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process. In this way, the significant social and economic benefits brought forward by this allocation can be delivered whilst carefully responding to and putting in place the policy framework to effectively address the known constraints relating to the site.

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

SITE REF	SITE LOCATION	ELECTORAL DIVISION	TENURE	APPLICATION NUMBER	PERMISSION TYPE	DATE GRANTED	BROWNFIELD GREENFIELD	NOT STARTED (PLOTS)	NOT STARTED (AREA ha)	IN PROGRESS (Plots)	IN PROGRESS (AREA ha)	COMPLETED (PLOTS)	COMPLETED AREA (ha)	TOTAL (PLOTS)	TOTAL (AREA ha)	Completed Plots 2013-14	Completed Area 2013-14
AD160	Former Eastern Hotel, 54 Metal Street	Adamsdown	Private	13/00013	Outline	Legal Agreement	Brown	14	0.00	0	0.00	0	0.00	14	0.10	**0**	0.00
AD174	Former Tredegar House, 57-58 Clifton Street	Adamsdown	Private	08/01716	Full	Legal Agreement	Brown	12	0.00	0	0.00	0	0.00	12	0.04	**0**	0.00
AD186	St James' Church, Newport Road	Adamsdown	Private	08/01608	Full	01/11/2011	Brown	12	0.00	0	0.00	0	0.00	12	0.18	**0**	0.00
AD188	86-89 Adam Street	Adamsdown	Private	07/02883	Outline	17/10/2008	Brown	0	0.00	16	0.00	0	0.00	16	0.05	**0**	0.00
AD212	Bronte Hostel, 158-164 Newport Road	Adamsdown	HA	10/02302	Full	31/10/2011	Brown	38	0.00	0	0.00	0	0.00	38	0.18	**0**	0.00
AD213	Former Rumpoles, Moira Terrace	Adamsdown	HA	13/00536	Full	04/10/2013	Brown	49	0.00	0	0.00	0	0.00	49	0.04	**0**	0.00
BU107i	Land West of Dumballs Road	Butetown	Private	07/01637	Outline	16/05/2011	Brown	1,656	0.00	0	0.00	0	0.00	1,656	10.64	**0**	0.00
BU107ii	Land West of Dumballs Road	Butetown	HA	07/01637	Outline	16/05/2011	Brown	414	0.00	0	0.00	0	0.00	414	2.66	**0**	0.00
BU109	15-17 Harrowby Street	Butetown	Private	08/00082	Outline	Legal Agreement	Brown	20	0.00	0	0.00	0	0.00	20	0.07	**0**	0.00
BU118	Sterling Works, Clarence Road	Butetown	HA	11/01168	Outline	18/03/2013	Brown	0	0.00	19	0.00	0	0.00	19	0.04	**0**	0.00
BU123A	Brandon Tool Hire, 151 Bute Street	Butetown	Private	13/00143	Outline	Legal Agreement	Brown	28	0.00	0	0.00	0	0.00	28	0.10	**0**	0.00
BU123B	Brandon Tool Hire, 151 Bute Street	Butetown	HA	13/00143	Outline	Legal Agreement	Brown	11	0.00	0	0.00	0	0.00	11	0.10	**0**	0.00
BU32A	Land at Roath Basin (WDA)	Butetown	Private	08/01736	Outline	15/01/2010	Brown	758	0.00	0	0.00	0	0.00	758	4.32	**0**	0.00
BU32B	Land at Roath Basin (WDA)	Butetown	HA	08/01736	Outline	15/01/2010	Brown	252	0.00	0	0.00	0	0.00	252	1.44	**0**	0.00
BU86A	Former Post Office and adjoining car park, Bute Stre	Butetown	Private	03/01531	Full	Legal Agreement	Brown	75	0.00	0	0.00	0	0.00	75	0.12	**0**	0.00
BU86Ai	Corys Building, Bute Street	Butetown	Private	06/02527	Full	Legal Agreement	Brown	24	0.00	0	0.00	0	0.00	24	0.03	**0**	0.00
BU86B	Former Post Office and adjoining car park, Bute Stre	Butetown	HA	03/01531	Full	Legal Agreement	Brown	11	0.00	0	0.00	0	0.00	11	0.12	**0**	0.00
BU95	Cadogan House & adj Land, West Bute St & James	Butetown	Private	05/00127	Full	09/11/2005	Brown	0	0.00	23	0.00	0	0.00	23	0.03	**0**	0.00
BU97A	130-132 Bute Street ,"Dixie"	Butetown	Private	07/02550	Full	Legal Agreement	Brown	43	0.00	0	0.00	0	0.00	43	0.04	**0**	0.00
BU98	Hannah Street Church, Hannah Street	Butetown	HA	13/01239	Full	Legal Agreement	Brown	14	0.05	0	0.00	0	0.00	14	0.05	**0**	0.00
BU99	Coal Exchange, Mount Stuart Square	Butetown	Private	12/00015	Full	Legal Agreement	Brown	116	0.00	0	0.00	0	0.00	116	0.43	**0**	0.00
CN137A	Former Arjo Wiggins Paper Mill Site, Paper Mill Roa	Canton	Private	12/01663	Outline	Legal Agreement	Brown	535	0.00	0	0.00	0	0.00	535	13.72	**0**	0.00
CN137B	Former Arjo Wiggins Paper Mill Site, Paper Mill Roa	Canton	HA	12/01663	Outline	Legal Agreement	Brown	191	0.00	0	0.00	0	0.00	191	5.88	**0**	0.00
CN145	635 Cowbridge Road East	Canton	Private	07/02384	Outline	Legal Agreement	Brown	24	0.00	0	0.00	0	0.00	24	0.10	**0**	0.00
CN155	The Maltings, Cowbridge Road East	Canton	HA	11/02190	Full	30/11/2012	Brown	0	0.00	26	0.00	0	0.00	26	0.15	**0**	0.00
CN164	Canton Police Station, Cowbridge Road East	Canton	HA	13/02071	Full	Legal Agreement	Brown	17	0.06	0	0.00	0	0.00	17	0.06	**0**	0.00
CS138	Junction of Lucas Street, Fanny Street & Gwyneth St	Cathays	Private	10/00710	Full	26/07/2011	Brown	0	0.00	10	0.00	0	0.00	10	0.18	**0**	0.00
CS139	CCC Offices Wood Street	Cathays	Private	08/01741	Full	Legal Agreement	Brown	220	0.00	0	0.00	0	0.00	220	0.30	**0**	0.00
CS174i	Land at Thomson House, Park Street	Cathays	Private	10/00431	Outline	30/12/2010	Brown	211	0.00	0	0.00	0	0.00	211	0.22	**0**	0.00
CS174ii	Land at Thomson House, Park Street (Affordable Ho	Cathays	HA	10/00431	Outline	30/12/2010	Brown	20	0.00	0	0.00	0	0.00	20	0.06	**0**	0.00
CS176	41 Charles Street	Cathays	Private	05/00003	Full	08/03/2006	Brown	0	0.00	11	0.00	0	0.00	11	0.04	**0**	0.00
CS178	Texaco Service Station, 188-198 Cathays Terrace	Cathays	Private	06/02351	Full	24/06/2008	Brown	0	0.00	14	0.00	0	0.00	14	0.10	**0**	0.00
CS181	St Martin's Parish Hall Site, Alexander Street	Cathays	Private	07/00891	Full	11/02/2008	Brown	0	0.00	16	0.00	0	0.00	16	0.06	**0**	0.00
CS191i	Marcol Court, Churchill Way	Cathays	Private	07/03013	Outline	Legal Agreement	Brown	103	0.00	0	0.00	0	0.00	103	0.34	**0**	0.00
CS191ii	Marcol Court, Churchill Way	Cathays	HA	07/03013	Outline	Legal Agreement	Brown	44	0.00	0	0.00	0	0.00	44	0.14	**0**	0.00
CU52	Land at Heol Trelai	Caerau	HA	13/00859	Full	18/10/2013	Brown	0	0.00	40	0.00	0	0.00	40	0.60	**0**	0.00
CU77i	r/o Western Leisure Centre	Careau	Private	11/00672	Outline	10/02/2012	Brown	57	0.00	0	0.00	0	0.00	57	1.60	**0**	0.00
CU77ii	r/o Western Leisure Centre	Careau	HA	11/00672	Outline	10/02/2012	Brown	25	0.00	0	0.00	0	0.00	25	0.50	**0**	0.00
EL55	70 Mill Road	Ely	Private	12/01130	Full	24/04/2013	Brown	0	0.00	11	0.00	0	0.00	11	0.06	**0**	0.00
EL84A	Land off Clos y Cwarra	Ely	Private	13/00444	Outline	Legal Agreement	Green	30	0.44	0	0.00	0	0.00	30	0.44	**0**	0.00
EL84B	Land off Clos Y Cwarra	Ely	HA	13/00444	Outline	Legal Agreement	Green	20	0.20	0	0.00	0	0.00	20	0.20	**0**	0.00
FA52A	Land between 53-81 Gorse Place	Fairwater	HA	12/02186	Full	07/08/2013	Green	16	0.00	0	0.00	0	0.00	16	0.19	**0**	0.00
FA87	52 Beechley Drive	Fairwater	Private	13/02545	Full	11/03/2014	Brown	10	0.00	0	0.00	0	0.00	10	0.07	**0**	0.00
FA89	60-72 Beechley Drive	Fairwater	HA	12/01386	Full	25/01/2012	Brown	13	0.00	0	0.00	0	0.00	13	0.36	**0**	0.00
GA52A	Briardene North Road	Gabalfa	Private	09/00161	Outline	15/09/2011	Brown	33	0.00	0	0.00	0	0.00	33	0.28	**0**	0.00
GA52B	Briardene North Road	Gabalfa	HA	09/00161	Outline	15/09/2011	Brown	15	0.00	0	0.00	0	0.00	15	0.12	**0**	0.00
GA55	Land at Talybont Gate, Bevan Place	Gabalfa	Private	11/01414	Full	24/05/2012	Brown	0	0.00	22	0.00	0	0.00	22	0.25	**0**	0.00
GR108i	Cambrian Marina, Ely Harbour, Ferry Road	Grangetown	Private	13/00310	Outline	Legal Agreement	Brown	125	0.00	0	0.00	0	0.00	125	0.32	**0**	0.00
GR138i	Cardiff Bus Depot, Sloper Road	Grangetown	Private	07/02973	Outline	Legal Agreement	Brown	183	0.00	0	0.00	0	0.00	183	2.18	**0**	0.00
GR138ii	Cardiff Bus Depot, Sloper Road	Grangetown	HA	07/02973	Outline	Legal Agreement	Brown	79	0.00	0	0.00	0	0.00	79	0.94	**0**	0.00
GR156A	Land at Wholesale Fruit Centre, Bessemer Road	Grangetown	Private	10/01432	Full	Legal Agreement	Brown	215	0.00	0	0.00	0	0.00	215	6.00	**0**	0.00
GR156B	Land at Wholesale Fruit Centre, Bessemer Road	Grangetown	HA	10/01432	Full	Legal Agreement	Brown	35	0.00	0	0.00	0	0.00	35	1.00	**0**	0.00
GR158	Bay Pointe (ISV)	Grangetown	Private	12/00937	Full	05/04/2013	Brown	524	0.00	33	0.00	4	0.00	561	5.60	**4**	0.04
GR159	Car Park/Pool (ISV)	Grangetown	Private	12/00934	Full	05/04/2013	Brown	79	0.00	0	0.00	0	0.00	79	0.99	**0**	0.00
GR160A	Morrisons (ISV)	Grangetown	Private	12/00935	Full	05/04/2013	Brown	29	0.00	0	0.00	0	0.00	29	0.15	**0**	0.00
GR160B	Morrisons Affordable ISV)	Grangetown	HA	12/00935	Full	05/04/2013	Brown	34	0.00	0	0.00	0	0.00	34	0.30	**0**	0.00
GR161A	Watkiss Way (ISV)	Grangetown	Private	13/00829	RM	18/07/2013	Brown	35	0.00	0	0.00	0	0.00	35	0.42	**0**	0.00
GR161B	Watkiss Way Affordable (ISV)	Grangetown	HA	13/00829	RM	18/07/2013	Brown	66	0.00	0	0.00	0	0.00	66	0.65	**0**	0.00
GR166	ISV Ice Rink Site	Grangetown	Private	12/01861	Outline	17/06/2013	Brown	213	0.00	0	0.00	0	0.00	213	0.20	**0**	0.00
GR65A	Prospect Place, off Ferry Road (Bellway)	Grangetown	Private	10/00811	Full	28/06/2010	Brown	0	0.00	240	0.00	493	0.00	733	4.60	**0**	0.00
GR65B	Prospect Place, off Ferry Road (Affordable Housing)	Grangetown	HA	06/00613	Full	27/10/2006	Brown	0	0.00	6	0.00	83	0.00	89	0.17	**0**	0.00

SITE REF	SITE LOCATION	ELECTORAL DIVISION	TENURE	APPLICATION NUMBER	PERMISSION TYPE	DATE GRANTED	BROWNFIELD GREENFIELD	NOT STARTED (PLOTS)	NOT STARTED (AREA ha)	IN PROGRESS (Plots)	IN PROGRESS (AREA ha)	COMPLETED (PLOTS)	COMPLETED AREA (ha)	TOTAL (PLOTS)	TOTAL (AREA ha)	Completed Plots 2013-14	Completed Area 2013-14
HE75	Thornbury House, Thornbury Close	Heath	Private	11/00238	Outline	Legal Agreement	Brown	10	0.00	0	0.00	0	0.00	10	0.10	**0**	0.00
LD125	18 High Street	Llandaff	Private	09/01810	Full	13/05/2010	Brown	11	0.00	0	0.00	0	0.00	11	0.08	**0**	0.00
LD129	The Retreat, Pwllmelin Road	Llandaff	Private	10/00846	Full	08/06/2011	Brown	20	0.00	0	0.00	0	0.00	20	0.20	**0**	0.00
LN52	Old Vaughan's Laundry Site	Llandaff North	Private	13/00273	RM	02/05/2013	Brown	10	0.00	9	0.00	4	0.00	23	0.54	**4**	0.09
LN52i	Old Vaughan's Laundry Site	Llandaff North	HA	13/00273	RM	02/05/2013	Brown	5	0.00	0	0.00	0	0.00	5	0.38	**0**	0.00
LR30	735 Newport Road	Llanrumney	Private	08/01905	Outline	01/04/2011	Brown	13	0.00	0	0.00	0	0.00	13	0.12	**0**	0.00
LR36A	Cardiff Council Housing Depot, Mount Pleasant Lane	Llanrumney	Private	12/00579	Outline	13/07/2012	Brown	15	0.00	0	0.00	0	0.00	15	0.32	**0**	0.00
LS185	Land at Chiltern Close	Llanishen	Private	13/01923	Outline	Legal Agreement	Brown	70	0.00	0	0.00	0	0.00	70	0.50	**0**	0.00
LV06	Land south of Lisvane Road	Lisvane	Private	11/01300	Full	27/03/2013	Green	40	0.00	0	0.00	0	0.00	40	2.04	**0**	0.00
LV128A	Land off Cefn Mably Road	Lisvane	Private	13/00649	Full	27/02/2014	Green	41	1.80	0	0.00	0	0.00	41	1.80	**0**	0.00
LV128B	Land off Cefn Mably Road	Lisvane	HA	13/00649	Full	27/02/2014	Green	10	0.00	0	0.00	0	0.00	10	1.00	**0**	0.00
LV76	Balmoral Close	Lisvane	Private	11/01301	Full	27/03/2013	Green	24	0.00	0	0.00	0	0.00	24	2.02	**0**	0.00
NP58	Land at Church Road	Pontprennau/ Ol	Private	04/03065	Outline	19/10/2011	Brown	45	0.00	0	0.00	0	0.00	45	1.34	**0**	0.00
PL109	Former Warehouse, Elm Street	Plasnewydd	Private	13/00867	Full	11/06/2013	Brown	0	0.00	10	0.00	0	0.00	10	0.11	**0**	0.00
PL178	122-130 Albany Road	Plasnewydd	Private	08/02018	Full	Legal Agreement	Brown	12	0.00	0	0.00	0	0.00	12	0.02	**0**	0.00
PL179A	217-223 Newport Road	Plasnewydd	Private	08/01551	Full	21/09/2011	Brown	47	0.00	0	0.00	0	0.00	47	0.22	**0**	0.00
PL179B	217-223 Newport Road	Plasnewydd	HA	08/01551	Full	21/09/2011	Brown	6	0.00	0	0.00	0	0.00	6	0.02	**0**	0.00
PL186	57a Richards Place	Plasnewydd	Private	09/02063	Outline	Legal Agreement	Brown	11	0.00	0	0.00	0	0.00	11	0.03	**0**	0.00
PL205	Gibbons Yard, Richmond Road	Plasnewydd	Private	10/01936	Full	26/08/2011	Brown	39	0.00	10	0.00	0	0.00	49	0.31	**0**	0.00
PL214	21-27 City Road	Plasnewydd	Private	12/01260	Outline	Legal Agreement	Brown	26	0.00	0	0.00	0	0.00	26	0.10	**0**	0.00
PW22A	Maelfa Centre, Llanedeyrn Drive	Pentwyn	Private	11/01082	Outline	16/09/2011	Brown	83	0.00	0	0.00	0	0.00	83	0.95	**0**	0.00
PW22B	Maelfa Centre, Llanedeyrn Drive	Pentwyn	HA	11/01082	Outline	16/09/2011	Brown	21	0.00	0	0.00	0	0.00	21	0.40	**0**	0.00
RO109	22 Ty Gwyn Road	Penylan	Private	08/00581	Full	01/04/2011	Brown	10	0.00	0	0.00	0	0.00	10	0.12	**0**	0.00
RO120A	Ty Gwyn School	Penylan	Private	12/00438	RM	12/07/2012	Brown	0	0.00	12	0.00	7	0.00	19	1.00	**7**	0.37
RO120B	Ty Gwyn School	Penylan	HA	12/00438	RM	12/07/2012	Brown	0	0.00	0	0.00	4	0.00	4	0.44	**4**	0.44
RO69	Land at White Lodge, Ty Gwyn Ave.	Penylan	Private	10/00675	Full	23/09/2010	Brown	2	0.00	0	0.00	9	0.00	11	1.40	**0**	0.00
RO99A	Land to West of Equinox (Colchester Ave)	Penylan	Private	12/01240	Full	16/09/2013	Brown	14	0.00	0	0.00	0	0.00	14	0.20	**0**	0.00
RU71	599 Newport Road	Rumney	Private	04/00374	Outline	Legal Agreement	Brown	24	0.25	0	0.00	0	0.00	24	0.25	**0**	0.00
RV171	Wellington House, Wellington Street	Riverside	Private	08/00809	Full	16/09/2009	Brown	44	0.00	0	0.00	0	0.00	44	0.22	**0**	0.00
RV174	St Winefrides Nursing Home, 24 Romily Crescent	Riverside	Private	10/01326	Full	19/05/2011	Brown	76	0.00	0	0.00	0	0.00	76	1.03	**0**	0.00
RV183	3 - 5 Brook Street	Riverside	Private	10/00179	Full	03/07/2013	Brown	0	0.00	10	0.00	0	0.00	10	0.03	**0**	0.00
RV184	Pontcanna Pine, 200 King's Road	Riverside	Private	10/00232	Full	09/05/2011	Brown	0	0.00	14	0.00	0	0.00	14	0.07	**0**	0.00
RV199	4 Cathedral Road	Riverside	Private	13/01217	Full	Legal Agreement	Brown	14	0.00	0	0.00	0	0.00	14	0.01	**0**	0.00
RV200	Land to the West of Albert Street	Riverside	HA	13/01734	Full	20/02/2014	Brown	0	0.05	10	0.00	0	0.00	10	0.05	**0**	0.00
RV203	Riverside House, 31 Cathedral Road	Riverside	Private	13/00918	Full	Legal Agreement		20	0.09	0	0.00	0	0.00	20	0.09	**0**	0.00
SF39A	Michaelston Road	Criegiau/St Faga	Private	12/01810	RM	11/03/2013	Green	67	0.00	0	0.00	0	0.00	67	2.00	**0**	0.00
SF39B	Michaelston Road	Criegiau/St Faga	HA	12/01810	RM	11/03/2013	Green	16	0.00	0	0.00	0	0.00	16	1.00	**0**	0.00
SF40A	Land North & West of Great House Farm	Criegiau/St Faga	Private	13/00435	Outline	27/02/2014	Green	15	0.00	0	0.00	0	0.00	15	0.60	**0**	0.00
SF40B	Land North & West of Great House Farm	Criegiau/St Faga	HA	13/00435	Outline	27/02/2014	Green	4	0.00	0	0.00	0	0.00	4	0.20	**0**	0.00
SM65A	Land adj to Blooms Garden Centre	Pontprennau/ Ol	Private	13/01172	Outline	Legal Agreement	Green	46	1.60	0	0.00	0	0.00	46	1.60	**0**	0.00
SM65B	Land adj to Blooms Garden Centre	Pontprennau/ Ol	HA	13/01172	Outline	Legal Agreement	Green	20	1.20	0	0.00	0	0.00	20	1.20	**0**	0.00
SP120	The Grosvenor Hotel, South Park Road	Splott	Private	11/02004	Full	12/04/2013	Brown	0	0.00	12	0.00	12	0.00	24	0.06	**12**	0.03
SP132	Land to South Side, Moorland Road	Splott	HA	13/01313	Full	Legal Agreement	Brown	15	0.00	0	0.00	0	0.00	15	0.13	**0**	0.00
SP133	Land at Sanquhar Street	Splott	HA	13/02674	Full	Legal Agreement	Brown	26	0.00	0	0.00	0	0.00	26	0.27	**0**	0.00
SP84	The Bayside, East Tyndall Street	Splott	Private	07/00333	Full	Legal Agreement	Brown	32	0.00	0	0.00	0	0.00	32	0.13	**0**	0.00
SP99A	Splott Market, Lewis Road	Splott	Private	06/02474	RM	14/12/2006	Brown	0	0.00	15	0.00	77	0.00	92	0.45	**0**	0.00
TR133A	Land between Crickhowell Road and Willowbrook Dr	Trowbridge	Private	10/01246	Outline	08/09/2010	Green	115	0.00	0	0.00	0	0.00	115	1.10	**0**	0.00
TR133B	Land between Crickhowell Road and Willowbrook Dr	Trowbridge	HA	10/01246	Outline	08/09/2010	Green	50	0.00	0	0.00	0	0.00	50	0.02	**0**	0.00
TR140A	Land off Crumlin Drive	Trowbridge	HA	08/01173	Full	04/03/2009	Brown	10	0.00	0	0.00	0	0.00	10	0.33	**0**	0.00
TR151	The Hendre Pub, 157 Hendre Road	Trowbridge	Private	13/01186	Full	Legal Agreement	Brown	15	0.18	0	0.00	0	0.00	15	0.18	**0**	0.00
TR85A	Part area 11, St Mellons (CCHA)	Trowbridge	HA	09/00796	Outline	21/01/2011	Green	56	0.00	0	0.00	0	0.00	56	1.43	**0**	0.00
TR87Di	Part of Area 9, Land south of the Beacon Centre, Ha	Trowbridge	HA	08/02456	RM	Legal Agreement	Brown	15	0.00	0	0.00	0	0.00	15	0.30	**0**	0.00
WH71A	Whitchurch Hospital	Whit/Tongwynlai	Private	10/02301	Outline	09/01/2014	Brown	248	0.00	0	0.00	0	0.00	248	6.70	**0**	0.00
WH71B	Whitchurch Hospital	Whit/Tongwynlai	HA	10/02301	Outline	09/01/2014	Brown	82	0.00	0	0.00	0	0.00	82	2.21	**0**	0.00

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

Appendix Four MAC74 New Appendix Supplementary Planning Guidance

New Appendix – Supplementary Planning Guidance (SPG)

The Table below provides a list of SPG to support the Plan with a timetable for preparation. This list will be kept under review in light of changing priorities for preparation and the need for additional SPG. The requirement for preparation/review of SPG is linked to the Monitoring Framework.

Supplementary Planning Guidance	Current Status /Proposed Action	Relevant Plan Policy	Indicative Date for Production
Design and Parking Guidance (incorporating Access, Circulation and Parking Requirements SPG and sustainable design guidance)	Current adopted SPG to the Local Plan To be revised to link to adopted LDP updated and extended. New planning obligations SPG to pick up S106 issues from Transportation SPG	T5	Within 6 months of adoption
Affordable Housing	Current adopted SPG to the Local Plan To be revised to link to adopted LDP New planning obligations SPG to pick up S106 issues	H3	Within 6 months of adoption
Open Space	Current adopted SPG to the Local Plan To be revised to link to adopted LDP New planning obligations SPG to pick up S106 issues	C4	Within 6 months of adoption
Houses in Multiple Occupation	New SPG	H5	Within 6 months of adoption

Planning Obligations **incorporating Developer Contributions for Transport facilities and relevant sections from the following SPGs:** • **Affordable Housing** • **Access, Circulation and Parking Requirements** • **Open Space** • **Schools** • **Public Art** • **PROW** • **Community Facilities** • **Trees and Development** • **Waste Collection and Storage Facilities** • **Biodiversity**	New SPG	KP7	Within 12 months of adoption
Locating Waste Management Facilities	Current adopted SPG to the Local Plan To be revised to link to adopted LDP	W2	Within 12 months of adoption
Central Shopping Area Protected Frontages	New SPG	R3	Within 12 months of adoption
Flooding	New SPG	EN14	Within 12 months of adoption

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

Protection of Employment Land and Premises for Business, Industry and Warehousing	Current adopted SPG to the Local Plan. To be revised and updated to link to adopted LDP	EC1,EC3	Within 18 months of adoption
Food Drink and Leisure Uses **Premises for Eating, Drinking & Entertainment in Cardiff City Centre**	Current adopted SPGs to the Local Plan. To be merged together and revised and updated to link to adopted LDP	R7	Within 18 months of adoption
Trees and Development	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	EN8	Within 18 months of adoption
Community Facilities and Residential Development	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	C1	Within 18 months of adoption
Childcare Facilities	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP	EC2	Within 18 months of adoption

Waste Collection and Storage Facilities	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	W3	Within 18 months of adoption
Biodiversity	Current adopted SPG to the Local To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	EN5,EN6, EN7	Within 18 months of adoption
Archaeologically Sensitive Areas	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP	KP17, EN9	Within 18 months of adoption
Health	New SPG to be prepared	C7	Within 18 months of adoption
Gypsy and Traveller Sites	New SPG to be prepared	H8	Within 18 months of adoption

Appendix Five MAC75 Monitoring Framework

6. Monitoring and Implementation

6.1 Monitoring the effect of planning policies is the principle way through which the effectiveness of implementing the LDP can be assessed. The monitoring process helps to positively identify key issues and questions such as:

- Which policies are being implemented successfully – i.e. their effectiveness in determining planning applications and in withstanding appeals.
- Whether policies are having their intended output.
- If policies are not working well, what actions are needed to address them?
- What changes to the evidence base has occurred or needs to take place?
- What gaps can be identified that should be addressed by the LDP?
- If an amendment of policies or complete review of the LDP is required.

6.2 The Council is required to submit an Annual Monitoring Report (AMR) to Welsh Government by 31st October each year following adoption of the LDP as set out in Section 37 of the Town and Country Planning (Local Development Plan) Regulations 2005 (the Regulations). Having a clear mechanism for the monitoring of the LDP is one of the 'Tests of Soundness' considered in the Examination of the LDP by the Planning Inspector.

6.3 The LDP Manual explains that the Annual Monitoring Report process should not just be about data collection, but about taking a forward looking action-orientated approach which may raise issues that need to be addressed and will help form the basis for a review of the LDP.

6.4 The LDP is subject to a four year review period with an interim target therefore of Autumn 2019. However, a full ~~review~~ revision of the LDP is only likely to be required in certain circumstances, for example where new legislation or guidance is released, significant changes to forecasts occur or where LDP objectives are not being effectively delivered. It is a combination of all of these factors, together with the issues raised in the AMR which may warrant consideration of a partial or full review. It would not be based solely on whether an individual target was being met or policy having a specific outcome.

6.5 The LDP Manual acknowledges that data cannot be collected for every policy in the Plan; it would lead to an unnecessarily large and complicated document. It suggests that key policy areas are monitored consistently to allow for trends to be recognised. Where possible, use will be made of existing information being collected.

6.6 It is important to recognise that the monitoring process can be a complex task, particularly where there is a lack of consistent data or if there is doubt an outcome can be solely attributed to development plan policies. There may also be difficulties in monitoring certain impacts on an annual basis when some changes take a longer time

to materialise. Therefore, careful attention has been given to gathering the right volume and grain of data.

6.7 A set of indicators have been comprised which will act as a benchmark in measuring performance. Indicators will be noted as either 'Contextual', 'Core' or 'Local'.

- Contextual Indicators – These are broad indicators which help monitor the effectiveness of the LDP at a strategic level and are designed to given an overall picture of how Cardiff as a whole is performing.
- Core Indicators – The Local Development Plan Manual (2006) sets out a number of core output indicators which are considered to be essential for assessing implementation of national policy.
- Local Indicators – The Council has identified local indicators which are more specific to Cardiff and considered important in monitoring the effectiveness of the LDP.

6.8 All indicators are linked to monitoring target which set out the position that needs to be achieved in order to help deliver the LDP Strategy. If monitoring targets are not being met, trigger points are included to assess the extent to which circumstances have diverged from the target. The trigger points will indicate if certain parts of the Plan are not achieving their desired outcomes. If these trigger points are activated then the AMR will consider the necessary action which is required.

6.8 In setting trigger points, the principle adopted has been to set strict activation points rather than building in wide margins of delivery significantly below or above the target based on Plan policies. Therefore, where trigger points are based on numerical delivery rates, a trigger of 10% above or below the target has been adopted. In this way trigger activation enables the understanding of the reasons lying behind and consideration of whether any improvements can be made to make Plan implementation as effective as possible.

6.9 In this respect, careful consideration will be given to the likely underlying reasons for the activation of any trigger points. This will inform whether reasons reflect external factors or national trends largely outside the scope of the effectiveness of LDP policy implementation or whether reasons may be more directly related to the Plan or local factors. In such situations a range of appropriate corrective actions can be considered. Such actions are set out in more detail fully below.

6.10 Options are available to the Council with respect to each indicator, monitoring target and trigger point. The AMR will assess the severity of the situation associated with each indicator and recommend an appropriate response in accordance with the following table:

Continue Monitoring (Green)
Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review
Training Required (Blue)
Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.
Supplementary Planning Guidance Required (Purple)
Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.
Further Research (Yellow)
Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.
Policy Review (Orange)
Where indicators are suggesting the LDP policies are failing to implement the strategy a formal review of the Policy is required. Further investigation and research may be required before a decision to formally review is confirmed/.
Plan Review (Red)
Where indicators are suggesting the LDP strategy is failing and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.

CONTEXTUAL INDICATORS	TARGET	TRIGGER	SOURCE
Annual unemployment rate	The annual unemployment rate decreases	The annual unemployment rate increases for two or more consecutive years.	Regional Labour Market Statistics (ONS) and Stats Wales
% of population in the 100 most deprived wards in Wales	The percentage of population in the 100 most deprived wards in Wales decreases	The percentage of population in the 100 most deprived wards in Wales increases for 2 or more consecutive years	Welsh Index of Multiple Deprivation
Level of Police recorded crime in Cardiff	Police Recorded Crime rates decrease	Police Recorded Crime rates increase for two or more consecutive years.	Local Crime Statistics, Home Office (ONS)
Percentage of adults meeting recommended guidelines for physical activity	The percentage of adults meeting recommended guidelines for physical activity increases annually over the Plan period	The percentage of adults meeting recommended guidelines for physical activity decreases for two or more consecutive years	Wales Health Survey
Waste reduction rate	Waste reduction rate of 1.2% annually to 2050	The waste reduction rate falls below 1.2% for two or more consecutive years	CCC Waste Management Section

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANTS LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB1 EC1	KP2, KP9, EC1-EC6	**CORE** Employment land permitted (ha) on allocated sites as a percentage of all employment allocations	None	None	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC2	KP2, KP9, EC1-EC6	**CORE** Annual Employment land take up (based on completions) in Cardiff (including on Strategic Sites - Policy KP2)	Offices (B1) = 27,000-33,400 sqm annually. Industrial (B1 b/c, B2, B8) = 4 to 7 ha annually	Offices (B1) = Take up is more than 10% above or below the target for 2 or more consecutive years Industrial (B1 b/c, B2, B8) = Take up is more than 10%	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule

				above or below the target for 2 or more consecutive years	review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB1 EC3	KP2, EC1-EC7	**LOCAL** Amount of employment land lost to non -employment uses in primary and local employment sites (Policy EC1)	No loss of employment land (Policy EC1) unless in accordance with Policy EC3	Loss of one or more occupied premises or parcel of land on primary or local employment sites (Policy EC1) unless in accordance with Policy EC3	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule • Council Monitoring – Planning Applications and Consents
OB1 EC4	KP2(A), KP9, EC1-EC6	**LOCAL** Employment provision on Allocated Sites – (KP2 A – Cardiff Central Enterprise Zone)	Employment densities for B1 use at least 14.5 per sqm (gross external value)	No trigger is set at present but will be revised once further details are known.	N/A	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule

OB1 EC5	KP2(C), KP9, EC1-EC6	**LOCAL** Employment provision on Allocated Sites – (KP2 C – North West Cardiff)	15,000 sqm (B1 & B1 (B&C)	No trigger is set at present but will be revised once further details are known.	N/A	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC6	KP2(D&E), KP9, EC1-EC6	**LOCAL** Employment provision on Allocated Sites – (KP2 D&E – North of J33 + South of Creigiau)	3 ha by J33 plus 2.5 ha flexible local employment space	No trigger is set at present but will be revised once further details are known.	N/A	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC7	KP2(F), KP9, EC1-EC6	**LOCAL** Employment provision on Allocated Sites (KP2 F – North East Cardiff)	6.5 ha (B1 & B1 (B&C)	No trigger is set at present but will be revised once further details are known.	N/A	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC8	KP2 (H), KP9, EC1-EC6	**LOCAL** Employment provision on Allocated Sites – (KP2 H – South of St Mellons Business Park	80,000 to 90,000 sqm (B1(b)/(c)	No trigger is set at present but will be revised once further details are known.	N/A	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC9	KP2, KP9, EC1-EC8	**LOCAL** Net job creation over the	19,100 by 2026 or 1,736 annually. Target	If annual creation of new jobs falls more	When a trigger point is activated an assessment will	• ONS (Annual Business Inquiry & Annual

		remaining Plan period (Total = 40,000 over whole Plan period, 20,900 jobs created between 2006 and 2015)	is set out 1,750 jobs annually over the remaining Plan period	than 10% below the anticipated rate of 1,750 jobs for 2 or more consecutive years	be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Population Survey
B1 EC10	R1-R8	**LOCAL** Active A1 (retail) units within District & Local Centres remaining the predominant use	A1 units comprising 40% of all units within District & Local Centres (Base Level in 2013)	A1 units comprising less than 40% of all units within a centre.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the	• Council Monitoring/Site Surveys

					Plan.	
OB1 EC11	R1-R8	**LOCAL** Proportion of protected City Centre shopping frontages with over 50% Class A1 (Shop) units.	100%	90%	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Monitoring/Site Surveys
OB1 EC12	KP10, R1-R8	**LOCAL** Percentage of ground floor vacant retail units in the Central Shopping Area, District & Local Centres	Vacancy levels are no higher than the national UK average (12%) Current vacancy levels in Cardiff are 9% (City Centre), 10% (District Centres) and 9% (Local Centres)	Vacancy levels rise above national UK average for more than 2 consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or	• Council Monitoring/Site Surveys • Council City Centre Land Use Floor Space Survey • GOAD Data (Experian)

					whether the underlying reasons do not require changes to the Plan.	
OB1 EC13	KP10, R1-R8	**LOCAL** Number of retail developments permitted outside of the Central Shopping Area and District Centres not in accordance with Policy R4 and an assessment of need and strict application of the sequential test	No retail developments permitted outside these areas (unless in accordance with Policy R4 and an assessment of need and strict application of the sequential test)	1 or more retail developments are permitted outside of the Central Shopping Area and District Centres not in accordance with Policy R4 and an assessment of need and strict application of the sequential test	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Out of Centre Monitoring Schedule • Council Monitoring – Planning Applications and Consents
OB1 EC14	KP2, KP6, KP8, T1-T8	**LOCAL** Achievement of 50:50 modal split for all journeys by 2026	Increase the sustainable travel proportion of the modal split by 1% per annum for each journey purpose: 1) Work = 45.2% (2014) 2) Education =	Failure to achieve an annual increase of 1% for each journey purpose for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate	• CCC Planning Policy/ Transportation • Infrastructure Plan • Cardiff Local Transport Plan (LTP) • Ask Cardiff Survey

			57.8% (2014) 3) Shopping (City Centre) = 67.1% (2014) 4) Shopping (Other) = 43.2% (2014) 5) Leisure = 58% (2014)		including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Infrastructure Plan
OB1 EC15	KP2, KP6, KP8, T1-T8	**LOCAL** Percentage of people walking (all journeys)	An annual increase of journeys made on foot for each journey purpose: 1) Work = 15.9% (2014) 2) Education = 24.1% (2014) 3) Shopping (City Centre) = 16.7% (2014) 4) Shopping (Other) = 22.3% (2014) 5) Leisure = 19% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Infrastructure Plan
OB1 EC16	KP2, KP6, KP8, T1-T8	**LOCAL** Percentage of people cycling(all journeys)	An annual increase of journeys made by bike for each journey purpose: 1) Work =	Failure to achieve an annual increase for each journey purpose for two or more	When a trigger point is activated an assessment will be undertaken to identify the underlying causes	• Transportation Surveys • Accessibility Mapping • Congestion Monitoring

			10.6% (2014) 2) Education = 9.5% (2014) 3) Shopping (City Centre) = 5.9% (2014) 4) Shopping (Other) = 5.7% (2014) 5) Leisure = 10.1% (2014)	consecutive years	and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Ask Cardiff Survey • Infrastructure Plan
OB1 EC17	KP2, KP6, KP8, T1-T8	**LOCAL** Percentage of people travelling by bus (all journeys)	An annual increase of journeys made by bus for each journey purpose: 1) Work = 11.1% (2014) 2) Education = 13% (2014) 3) Shopping (City Centre) = 29.4% (2014) 4) Shopping (Other) = 8.6% (2014) 5) Leisure = 11.2(2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Infrastructure Plan
OB1 EC18	KP2, KP6, KP8, T1-T8	**LOCAL** Percentage of	An annual increase of	Failure to achieve an	When a trigger point is activated	• Transportation Surveys

		people travelling by train (all journeys)	journeys made by bus for each journey purpose: 1) Work = 5.8% (2014) 2) Education = 5.2% (2014) 3) Shopping (City Centre) = 10.6% (2014) 4) Shopping (Other) = 3.8% (2014) 5) Leisure = 8.7% (2014)	annual increase for each journey purpose for two or more consecutive years	an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Infrastructure Plan
231 EC19	KP2, KP6, KP8, T1-T8	**LOCAL** Improvement in journey times by bus	~~An annual percentage improvement in journey times for key corridors from October 2015~~ An annual 1 percent improvement in journey times for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern	~~Failure to achieve an annual improvement for two or more consecutive years~~ Failure to achieve an annual improvement in bus journey times of 1% for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require	• Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Transport Assessments received through the Development Control process; • S106 Monitoring Requirements established through the

			Corridor) from adoption of the Local Development Plan		changes to the Plan. The assessment will also identify congested pinch points and quantify specific corridor journey time and journey time reliability improvements that are required and establish appropriate revised targets	Development Control process • Infrastructure Plan
CB1 EC20	KP2, KP6, KP8, T1-T8	**LOCAL** Improvement in bus journey time reliability	~~An annual percentage improvement in journey time reliability for key corridors from October 2015.~~ An annual 1 percent improvement in journey time reliability for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from	~~Failure to achieve an annual improvement for two or more consecutive years~~ Failure to achieve an annual improvement in bus journey time reliability of 1% for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan. The	• Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Transport Assessments received through the Development Control process; • S106 Monitoring Requirements established through the Development Control process

			adoption of the Local Development Plan		assessment will also identify congested pinch points and quantify specific corridor journey time and journey time reliability improvements that are required and establish appropriate revised targets	• Infrastructure Plan
OB1 EC21	KP2, KP6, KP8, T1-T8	**LOCAL** Delivery of a regional transport hub	A regional transport hub will be delivered by 2018	Failure to deliver a regional transport hub by 2018	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Cardiff Council Corporate Business Plan • Infrastructure Plan • Cardiff Local Transport Plan
OB1 EC22	KP2, KP6, KP8, T1-T8	**LOCAL** Delivery of new	To prepare & implement a	Failure to deliver projects	When a trigger point is activated	• CCC Planning Policy/

		sustainable transportation infrastructure including: Rapid Bus Corridors, Cycle Network, Transport Hubs and LTP schemes to mitigate development impacts and support modal shift	range of sustainable transport schemes including schemes identified in the Cardiff LTP which support modal shift and the delivery of the Masterplanning principles set out in the LDP	identified in LTP timeframes and/or failure to deliver sustainable key principles as referenced in OB4 SN12	an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Transportation • Infrastructure Plan • Cardiff Local Transport Plan
OB1 EC23	R3	**LOCAL** Central Shopping Area Protected Frontages SPG		Failure to adopt SPG within 12 months of Plan adoption	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require	CCC Planning Policy

					changes to the Plan.	
OB1 EC24	KP5	**LOCAL** Shop Fronts and Signs Guidance SPG		Failure to adopt SPG within 18 months of Plan adoption	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB1 EC25	EC1, EC3	**LOCAL** Protection of Employment Land and Premises for Business, Industry and Warehousing SPG		Failure to adopt SPG within 18 months of Plan adoption	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting	CCC Planning Policy

					guidance or whether the underlying reasons do not require changes to the Plan.	

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANTS LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB2 SO1	KP1	**CORE** The housing land supply taken from the current Housing Land Availability Study (TAN1)	A minimum 5 year supply of land for residential development is maintained throughout the Plan period	Less than a 5 year supply of residential land is recorded for any year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Housing Monitoring Survey • Joint Housing Land Availability Study
OB2 SO2	KP1	**CORE** The number of net general market dwellings built	Provide 22,555 net general market dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below:	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider	• Council Housing Monitoring Survey • Joint Housing Land Availability Study

			2016: 2,495 2018: 4,096 2020: 4,153 2022: 4,042 2024: 4,010 2026: 3,759		necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO3	KP1, KP2, KP4, KP13, H1-H6	**CORE** The number of net additional affordable dwellings built (TAN2)	Provide 6,646 net affordable units over the remaining Plan period (representing an average of 22.8% of total housing provision). Expected delivery rate to meet the target set out below: 2016: 735 2018: 1,207 2020: 1,224 2022: 1,191 2024: 1,181 2026: 1,108	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Housing Monitoring Survey • Joint Housing Land Availability Study
OB2 SO4	KP1	**CORE** Annual dwelling completions (all	Provide 29,201 dwellings over the remaining Plan	Failure to deliver the required number of	When a trigger point is activated an assessment	• Council Housing Monitoring

		dwellings)	period in accordance with the cumulative 2 year targets set out below: 2016: 3,230 2018: 5,303 2020: 5,377 2022: 5,233 2024: 5,191 2026: 4,866	dwellings for each 2 year period.	will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Survey • Joint Housing Land Availability Study
B2 SO5	KP1	**LOCAL** Number of windfall units completed per annum on all sites	Annual target of overall anticipated windfall contributions for the remainder of the Plan period - 488 dwellings per annum	Delivery varies by more than 10% above or below 488 dwellings per annum for any consecutive 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes	Council Housing Monitoring Survey

					to the Plan.	
OB2 SO6	KP3(B)	**LOCAL** Number of dwellings permitted annually outside the defined settlement boundaries that does not satisfy LDP policies	Number of dwellings permitted that are not in accordance with KP3(B)	1 or more permission that does not satisfy LDP policies	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO7	H8	**LOCAL** Keep the Seawall Road site under review for potential permanent residential Gypsy and Traveller accommodation		Site is no longer categorised within Flood Risk Zone C2	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or	CCC Planning Policy CCC Housing Service

					whether the underlying reasons do not require changes to the Plan.	
OB2 SO8	H8	**LOCAL** Provision is made for meeting identified needs for permanent Gypsy and Traveller accommodation	1. Agree project management arrangements in cluding reporting structure and representatives - July 15 2. Agree methodology for undertaking site search and assessment – December 2015 3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – Feb 2016 4. Undertake a site search and assessment and secure approval of findings – Jul 2016 5. Secure planning permission and	Failure to achieve these targets	Yes	CCC Planning Policy CCC Housing Service

Page 316			funding (including any grant funding from Welsh Government) for identified sites(s) required to meet the short term need for 43 pitches by May 2017 6. Secure planning permission and funding (including any grant funding from Welsh Government) for identified(s) required to meet the long term need for 65 pitches by May 21			
OB2 SO9	H8	**LOCAL** Provision is made for meeting identified needs for transit Gypsy and Traveller accommodation	1. Agree project management arrangements in cluding reporting structure and representatives - July 15 2. Agree methodology for undertaking site search and assessment – December 2015	Failure to achieve these targets	Yes	CCC Planning Policy CCC Housing Service

			3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – Feb 2016 4. Undertake a site search and assessment and secure approval of findings – Jul 2016 5. Secure planning permission and funding (including any grant funding from Welsh Government) for identified sites(s) required to meet short term – May 2017 6. Secure planning permission and funding (including any grant funding from Welsh Government) for identified(s) required to meet			

			long term need – May 21			
OB2 SO10	H8	**LOCAL** Total number of Gypsy and Traveller pitches for residential accommodation	Ensure the existing supply of pitches is maintained. (Should existing pitches be no longer available alternative pitches will be sought)	Any net loss of existing Gypsy and Traveller pitch provision	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy CCC Housing Service
OB2 SO11	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site A – Cardiff Central Enterprise Zone	2,150 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates based on the JHLAS 2014 and	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting	Council Housing Monitoring Survey

			developer intentions: 2016: 231 2018: 254 2020: 405 2022: 400 2024: 400 2026: 460		guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO12	KP2	**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.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO13	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site C – North	5,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the	Council Housing Monitoring Survey

		West Cardiff	with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 135 2018: 624 2020: 1,060 2022: 1,060 2024: 1,060 2026: 1,060		underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
GB2 SO14	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site D – North of Junction 33	2,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 110 2018: 240 2020: 300 2022: 400 2024: 450	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not	Council Housing Monitoring Survey

			2026: 500		require changes to the Plan.	
OB2 SO15	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site E – South of Creigiau	650 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 150 2018: 300 2020: 200	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO16	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site F – North East Cardiff (West of Pontprennau)	4,500 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions	Council Housing Monitoring Survey

			rates are based on developer intentions: 2016: 180 2018: 1,197 2020: 808 2022: 808 2024: 808 2026: 699		as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO17	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road	1,300 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 140 2018: 375 2020: 285 2022: 270 2024: 200 2026: 30	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO18	KP2, KP13	**LOCAL** Annual affordable dwellings	414 affordable dwellings will be delivered over the	Failure to deliver the required number of	When a trigger point is activated an assessment	Council Housing Monitoring Survey

		completions of Strategic Housing Site A – Cardiff Central Enterprise Zone	remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on the JHLAS 2014 and developer intentions: 2016: 0 2018: 100 2020: 105 2022: 68 2024: 68 2026: 69	dwellings for each 2 year period.	will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
SB2 SO19	KP2, KP13	**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:		When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting	

			2016: 0 2018: 16 2020: 28 2022: 34 2024: 22 2026: 0		guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO20	KP2, KP13	**LOCAL** Annual affordable dwelling completions of Strategic Housing Site C – North West Cardiff	1,500 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 41 2018: 187 2020: 318 2022: 318 2024: 318 2026: 318		When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO21	KP2, KP13	**LOCAL** Annual affordable dwelling completions of Strategic Housing Site D - North of Junction 33	603 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with		When a trigger point is activated an assessment will be undertaken to identify the underlying	

			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		causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO22	KP2, KP13	**LOCAL** Annual affordable dwelling completions of Strategic Housing Site E – South of Creigiau	195 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 37 2018: 74 2020: 49 2022: 12 2024: 11		When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes	

			2026 - 11		to the Plan.	
OB2 SO23	KP2, KP13	**LOCAL** Annual affordable dwelling completions of Strategic Housing Site F - North East Cardiff (West of Pontprennau)	1,050 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016 : 0 2018: 114 2020: 242 2022: 242 2024: 242 2026: 210		When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO24	KP2, KP13	**LOCAL** Annual affordable dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road	390 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery		When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate	

			rates are based on developer intentions: 2016: 42 2018: 113 2020: 86 2022: 81 2024: 60 2026: 8		including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO25	KP13, H3	**LOCAL** Changes in market value of property in Cardiff on Greenfield and Brownfield areas	Provide 6,646 net affordable units over the remaining Plan period (representing an average of 22.8% of total housing provision). Expected delivery rate to meet the target set out below: 2016: 735 2018: 1,207 2020: 1,224 2022: 1,191 2024: 1,181 2026: 1,108	An increase or decrease of 10% of market values of properties in Cardiff on Greenfield and Brownfield areas	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	HM Land Registry House Price Index RICS Building Cost Information Service (BICS) Tender Prices Development Appraisal Toolkit
OB2 SO26	KP1	**LOCAL** Need for release of additional housing land	To ensure sufficient land is brought forward for development in	Build rates exceed the anticipated number of completions as set	When a trigger point is activated an assessment will be	Council Housing Monitoring Survey

		identified in the flexibility allowance	accordance with the Plan strategy and to maintain a minimum 5 year supply of land as set out in the JHLAS.	out in indicator OB2 SO4 by the 1st Plan review i.e. more than 13,910 dwellings completed between 2014 - 2020 ~~overall anticipated completion rates at 1st and 2nd LDP review stages. Exceeding the rate will trigger allocation of additional land which can be secured through Plan revision~~	undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO27	KP13, H3	**LOCAL** Affordable Housing SPG		Failure to adopt SPG within 6 months of Plan adoption	No	CCC Planning Policy
OB2 SO28	C4	**LOCAL** Houses in Multiple Occupation SPG		Failure to adopt SPG within 6 months of Plan adoption	No	CCC Planning Policy
OB2 SO29	KP7	**LOCAL** Planning Obligations SPG incorporating Developer contributions for		Failure to adopt SPG within 12 months of Plan adoption	No	CCC Planning Policy

		transport facilities and relevant sections from • Affordable housing • Access, circulation and parking requirements • Open Space • Schools • Public art • PROW • Community Facilities • Trees and Development • Waste Collection and Storage Facilities • Biodiversity				
OB2 SO30	C1	**LOCAL** Community Facilities and Residential Development SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB2 SO31	C2	**LOCAL** Childcare Facilities SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy

OB2 SO32	C7	**LOCAL** Health SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB2 SO33	H8	**LOCAL** Gypsy and Traveller Sites SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANTS LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN1	KP3(A), KP3(B), KP5, KP15, KP16, KP18, EN1-EN14	**CORE** Amount of development (by TAN 15 paragraph 5.1 development category) permitted in C1 floodplain areas not meeting all TAN 15 tests	No permissions granted for highly vulnerable development within C1 floodplain area that does not meet TAN 15 tests	1 application permitted for development in any 1 year that does not meet TAN 15 tests	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OB3 EN2	KP3(A), KP3(B), KP5, KP15, KP16, KP18, EN1-EN14	**CORE** Amount of development (by TAN 15 paragraph 5.1 development category) permitted in C2 floodplain areas.	No permissions granted for highly vulnerable development in C2 floodplain area.	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN3	KP15, KP16, KP18, EN1-EN14	**LOCAL** Percentage of water bodies of good status.	No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting	CCC Planning Policy

					guidance or whether the underlying reasons do not require changes to the Plan.	
OB3 EN4	KP15, KP16, KP18, EN1-EN14	**LOCAL** Number of permissions granted where there is a known risk of deterioration in status.	No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dwr Cymru (Welsh Water)	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN5	KP15, KP16, KP18, EN1-EN14	**LOCAL** Number of permissions incorporating measures designed to improve water quality where	No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dwr Cymru	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider	CCC Planning Policy

		appropriate.	(Welsh Water)		necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB3 EN6	EN11, EN14,	**LOCAL** Number of planning permissions granted contrary to the advice of the Water supplier concerning adequate levels of water quality and quantity and waste water provision	No planning consents issued where there is an objection concerning provision of water quality and quantity and waste water from water supplier	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN7	KP3(A), EN1	**LOCAL** The number of	No inappropriate developments	1 application permitted for	When a trigger point is activated	CCC Planning Policy

		inappropriate developments permitted within the Green Belt that do not satisfy LDP policies	granted planning permission contrary to policies KP3 (A) and EN1	development in any 1 year	an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
C33 EN8	EN3	**LOCAL** The number of planning permissions granted contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas	No development granted planning permission contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the	CCC Planning Policy

					underlying reasons do not require changes to the Plan.	
OB3 EN9	EN8	**LOCAL** Ancient Semi-Natural Woodland	No inappropriate development granted planning permission contrary to Policy EN8	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN10	EN1-EN8	**LOCAL** The number of planning permissions granted on SSSI or SINC designated areas.	No planning permissions granted permission that would result in an unacceptable impact which could not be mitigated against on an SSSI or	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions	CCC Planning Policy

			SINC that does not satisfy LDP policies		as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB3 EN11	EN1-EN8	**LOCAL** Number of planning applications granted which have an adverse effect on the integrity of a Natura 2000 site	Ensure protection of European designated sites as required by paragraph 5.3.9 in Planning Policy Wales, Annex 3 in TAN 5 and policies	1 application permitted contrary to the advice of NRW or the authority's ecologist	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN12	EN1-EN8	**LOCAL** Number of planning applications	No application granted permission that would result in	1 application permitted contrary to the advice of NRW or	When a trigger point is activated an assessment will be	CCC Planning Policy

		granted which would result in detriment to the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute	detriment to the maintenance of the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute	the authority's ecologist	undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB3 EN13	KP16, KP18, C3-C6	**LOCAL** Achievement of functional open space requirement across Cardiff as set out in Policy C4	2.43 Ha functional open space per 1,000 population	Less than 2.43 Ha functional open space per 1,000 population	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not	CCC Planning Policy

					require changes to the Plan.	
OB3 EN14	EN13	**LOCAL** Number of Air Quality Management Areas	No more than 4 current AQMA in action	One or more additional AQMA	No	Environmental Protection Monitoring
OB3 EN15	C4	**LOCAL** Open Space SPG		Failure to adopt SPG within 6 months of Plan adoption	No	CCC Planning Policy
OB3 EN16	T1	**LOCAL** Public Rights of Way and Development SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB3 EN17	EN8	**LOCAL** Trees and Development SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB3 EN18	EN5, EN6, EN7	**LOCAL** Biodiversity SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB3 EN19	EN14	**LOCAL** Flooding SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy
OB3 EN20	KP16, EN3-EN8	**LOCAL** Natural Heritage Network SPG		Failure to adopt SPG within 12 months of adoption of the	No	CCC Planning Policy

				Plan		
OB3 EN21	KP17, EN9	**LOCAL** Archaeologically Sensitive Areas SPG		Failure to adopt SPG within 18 months of adoption of the Plan.	No	CCC Planning Policy

OBJECTIVE 4 – TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	**RELEVANTS LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB4 SN1	EN12	**LOCAL** The number and capacity of renewable energy developments permitted	An increase in the number of renewable energy schemes permitted	No increase in the number of renewable energy schemes permitted for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN2	KP11, W2	**LOCAL** Maintain a sufficient amount	Maintain a sufficient capacity to cater for	No trigger	When a trigger point is activated an assessment	CCC Waste Management Section

		of land and facilities to cater for Cardiff's waste capacity	Cardiff's waste (to be confirmed at a regional level in accordance with TAN21)		will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
O34 SN3	KP12, W1, W2, W3	**LOCAL** Amount of household waste recycled	Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by 2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025 Maximum level of energy from waste = 42% by 2016, 36% by 2020 and 30% by 2025. Biodegradable landfill allowance = 41,692t by	Minimum Overall Recycling - Less than 58% by 2016, 64% by 2020 and 70% by 2025, Maximum Landfill = n/a by 2016, less than 10% by 2020 and 5% by 2025 Maximum level of energy from waste = less than 42% by 2016, 36% by 2020 and 30% by 2025. Biodegradable	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying	CCC Waste Management Section

			2016, 33,557t by 2020 and n/a by 2025.	landfill allowance = less than 41,692t by 2016, 33,557t by 2020 and n/a by 2025.	reasons do not require changes to the Plan.	
OB4 SN4	KP12, W1, W2, W3	**LOCAL** Applications received for waste management uses on B2 sites	Maintain a sufficient range and choice of waste management facilities	1 or more applications refused in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN5	KP11	**LOCAL** Maintain a minimum 10 year landbank of crushed rock reserves	10 year supply	Less than 10 year supply	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary	SWRAWP Annual Reports

					corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB4 SN6	M6	**LOCAL** Amount of development within Sand Wharf Protection Area	No permanent development which would prejudice the ability to land marine dredged sand and gravel will be permitted within the safeguarded sand wharfs which is contrary to Policy M6.	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN7	MX	**LOCAL** Amount of development	No permanent sterilising development as	1 application permitted for development in	When a trigger point is activated an assessment	CCC Planning Policy

		permitted within a mineral safeguarding area.	defined in MPPW/MTAN1 will be permitted within a Mineral safeguarding area which is contrary to Policy x of the Plan.	any 1 year	will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
234 SN8	M2	**LOCAL** Number of planning permissions permitted for extraction of aggregate mineral not in line with Policy M2	0 planning permissions permitted	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying	CCC Planning Policy

					reasons do not require changes to the Plan.	
OB4 SN9	M4	**LOCAL** Number of planning permissions for inappropriate development e.g. dwellings/mineral working, permitted in Minerals Buffer Zones contrary to Policy M4.	1 planning permission permitted	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN10	M3	**LOCAL** Number of prohibition orders issued on dormant sites	Ensure that those dormant sites deemed not likely to be re-worked in the future (as part of the annual review) are served with prohibition orders	LPA fails to serve prohibition orders on sites that are deemed not likely to be re-worked in the future.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate	CCC Planning Policy

					including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB4 SN11	KP17	**LOCAL** Number of applications permitted contrary to Policy EN9 that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas	No developments permitted over the course of the Plan where there is an outstanding objection from statutory heritage advisors or that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas	1 application permitted for development in any 1 year where there is an outstanding objection from statutory heritage advisors	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN12	KP1, KP2, KP4, KP8, KP13, H1-H6, C1-C9, T1-T8	**LOCAL** Delivery of each key principle from the Strategic Sites Masterplanning	Failure of any key principles being effectively delivered in accordance with	1 (or more) key principles not delivered	When a trigger point is activated an assessment will be undertaken to	CCC Planning Policy

		Framework as embedded in the LDP to ensure delivery of key infrastructure including sustainable transportation interventions, social and community facilities, together with any other key Masterplanning requirements	details which are approved through the Development Management process (e.g. S106 obligations & planning conditions)		identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB4 SN13	KP6	**LOCAL** Preparing an annual Infrastructure Plan and Infrastructure Plan Delivery Report update.	Update the Infrastructure Plan and Infrastructure Plan Delivery Report annually to reflect the latest available information with regard to key infrastructure, costs/funding and estimated timescales.	Failure to update the Infrastructure Plan and Infrastructure Plan Delivery Report annually.	No	Place Making Team (Development Management)
OB4 SN14	T5	**LOCAL** Design and Parking Guidance SPG (incorporating		Failure to adopt SPG within 6 months of adoption of the Plan	No	CCC Planning Policy

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

		Leisure Uses + Premises for Eating, Drinking and Entertainment in Cardiff City Centre SPG		months of adoption of the Plan		
OB4 SN21	W3	**LOCAL** Waste Collection and Storage Facilities SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN22	H5	**LOCAL** Design Guidance and Standards for Flat Conversions SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN23		**LOCAL** Renewable Energy Assessments SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy

Appendix Six: MAC77 List of Key and Detailed Policies

KEY POLICIES

KP1: LEVEL OF GROWTH

KP2: STRATEGIC SITES

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

KP2 (B): FORMER GAS WORKS, FERRY ROAD

KP2 (C): NORTH WEST CARDIFF

KP2 (D & E): NORTH OF JUNCTION 33 ON M4 AND SOUTH OF CREIGIAU

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

KP2 (G): EAST OF PONTPRENNAU LINK ROAD

KP2 (H): SOUTH OF ST MELLONS BUSINESS PARK

KP3 (A): GREEN WEDGE

KP3 (B): SETLLEMENT BOUNDARIES

KP4: MASTERPLANNING APPROACH

KP5: GOOD QUALITY AND SUSTAINABLE DESIGN

KP6: NEW INFRASTRUCTURE

KP7: PLANNING OBLIGATIONS

KP8: SUSTAINABLE TRANSPORT

KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS

KP10: CENTRAL AND BAY BUSINESS AREAS

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

KP12: WASTE

KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS

KP14: HEALTHY LIVING

KP15: CLIMATE CHANGE

KP16: GREEN INFRASTRUCTURE

KP17: BUILT HERITAGE

KP18: NATURAL RESOURCES

DETAILED POLICIES

HOUSING

H1: NON-STRATEGIC HOUSING SITES

H2: CONVERSION TO RESIDENTIAL USE

H3: AFFORDABLE HOUSING

H4: CHANGE OF USE OF RESIDENTIAL LAND OR PROPERTIES

H5: SUB-DIVISION OR CONVERSION OF RESIDENTIAL PROPERTIES

H6: CHANGE OF USE OR REDEVELOPMENT TO RESIDENTIAL USE

~~H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)~~

H~~8~~7: SITES FOR GYPSY AND TRAVELLER CARAVANS

ECONOMY

EC1: EXISTING EMPLOYMENT LAND

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

EC3: ALTERNATIVE USE OF EMPLOYMENT LAND AND PREMISES

EC4: PROTECTING OFFICES IN THE CENTRAL AND BAY BUSINESS AREAS

EC5: HOTEL DEVELOPMENT

EC6: NON-STRATEGIC EMPLOYMENT SITE

EC7 EMPLOYMENT PROPOSALS ON LAND NOT IDENTIFIED FOR EMPLOYMENT USE

ENVIRONMENT

Countryside Protection

EN1: COUNTRYSIDE PROTECTION

EN2: CONVERSION, EXTENSION AND REPLACEMENT BUILDINGS IN THE COUNTRYSIDE

The Natural Environment

EN3: LANDSCAPE PROTECTION

EN4: RIVER VALLEYS

EN5: ~~LOCAL NATURE RESERVES AND NON-STATUTORY SITES OF NATURE CONSERVATION AND GEOLOGICAL IMPORTANCE~~ DESIGNATED SITES

EN6: ECOLOGICAL NETWORKS AND FEATURES OF IMPORTANCE FOR BIODIVERSITY

EN7: PRIORITY HABITATS AND SPECIES

EN8: TREES, WOODLANDS AND HEDGEROWS

The Historic Environment

EN9: CONSERVATION OF THE HISTORIC ENVIRONMENT

Natural Resources

EN10: WATER SENSITIVE DESIGN

EN11: PROTECTION OF WATER RESOURCES

Renewable Energy

EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES

Pollution

EN13: AIR, NOISE, LIGHT POLLUTION AND ~~CONTAMINATED~~ LAND CONTAMIINATION

Flood Risk

EN14: FLOOD RISK

TRANSPORT

T1: WALKING AND CYCLING

T2: STRATEGIC RAPID TRANSIT & BUS CORRIDORS

T3: TRANSPORT INTERCHANGES

T4: CENTRAL TRANSPORT HUB

T5: MANAGING TRANSPORT IMPACTS

T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES

T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE

T8: STRATEGIC RECREATIONAL ROUTES

T9 CARDIFF CITY REGION 'METRO' NETWORK

RETAIL

~~R1: RETAIL PROVISION WITHIN STRATEGIC SITES~~

R1 RETAIL HIERARCHY

R2: DEVELOPMENT IN THE CENTRAL SHOPPING AREA

R3: PROTECTED SHOPPING FRONTAGES

~~R5~~4 DISTRICT CENTRES

R~~6~~5 LOCAL CENTRES

R~~4~~6 RETAIL DEVELOPMENT (OUT OF CENTRE)

~~R7 FOOD AND DRINK USES~~

R7 RETAIL PROVISION WITHIN STRATEGIC SITES

~~R8 PROTECTION OF LOCAL SHOPPING PARADES~~

R8 FOOD AND DRINK USES

COMMUNITY

C1: COMMUNITY FACILITIES

C2: NEW Policy Protection of Existing Community facilities

C~~2~~ 3: COMMUNITY SAFETY/CREATING SAFE ENVIRONMENTS

C~~3~~4: PROTECTION OF OPEN SPACE

C~~4~~5: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION CHILDREN'S PLAY AND SPORT

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

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

C~~7~~ 6: HEALTH

~~C8: PLANNING FOR SCHOOLS~~

~~C9: NEW EDUCATIONAL FACILITIES~~

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

C7 Planning for Schools

MINERALS

M1: MINERAL LIMESTONE RESERVES AND RESOURCES

M2: PREFERRED ORDER OF MINERAL RESOURCE RELEASE

M3: QUARRY CLOSURES AND EXTENSION LIMITS

M4: MINERALS BUFFER ZONES

M5: RESTORATION AND AFTER - USE OF MINERAL WORKINGS

M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES

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

~~M8: SAFEGUARDING OF COAL RESOURCES~~

~~M9: SAFEGUARDING OF LIMESTONE RESOURCES~~

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

M8: AREAS WHERE COAL WORKING WILL NOT BE ACCEPTABLE

WASTE

~~W1: LAND FOR WASTE MANAGEMENT~~

W~~2~~1 SITES FOR WASTE MANAGEMENT FACILITIES

W~~3~~2: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT

Appendix Seven: Proposals Map Matters Arising Schedule

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

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

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

MAC PM1: Revised Settlement Boundary

Cardiff Deposit Local Development Plan: Matters Arising Change Consultation Plan

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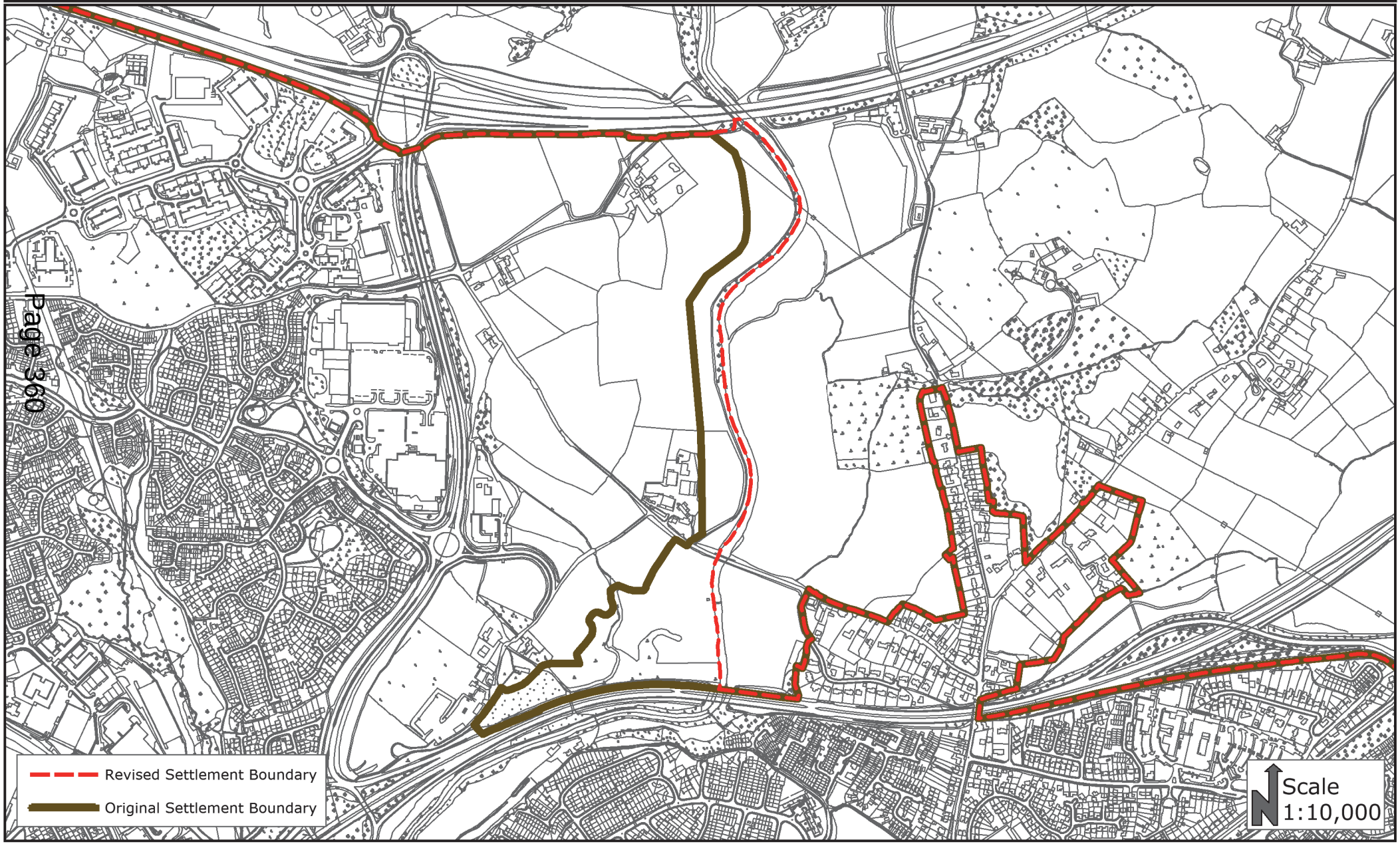

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MAC PM2: Proposed changes to LDP Proposals Map to illustrate housing flexibility allowance

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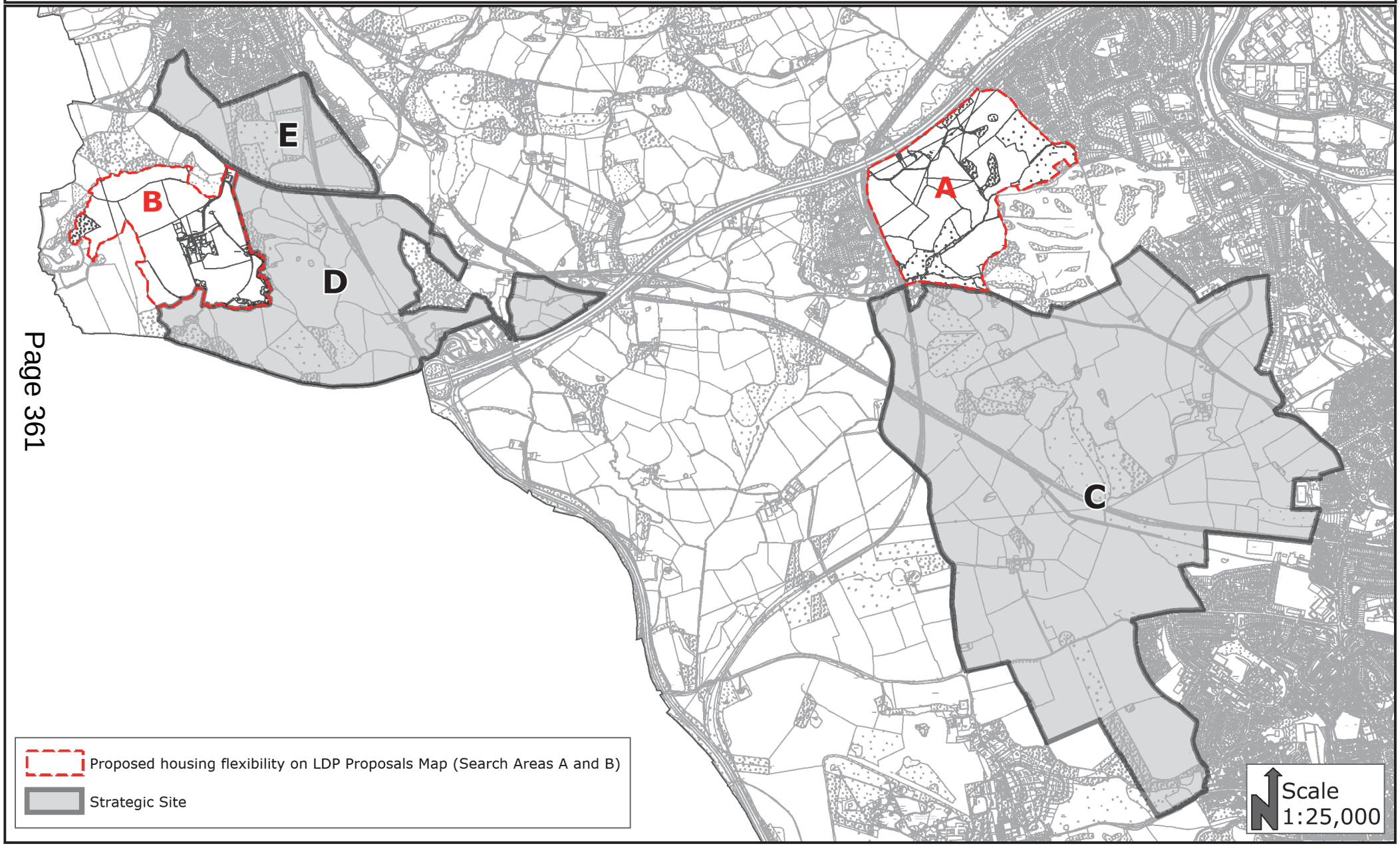

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MAC PM3: Proposed amendment to boundary of Non-Strategic Housing site H1.3, Rookwood Hospital on LDP Proposals Map

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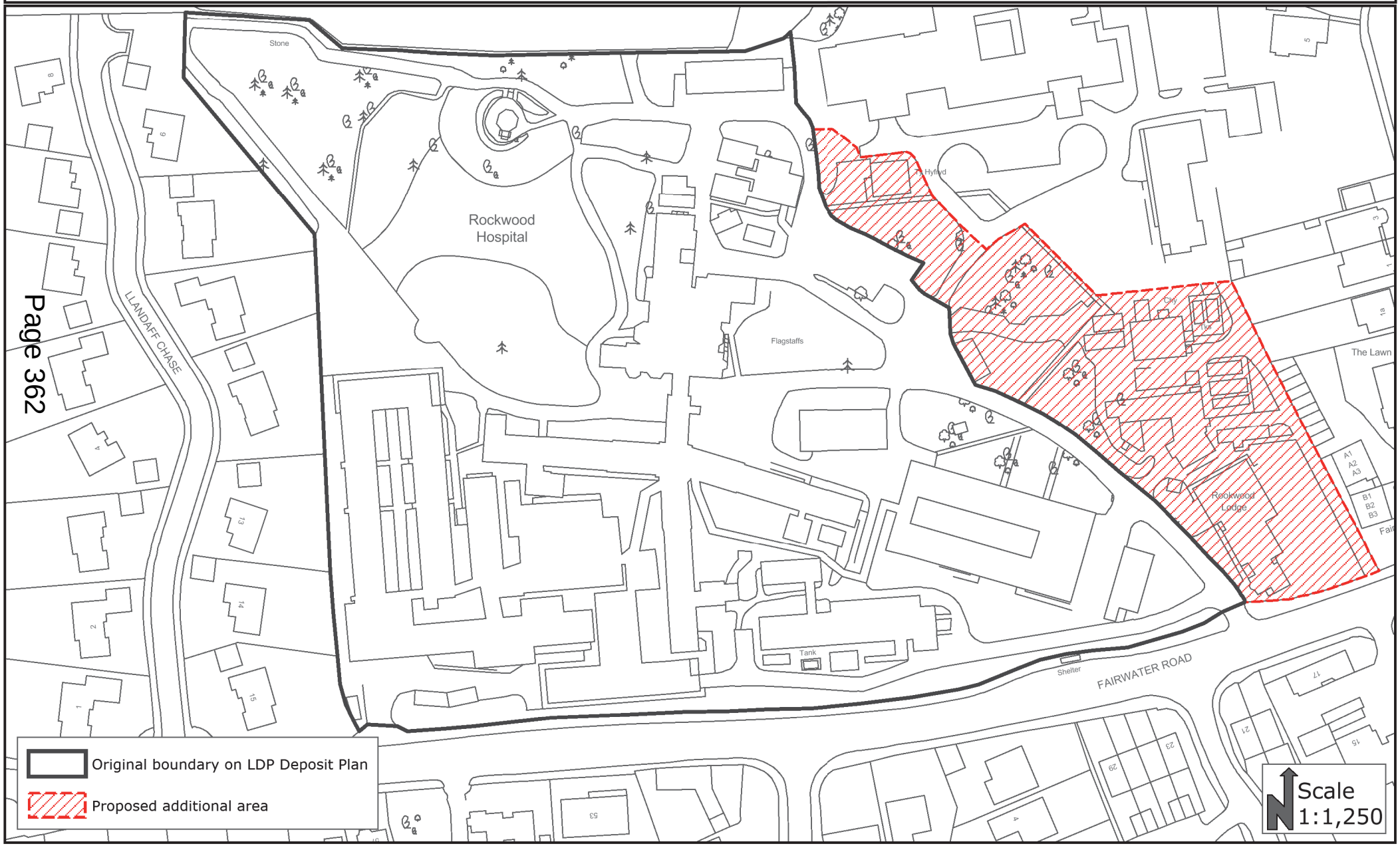

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MAC PM4: Proposed deletion of Seawall Road, Gypsy and Travellers site allocation from LDP proposals map

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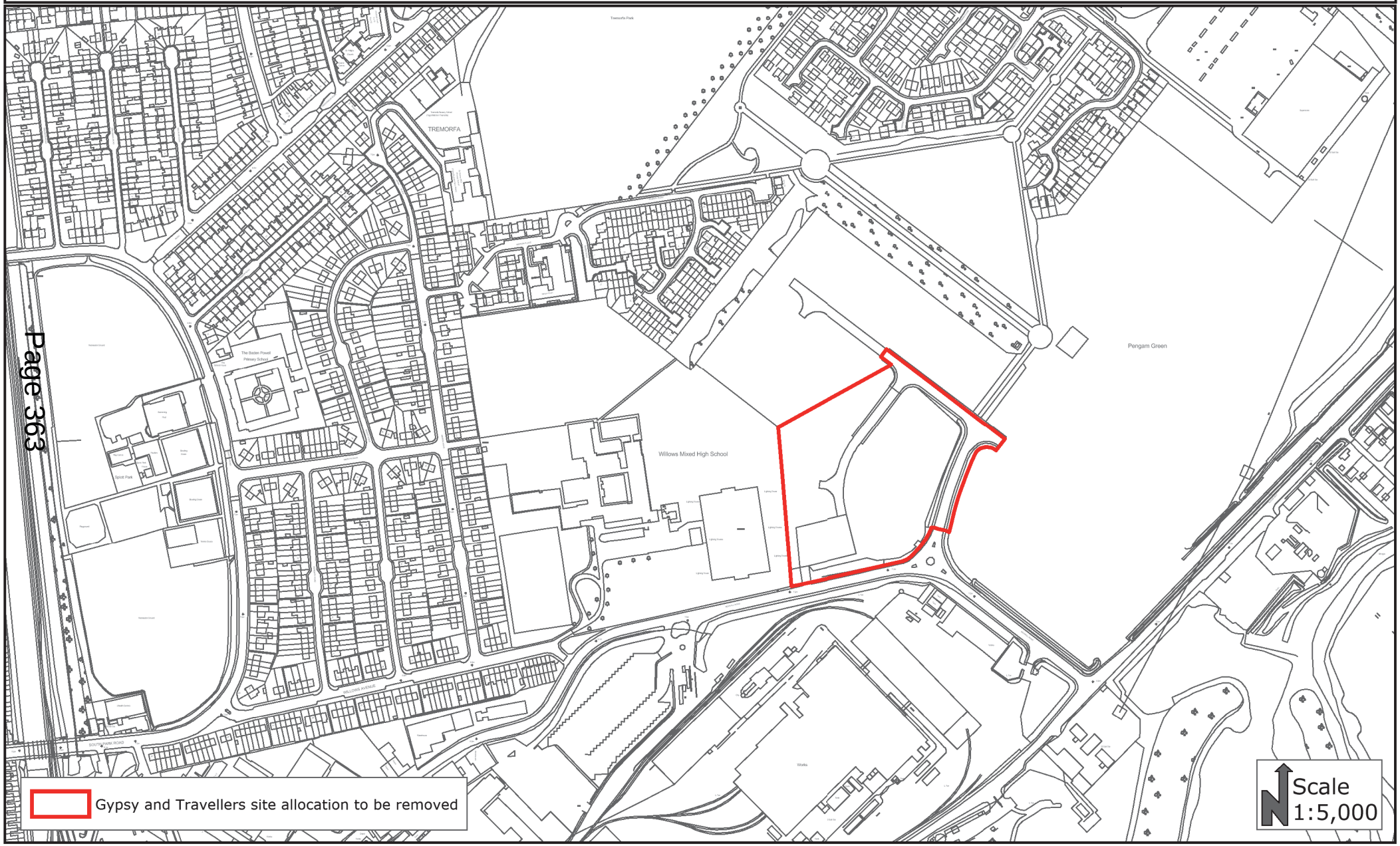

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MAC PM5: Housing Commitments

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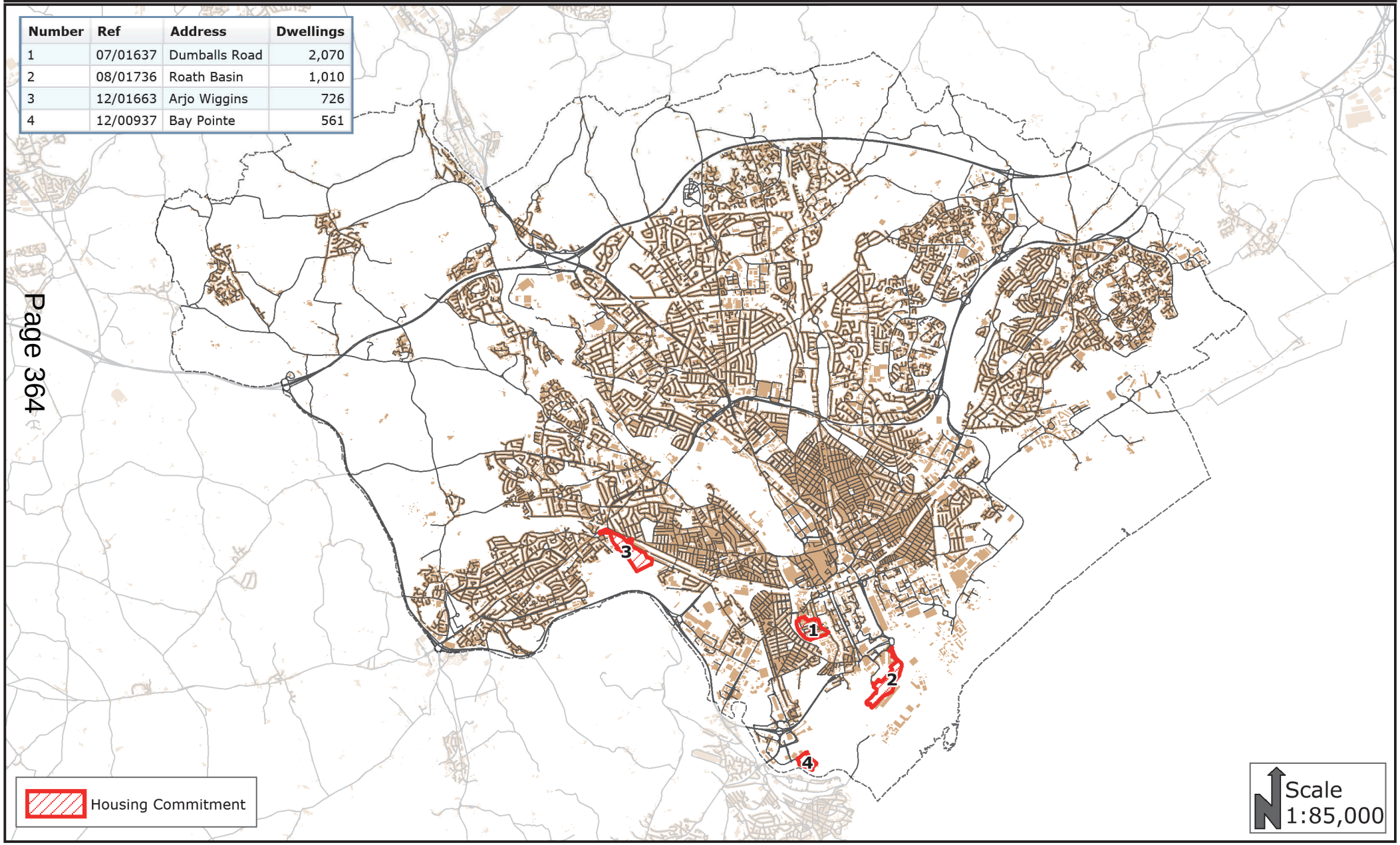
Number	Ref	Address	Dwellings
1	07/01637	Dumballs Road	2,070
2	08/01736	Roath Basin	1,010
3	12/01663	Arjo Wiggins	726
4	12/00937	Bay Pointe	561



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

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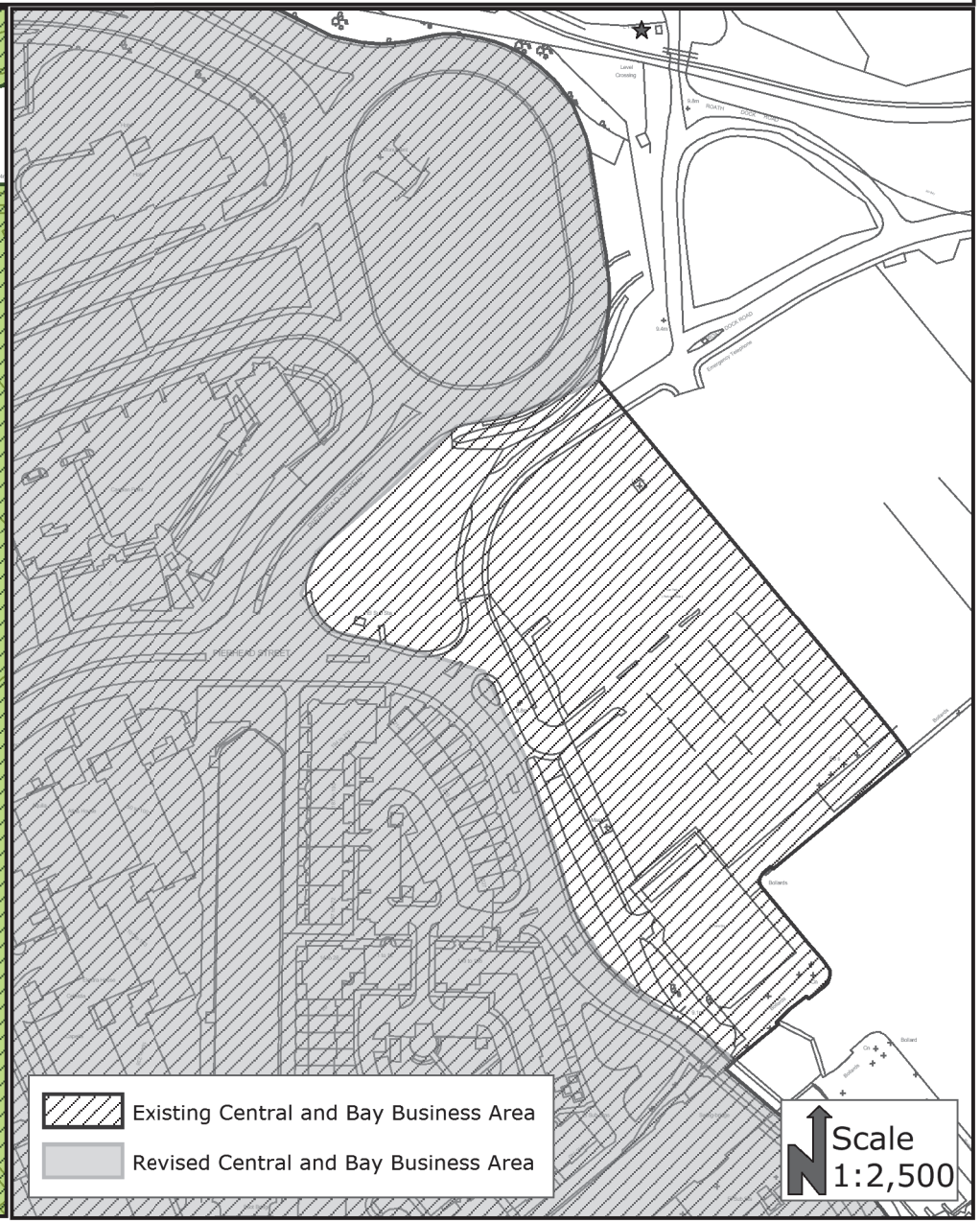

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MAC PM7: Proposed boundary change to Cardiff Business Park & Land North of Maes y Coed Rd, Llanishen (EC1.7) to reflect recent Planning Permissions for Housing

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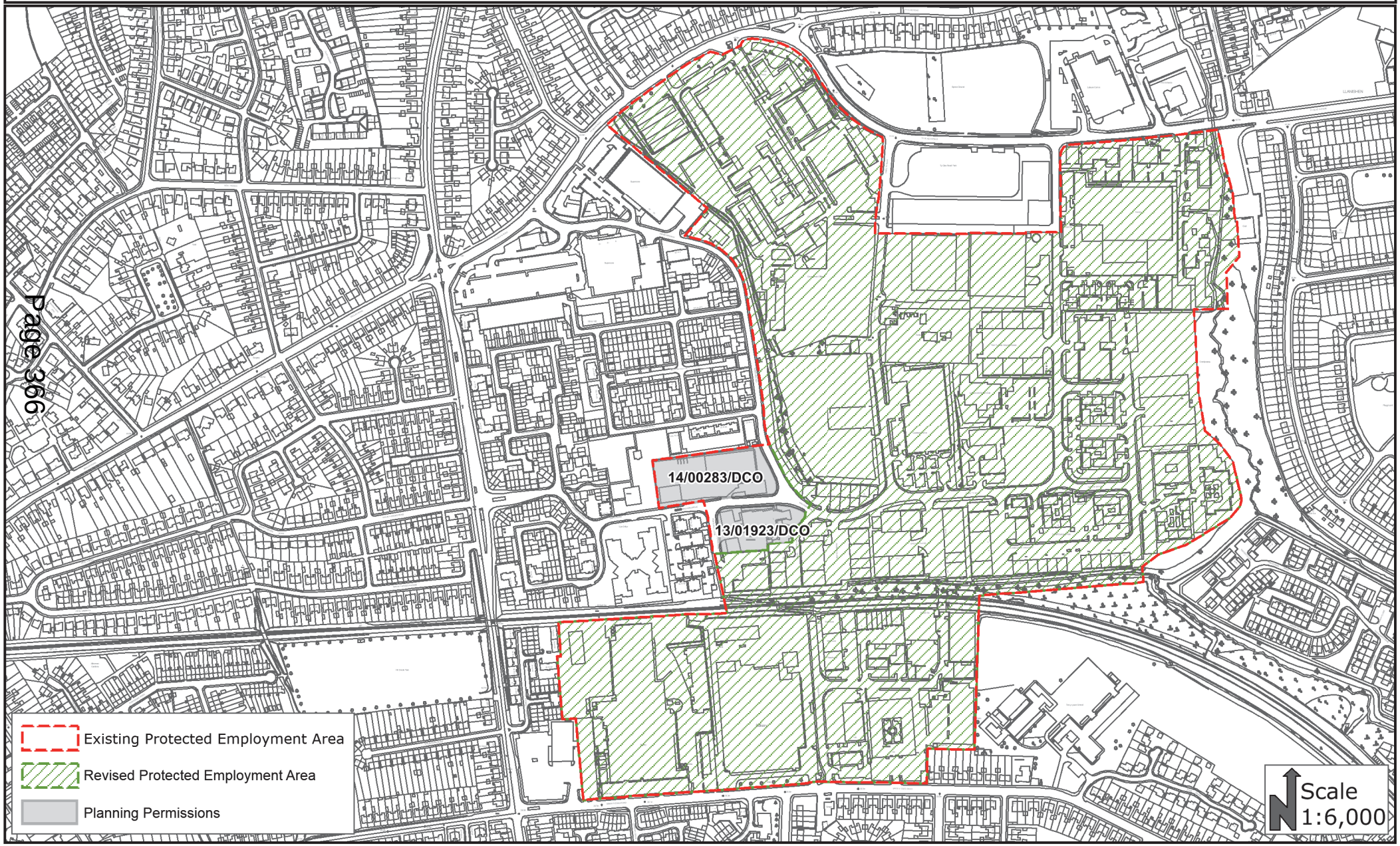

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MAC PM9: River Corridor proposed changes

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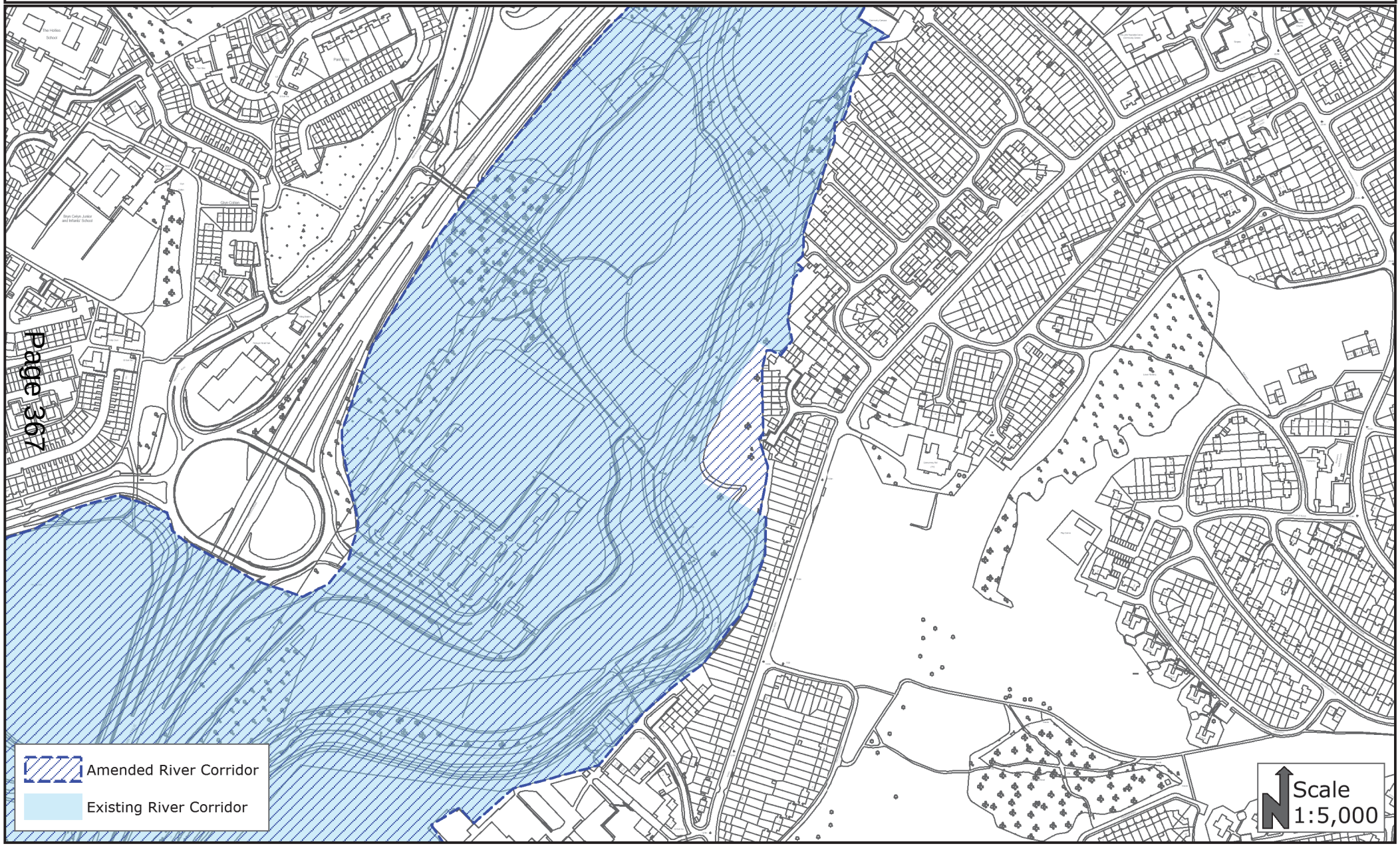

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MAC PM10: River Corridor proposed changes

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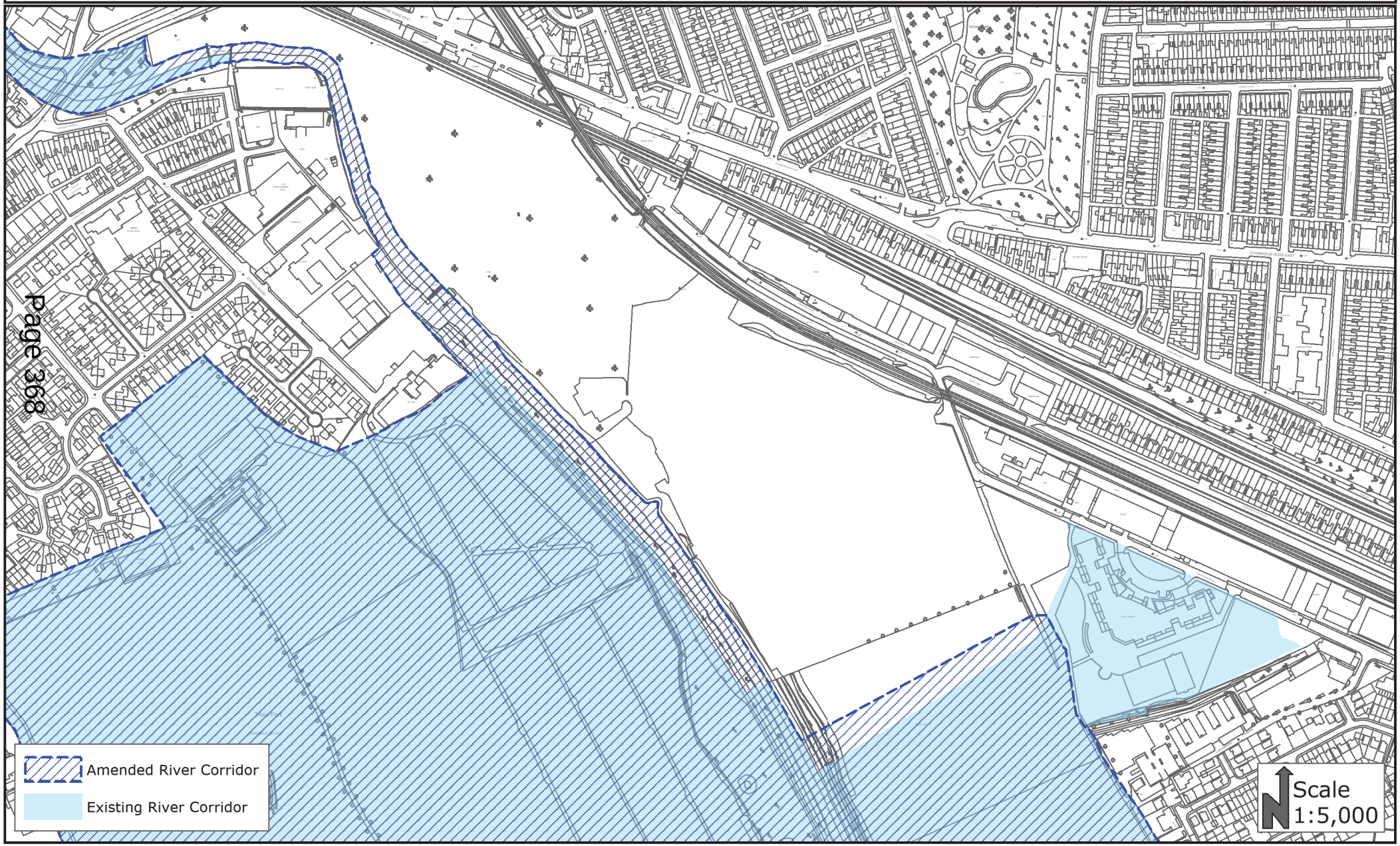

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MAC PM11: River Corridor proposed changes

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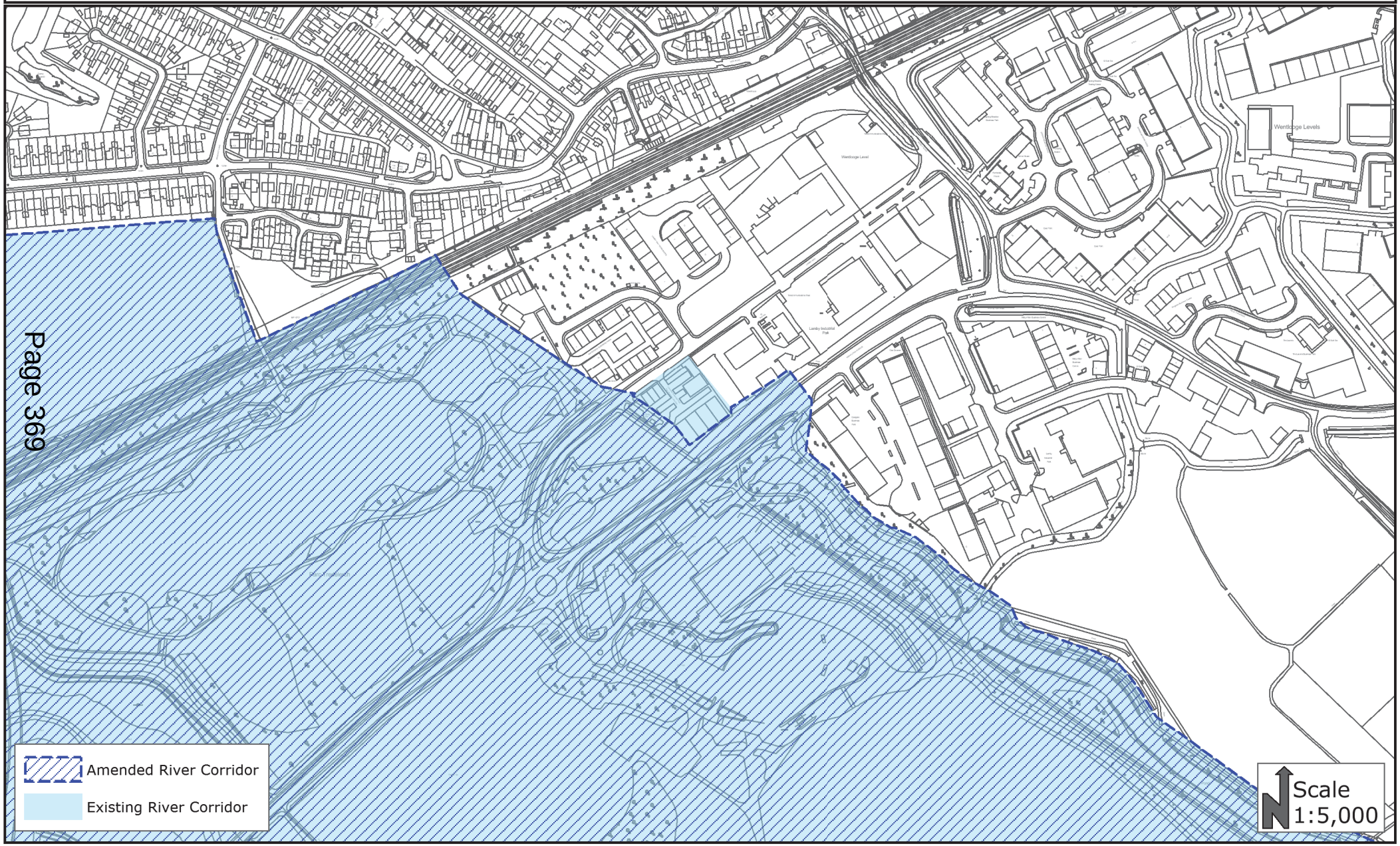

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MAC PM12: River Corridor proposed changes

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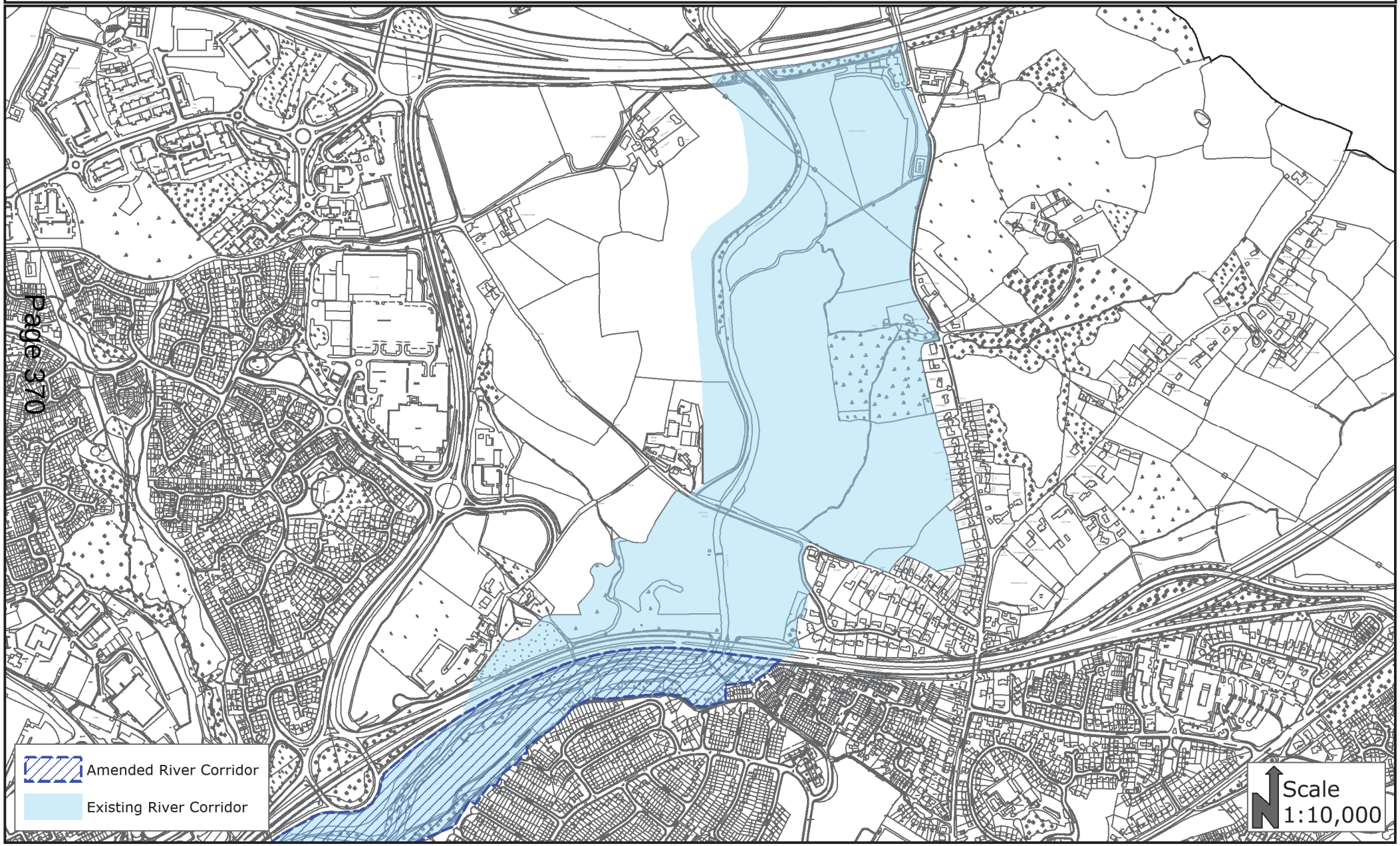

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MAC PM13: Bus Corridor Enhancements

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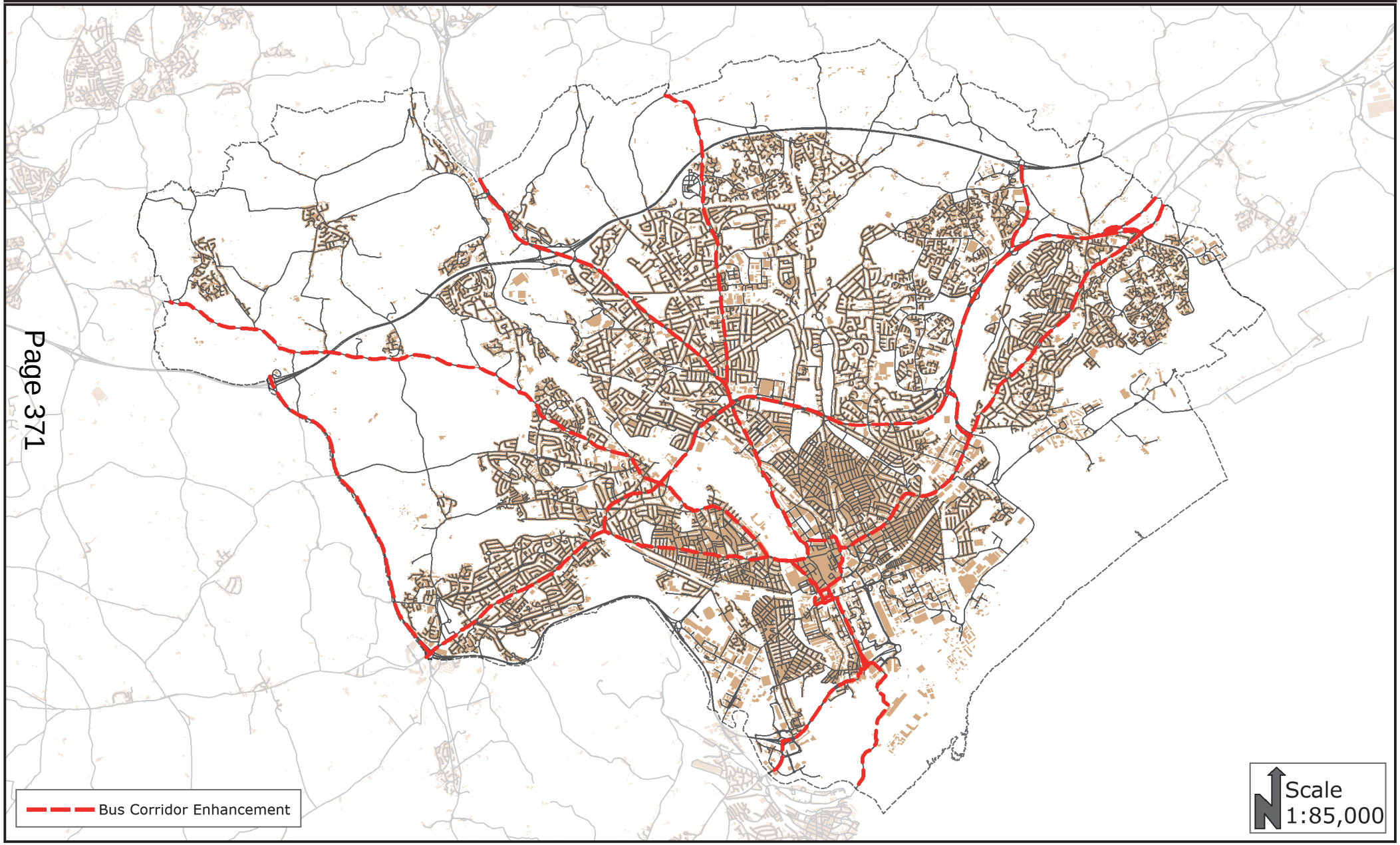

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MAC PM14: Protected Shopping Frontages

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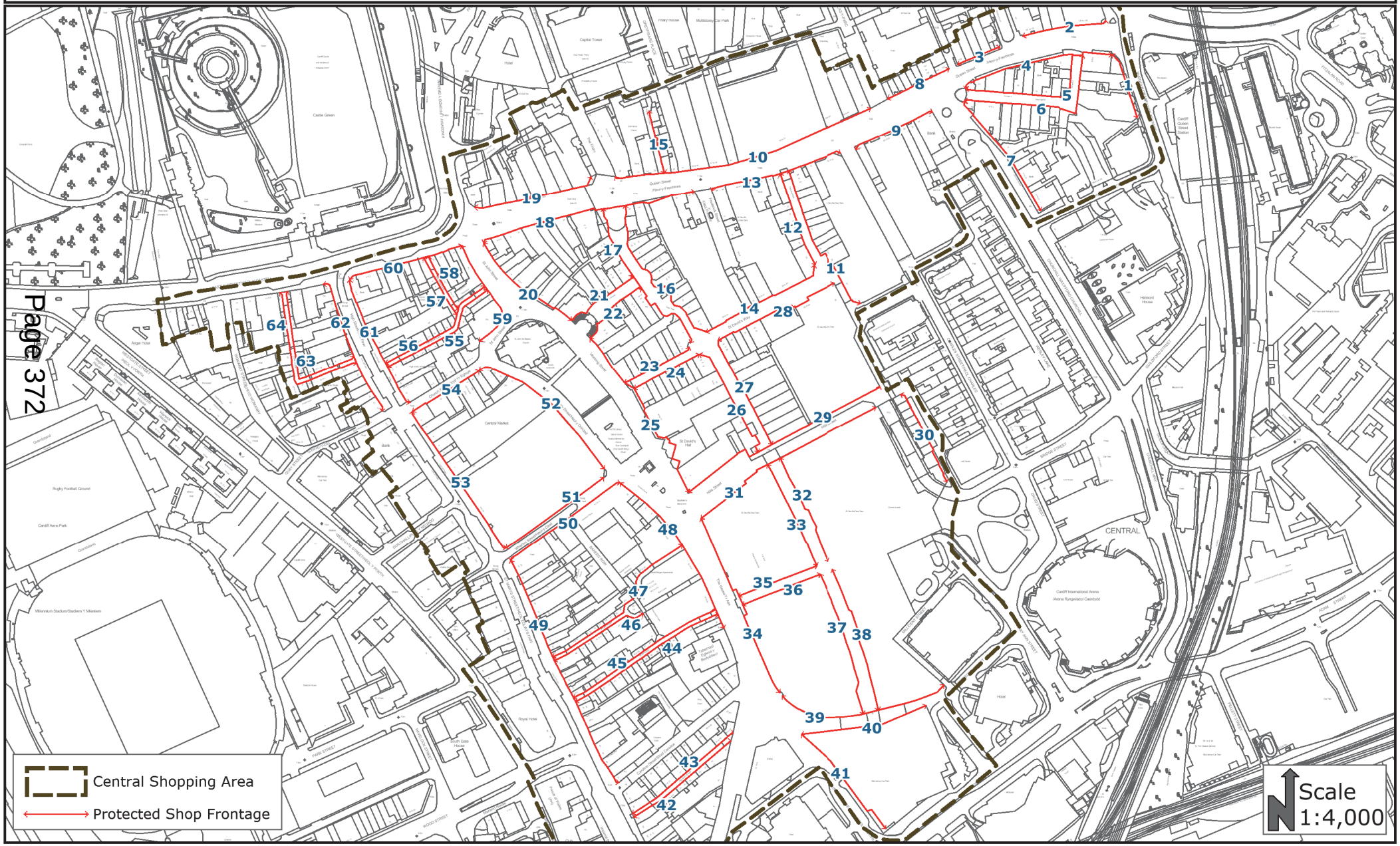

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MAC PM15: Health Related Uses Land (C10) - site deleted

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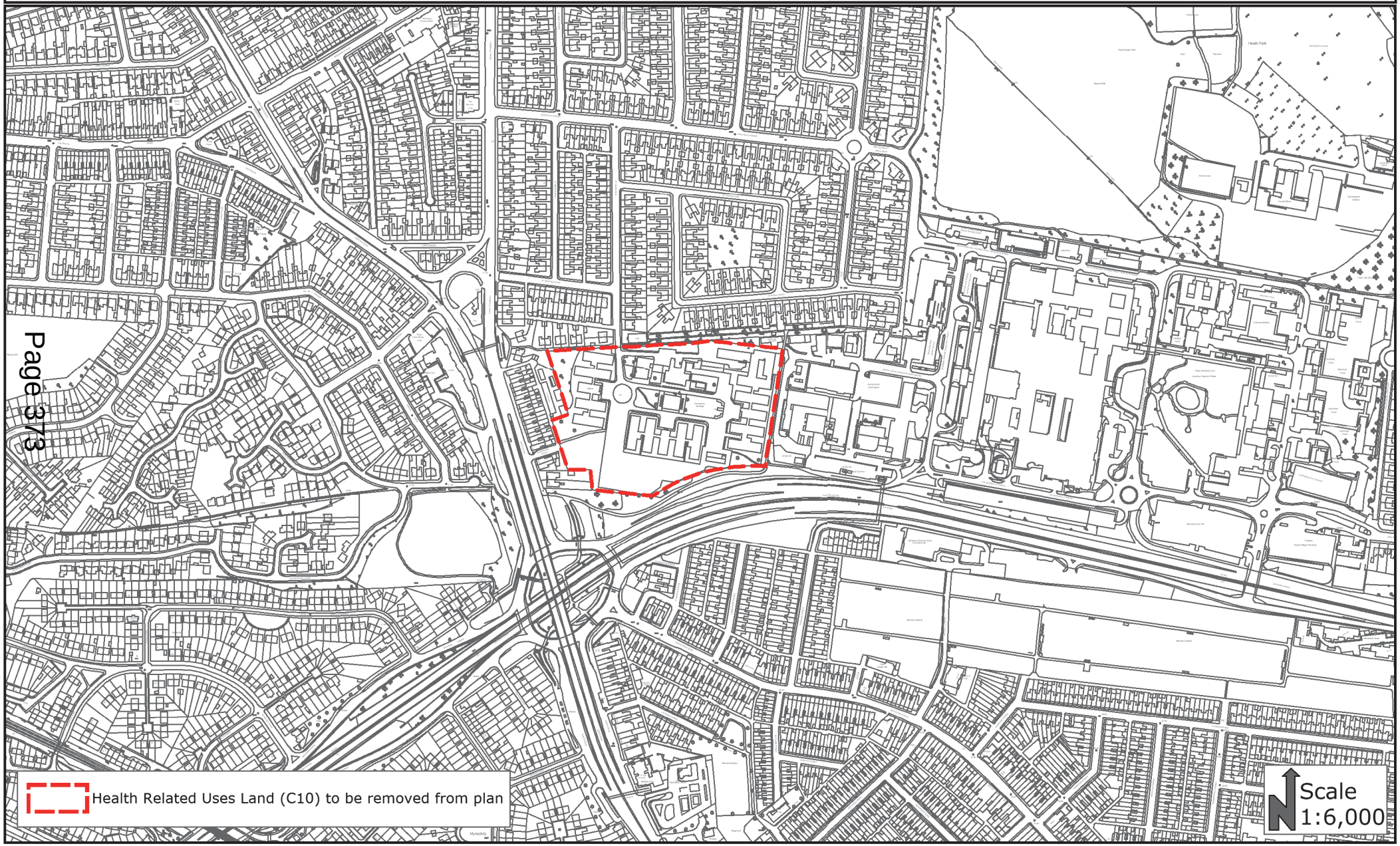

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MAC PM16: Coal Safeguarding Area

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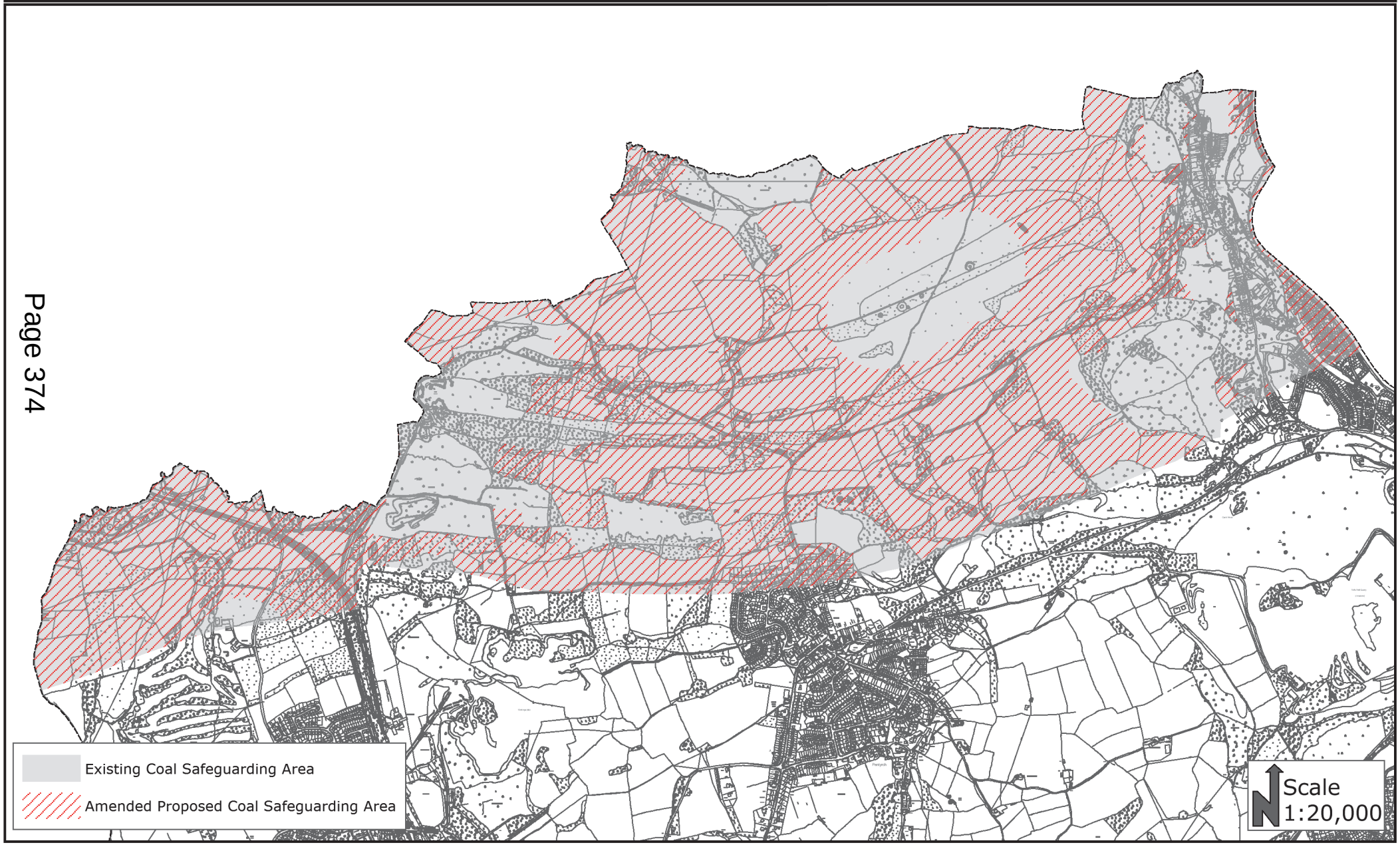

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MAC PM17: Proposed area to be removed from Limestone Safeguarding Area

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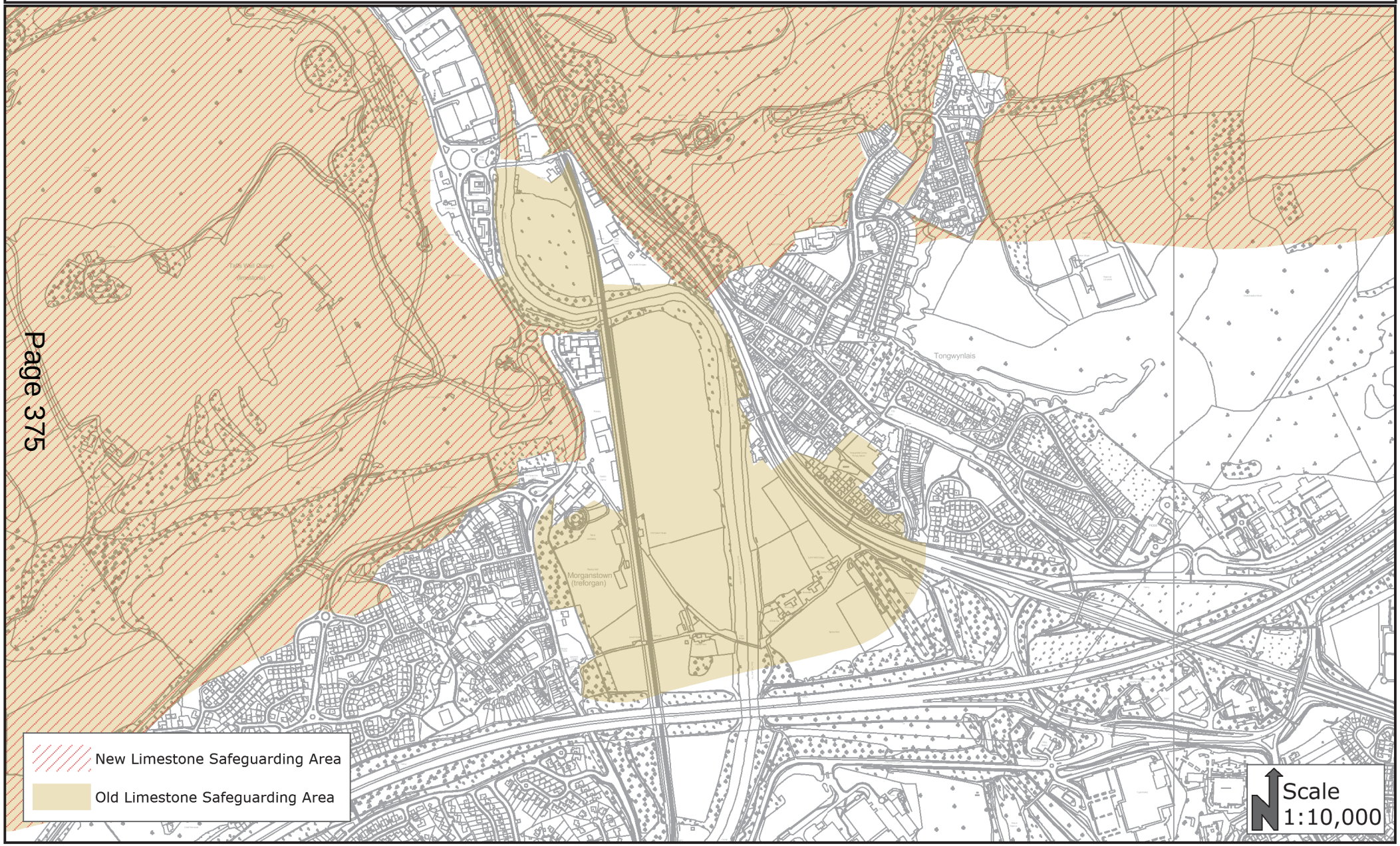

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MAC PM17: Proposed New Sand and Gravel Safeguarding Area

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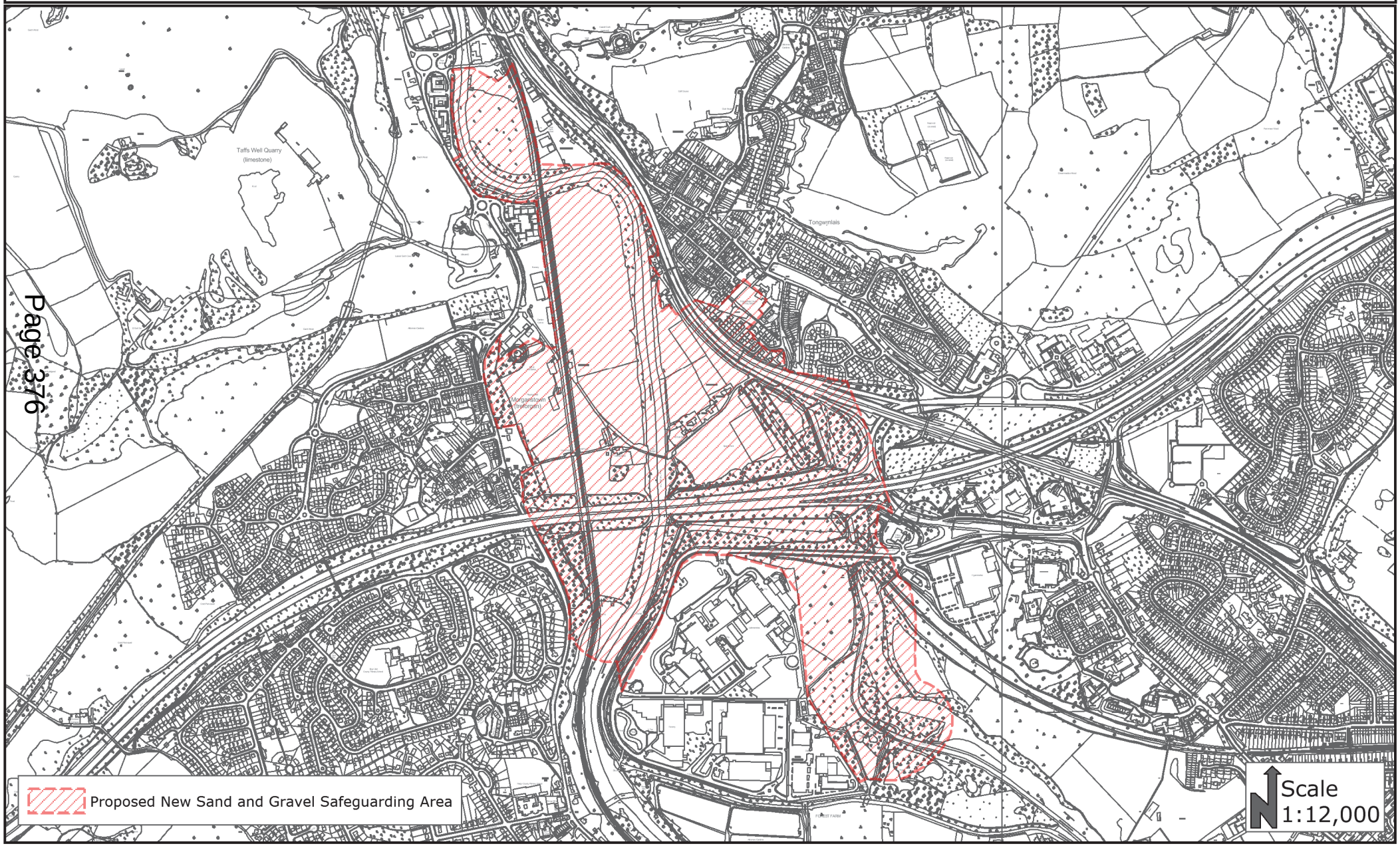

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MAC PM18: Land for Waste Management allocation to be removed

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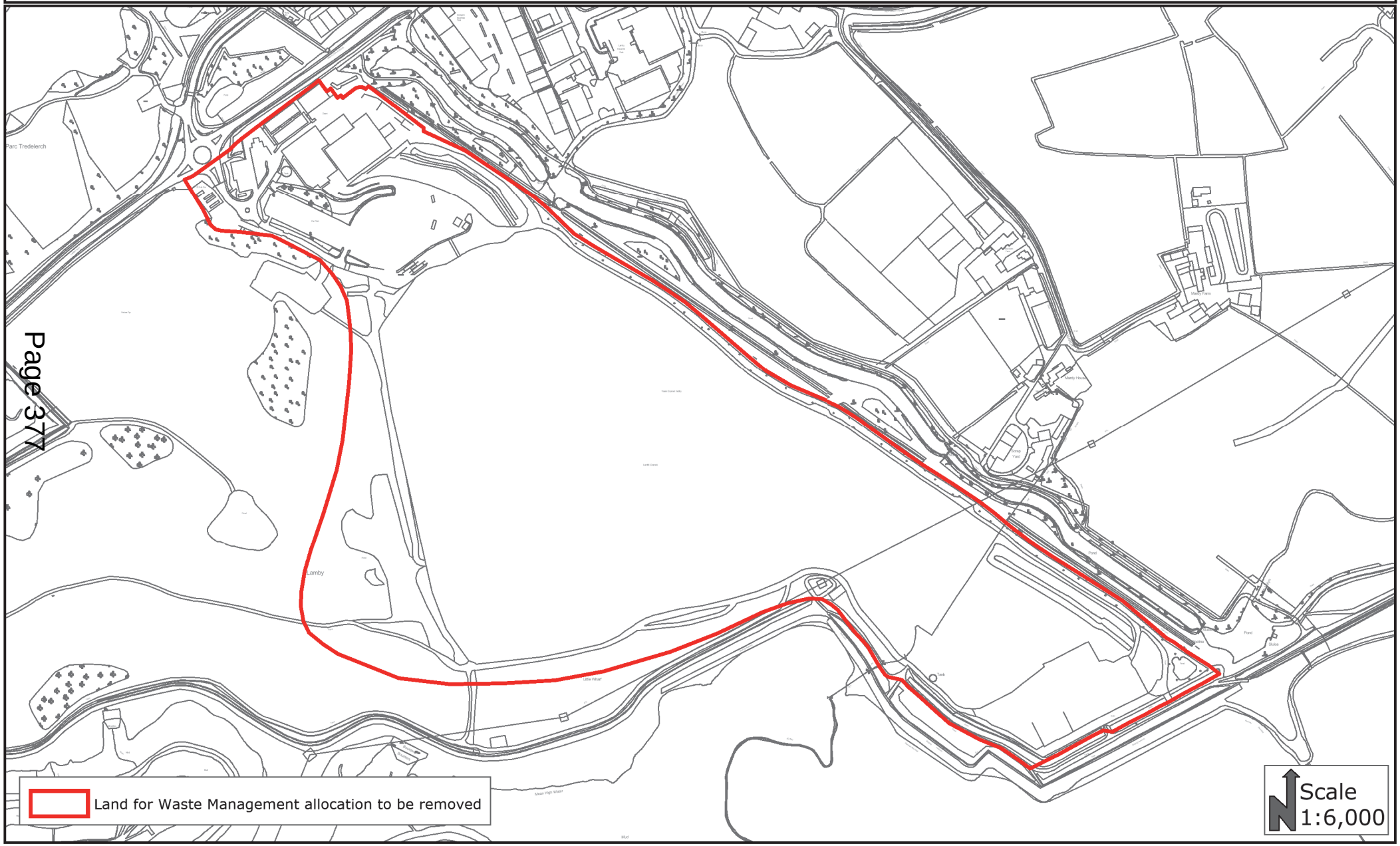

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Inspector Matters Arising Changes

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
Inspector MAC1	4	Policy KP3 (A): Green Belt	Hearing Session 20: Green Belt Action Point 1 – note this MAC has been requested by the Inspectors and the Council's response is set out in its formal reply to this Action Point.	Delete Policy KP3 (A) and reasoned justification and replace with new KP3(A) Green Wedge ~~**KP3(A): GREEN BELT**~~ ~~**In order to strategically manage the urban form of Cardiff and to protect the setting of the urban area, a Green Belt is proposed on land North of the M4 as shown on the Proposals Map. Within this area development which prejudices the open nature of this land will not be permitted. Positive biodiversity, landscape, climate change mitigation and informal recreational management and enhancement measures will be encouraged in this area to further enhance the long term role of the area as a key natural resource benefiting the city.**~~

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

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				~~Map. This land unquestionably forms a distinctive, prominent and well known green backdrop to the city forming a strategically important setting to the urban area. The land is also generally well contained by the strong physical boundary of the M4 Motorway to the south which is an important requirement of any designated Green Belt area.~~ ~~**4.72** With regard to land immediately to the North of the proposed Green Belt within Caerphilly and Rhondda Cynon Taff, it is noted that policies set out in adopted LDPs very much support development restraint. For example, within Caerphilly, the Caerphilly Mountain Area is all outside the settlement boundaries and a combination of Special Landscape Area and Visually Important Local Landscape designations apply across the whole area. Within Rhondda Cynon Taff, land to the North of the proposed Green Belt carries a Special Landscape Area designation. Future LDP Reviews for these areas or any strategic planning measures which may be introduced in future years could consider an identifying extension of the Green Belt area in~~

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

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

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

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

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				~~management initiatives and wider green infrastructure-related projects where long-term certainty would support planning and delivery.~~ ~~**4.80** PPW provides specific guidance on the consideration of planning applications within the Green Belt. It provides a presumption against inappropriate development and outlines the very exceptional circumstances where other considerations may clearly outweigh the harm to protecting the openness of the Green Belt.~~ Insert new KP3(A) Green Wedge to replace existing KP3 (A) **KP3(A): GREEN WEDGE** **In order to strategically manage the urban form of Cardiff and to protect the setting of the urban area, a Green Wedge is proposed on land North of the M4 as shown on the Proposals Map. Within this area development which prejudices the open**

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				nature of this land will not be permitted. Positive biodiversity, landscape, climate change mitigation and informal recreational management and enhancement measures will be encouraged in this area to further enhance the long term role of the area as a key natural resource benefiting the city. Together with Key Policy KP3(B), this Policy seeks to strategically manage the future built form of Cardiff's urban area. The designated area forms land North of the M4 in Cardiff as shown on the Proposals Map. This land unquestionably forms a distinctive, prominent and well known green backdrop to the city forming a strategically important setting to the urban area. The land is also generally well contained by the strong physical boundary of the M4 Motorway to the south. PPW provides specific guidance on the consideration of planning applications within the Green Wedge designation.

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				Consequential amendments: **Consequential Changes of the Deletion of KP3 (A) Green Belt and Replacement with new KP3 (A) Green Wedge Policy** • **Amend Paragraph 4.4 and 4.11 of the Strategy:** **4.4** However, the Strategy sets out clear policies and mechanisms which provide a framework designed to effectively manage future growth and encourage high quality and sustainable design. This includes adopting a masterplanning approach based on the sustainable neighbourhood objectives to the development of new sites supported by more detailed design guidance. Additionally, the approach strategically manages growth by ~~proposing the~~ designat~~ion~~ing ~~of~~ a Green ~~Belt~~

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				Wedge and tight settlement boundaries policy to protect large areas of countryside. In this way, new development can be planned for in a phased manner and designed in a more sustainable way to minimise negative impacts. **4.11** Cardiff possesses a unique and particularly distinctive natural and built heritage. The Strategy delivers sustainable development by meeting social and economic needs, but in a managed way which retains, manages and enhances important features of natural and built heritage. Central to this approach is the designation of a Green ~~Belt~~ Wedge to the North of the M4 Motorway, a strict settlement boundaries policy together with protection to the river valleys and open spaces. In this way, Cardiff's distinctive environmental qualities can be successfully maintained with further opportunities to enhance their management and increase public enjoyment. • **Amend Key Diagram: delete** reference to Green Belt and replace with Green Wedge.

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				• **Amend KP1: LEVEL OF GROWTH paragraph 4.40:** **4.40** Work undertaken as part of this process has shown that there is limited scope for further development areas due to the environmental and other constraints around the city together. There is considered merit in focussing potential additional areas based upon proposed Strategic Sites where there is land available to take advantage of the comprehensive provision of new community and transportation infrastructure and minimising impact on areas of higher environmental sensitivity including land proposed for Green ~~Belt~~ Wedge designation. • **Amend Policy KP3(B): SETTLEMENT BOUNDARIES paragraph 4.81** **4.81** Cardiff's settlement boundaries are a key mechanism for helping to manage growth by defining the area within which development

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				would normally be permitted, subject to material planning considerations. This Policy compliments the Green ~~Belt~~ Wedge Key Policy (KP3(A)) set out above. ~~Unlike the Green Belt.~~ The ~~this~~ policy ~~will not extend beyond the Plan period but it~~ will impose a strict control on development of all countryside in Cardiff outside the identified settlement boundaries as shown on the Proposals Map. Detailed Policy EN1 provides more guidance on the interpretation of this Policy approach. • **Amend Policy EN1: COUNTRYSIDE PROTECTION paragraph 5.87:** It should be read in conjunction with Policy KP3A and KP3B and aims to ensure that those uses that do not need to be located in the countryside will be resisted. Whilst KP3A provides strict controls in the Green ~~Belt~~ Wedge area for the reasons given, this policy provides further guidance on uses appropriate in the countryside as a whole.

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				• **Amend Policy EN2: CONVERSION, EXTENSION AND REPLACEMENT BUILDINGS IN THE COUNTRYSIDE paragraph 5.56** **As proposed for amendment by MAC27 (June 2015 Schedule)** **5.96** The Policy contributes towards Plan objectives ~~and PPW (2012, Para 7.6.8)~~ which supports the re-use and adaption of existing rural buildings to help meet the needs of commercial and industrial development, as well as for tourism sport and recreation. ~~It further accords with PPW (2012, Para 7.6.9 and 7.6.10) which supports the inclusion of polices within the development plan which do not allow residential re-use which would have a harmful effect on the character of the countryside.~~ Reference should also be made to KP3A with regard to the consideration of proposals in the Green ~~Belt~~ Wedge area.

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				• **Amend Policy EN3: LANDSCAPE PROTECTION paragraph 5.104** **5.104** Wherever possible, development will be expected to maintain and strengthen positive attributes of the landscape and seek to mitigate or remove, rather than compound negative influences. Reference should also be made to KP3A with regard to the consideration of proposals in the Green ~~Belt~~ Wedge area. • **Amend the Proposals Map Key to delete reference Green Belt and replace with Green Wedge** • **Amend Summary:** **3. Putting in place a framework to manage future growth and encourage high quality, sustainable design** Policies and mechanisms have been put in place

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				to provide a framework to effectively manage future growth. Areas to be kept free from development are made explicit avoiding the current climate of uncertainty created by not having an adopted Plan in place. Protected areas include the designation of Green ~~Belt~~ Wedge North of the M4 Motorway together with tight settlement boundaries policy county-wide and protection of river valleys and open spaces. Collectively, these policies protect vast tracts of Cardiff's valued countryside, river valleys and open spaces. The master planning approach provides an over-arching framework for the development of new areas setting out key requirements relating to land use, densities, facilities, transportation, open spaces and phasing. Further work on the detailed master planning of areas will be carried out within this over-arching context. Design policies and guidance set out expectations encouraging more sustainable forms of development. **8. Respecting Cardiff's environment and**

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				responding to climate change Cardiff possesses a unique and particularly distinctive natural and built heritage. The Plan delivers sustainable development by meeting social and economic needs, but in a managed way which retains, manages and enhances important features of natural and built heritage. Central to this approach is the designation of a Green ~~Belt~~ Wedge to the North of the M4 Motorway, strict settlement boundaries policy together with protection to the river valleys and open spaces. In this way, Cardiff's distinctive environmental qualities can be successfully maintained with further opportunities to enhance their management and increase public enjoyment. Detailed policies provide clear guidance relating to important elements of Cardiff's biodiversity, landscape and built heritage.

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				~~**9. Main changes since Preferred Strategy**~~ ~~In response to consultation responses and on-going evidence base work, the following main changes/updates have been made to the Plan from that set out in the Preferred Strategy:~~ ~~• Inclusion of a Green Belt for long term protection of land north of the M4 motorway;~~ ~~• Reduction in the overall level of housing growth from 45,400 in the Preferred Strategy to 41,100 dwellings to reflect the findings of independent population forecasting experts Edge Analytics Ltd;~~ ~~• Provision for a flexibility allowance of 10 per cent to ensure the plan can accommodate potentially higher build rates than anticipated, if it is demonstrated~~ ~~• Reduced overall number of new dwellings proposed on some Strategic Sites responding to issues raised in consultation together with work and dialogue as part of developing the masterplanning framework on potential sites;~~ ~~• More detail on the masterplanning framework for Strategic Sites including more detail on transportation solutions, community facilities and infrastructure.~~ ~~• Further detail will be provided to inform the~~

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				~~LDP examination through the preparation of site specific Master Plans along with other technical material;~~ • ~~Inclusion of Eastern Bay Link as a strategic transport proposal following Welsh Government support for the scheme;~~ • ~~Amending the affordable housing target where there evidence of need to 30% on greenfield sites and 20% on brownfield sites to reflect new evidence and consultation responses relating to the viability of affordable housing schemes;~~ • ~~Allocation of a new Gypsy and Travellers site at Pengam Green; and~~ • ~~Allocation of land for health-related uses adjacent to Heath Hospital and for employment use (research/ higher education-related) at Maindy Park~~ Monitoring Framework Amend OB3 EN7 of the Monitoring Framework to delete reference to Green Belt and insert Green Wedge

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
Inspector MAC2	5	New Policy and reasoned justification	16.5	Insert new Policy to be referenced C2 after existing paragraph 5.316 **C2: Protection of Existing Community Facilities:** **Proposals involving the loss or change of use of buildings currently or last used for community facilities will only be permitted if:** **i) An alternative facility of at least equal quality and scale to meet community needs is available or will be provided within the vicinity ~~and~~ or;** **ii) It can be demonstrated that the existing provision is surplus to the needs of the community.** Existing community facilities are widely available throughout the City. Ensuring an adequate provision is maintained, is very important in order to encourage social interaction, improve health and well-being and reduce inequalities between different communities. The retention of existing facilities will therefore be sought unless it can be demonstrated that the above criteria can be met. Whilst this policy will apply to both commercial and non-commercial uses which provide a social

MAC Number	Chapter	Deposit Policy /Para No	Hearing Session	Proposed Change June 2015
				or welfare benefit to the community, community land and buildings are of particular importance. This includes land and buildings that are managed and used primarily by the voluntary and community sector for community-led activities. In order to satisfy criterion ii) of the policy it will be necessary to demonstrate that continued use as community facility is no longer viable giving consideration to appropriate marketing and local need and demand for the existing community facility.

Appendix 2: Non-Technical Summary of LDP Inspectors Report

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

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

ensure their effectiveness; and

- Changes to the monitoring framework developing the targets and indictors in more detail to improve monitoring.

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

Appendix 3

Cardiff Local Development Plan 2006 to 2026

Adoption Statement

January 2016

Background

In accordance with the requirements of Regulations 25 (2) of the Town & Country Planning (Local Development Plan) (Wales) Regulations 2005 and Regulation 16 of the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004, the Council is required to prepare an Adoption Statement for the Cardiff Local Development Plan. Part 1 of the statement addresses the requirements of the Town & Country Planning (Local Development Plan) (Wales) Regulations 2005 and Part 2 accords with the requirements of the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004.

Part 1: LDP Statement of Adoption

1.1 The Cardiff Local Development Plan (LDP) was adopted on the 28th January 2016. The LDP became operative on its adoption. The Cardiff LDP is the planning policy document for the City and County of Cardiff. It sets out key policies and land use allocations that will shape the future of the city and guide development up to 2026. The Cardiff LDP replaces the existing adopted development plans for the city comprising the South Glamorgan (Cardiff Area) Replacement Structure Plan 1991 to 2011, South Glamorgan (Cardiff Area) Minerals Local Plan, City of Cardiff Local Plan and Mid Glamorgan County Structure Plan incorporating Proposed Alterations No. 1 (1981 to 1996).

1.2 Copies of the adopted LDP, the report of the Planning Inspectors appointed to hold the independent examination, the Sustainability Appraisal (SA) report (incorporating the Strategic Environmental Assessment SEA) and Habitats Regulations Assessment together with this Adoption Statement are available for inspection at County Hall, Atlantic Wharf, Cardiff CF10 4UW between the hours of 9.00am and 4.30pm Monday to Fridays, at all Public Libraries during normal opening hours and on the Council's website at:

www.cardiff.gov.uk/localdevelopmentplan

1.3 A person aggrieved by the LDP who desires to question its validity on the ground that it is not within the powers conferred by Part 6 of the Planning and Compulsory Purchase Act 2004 or that any requirement of that Act or any regulation made under it has not been complied with in relation to the adoption of the LDP, may, within six weeks from the date specified on the adoption notice make an application to the High Court under Section 113 of the 2004 Act.

Part 2 – Environmental Assessment of Plans and Programmes (Wales) Regulations 2004

Introduction

2.1 The LDP provides a spatial framework which is underpinned by the principles of sustainable development. The LDP provides a policy framework that integrates social, environmental and economic issues that are relevant to the people who live, work and visit the City and County of Cardiff. This section of the Adoption Statement describes how the SA/SEA process has influenced the progression of the LDP and how environmental considerations and consultation responses have been taken into account during the development of the Plan. It also notes why the Deposit LDP was progressed in the light of other reasonable alternatives and highlights the measures that have been developed to track the effects of the Plan. The SEA Regulations require that a 'statement' be made available to accompany the adopted plan or programme. The Regulations require that this post 'Adoption Statement' provides the following information:

- How environmental considerations have been integrated into the LDP;
- How the Environmental Report (the SA/SEA Report) has been taken into account;
- How opinions expressed in relation to the consultations on the plan and Environmental Report (the SA/SEA) have been taken into account;
- How the results of any transboundary consultation have been taken into account;
- The reasons for choosing the plan as adopted, in the light of the other reasonable alternatives dealt with; and
- The measures that are to be taken to monitor the significant environmental effects of the implementation of the Plan.

2.2 Each of these requirements, set out in paragraph 2.1 above, is dealt with in turn below. It should be noted that a substantial amount of information relating to these matters is contained within existing documents such as the final SA/SEA Report, Consultation Report (submitted document LDP.052) and the Inspectors Report. In accordance with paragraph 8.4.2.3 of the Local Development Plan Manual (Edition 2, August 2015), rather than duplicate this material, appropriate cross references are made to relevant documents within this statement.

2.3 The LDP was also subject to a Habitats Regulations Assessment (HRA) which was carried out in parallel to the SA/ SEA process. The HRA assessed the impacts of LDP in combination with the effects of other plans and projects on European sites designated for their ecological status. This assessment also accompanied the Deposit LDP and adopted Plan and was reported separately.

How environmental considerations have been integrated into the Local Development Plan

2.4 The LDP has been subject to a Strategic Environmental Assessment (SEA) in order to consider the potential impact of the Plan on the environment and to improve the LDP's environmental performance. The SEA and Sustainability Appraisal (SA) processes have been undertaken in parallel and integrated within the Sustainability Appraisal Report and other SA/SEA related documents. A Habitats Regulations Screening Assessment has also been undertaken, which concluded that the LDP will not have a significant effect on European sites, alone or in-combination with any other plans or projects. The SA (incorporating SEA) has been prepared by the Council in conjunction with Levett Therivel Sustainability Consultants. The SA process is intended to assist in the implementation of the LDP with a view to delivering sustainable development in Cardiff. The SA has gone through several stages. A Scoping Report to provide the background to the SA process was finalised in January 2011. This was made available for public consultation in 2010. The Scoping Report sets out a baseline along with the SA objectives. A table appraising the SA Scoping Report consultation responses received, and the actions required for the SA Stage B Environmental Report, was included as an appendix in the initial SA report was published for consultation in October 2012 alongside the pre deposit Preferred Strategy documents.

2.5 This Initial SA reviewed 3 growth options and 8 spatial scenarios to deliver this growth. This formed part of an iterative approach to Plan making. The SA report went to Council on 26th September 2013 along with the deposit LDP. The deposit LDP, SA/SEA report, the Non Technical Summary along with 8 appendices, was placed on Deposit for consultation alongside the LDP in mid October 2013. Guidance for proponents for alternative sites in relation to SA requirements was also published by the Council.

2.6 The SA Report was submitted in August 2014 ahead of the LDP Examination. In response to agreed actions at the LDP Examination, the Council published two rounds of Matters Arising Changes (MACs) for consultation in June 2015 and October 2015 respectively. An update to the Sustainability Appraisal and Habitats Regulations Assessment reports taking into account the implications of these changes were also made available to accompany each of the consultations.

2.7 The outcome of the Inspector's assessment of the LDP, along with recommendations and reasons for them have also been subject to due consideration and been incorporated into the final SA/SEA and HRA reports.

How the environmental report has been taken into account

2.8 The SA/SEA and LDP were developed in parallel, with each stage of the SA/SEA informing and influencing the preparation and progression of the LDP.

SA Scoping

2.9 The first stage of the SA was a scoping exercise to identify the main sustainability issues in the plan area, to set out the approach to SA and the sustainability framework (i.e. the objectives). This stage was finalised in January 2011 and was made available for public consultation in 2010.

2.10 It is a statutory requirement in the SEA Directive for named environmental consultation bodies (Natural Resources Wales and CADW) to be consulted at this scoping stage. This was the case for the SA for the LDP, however it was decided to widen this to a full public consultation. The SA was also utilised in the formulation of the LDP issues, vision and Strategic Objectives.

Initial SA Report – Pre deposit stage

2.11 At this stage, an Initial SA Report was produced to consider the relative sustainability impacts of implementing alternative strategic growth and spatial options. As well as the sustainability impacts of the chosen approach, the LDP at this stage contained policies for implementing the Preferred Strategy. Each policy was appraised against the sustainability objectives using a standardised matrix to ensure a systematic appraisal. This document was published alongside the Preferred Strategy for consultation in 2012. An assessment of growth and spatial options was undertaken. This formed part of an iterative approach to Plan making.

The Assessment and Selection of Sites

2.12 The assessment and identification of sites was undertaken in accordance with a detailed site assessment methodology and appraisal criteria. This process allowed for the review of a range of issues, including a site's contribution to sustainable development and other matters such as environmental factors, flood risk factors, transportation factors, neighbourhood, community and place making factors and infrastructure and deliverability factors.

2.13 In determining where housing and employment growth could be directed spatially, the planning team considered the existing land bank of housing and employment land, scheduled completions, windfall sites and information received from landowners and developers on potential candidate sites. This resulted in 112 possible development sites.

2.14 Various combinations of sites were also considered:

- North west transport corridor- Candidate sites south of Creigiau, north of Junction 33 of the M4, sites to west of Fairwater and Radyr
- North east- Several candidate sites located between Lisvane and Pontprennau plus the site located east of the Pentwyn Link Road
- St Mellons Village- A collection of relatively small candidate sites in a well-defined area around the fringes of St Mellons Village which collectively cover about 57 hectares
- Land north of Junction 33 of M4 / south of Creigiau
- Land south of St Mellons Business Park.

2.15 The following enlarged sites were also appraised:

- North west Cardiff submission extended slightly to the west up to Croft Y Genau Road
- North west Cardiff extended north towards M4
- North west Cardiff extension to the west
- Land north of Junction 33
- Cardiff Central Enterprise Zone – Since the candidate sites were submitted, the Welsh Government have designated the Cardiff Central Enterprise Zone in April 2012. This covers a much larger geographical area than the 3 small candidate sites previously submitted.

2.16 A modified approach was taken to the appraisal of individual candidate development sites. It is not possible, at the plan-making stage, to know precisely what kind of development will go on each site, for instance what combination of housing, employment and infrastructure a developer will propose when they make a planning application; or what site layout and development design they will propose. For other aspects of sustainability, like waste management, the choice of development sites will not affect the impact. As a result these topics were not assessed for individual sites. On the other hand, detailed information is available on some other sustainability topics: for instance, whether they are near sites of nature conservation importance or in areas of flood risk.

2.17 To ensure full integration between the plan-making and SA processes, one joint planning/SA pro forma was agreed by the SA and planning teams, and was filled in by the planning team for each candidate development site. The pro forma took into account the feasibility and applicability of potential mitigation measures. More detail on the assessment and selection of sites and the SA/SEA recommendations is provided in the SA/SEA documentation.

SA of the Deposit LDP

2.18 The SA report went to Council on 26th September 2013 along with the deposit LDP. The deposit LDP SA report, the non technical summary along with an annex containing the SA assessment of sites, was placed on Deposit for consultation alongside the LDP in mid October 2013. Guidance for proponents for alternative sites in relation to SA requirements was also published by the Authority. As part of the formulation of the deposit LDP, the

SA provided an iterative and dynamic sounding board which allowed for the development of a robust Plan and policy framework. Such an input allowed for the consideration of matters relating to site selection and policy formulation.

Matters Arising Changes

2.19 In response to agreed actions at the Examination, the Council published two rounds of Matters Arising Changes (MACs) for consultation in June 2015 and October 2015. A Schedule of Implications for Sustainability Appraisal and Habitats Regulations Assessment report was made available to inform/support these consultations. Within the Inspector's report, it states that: *"We are satisfied that these changes are in line with the substance of the overall Plan and its policies, and do not undermine the Sustainability Appraisal (SA) and participatory processes that have been undertaken".*

Adopted LDP

2.20 The SA of the Adopted Plan is the final stage of the process. It is available for viewing alongside the other statutory documents, including the Inspector's Report. The integration of environmental considerations into the LDP has, therefore, been undertaken progressively and iteratively as the Plan has developed. The Scoping Report ensured that the sustainability issues most relevant to the Plan area were identified; and the Strategy and individual policies have been appraised against this framework of Sustainability Objectives. The Inspector's Report states that: *"The Plan has been subject to SA including Strategic Environmental Assessment (SEA). The SA provides a summary of the strategic alternatives considered and a brief summary of reasons why they were not selected. Further changes put forward by the Council as part of the examination process have likewise been tested where necessary for any impacts they have upon the SA and SEA. We are satisfied that the SA/SEA process undertaken is robust and satisfies procedural and legal requirements".* Furthermore, the Inspectors states that "*In accordance with the Habitats Directive a Habitats Regulations Assessment (HRA) of the Plan has been undertaken8, and reviewed as necessary in the light of changes put forward during the examination. We are satisfied that the results of the HRA Screening demonstrate that an Appropriate Assessment is not required. It can therefore be concluded that no significant effects upon the integrity of the European sites within the plan area or in adjacent areas are likely to occur (either alone or in combination with other plans or projects) as a result of implementing the Plan".*

How opinions expressed in relation to the consultations on the Plan and environmental report have been taken into account

2.21 The SA/SEA process and has been undertaken in accordance with: Article 6 of the EU Directive 2001/42/EC; the Environmental Assessment of Plans and Programmes Regulations 2004; and the Council's Community Involvement Scheme (CIS). There is a statutory requirement to consult with the relevant named bodies. In addition consultation should be undertaken with the public

and a wider range of interested stakeholders. Consultation with the full range of stakeholders was undertaken at the following key stages:

- SA/SEA Scoping (2010);
- SA/SEA Pre Deposit Proposals (2012); and,
- SA/SEA of Deposit LDP (2013)
- SA/SEA of MACs (2015).

How the results of any transboundary consultation have been taken into account

2.22 No transboundary issues were raised through the SA process.

2.23 The habitats Regulations Assessment of the LDP considered the effects of the LDP beyond the Cardiff administrative boundary in respect of the impacts on European sites of nature conservation importance. It was concluded that with the mitigation measures incorporated into the Plan, the implementation of the LDP would not result in a likely significant effect on any European Site either alone or in combination with other plans and projects.

The reasons for choosing the Plan as adopted in the light of the other reasonable alternatives dealt with

2.24 As part of the development of the LDP, the Council considered a range of spatial and policy options. Three growth options and eight spatial growth options to deliver this growth were considered through the Pre-Deposit Proposals (which incorporated the Preferred Strategy) and were subject to SA/SEA (2012). In order to achieve the Vision and Objectives of the LDP, the Council chose to implement growth option B –Medium growth which proposed 41,100 homes and 40,000 jobs and 5 out the 8 spatial growth options were chosen to deliver the growth comprising dispersed brownfield sites, greenfield sites west of Pentrebane, greenfield sites south of Creigiau/north of junction 33, greenfield sites west and east of Pontprennau and greenfield sites in the east. More detail on the consideration of options and the SA/SEA recommendations is provided in the SA/SEA documentation.

The measures that are to be taken to monitor the significant environmental effects of the implementation of the Plan

2.25 LDP Regulation 37 requires the Council to prepare, and subsequently submit to Welsh Government, an Annual Monitoring Report (AMR). This is required to monitor specific items, as well as identifying where and why policies of the Plan are not being implemented. Regulation 17 of the SEA regulations requires that the Council must monitor the most significant effects of the Plan. Therefore, monitoring the Plan and its significant environmental effects are statutory requirements and will be undertaken through the AMR. The Monitoring Framework, as set out within Appendix 9 of the Adopted LDP, provides the basis for measuring policy performance. In this respect, the

implementation of the LDP will be monitored with appropriate regard to the objectives and outcomes of the SA/SEA.

2.26 Monitoring the Plan and its significant environmental effects are statutory requirements that will be undertaken through the AMR. The first AMR will be submitted to Welsh Government by 31st October 2017.

Further Information

2.27 If you have any queries or would like further information please contact a member of the LDP team on 029 2233 0983 or by emailing LDP@cardiff.gov.uk.

Cardiff Local Development Plan
2006 – 2026

The LDP Inspectors have authorised the Council to make outstanding typographical and factual errors, together with any other presentational matters and consequential changes flowing from agreed Matters Arising Changes (MACs) and recommended Inspectors Matters Arising Changes (IMACs) such as altered policy cross-references, map title amendments, site area or numerical changes and paragraph numberings. Whilst this final version of the Plan has sought to pick up all such changes there may be others identified and corresponding changes made during final publication of the document

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Foreword

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

A new Plan for Cardiff is all the more vital given the fact that the previous Local Plan was approved in 1996- some 19 years ago. The lack of an up-to-date Plan has had serious negative consequences with insufficient land being brought forward to meet urgent housing needs.

Put quite simply, not having a plan in place does not stop development. All that happens is that development still takes place, but in a policy vacuum where the Council and its residents have limited control. Appeals have been lost for development in the open countryside and also left the Council on the back foot in terms of securing supporting infrastructure and community facilities. A plan-led approach is the only way forward where the Council sets out a clear strategy for the future.

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

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

transportation approach so our city can keep moving and improve links with surrounding areas.

Overall, the Plan provides a balanced response to meeting social and economic needs, but in a manner which best protects our valued open spaces, river corridors and countryside backdrop.

An exciting new era in Cardiff's development unquestionably lies ahead. In coming years we will see the new BBC headquarters and transport interchange in the heart of our city. Other brownfield regeneration schemes continue to come forward including council-led affordable housing projects alongside new greenfield opportunities set out in the Plan. On a city-region scale, there are significant opportunities ahead through the Metro and City Deal.

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

Councillor Ramesh Patel
Cabinet Member Transport, Planning & Sustainability

Summary

~~Cardiff urgently requires a new Plan to guide future development.~~ This section provides a brief summary of the ~~Deposit~~ Local Development Plan (LDP) ~~and also highlights the main changes since the Preferred Strategy was approved in October, 2012.~~

~~1. Adopting a new Plan for Cardiff which is urgently required~~

- ~~Existing Development Plans in Cardiff are out of date.~~
- ~~There is currently an insufficient supply of housing land in Cardiff.~~
- ~~For the first time in generations, there are currently no significant urban extensions underway.~~
- ~~Recent appeals have been lost for development in the open countryside and the submission of new greenfield planning applications continues.~~
- ~~There is a real danger of an unplanned 'free for all'.~~
- ~~The need to have a new plan in place is therefore acute.~~

~~2~~ 1 . Making provision for new homes and jobs

- Cardiff has a significant need for new homes including family homes, affordable homes together with catering for the whole range of needs.
- Cardiff also plays a key role as economic driver of the wider city-region, providing much needed jobs for the whole region.
- The Plan aims to respond to these evidenced social and economic needs in a balanced way - respecting environmental qualities, providing a framework to manage delivery and provide new infrastructure together with carefully managing impacts.
- ~~Independent population forecasting experts have recently assessed future growth scenarios and recommended to the Council that a lower dwelling growth rate than that proposed in the official projections and Preferred Strategy is used for the Deposit LDP.~~
- The overall level of growth is considered to represent the most robust, balanced and appropriate approach taking into account all relevant factors and the advice of independent population forecasting experts.
- It sets out a Strategy to deliver 41,100 new dwellings and 40,000 new jobs over the Plan period including ways to provide flexibility should build rates be higher than anticipated.
- This level of growth is considered appropriate to deliver Wales Spatial Plan objectives, the Council's overall vision and the LDP objectives.
- New homes, jobs and supporting facilities will be provided from numerous sources including:

- Those already built since the start of the Plan period in 2006;
- Minor adjustments to existing housing stock- taking account of anticipated demolitions and changes of use based on past rates;
- Commitments- Sites with the benefit of an existing planning consent or resolution to grant subject to the signing of a legal agreement;
- Anticipated windfall provision- Those sites likely to come forward over the Plan period through natural change in an urban area the size of Cardiff; and
- New allocations including brownfield sites, greenfield sites of different scales and land use combinations.

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

~~3~~ 2. Putting in place a framework to manage future growth and encourage high quality, sustainable design

Policies and mechanisms have been put in place to provide a framework to effectively manage future growth. Areas to be kept free from development are made explicit avoiding the current climate of uncertainty created by not having an adopted Plan in place. Protected areas include the designation of Green ~~Belt~~ Wedge North of the M4 Motorway together with tight settlement boundaries policy county-wide and protection of river valleys and open spaces. Collectively, these policies protect vast tracts of Cardiff's valued countryside, river valleys and open spaces. The master planning approach provides an over-arching framework for the development of new areas setting out key requirements relating to land use, densities, facilities, transportation, open spaces and phasing. Further work on the detailed master planning of areas will

be carried out within this over-arching context. Design policies and guidance set out expectations encouraging more sustainable forms of development.

~~4~~ 3. Bringing forward new infrastructure

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

~~5~~ 4 . Delivering sustainable transportation solutions

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

~~6~~ 5. Responding to evidenced economic needs

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

~~7~~ 6 . Responding to evidenced social needs

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

~~8~~ 7 . Respecting Cardiff's environment and responding to climate change

Cardiff possesses a unique and particularly distinctive natural and built heritage. The Plan delivers sustainable development by meeting social and economic needs, but in a managed way which retains, manages and enhances important features of natural and built heritage. Central to this approach is the designation of a Green ~~Belt~~ Wedge to the North of the M4 Motorway, strict settlement boundaries policy together with protection to the river valleys and open spaces. In this way, Cardiff's distinctive environmental qualities can be successfully maintained with further opportunities to enhance their management and increase public enjoyment. Detailed policies provide clear guidance relating to important elements of Cardiff's biodiversity, landscape and built heritage.

~~9. Main changes since Preferred Strategy~~

~~In response to consultation responses and on-going evidence base work, the following main changes/updates have been made to the Plan from that set out in the Preferred Strategy:~~

- ~~Inclusion of a Green Belt for long term protection of land north of the M4 motorway;~~
- ~~Reduction in the overall level of housing growth from 45,400 in the Preferred Strategy to 41,100 dwellings to reflect the findings of independent population forecasting experts Edge Analytics Ltd;~~
- ~~Provision for a flexibility allowance of 10 per cent to ensure the plan can accommodate potentially higher build rates than anticipated, if it is demonstrated~~
- ~~Reduced overall number of new dwellings proposed on some Strategic Sites responding to issues raised in consultation together with work and dialogue as part of developing the masterplanning framework on potential sites;~~

- ~~More detail on the masterplanning framework for Strategic Sites including more detail on transportation solutions, community facilities and infrastructure.~~
- ~~Further detail will be provided to inform the LDP examination through the preparation of site specific Master Plans along with other technical material;~~
- ~~Inclusion of Eastern Bay Link as a strategic transport proposal following Welsh Government support for the scheme;~~
- ~~Amending the affordable housing target where there evidence of need to 30% on greenfield sites and 20% on brownfield sites to reflect new evidence and consultation responses relating to the viability of affordable housing schemes;~~
- ~~Allocation of a new Gypsy and Travellers site at Pengam Green; and~~
- ~~Allocation of land for health-related uses adjacent to Heath Hospital and for employment use (research/ higher education-related) at Maindy Park~~

Introduction

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

The purpose of and status of the ~~need for a new~~ adopted Local Development Plan (LDP)

1.1 Cities change. Cardiff is no exception and has grown year on year for generations. This has seen Cardiff become the Capital City of Wales and centre of a wider city-region providing an important source of jobs and services for the whole of South East Wales.

1.2 New homes, jobs, supporting transportation and other facilities are ~~will be~~ required to meet the needs of future generations. These needs must be carefully balanced against environmental and quality of life factors.

1.3 The adopted Cardiff Local Development Plan (LDP) is the tool to address these issues. It represents a 'plan-led' approach to meeting future needs. ~~All Local Authorities in Wales must prepare a LDP. Many have now been adopted, with others reaching advanced stages.~~

~~1.4 Without a Plan in place, there would be an unplanned, piecemeal, 'free for all' which would not be desirable. In Cardiff, the need for a new Plan is more acute than elsewhere for a number of reasons:~~

- ~~The existing Development Plan framework is seriously outdated with the Structure Plans and Local Plan being over 16 years old;~~

- ~~In Cardiff, unlike most other Local Authorities in Wales, a Unitary Development Plan designed to replace the old Structure and Local Plans was never adopted; The first attempted LDP had to be withdrawn due to the Inspector's significant concerns (particularly critical of a 'brownfield-only' Strategy). The delay has caused the Plan period to be extended by 5 years, significantly raising the level of development required in this Plan and lengthening the period of time without an adopted Plan in place;~~

- ~~There is currently an insufficient housing land supply which has resulted in the Council losing planning appeals for development in the open countryside;~~

- ~~This is the first time in generations that Cardiff has no significant urban extensions taking place. Evidenced need for new homes is therefore not currently being met resulting in a build-up of latent demand; and~~

  - ~~Cardiff experiences significantly higher development pressures than many other parts of Wales. Many greenfield planning applications have recently been submitted underlining the need for a new, up to date framework to be put in place.~~

~~The Local Development Plan (LDP) process~~

1.4~~5~~ The adopted LDP ~~will~~ provides the statutory framework for the development and use of land within Cardiff over the Plan period (2006-2026). This fulfils the requirements of The Planning and Compulsory Purchase Act 2004 which requires the Council to prepare a LDP. ~~Once adopted, it will~~ It replaces existing Structure Plans and Local Plans relating to Cardiff ~~which are now outdated as explained above. It~~ and will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications.

1.5~~6~~ The Plan has been ~~must be~~ prepared in accordance with formal regulations and the ~~and involves numerous stages of preparation together with associated consultation and engagement. A document called the,~~ 'LDP Delivery Agreement' which sets out a timetable for its preparation along with details of consultation as the Plan progressed~~s~~. This was agreed with the Welsh Government on 5th December, 2011. ~~Progress to date has fully accorded with the agreed timetable.~~

~~The Deposit LDP~~

~~1.7 The Deposit LDP is an important stage of the plan preparation process. It contains an overall Strategy together with land use allocations and detailed policies. The Plan aims to deliver the Council's overall vision as set out in the 10 year, 'What Matters' Strategy (2010-2020) and also takes account of the national and regional policy framework (summarised in Appendix 3). Furthermore, a wide range of evidence has been collected to inform the plan along with collaborative working, and findings from consultation and engagement processes.~~

~~1.8 Importantly, the Deposit LDP is the next stage of the LDP preparation process following the Preferred Strategy which was approved by Council in October 2012. The Preferred Strategy set out the proposed strategic approach to meeting development needs over the Plan period and was subject to a six week~~

~~consultation period. The Deposit LDP therefore takes full account of the Preferred Strategy, the consultation findings, analysis of up to date evidence together with all other relevant material factors.~~

1.6~~9~~ The Plan contains the following sections:

Foreword;

Summary;

Introduction;

LDP Vision & Objectives;

Strategy, Key Policies and Key Diagram;

Detailed Policies;

Monitoring and Implementation;

~~How to make comments;~~

Proposals Map and Constraints Map;

Appendices.

~~1.10 Numerous Appendices and Supporting Documents have also been prepared which contain relevant background work underpinning the Plan. These have been placed in the public domain to assist readers in gaining a full understanding of the evidence informing Plan content. This also allows the Deposit LDP to be a more succinct and user-friendly document without being over-cluttered with technical material. A full list of Supporting Documents is provided in the contents section of this document.~~

~~**Deposit LDP and Alternative Sites consultation**~~

~~1.11 The Deposit LDP will be subject to 6 weeks consultation. Full details of how to make comments are provided in Section 7. The Council will acknowledge and carefully consider all comments made. Following the Deposit LDP consultation process, the Council must also consult on 'alternative sites' which will involve seeking views on alternative sites for development which have been put forward by parties commenting on the Deposit LDP.~~

~~1.12 The Council will then consider all comments made and prepare any proposed, 'focussed changes' to the Deposit LDP which depending on timing is either before or after it is submitted for a process of formal examination. A series of Supporting Documents will also be submitted including an updated version of the Initial Consultation Report summarising representations made along with the Council's response.~~

~~**Independent examination**~~

~~1.13 Ultimately, approval for the Plan rests with an independent Inspector who will decide if the Plan is fit for purpose by assessing it against ten, 'tests of soundness'. These are listed in Appendix 8 together with an explanation of how the Council considers the document contents and preparation process accord with these tests.~~

~~1.14 The examination process will commence once the Council formally submits the plan to the Welsh Government. The process will be co-ordinated by the independent Inspector and include examination sessions to explore issues. Further evidence may be provided by the Council and~~

~~others to assist the independent Inspector fully explore any relevant matters. Once the examination~~

~~process is completed, the independent Inspector will issue a binding report including any changes required to the Plan.~~

~~Adoption,~~ Monitoring and Review

1.7~~15~~ ~~The Council must formally adopt the LDP within 8 weeks of the receipt of the independent Inspector's Report. Following this,~~ T~~t~~he Council will work with others to implement the Plan and take decisions within the new adopted policy framework.

1.8~~16~~ In order to assess how effectively the Plan is being implemented, the Council must prepare an Annual Monitoring Report (AMR). The report will be based on the ~~indicators~~ Monitoring Framework as set out in Appendix 9 to this document. This is an important aspect of the LDP process since evidence collected through annual monitoring can be used to inform LDP review which takes place every 4 years.

Supplementary Planning Guidance (SPG)

1.9~~17~~ These are non-statutory documents intended to provide useful advice and guidance which expand on policies set out in the adopted ~~Depos~~it LDP. They must be subject to public consultation. ~~but are not documents to be assessed by the LDP independent Inspector~~. Appendix ~~5~~ 4 of this document lists all proposed new and/or updated SPG which are intended to be prepared together

with timescales.~~ and at which stage of the LDP process. In this respect, it should be noted that a phased programme of preparation is proposed.~~

~~Other~~ A~~a~~ssessment processes that have informed the adopted Plan

1.10~~8~~ In addition to the overall independent examination of the LDP, the Plan has ~~mus~~t also been subject to two further formal assessment processes as ~~described below~~.~~:~~ The Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) processes - these are required by the Planning and Compulsory Purchase Act 2004 and the SEA Regulations to ensure that the LDP policies reflect sustainability principles and take into account impacts upon the

environment~~. The Final SA Report forms Supporting Document 11~~; and The Habitat Regulations Assessment (HRA) - this process is required to determine the likely significant effects of the Plan on European Sites of nature conservation importance. ~~The HRA forms Supporting Document 12.~~

1.11~~9~~ Furthermore, the adopted ~~Deposit~~ LDP has been subject to the following additional ~~internal~~ assessments designed to further scrutinise the Plan contents: Health Impact Assessment - a process involving relevant stakeholders in assessing the health implications of the Plan~~. A summary forms Supporting Document 13~~; and Equality Impact Assessment - a process involving relevant stakeholders in assessing the equality implications of the Plan. ~~A summary forms Supporting Document 14.~~

The importance of Welsh culture and heritage is recognised in the Plan however having assessed the densities of Welsh language use across the City it is not considered to be an issue which requires addressing in the Plan. As a result the proposals contained in the LDP are not considered to have a detrimental impact on the Welsh language and culture or materially affect the linguistic balance of Cardiff or communities within Cardiff.

The Cardiff Context and Key Issues the Plan must address

2.1 This section provides a summary of the Cardiff context and some of the key issues which have informed the Plan. A fuller version is contained in Appendix ~~4~~ 3 of this document along with a summary of the national and regional policy framework together with reference to the existing Development Plan framework in Cardiff.

The Cardiff Context

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

Key social trends and issues

- Cardiff's population has risen steadily over past 20 years - over 3,500 each year since 2001.
- Official projections indicate continued population growth over the Plan period.
- Significant need for affordable housing- 9,710 people currently on combined housing waiting list.
- Local Housing Market Assessment (2013) indicates a need for over 3,989 affordable dwellings for each of the next 5 years to address need. In addressing this need the Council will need to have regard to the latest welfare reforms and the need to provide smaller dwellings.
- Family housing is a key need.
- A need for 108 permanent Gypsy and Traveller pitches and a regional need for a 10 pitch transit site have been identified over the Plan period to 2026.
- Students comprise approximately 10.8% of Cardiff's population.
- Ethnic minorities comprise 15.5% of Cardiff's population, higher than the Wales average but similar to the England/Wales average.
- Welsh speakers are less than the Wales average but there are considerable variations within communities.
- The city experiences substantial health inequalities.
- Whilst Cardiff possesses a generally high quality of life, there are areas of deprivation geographically mostly concentrated in, 'the southern arc'.
- Community safety is a key issue emerging from residents' surveys.
- Cardiff performs well compared to Wales and the UK average in attaining high-level skills and 39% of its workforce educated to degree level or above.

Key economic trends and issues

- Cardiff accounts for 32% of total employment in South East Wales and its economy is generally strong and buoyant.
- Cardiff's employment workforce totals nearly 189,000 with 88% of jobs being in the service sector.
- Cardiff & the Vale of Glamorgan generate 22% of the Welsh GVA (Gross Value Added).
- Unemployment in Cardiff was 4.5% in March 2013.
- The recession has caused the loss of approximately 4,700 jobs between 2008-2010.
- Cardiff has one of the highest percentages of high growth firms in the UK between 2002-2010.
- Inward investment trends are improving but continue to trail other leading core cities.
- The City Centre and Cardiff Bay remain the principal office locations complemented by out of centre sites but Cardiff lacks a large supply of Grade
- A office space and the Plan supports the on-going regeneration of the Bay Business Area, including Mount Stuart Square.
- The total industrial stock in Cardiff is approximately 19.2 million square feet and mainly concentrated in the south/eastern area of the city but only 6.1% of the stock is less than 5 years old.
- Cardiff City Centre is the main shopping centre for South East Wales and is ranked the 6th top retail centre in the UK.
- The leisure and tourism sector generates significant economic and cultural benefits for the city.

Key transportation trends and issues

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

Key environmental trends and issues

- Cardiff is located within a well defined landscape setting with prominent ridges to the west and north and Severn Estuary to the south.
- The countryside and urban area contains a wealth of natural and historic interests. For example, there are almost 1,000 Listed Buildings, 27 Conservation Areas, 2 ~~4~~ sites noted for their international biodiversity (Cardiff Beechwoods SAC and Severn Estuary SAC/SPA/RAMSAR)
- The city has a particularly rich Victorian and Edwardian legacy.
- Cardiff has over 400 hectares of recreational open space and 2000 hectares of amenity space. The four river valleys of the Ely, Taff, Rhymney and Nant Fawr provide extensive and continuous corridors running from the countryside and through the urban area.
- Good quality agricultural land is known to exist in some areas.
- Flooding is known to pose a risk in relation to fluvial, tidal and surface water.
- Detailed studies have been undertaken to assess the extent of this risk and inform the Plan.
- The main source of CO2 emissions in Cardiff are from industry (45%) with domestic sources contributing 30%.
- The main source of emissions affecting air quality is road traffic (nitrogen oxide the main pollutant).
- Current production of renewable energy in Cardiff is low.
- Over the past 10 years, recycling rates in Cardiff have risen from 4% to 55%.
- Cardiff possesses a significant and good quality of mineral reserves.
- Water quality in the main rivers is improving but still falls below the requirements of the Water Framework Directive.

LDP Vision and Objectives

Background

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

Vision

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

"By 2020...Cardiff will be a world class European capital city with an
exceptional quality of life and at the heart of a thriving city-region".

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

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

3.4 It is important to recognise that the LDP cannot deliver all of these outcomes alone as many issues extend beyond land use planning matters and the remit of the document. However, the LDP is a crucial strategic

document that must create the right conditions which both directly and indirectly assist and support the delivery of these outcomes.

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

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

- **People in Cardiff have a clean, attractive and sustainable environment**
  - Establish Cardiff as a sustainable 'Carbon Lite' city;
  - Improve the quality of Cardiff's environment; and
  - Establish Cardiff as a sustainable travel city.

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

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

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

- **Cardiff is a great place to live, work and play**
  - Provide the level of urban design infrastructure and connectivity required to make Cardiff a great place to work and do business;

- Support and maintain strong safe and sustainable neighbourhoods;
- Ensure the provision of high quality sustainable and affordable housing; and
- Develop world-class leisure, cultural and sporting facilities – that reflect the wants of citizens and visitors.
- Cardiff is a fair, just and inclusive society
- Enable all people in Cardiff to meaningfully engage and participate in decision making processes;
- Mainstream equality issues at strategic and operational levels; and
- Reduce inequalities through a joined-up, targeted approach.

Objectives

3.6 The LDP objectives set out in more detail how the LDP vision can be addressed through the planning system. They respond to spatial elements contained in the vision together with the economic, social and environmental strands set out in the strategic outcomes.

3.7 In spatial terms, the vision recognises the key role that Cardiff plays as being the heart of a thriving city-region. Nearly 77,900 people commute into the city each day which demonstrates the important economic and social role Cardiff plays in relation to the wider region.

3.8 The vision fully recognises economic, social, environmental, as well as sustainability issues. It is the aim of the LDP objectives to respond to the evidenced economic and social needs but in a way that is co-ordinated, respects and enhances Cardiff's environment and sets out a framework for delivering the sustainable neighbourhoods of the future. This is delivering sustainable
development locally and improving the long term economic, social and environmental wellbeing of people and communities in Cardiff. In this way, the LDP can help create sustainable neighbourhoods that form part of a sustainable city that lies at the heart of a sustainable city-region.

3.9 The objectives are set out under 4 main headings:

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

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

a. To effectively respond to Cardiff's role as capital city for Wales, seat of the National Government and centre of the city-region in terms of providing a range and choice of economic opportunities that will drive the prosperity of the region.

b. To maximise the economic potential of the city centre of Cardiff as a major financial and service sector opportunity that builds upon its position next to a transport hub of national and regional significance and is readily accessible from all areas within the city and well connected to other UK cities.

c. To maintain and enhance the vitality, attractiveness and viability of the city centre as a major retail and cultural destination and as a place to work, visit and live.

d. To continue the successful regeneration of the Cardiff Bay area, maximising opportunities for quality commercial buildings and further development, particularly water and river frontage developments that can provide attractive and distinctive environments.

e. To promote clusters of specialist sectors and research & development expertise including the following key sectors:
   - ICT;
   - Energy and environment;
   - Advanced materials and manufacturing;
   - Creative industries;
   - Life sciences; and
   - Financial and professional services.

f. To ensure a range and choice of employment land and business premises at sustainable locations across the city is provided to assist economic competiveness, encourage entrepreneurship, promote the growth of indigenous businesses of all types and size and attract inward investment.

g. To assist the promotion of Cardiff as a major tourist destination including the provision of the development of a variety of high quality tourist facilities and visitor accommodation.

h. To create a physical and economic environment that develops, attracts and retains skilled workers, businesses and entrepreneurs to Cardiff together with maximising links with Universities and supporting indigenous skills and enterprises.

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

2. To respond to evidenced social needs.

a. To provide new homes required to support the economic progression of the city and to respond to population change, continued in-migration and evidenced demand for affordable and family housing so that social needs can be addressed.
b. To provide a range and choice of new homes of different tenure, type and location that meets specific needs such as the provision of affordable housing, family accommodation, housing for the elderly, the disabled and students and pitches for the gypsy and traveller community.
c. To maximise the use of the existing building stock through refurbishment, retro-fitting and empty homes initiatives.
d. To bring about changes to Cardiff's environment and neighbourhoods that help to tackle health inequalities, promote good health and enable healthier lifestyles to be led by the city's population in line with Cardiff's status as a World Health Organisation, 'Healthy City'.

e. To bring about changes to Cardiff's environment that create a safer city and reduce the likelihood, fear and consequences of crime.
f. To create an environment that is made more accessible to all groups in society so that the employment opportunities, facilities and services of the city can be more readily used and enjoyed by all.
g. To maximise the multi-functional role played by Cardiff's parks, open spaces and allotments together with improving their accessibility for the whole community.
h. To recognise, support and enhance the key role played by existing District, Local and Neighbourhood Centres as accessible local hubs providing community services, local shops, healthy food choices, businesses, employment and access to public transport.
i. To support the regeneration of local neighbourhoods including reducing inequalities, particularly areas experiencing high levels of deprivation, areas vulnerable to decline and areas with opportunities for change.
j. To ensure that the necessary education and training facilities are provided and are accessible to all: to build strong futures for children, provide a diverse range of learning opportunities for all and assist economic progress through the development of required skills.
k. To develop new cultural, leisure and sporting facilities to meet needs and enhance Cardiff's role as a premier cultural and sporting destination.
l. To ensure that the necessary community and cultural facilities (community centres, shops with healthy food choices, youth facilities, child care, faith buildings, health centres, etc.) are provided that are accessible to all, especially in areas that are deprived.
m. To address rising unemployment and provide accessible local job opportunities, particularly in areas of greatest need.
n. To promote social inclusion, equality of opportunity and access for all.

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

a. To mitigate the effects of climate change through reducing energy demand and increasing the supply of renewable energy.
b. To ensure that Cardiff adapts to the full anticipated impacts of climate change and that new development and infrastructure is designed to be resilient to possible consequences.
c. To protect, manage and enhance Cardiff's natural environmental assets, including:

- The parks, open spaces and allotments in the city that are highly valued by local communities and an important component of Cardiff's quality of life;
- The strategically important river valleys of the Ely, Taff, Nant Fawr and

- Rhymney that link the city to the countryside and provide a valuable recreational, biodiversity and amenity resource;
- Cardiff's countryside, particularly its areas of high landscape value and the coast that provide an important setting to the urban area, provide an agricultural resource and opportunity for recreation;
- The city's biodiversity, its internationally, nationally and locally designated sites, wildlife habitats and features that contain important species and networks that link together areas of value;
- Natural resources including geodiversity, the best soils, water and air quality including, the reduction of pollution; and
- The role that vegetation plays in combating climate change by providing shading, cooling and carbon sinks.

d. To conserve and enhance Cardiff's built and historic assets that define distinctive character and reflect its past development including:

- The city's 27 Conservation Areas;
- Its Listed Buildings and Ancient Monuments;
- Registered Historic Landscapes and areas of archaeological importance; and
- Other valued public places and spaces, including parks and amenity spaces, that provide local distinctiveness.

e. In identifying new sites to meet economic/social needs, to follow a sequence of firstly maximising the contribution of brownfield sites, then identifying greenfield sites that are considered to represent the most appropriate and sustainable locations to accommodate new development.
f. To have full regard to flood risk when considering the acceptability of development proposals and considering mitigation and adaptation measures.
g. To maximise opportunities to create a cleaner and more attractive environment that enhances the quality of life and helps Cardiff to become a world-class European capital city.

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

a. To ensure that all new development areas (whether greenfield or brownfield) create sustainable neighbourhoods that follow the following principles:

1. Minimise energy demand and maximise renewable solutions - to deliver more energy-efficient neighbourhoods that utilise existing best practice and embrace new renewable technologies and concepts;
2. Minimise car travel, maximise sustainable transport use and decrease air pollution by creating accessible, permeable and legible places, preventing predominantly car-based developments and focusing new development in accessible locations which are linked

to the strategic cycle network and can be served mainly by effective networks of sustainable transport - walking and cycling and fast and frequent public transport around and beyond the city;
3. Maximise recycling - to optimise the overall value of waste as a resource, to effectively plan for how new developments can sort and store waste for collection for onward productive use and minimise material needing treatment and final landfill;
4. Minimise water usage and maximise sustainable drainage - to carefully manage the consumption and drainage of water to avoid unnecessary wastage and minimise rapid run-off. To seek opportunities to maximise the positive amenity and biodiversity benefits that sustainable drainage solutions can offer;
5. Maximise the early provision of a full range of social facilities and community infrastructure - to provide the full range of necessary facilities that are accessible to all members of society and can be reached within a 15 minute walk. To include the range of social, health, leisure, education necessary for the scale of development proposed and also taking into account other needs within the wider locality;
6. Maximise the additional benefits that new communities can bring to adjoining or surrounding existing communities and minimise any potential negative impacts - to carefully identify positive contributions that can be made and involve local communities in this process;
7. Maximise the diversity of land uses within new development areas – to create more balanced communities offering non-car based options to fully participate in community life. To ensure a range and choice of housing tenures together with local employment opportunities and the full range of community infrastructure;
8. Maximise the contribution of networks of multi-functional and connected open spaces to strategically design networks of open space that are rich in biodiversity and provide safe routes between key locations to encourage healthier lifestyles through promoting walking and cycling. To further encourage healthy lifestyles by providing allotments together
with the wider promotion of healthy eating;
9. Maximise the principles of good design - to create places that look good, are of an appropriate and efficient density, fully respect their local context and are successfully integrated with adjoining areas. To design buildings that are resilient and can easily adapt to changing future needs. To design clean and attractive areas where people feel safe and have a
sense of ownership; and
10. Maximise community involvement in the planning, design and future management/maintenance of new neighbourhoods. To use the master planning process to establish robust design principles

but to also recognise the need to allow some flexibility and managed capacity for change, particularly in larger development areas.

b. To take opportunities to apply the above principles to existing neighbourhoods in order to create a more sustainable city.

Strategy, Key Policies and Key Diagram

Overview

4.1 This section sets out the overall LDP Strategy to deliver the Plan's vision and objectives. The Strategy contains the 7 elements described below together with a Key Diagram summarising the main spatial components of the Strategy. Collectively, these elements deliver the over-arching Plan vision and objectives set out in the previous section. They provide a coherent and evidence-based approach to meeting economic and social needs in a manner which respects Cardiff's environmental qualities and encourages the development of sustainable neighbourhoods as part of a sustainable city.

4.2 Main elements of Strategy:

1. Making provision for new homes and jobs.
2. Putting in place a framework to manage future growth and encourage high
quality, sustainable design.
3. Bringing forward new infrastructure.
4. Delivering sustainable transportation solutions.
5. Responding to evidenced economic needs.
6. Responding to evidenced social needs.
7. Respecting Cardiff's environment and responding to climate change.

4.3 Overall, the LDP Strategy responds to the clear evidenced need to make provision for new homes and jobs. It sets a level of growth considered to represent the most robust, balanced and appropriate approach taking into account all relevant factors including the recommendations made by independent population forecasting experts. This approach directly responds to needs from within Cardiff but the delivery of new jobs also helps spread prosperity beyond administrative boundaries. In this respect, the Strategy aims to build upon Cardiff's key role as centre of the city-region which evidence shows is of critical importance to the wider well-being of South East Wales.

4.4 However, the Strategy sets out clear policies and mechanisms which provide a framework designed to effectively manage future growth and encourage high quality and sustainable design. This includes adopting a masterplanning approach based on the sustainable neighbourhood

objectives to the development of new sites supported by more detailed design guidance. Additionally, the approach strategically manages growth by designating a Green Wedge and tight settlement boundaries policy to protect large areas of countryside. In this way, new development can be planned for in a phased manner and designed in a more sustainable way to minimise negative impacts.

4.5 The provision of new infrastructure is an important element of the Strategy as it is recognised that new development must bring with it the timely provision of new supporting community facilities and necessary services. Whilst it is recognised that some significant elements of infrastructure may take many years to complete, the Strategy seeks to ensure that each phase of new development is tied to the provision of necessary infrastructure with each stage of development being able to demonstrate an acceptable level of supporting facilities. This may include the early provision of new facilities along with maximising the potential contribution of existing nearby facilities providing there is capacity and acceptable accessibility.

4.6 ~~An~~ The Infrastructure Plan ~~is contained as a Supporting Document~~ setting~~s~~ out future requirements. Further dialogue and consultation findings will help further develop a detailed list of required infrastructure along with funding opportunities including the roles of Community Infrastructure Levy (CIL) contributions for strategic projects, Section 106 Agreement contributions for local priorities together with identifying other potential funding streams from the public and private sectors.

4.7 Putting in place a Strategy to enable the delivery of more sustainable transportation solutions is also integral to the overall approach. This recognises that development in Cardiff must be integrated with transport infrastructure, that travel demand must be minimised along with providing a range of measures and opportunities which reduce reliance on the car. This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole. This approach will bring with it significant social benefits by reducing current barriers between homes, jobs and other trips and help spread prosperity around the entire city-region.

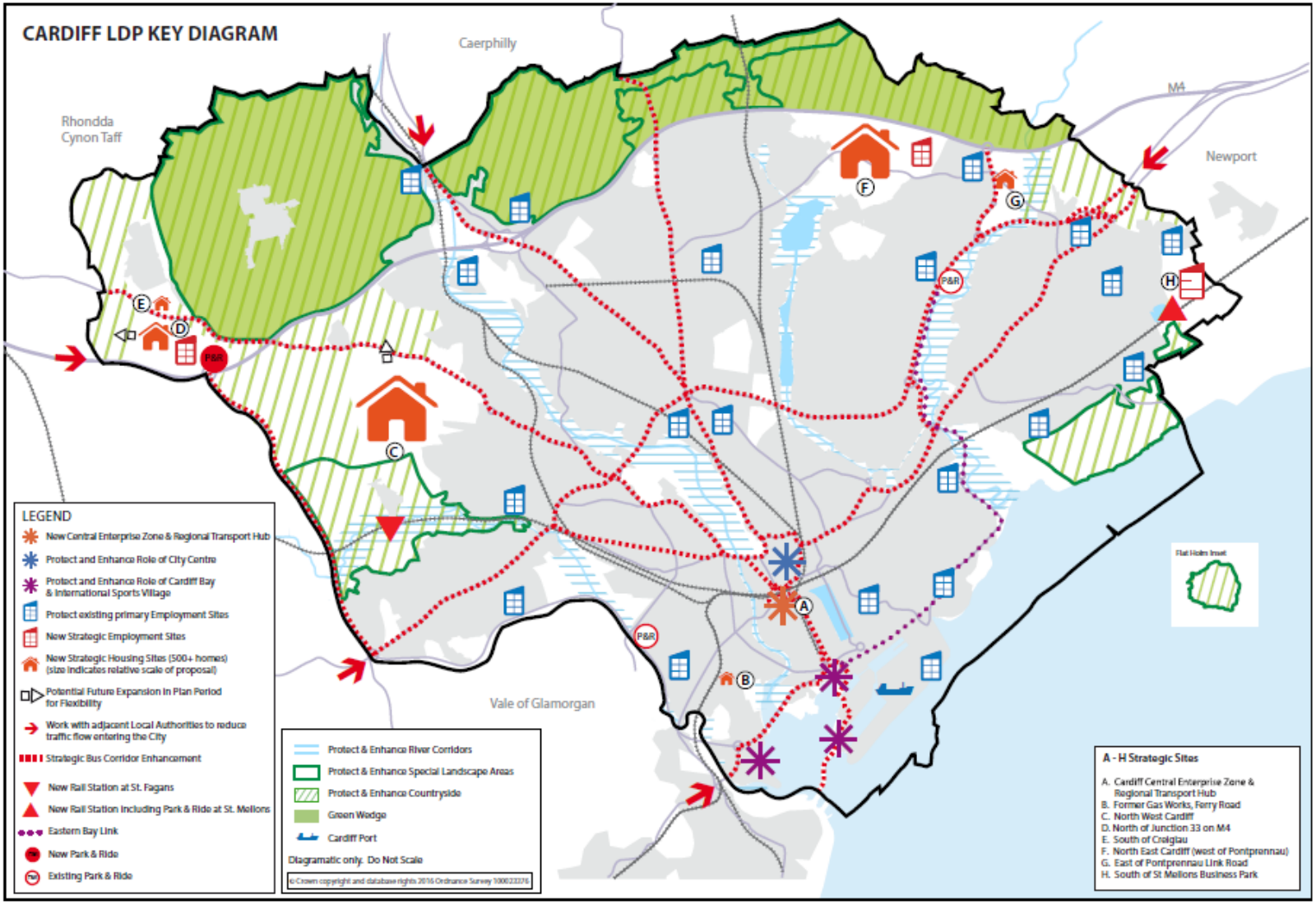
4.8 The key economic role performed by Cardiff must be maintained and enhanced for benefits to Cardiff, the city-region and Wales. Evidence demonstrates that Cardiff has consistently delivered a high proportion of jobs in the city-region. The Strategy responds to this by ensuring a full range and choice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

4.9 Cardiff experiences some significant social needs, with high housing demand projected to continue over the Plan period. The Strategy aims to positively respond to these needs by providing a wide range and choice of sites. Importantly, the approach looks to cater for specific needs so targets have been set for the provision of affordable housing, different locations help provide diversity of offer and the needs of the Gypsy and Traveller community are also directly addressed in accordance with national policy and guidance.

4.10 The Strategy also addresses wider social issues and has benefited from the Health and Equality Impact Assessments into the Plan. The approach is very much about promoting more sustainable communities where emphasis is placed on supporting District & Local Centres, encouraging the full range of accessible social, health and educational facilities, together with supporting regeneration initiatives, utilising the potential positive benefits which new developments can bring to adjoining areas.

4.11 Cardiff possesses a unique and particularly distinctive natural and built heritage. The Strategy delivers sustainable development by meeting social and economic needs, but in a managed way which retains, manages and enhances important features of natural and built heritage. Central to this approach is the designation of a Green Wedge to the North of the M4 Motorway, a strict settlement boundaries policy together with protection to the river valleys and open spaces. In this way, Cardiff's distinctive environmental qualities can be successfully maintained with further opportunities to enhance their management and increase public enjoyment.

CARDIFF LDP KEY DIAGRAM



Key Policies

1. Making provision for new homes and jobs

KP1: LEVEL OF GROWTH

The Plan makes provision for 45,415 new dwellings (including a 4,000 dwelling flexibility allowance) to deliver a housing requirement of 41,415 ~~a range and choice of opportunities to deliver 41,100~~ new dwellings and 40,000 new jobs in Cardiff between 2006-2026. ~~Furthermore, in order to demonstrate that the Plan meets the flexibility test of soundness and to accommodate potentially higher build rates than anticipated, provision has been made to deliver an additional 10% flexibility allowance (for 4,000 dwellings) which can be triggered, if demonstrated as necessary through annual monitoring, in the later phases of the Plan period.~~

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

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

Delete table on Citizens Panel LDP Consultation

~~**Citizens Panel LDP Consultation**~~			
~~**No.**~~	~~**%**~~	~~**No.**~~	~~**%**~~
~~Too low~~	~~20~~	~~4.6~~	~~Too low~~ ~~32~~ ~~5.2~~
~~About right~~	~~209~~	~~48.2~~	~~About right~~ ~~34~~ ~~5.5~~
~~Too high~~	~~205~~	~~47.2~~	~~Too high~~ ~~553~~ ~~89.3~~
~~**TOTAL**~~	~~**434**~~	~~**100**~~	~~**TOTAL**~~ ~~**619**~~ ~~**100**~~

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

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

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

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

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

~~4.19 The Council recognise that scenarios F and G result in a very similar level of growth which is considered to be consistent with the overall strategic objectives of the Plan. With regard to the potential options to further reduce the dwelling requirement, the Council supports applying a 3% vacancy rate for 2026 as opposed to a figure of 3.74%. This is because 3% was the previous rate in the 2001 census and due to current Council policy and actions to tackle this issue, a rate of 3% in 2026 is considered to represent a sound, robust and reasonable figure backed by supporting policy framework to deliver.~~

~~4.20 However, the Council has significant concerns with applying a further 10% reduction in dwelling need due to a potential reduction in household formation rates. The report draws on recent evidence from England and suggests this recent trend could also be taking place in Cardiff. However, at this juncture, prior to the Welsh Government household projections being released in late 2013, no official data or evidence can be used to substantiate any reduction.~~

~~Therefore, to reduce figures without any firm evidence carries significant risks, since if the figures do not show a decrease, the Plan would be clearly out of line with evidence and run the risk of being deemed unsound. However, as the Welsh Government household projections will be issued before the Council submit the Plan for examination, there will still be an opportunity to consider their impact ahead of the examination but any analysis must also take account of the issues highlighted in the paragraph below.~~

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

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

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

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

4.12 As the LDP has progressed through its numerous stages of preparation, various level of growth options have been considered, consultations have been carried out and expert advice has been sought. The level of growth set out within this Key Policy is considered to best reflect an analysis of all relevant factors. Importantly, it is based on the most up-to-date information reflecting matters raised during the examination process and makes provision (including the flexibility allowance) to deliver the level originally set out in the Preferred Strategy.

4.~~24~~ 13 All ~~other~~ relevant factors, as set out in Planning Policy Wales and summarised below, have also been carefully considered. In this respect, it should be noted that national guidance states that the official projections should form the starting point for setting levels of growth in LDPs and makes it clear that any departure from these figures should be fully justified by demonstrable evidence. These official figures show a 42% rise in Cardiff's population for the period 2008-2033 and a 33% rise for the Plan period 2006-26 for which the Plan makes provision. ~~Other relevant factors include:~~

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

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

- ~~Supporting Document No. 18: Edge Analytics Report (June 2013);~~

- ~~Supporting Document No. 1: Population & Housing Technical Background~~
- ~~Paper;~~
- ~~Supporting Document No. 2: Urban Capacity Study; and~~
- ~~Supporting Document No. 16: Masterplanning Framework - General~~
- ~~Principles, Strategic Framework & Site Specific Frameworks for larger sites.~~

~~4.26~~ 14 No other material factors are considered to possess sufficient weight to warrant departure from this level of growth which is considered to:

- Accord with the Wales Spatial Plan aims by supporting Cardiff's role as centre of a networked city-region but not to excessive levels which could prejudice regeneration objectives elsewhere;
- Accord with the Council's vision and LDP objectives;
- Effectively respond to the regional collaborative dialogue which recognised the dangers of artificially restricting growth in Cardiff - there was a clear recognition of the positive 'ripple effects' of providing jobs and homes in Cardiff which improved prosperity in the wider city-region;
- Effectively respond to the clear evidenced need to provide for a significant number of new homes and jobs. ~~Whilst the~~ The Plan makes provision to deliver the ~~level proposed may fall short of~~ official projections~~, it~~ and is considered to strike the right balance having regard to the full range of factors;
- Deliver necessary homes and jobs, but in a managed and controlled manner protecting key elements of Cardiff's environment;
- Meet deliverability and capacity factors - The Deposit LDP contains proposals and mechanisms which justify how deliverability and capacity matters can be adequately addressed. The wide range and choice of sites contributing to the provision together with the masterplanning approach which includes addressing the deliverability of supporting infrastructure demonstrates how development can be successfully brought forward in a managed way. (A higher level of growth would be considered difficult to justify in terms of deliverability factors and set an artificially high target for the 5 year supply requirements set out in TAN 1; and
- Respond in an evidence-based manner to the divergence of views expressed in ~~the Preferred Strategy~~ consultation processes.

~~4.27~~ 15 The detailed breakdown of how it is intended to provide for the 41,415 new homes over the Plan period is shown in Table 1, below. ~~The masterplanning approach consultation findings and wider work undertaken have informed the number of new homes and jobs proposed for the Strategic Sites which are described in greater detail in Policy KP2 and Supporting Document.~~

Table 1: Housing Provision over the Plan Period

Row	Topic/Factor	Note/Source	Dwellings
	NEW DWELLING REQUIREMENT 2006 - 2026		
1	**2006-2026 Dwelling Requirement**	As referenced in Policy KP1	**41,415**
2	2006-2026 Dwelling Requirement per year (20	Row 1 divided by 20 years	**2,071**

	years)		
	CHANGE IN DWELLINGS 2006 to 2014 AND RESIDENTIAL LANDBANK AT 1st APRIL 2014		
3	Change in Council Tax Dwellings 31 March 2006 to 31 March 2014 (8 years) (138,735 to 150,990)	Official data from ONS/ Valuation Agency http://www.voa.gov.uk/corporate/Publications/statisticsCouncilTax.html	**12,255**
4	Current Landbank (Under Construction, Not Started and Sites subject to Legal Agreement).		**10,885**
	ADJUSTMENTS FOR CHANGE IN CURRENT DWELLING STOCK		
5	Adjustments (Demolitions, Change of Use from Residential to Other Uses and Residential Conversions)		**242**
	ALLOWANCES		
6	Windfalls (including Change of Use Gains)		**5,850**
7	15% Flexibility Allowance for possible reduced dwelling yield on Brownfield sites in landbank and some S106 sites not coming forward		**-1,043**
	LDP STRATEGIC SITES*		
8	Units on LDP Strategic Sites	Excludes Strategic Site A - existing commitment in the landbank	**13,950**
	LDP NON-STRATEGIC SITES*		
9	Units on LDP Non-Strategic Sites		**572**
	*Allowance to avoid double counting on Strategic and Non-Strategic sites in the landbank at 31st March 2014:		**-1,256**
10	**Total Supply**		**41,456**
11	**Additional 10% flexibility allowance, as referenced in KP1.**		**4,000**

~~4.28~~ 16 The Plan deliberately provides an extensive range and choice of opportunities for the creation of new homes and jobs. This is crucial to the overall delivery of homes and jobs by enabling different sites in different locations to be progressed concurrently. It also ensures flexibility as a limited number of sites would carry delivery risks should implementation problems be encountered on specific sites. The masterplanning approach, which also addresses the provision of infrastructure and phasing, puts in place a framework to ensure the orderly development of sites. Key Policies on masterplanning, design and infrastructure, together with supporting documentation, explain this approach in more detail.

~~4.29~~ 17 In terms of the provision of new homes, brownfield sites still contribute over half of the provision, but this is supplemented by new greenfield opportunities offering a fuller range and choice. This provides a much needed catalyst to the local housing market which has seen a recent shortage of greenfield sites and can help meet a growing latent

demand. Furthermore, greenfield sites can play a key role in bringing forward high levels of affordable and family housing. Evidence has shown that site viability factors make it difficult for brownfield sites to consistently provide high levels of affordable housing.

~~4.30~~ 18 It should also be noted that Cardiff has a finite supply of brownfield sites and that the previous LDP was withdrawn due to the Inspector's concerns that it was a, 'brownfield only' Strategy. ~~The last decade has seen significant brownfield developments, the most notable being the successful regeneration of Cardiff Bay. However, brownfield opportunities of this scale no longer exist. Research work has been undertaken to explore the possibilities of maximising the contribution of brownfield land to meet future provision. Supporting Document 2 sets out in detail the findings of this work and demonstrates the different potential opportunities which have been explored.~~

~~4.31~~ 19 The Plan recognises that there is a limited supply of acceptable brownfield land. It also recognises that not all existing brownfield sites with planning permission will be developed due to changed economic/market conditions. ~~These changed market conditions also mean that delivering previously anticipated levels of affordable housing may prove challenging due to current financial viability factors. This, in part, contributes to the current limited number of sites being brought forward for development from the landbank. Additionally, there are serious policy issues with losing further employment land of strategic or local importance to housing and it is not considered acceptable for the Plan to propose building on river valleys, parks and playing fields.~~

~~4.32~~ 20 However, brownfield sites will continue to play an important role and windfall provisions will form part of the provision for new homes as land uses within the city continue to evolve. For example, the Council is currently strategically assessing its land holdings which, over the Plan period, is likely to generate a wide range and choice of brownfield housing opportunities across the city.

~~4.33 The Deposit LDP seeks to respond to need in a way which provides range and choice of land for housing. Maximising the contribution of brownfield sites still forms over half of the provision over the whole Plan period, but this is supplemented by a range of greenfield opportunities offering a range and choice and to provide a catalyst to help kick-start the~~

~~currently depressed housing market situation. Greenfield sites generally have far lower site development costs/constraints and are therefore widely recognised as providing far higher levels of affordable housing than brownfield sites.~~

~~4.34~~ 21 The provision of a full range and choice of housing options also fully supports the delivery of the economic Strategy - new homes and supporting community facilities can help attract new investment to the city and stimulate more movement in the housing market. Associated construction jobs would provide an additional benefit to the local economy.

~~4.35~~ 22 New greenfield releases also bring with them the ability to contribute towards the wider provision of strategic infrastructure to the benefit of the city and wider city-region as a whole. For example, the delivery of sustainable transportation solutions will have positive implications for the wider community. In this respect, there are clear benefits of the locations of the strategic sites which offer the opportunity of a joined-up approach to deliver strategically important infrastructure in the North West and East/North East corridors. This assists in prioritising infrastructure provision in a planned and focussed manner.

~~4.36~~ 23 In order to deliver the required level of growth over the Plan period, there will be a need for a range and choice of sites to be on stream over the remainder of the Plan period. The masterplanning approach has been adopted to carefully manage this process with Key Policies KP2 (A) to KP2 (H) providing a framework for the delivery of each Strategic Site in this respect. In this way, each site and each phase of development can bring with it the necessary range of supporting infrastructure. It should be noted that the scale of strategic sites open up the opportunity for delivering significant infrastructure benefits. However, some major elements may take a long period to deliver. Therefore, early phases will need to both deliver the infrastructure which is required for that particular phase along with contributing to the provision of wider strategic infrastructure which may be physically provided at a slightly later date. Detailed provisions will be put in place to secure delivery in such instances.

~~4.37~~ 24 The Plan is considered sufficiently flexible to respond to changing conditions. This will be kept under review in the Annual Monitoring Reporting process allowing future reviews to address the need for change.

Should demand be lower than anticipated, the sequence of provision will remain in place, thereby controlling development in an orderly manner and linking it in with infrastructure provision. However, this scenario would result in the trajectory being followed over a longer period allowing either Plan review or the next Plan to make appropriate judgement on future provision at that time.

~~4.38~~ 25 Consideration also needs to be given to demand being higher than expected. This is considered to be a less likely possibility~~, based on current evidence of low completion rates and the challenging economic conditions.~~ However, the LDP tests of soundness demand that Plans are sufficiently flexible to be able to positively respond to changes in circumstances. This Policy therefore has a built-in 10% flexibility allowance.

~~4.39~~ 26 In this way, if a need is identified in the Annual Monitoring Report before the end of the Plan period, additional land can be brought forward for residential purposes at that point in time in a Plan review. The Plan demonstrates a clear commitment to a long term direction of travel by identifying geographically defined areas which have been subject to SA/SEA analysis and are well positioned to meet such need, if required.

~~4.40~~ 27 Work undertaken as part of this process has shown that there is limited scope for further development areas due to the environmental and other constraints around the city together. There is considered merit in focussing potential additional areas based upon proposed Strategic Sites where there is land available to take advantage of the comprehensive provision of new community and transportation infrastructure and minimising impact on areas of higher environmental sensitivity including land proposed for Green ~~Belt~~ Wedge designation.

~~4.41~~ 28 Three areas have been identified to provide ~~good~~ flexibility as just one option may limit the scope for dwellings being delivered should problems be encountered on a particular site. It should also be noted in this respect that each area offers a large gross area with the combined potential to deliver more than just an additional 10% flexibility. The masterplanning of adjoining Strategic Sites ~~will take account of these potential additional areas in the planning of land uses and supporting infrastructure. Other strategic sites have far more fixed boundaries and do not lend themselves to logical extension.~~ will ensure that suitable access is secured and future Plan monitoring will trigger any future

detailed consideration of infrastructure and masterplanning requirements should the need for the early release of the identified Search Areas be triggered within the Plan period.

~~4.42~~ 29 The areas considered most suitable to deliver this potential need are as follows:

~~i.~~ Land North of the North West Cardiff Strategic Site - Up to 57 hectares of land located between Llantrisant Road and the M4 Motorway bounded by the edge of Radyr to the East and the recent development on the former Rhydlafar Hospital to the West. This is a gross figure with the net developable area likely to be a significant reduction due to natural and infrastructure constraints within the site. This could provide a minimum of an extra 1,250 dwellings if required in the later phases of the Plan period but further masterplanning addressing long-term capacity is likely to demonstrate a higher figure is possible and the land is indicated ~~by an arrow for potential future development on the Key Diagram;~~ as Search Area A on the Proposals Map;

ii. Land West of the Strategic Site North of Junction 33 - Up to 41 hectares of land represents a logical extension of this site which falls between the M4 Motorway and Llantrisant Road. This could provide a minimum of an extra 1,250 dwellings if required in the later phases of the Plan period but further masterplanning addressing long-term capacity is likely to demonstrate a higher figure is possible. The land is indicated ~~by an arrow for potential future development on the Key Diagram~~; as Search Area B on the Proposals Map; and

iii. North West Cardiff Strategic Site - ~~As highlighted in Table 1, above~~, the overall capacity of this site is considered to be in the order of 6,500-7,000 dwellings depending on the precise configuration of land uses and housing densities. Work undertaken to date suggests that a figure of 5,000 dwellings is appropriate for homes being delivered within the Plan period (by 2026). However, should build rates be faster than anticipated, this site represents an ideal opportunity to help meet any additional need within the Plan period and benefits from the comprehensive masterplanning of the area as a whole which is shown as a allocation in its entirety.

~~4.43~~ 30 In a similar way to the provision of new homes, a range and choice of new job opportunities is also proposed. It is important to ensure that a range and choice of employment land and business premises are provided to maintain and improve the competitiveness of the city, promote and protect indigenous business and attract inward investment.

~~4.44~~ 31 This approach responds to Cardiff's role as the main economic driver of the city-region accounting for 32% of total employment in South East Wales. At the heart of this approach is recognition that the Cardiff city-region clearly forms a natural economic area and it has consistently made a major positive contribution to the economic growth of Wales. In core city analysis, Cardiff performs well and there is an opportunity to build further on this through continuing to enhance Cardiff's role and also improve linkages and connectivity within the city-region. It is also recognised (~~as evidenced in the recent Cardiff LDP regional collaborative working exercise summarised in Supporting Document 17)~~ that there are significant benefits for adjoining areas from Cardiff's success in achieving economic growth.

~~4.45~~ 32 The Plan provides a framework for delivering a wide range and choice of employment sites in different locations and for different sectors including the key market sectors of ICT, energy and environmental technologies, advanced materials and manufacturing, creative industries, life sciences and financial and professional services. The range of new sites ensures that Cardiff can deliver the stated level of growth for new jobs. Importantly, different sites will perform different roles in the strategy. For example, Porth Teigr (Roath Basin) has the potential to become an important location for media and creative industries. Other locations may be better suited to small out of centre employment sites, including offices, creative industries, small workshops, and starter units.

~~4.46~~ 33 The geographical spread of the 'Cardiff offer' also addresses the need to provide jobs in accessible locations. In this respect, the key strategic proposal relating to the Cardiff Central Enterprise Zone and Regional Transport Hub represents a highly sustainable and accessible location, close to areas of high unemployment in the city but also readily accessible to the wider region via sustainable modes of transport.

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

KP2: STRATEGIC SITES

Strategic Sites are allocated as set out below to help meet the need for new dwellings and jobs:
Brownfield Strategic Sites:
(A) Cardiff Central Enterprise Zone and Regional Transport Hub;
(B) Former Gas Works, Ferry Road;
Greenfield Strategic Sites:
(C) North West Cardiff;
(D) North of Junction 33 on M4;
(E) South of Creigiau;
(F) North East Cardiff (West of Pontprennau);
(G) East of Pontprennau Link Road; and
(H) South of St Mellons Business Park - Employment only.

4.~~48~~ 34 Strategic sites are defined as being sites of 500 homes or more and/or with significant employment/mixed uses and which have the potential to deliver significant benefits to the city.

4.~~49~~ 35 The purpose of this Policy is to help bring forward appropriate land in sustainable locations to satisfy the identified need for housing, employment and other uses. ~~The Preferred Strategy set out the detailed consideration of candidate sites and explained the analysis of spatial options resulting in the identification of strategic sites in that document.~~

~~4.50 Full consideration has been given to consultation feedback including alternative approaches to meeting evidenced needs. However, taking full account of the LDP 'tests of soundness' and other material relevant factors, other approaches are not considered to provide compelling and demonstrable reasons for an alternative approach to allocating the proposed strategic sites.~~

4.~~51~~ 36 ~~The Deposit LDP has therefore retained~~ ~~the same~~ This range and choice of strategic sites ~~as those identified in the Preferred Strategy. This~~ brings significant benefits of providing a genuine range and choice, critical to overall Plan delivery. Furthermore, the scale of sites enables more comprehensive solutions to be delivered which can bring about significant infrastructure improvements for the wider city and city-region.

~~4.52~~ 38 ~~However, many consultation responses on the Preferred Strategy and focussed~~
~~engagement on the masterplanning approach highlighted concerns from local residents and landowner/developers on the densities proposed in the Preferred Strategy for strategic sites. Further detailed work on the masterplanning of sites~~

~~has taken account of these concerns and has also looked in far more detail at potential land required for community facilities, open spaces and safeguarding existing natural features. This work has been undertaken in the context of the masterplanning general principles (set out in Supporting Document 16) which highlight the importance of achieving higher densities in the most suitable locations but recognises a wide overall range and choice of densities.~~

4.~~53~~ 37 ~~As a result of this more detailed work, the number of dwellings proposed on some strategic sites has changed from the proposed number of units referred to in the Preferred Strategy. However, it must be stressed that different sites pose different issues and have a different local context so each site has been carefully considered on its own merits.~~ The anticipated number of dwellings capable of being delivered from each strategic site is summarised in Table 1 (paragraph 4.~~27~~ 15) together with Table 2~~, below. Further details relating to the masterplanning framework for these sites are set out in Supporting Document 16.~~

Table 2: SUMMARY OF STRATEGIC SITES		
Ref	**Site**	**Proposed Use**
A	Cardiff Central Enterprise Zone and Regional Transport Hub	**Major employment-led initiative including a Regional Transport Hub together with other mixed uses in Cardiff city centre in order to fulfil Cardiff's role as economic driver of the city-region, provide major employment opportunities focused on financial and business services and maximise the advantages of its location adjacent to the Central Station and Cardiff Bus Station.** Due to existing commitments which new proposals will update, current evidence suggests no net gain in units to avoid double counting. However any additional units over and above commitments will count as windfalls
B	Former Gas Works,	Housing-based scheme of 500

	Ferry Road	homes and other associated community uses
C	North-West Cardiff	Comprehensive development of approximately 5,000 homes within the Plan period including employment and other associated community uses
D	North of Junction 33 on M4	Mixed use of approximately 2,000 homes, employment, other associated community uses and a strategic park and ride site
E	South of Creigiau	Housing-based scheme of approximately 650 homes representing a southern extension of the existing village
F	North-East Cardiff (West of Pontprennau)	Comprehensive development of approximately 4,500 homes, employment and other associated community uses
G	East of Pontprennau Link Road	Housing-based scheme of approximately 1,300 with associated community uses
H	South of St Mellons Business Park	Strategic employment site

4.~~54~~ 38 The combination of development on these sites will result in the delivery of
approximately 13,950 new dwellings together with a range and choice of employment opportunities and a significant amount of supporting infrastructure
and community facilities.

4.39 A summary of the key infrastructure requirements relating to the Strategic Sites are provided within KP2(A) to KP2(H). This information will be cross-referenced in the Cardiff Infrastructure Plan which is a, 'living document' sitting alongside the LDP. The Infrastructure Plan is directly linked to the LDP Monitoring Framework and regularly updated in order to effectively respond to changes in baseline information, procedures and legislation. Estimated costs of infrastructure provision and details of estimated square footages of facilities are referenced within the Infrastructure Plan based on current considerations, requirements, and

information available at a point in time so represent indicative figures. Future updates to the Infrastructure Plan will allow such information to be regularly updated to reflect prevailing circumstances and show more detail when it is known. Policies KP6 and KP7 relating to new infrastructure and planning obligations provide further policy guidance with regard to the delivery of new infrastructure and are also linked to the Infrastructure Plan and Annual Monitoring Framework.

4.40 Infrastructure requirements for these sites will primarily be delivered through planning obligations/ Section 106 Agreements with policies KP6 and KP7 providing the policy framework. Policy KP6 also outlines other potential funding sources which may be required in addition to developer contributions. Further details as they emerge will be incorporated into the Infrastructure Plan as it is updated in future years as part of the formal LDP monitoring process.

4.41 The masterplanning and good quality & sustainable design principles set out in KP4 and KP5 will be used to provide a framework to consider planning applications relating to all Strategic Sites along with other development as defined in the policies. In addition, the site-specific masterplanning requirements for each Strategic Site are identified within KP2(A) to KP2(H) and depicted, where appropriate, on the indicative Schematic Frameworks. Although only for illustrative purposes, the Schematic Frameworks should be read in conjunction with relevant policies to provide an over-arching context for the future development of the Strategic Sites.

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

> ~~4.55–In response to issues raised in the Sustainability Appraisal with regard to environmental aspects of the strategic employment site at south of St Mellons Business Park, the following paragraphs explain the rationale for including the site together with how flood risk and other environmental concerns can be addressed as part of the scheme.~~
>
> ~~4.56 This is an important employment site which contributes to the necessary range and choice of types of employment opportunities in the city. Its location is particularly well placed to provide accessible job opportunities to areas of known deprivation and its position~~

~~adjacent to the main rail line offers significant opportunities for a new station together with supporting sustainable transportation infrastructure. This proposal is a long-standing proposal in the Regional Transport Plan, is identified in the emerging work on the South Wales Metro concept and has Welsh Government support.~~

~~4.57 However, it is recognised that the area possesses environmental and flood risk constraints. In terms of environmental issues, the majority of the area is a Site of Special Scientific Interest with the reens forming the major interest. Additionally, the adjoining Estuary is a European designated site so run-off issues and disturbance will be particularly sensitive. The land also meets the qualifying criteria using the LANDMAP landscape methodology for Special Landscape Area status. Furthermore, there are significant historic interests and the land is designated as a Historic Landscape and Archaeologically Sensitive Area.~~
~~4.58 These environmental and flood risk constraints have been carefully examined so that suitable mitigation and enhancement measures can be put in place to address these issues. Further details are contained in Supporting Document 16 outlining site specific masterplanning framework for the site.~~

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

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

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

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

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

~~4.64 The land is currently used for agricultural purposes but is also designated as an SSSI for the reens together with fields which host~~

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

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

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

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

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

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

Essential/ Enabling Infrastructure

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

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

Necessary Infrastructure

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

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

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

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

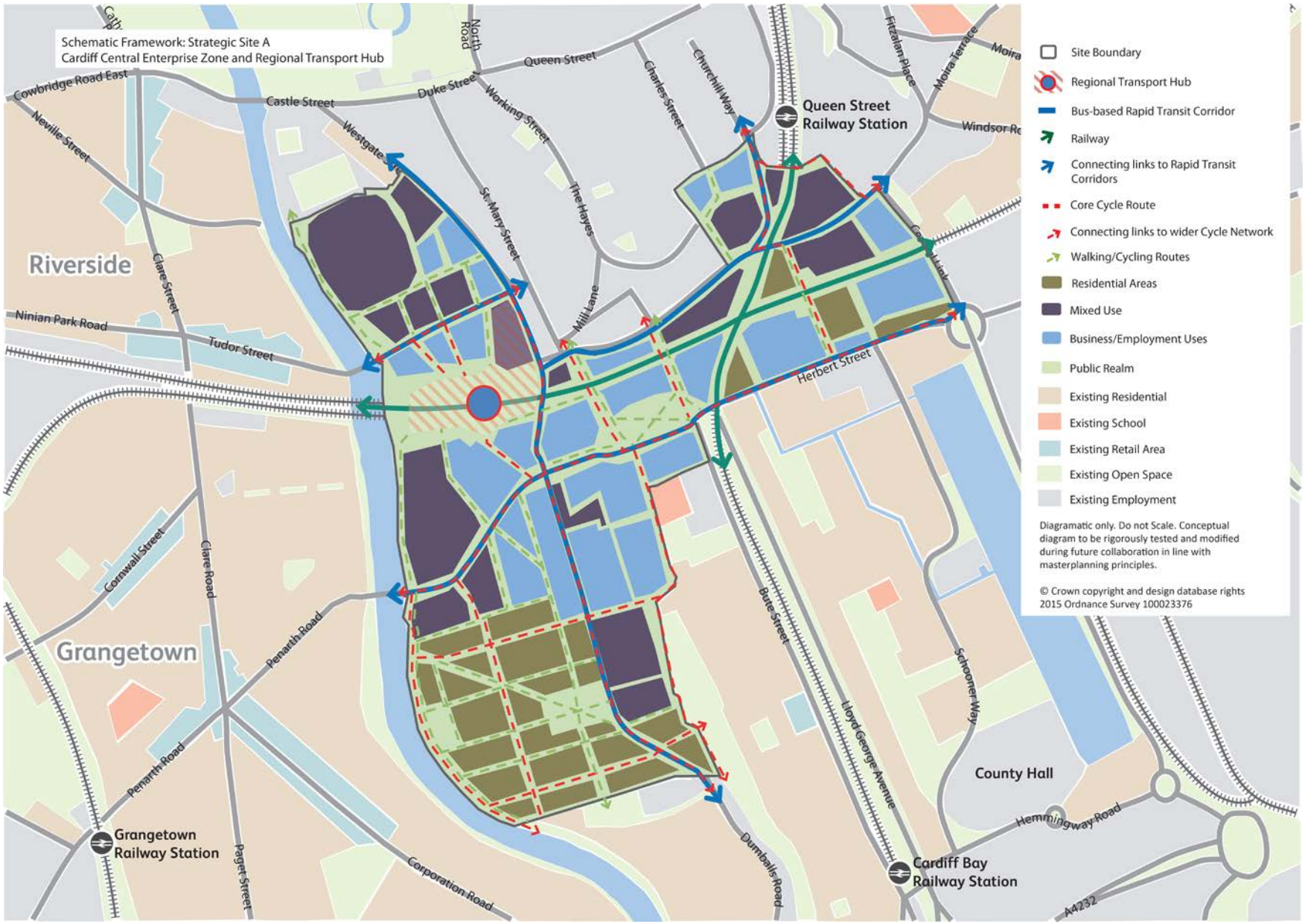
~~1~~.4.42 The Cardiff Central Enterprise Zone is one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It is the largest brownfield site within the Plan (78.8 ha) and occupies a particularly accessible location in the centre of Cardiff including the major transportation hub around Cardiff Central station. Overall, it represents a significant sustainable regeneration opportunity in the heart of the city and is fully consistent with delivering the Plan's vision and objectives.
~~2~~. 4.43 The land is owned by numerous landowners and will be delivered by a number of different developers operating out of different sites. This policy, together with other relevant policies, will provide the overarching masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will

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

~~4.~~ 4.44 Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision.

~~5.~~ 4.45 The site is in a central location with a good level of accessibility by non car-based travel. The transport sustainability of the site will be further enhanced through the development of the regional transport hub linking different sustainable forms of transport and the wider improvements to the strategic public transport network and the walking and cycling networks that will be secured in conjunction with the development of other Strategic Sites and through the Council's own infrastructure programmes.

~~6~~. 4.46 Although details of the mode and potential alignments of the Metro are not yet known it is likely that the project will provide access to this Strategic Site. Work undertaken to date by the Welsh Government has not firmed up detailed proposals and there is no current certainty on any detailed alignments so it would be inappropriate to allocate a precise alignment on the Proposals Map but there is a need to ensure future options are not prejudiced. Therefore, this policy references the potential future need to safeguard land required for the Metro project once any land requirements are known. Future Plan reviews and the annual monitoring framework linked to the 'living' Infrastructure Plan provide mechanisms to ensure the LDP process can be further updated in this respect.


Schematic Framework: Strategic Site A
Cardiff Central Enterprise Zone and Regional Transport Hub
Site Boundary
Regional Transport Hub
Bus-based Rapid Transit Corridor
Railway
Connecting links to Rapid Transit Corridors
Core Cycle Route
Connecting links to wider Cycle Network
Walking/Cycling Routes
Residential Areas
Mixed Use
Business/Employment Uses
Public Realm
Existing Residential
Existing School
Existing Retail Area
Existing Open Space
Existing Employment
Diagramatic only. Do not Scale. Conceptual diagram to be rigorously tested and modified during future collaboration in line with masterplanning principles.
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Riverside
Grangetown
Queen Street Railway Station
Grangetown Railway Station
Cardiff Bay Railway Station
County Hall
Cowbridge Road East
Neville Street
Castle Street
Duke Street
Queen Street
North Road
Working Street
Westgate Street
St. Mary Street
The Hayes
Mill Lane
Charles Street
Churchill Way
Fitzalan Place
Moira Terrace
Windsor Road
Herbert Street
Clare Street
Ninian Park Road
Tudor Street
Cornwall Street
Clare Road
Penarth Road
Paget Street
Corporation Road
Bute Street
Dumballs Road
Lloyd George Avenue
Schooner Way
Hemmingway Road
A4232

KP2(B): FORMER GAS WORKS, FERRY ROAD

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

Essential/ Enabling Infrastructure

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

Necessary Infrastructure

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

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

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

river frontage to create a riverside park with informal play opportunities;

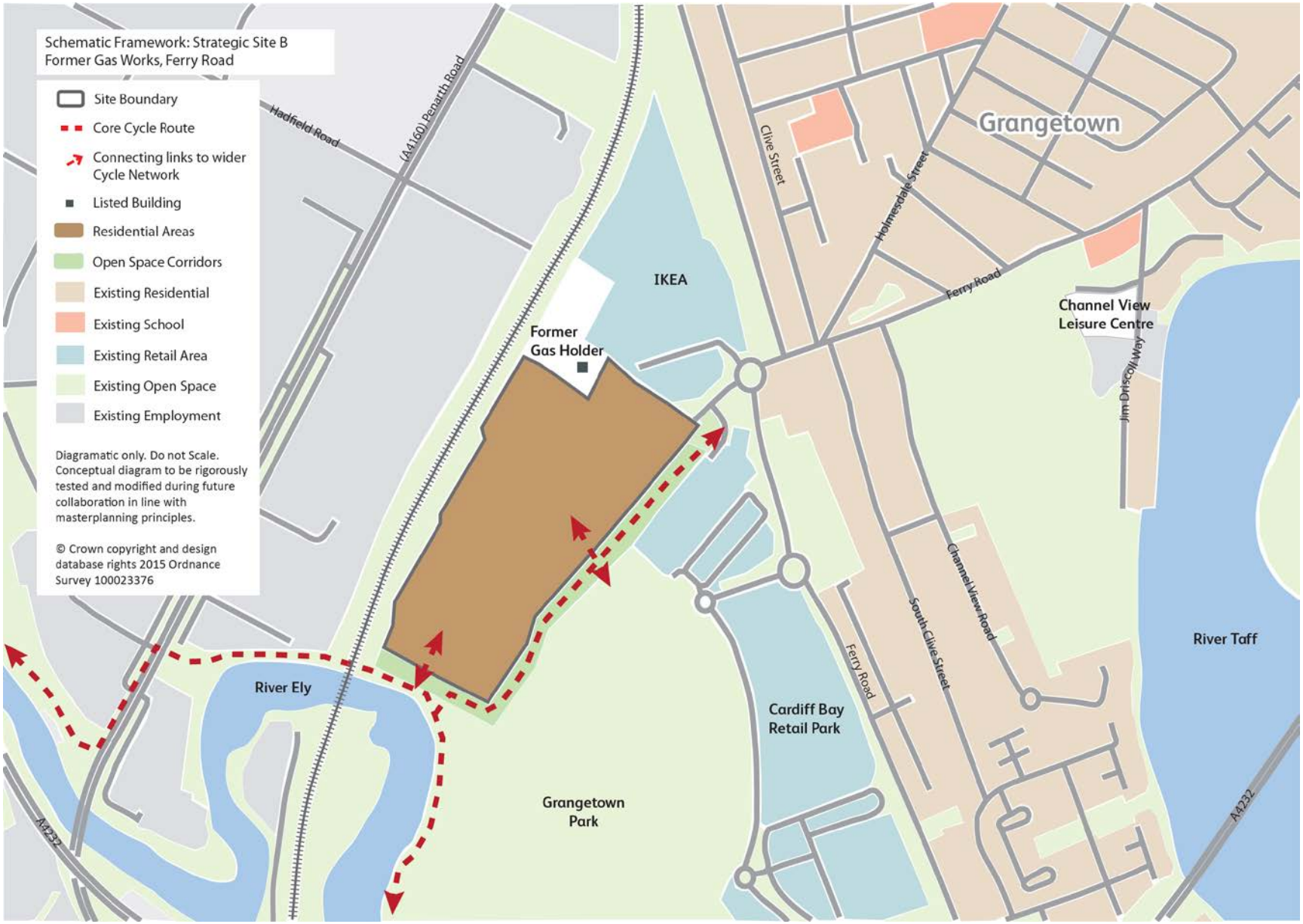
- **Effectively respond to landscape and biodiversity assets by:**
- **Mitigating and compensating for reptiles and bats;**
- **Enhancing the buffer of trees along the railway line;**
- **Ensuring an adequate buffer from the River Ely Site of Importance for Nature Conservation to protect the river bank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

~~1.~~ 4.47 The former Gas Works, Ferry Road, is one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It is a brownfield site (9.9 ha) well-located within the urban area adding to the range and choice of housing offer in the Plan.

~~2.~~ 4.48 The land is owned by a single landowner and will be delivered in a comprehensive manner. This policy, together with other relevant policies, will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process.

~~3~~. 4.49 The relative scale of the site allows for a maximum of 2 outlets at any time with full delivery of the 500 units anticipated between 2017 and 2024. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision in relation to completion of new homes.

~~4.~~4.50 Due to the accessible location of the site and proximity to existing social/ community facilities in the area it is considered appropriate to secure developer contributions to improve nearby facilities as outlined in the policy.


Schematic Framework: Strategic Site B
Former Gas Works, Ferry Road
Site Boundary
Core Cycle Route
Connecting links to wider Cycle Network
Listed Building
Residential Areas
Open Space Corridors
Existing Residential
Existing School
Existing Retail Area
Existing Open Space
Existing Employment
Diagramatic only. Do not Scale. Conceptual diagram to be rigorously tested and modified during future collaboration in line with masterplanning principles.
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Hadfield Road
(A4160) Penarth Road
Clive Street
Holmesdale Street
Grangetown
IKEA
Ferry Road
Former Gas Holder
Channel View Leisure Centre
Jim Driscoll Way
Channel View Road
South Clive Street
Ferry Road
River Taff
River Ely
Cardiff Bay Retail Park
Grangetown Park
A4232
A4232

P2(C): NORTH WEST CARDIFF

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

Essential/ Enabling Infrastructure

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

Necessary Infrastructure

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

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

- **Provide a range of densities with high density (minimum of 45-50+ dwellings per hectare) mixed-use development within District/Local Centres and medium to high density (35-50+ dwellings per hectare) along the Rapid Transit Corridors;**
- **Initial phases towards the east and along Llantrisant Road, middle phases towards the centre of the site and later to the west;**
- **Ensure that the potential future delivery of the 'Metro' is not precluded by keeping a corridor alongside and including the disused rail line running through the site (as depicted on the schematic framework) safeguarded from development and also ensuring that land uses, densities and layouts respond positively to its potential future provision;**
- **District/ Local Centres to be accessible by walking, cycling and public transport and accommodate a range of services including convenience goods floorspace plus other retail of a scale and nature which accord with Plan retail policies with the anchor food store to be located within the District Centre towards the east of the site;**
- **Employment provision (B1 & B1(b)(c)) to be located in and adjoining the District/Local Centres amounting to approximately 15,000sqm;**

- **New Schools to be located in and adjoining the District/Local Centres;**
- **Provide good land use and transportation integration with the adjoining areas of Pentrebane, Fairwater and Radyr;**
- **Providing an active frontage onto Pentrebane and Llantrisant Roads;**
- **Effectively respond to landscape and biodiversity assets by:**
- **Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:**
    - **Links between retained woodlands at Coed y Trenches, Coed y Gof, Waterhall, Halfwrt and Coedbychan;**
    - **Corridor along the valley through the middle of the site;**
    - **Links to the countryside to the west and south-west;**
    - **Linking corridors where possible between the above to provide a good network**
- **Ensuring that there is no detriment to the maintenance of the favourable conservation status of Great Crested Newts on the site including protection of the existing 2 ponds in the Pentrebane Cottages SINC and provision of a minimum of 2 additional ponds in the locality;**
- **Providing suitable buffers to retained woodlands referred to above and other habitats including hedgerows and streams;**
- **Effectively respond to heritage assets by:**
- **Assessing and effectively addressing potential impacts on the St Fagans Conservation Area (retain woodland/ hedgerow buffers together with provision of new planting) and the Listed Buildings (together with their settings) within and adjacent to the site;**
- **Effectively respond to other constraints including Radyr Golf Course (ensuring no conflict with errant golf balls) and existing easements (overhead pylons and underground infrastructure); and**
- **Ensuring that that development does not adversely affect the water quality of the Nant Rhydlafar.**

~~1.~~ 4.51 North West Cardiff is one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It is the largest Strategic Site within the Plan (346 ha) and relates to countryside

to the west of Radyr, Fairwater and Pentrebane, and to the north of the village of St Fagans.

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

~~4~~. 4.53 The scale of the site allows numerous outlets to be operating at any one time in different parts of this large site and will provide a wide range and choice of housing offer and opportunities for a variety of different tenures. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision in relation to completion of new homes.

~~5~~. 4.54 Rapid Transit Corridors within the site will be bus-based and of sufficient width and otherwise designed, including the control of car parking, to allow the safe two-way passing of the largest vehicles. Bus priority measures will be provided at appropriate locations within the site to allow bus rapid transit to avoid queuing traffic. Bus-based Rapid Transit Corridors will link the site to the Western Bus Corridor with off-site bus priority measures provided to assist the flow of buses. Further off-site corridor enhancements will be provided on the Western Bus Corridor as shown on the Proposals Map and consistent with policy T2 in order to support delivery of the increased frequency and reliability of services. The integration of housing and supporting services and community infrastructure provides the opportunity for a high proportion of short, local trips to be made by walking and cycling. This will be made possible by integrating networks of high quality walking and cycling routes within development layouts and ensuring that the design of roads, streets, junctions and public spaces accommodate the natural ‘desire lines’ of people making trips on foot and by bicycle.

~~6~~. 4.55 Although details of the mode and potential alignments of the Metro have yet to be defined, it is important that the development of this site does not preclude the potential delivery of this strategic project. Work undertaken to date by the Welsh Government suggests that the disused rail line running through the middle of the site forms the most likely option in this locality but there is currently no certainty on the detailed alignment. For example, there is uncertainty of the future mode and

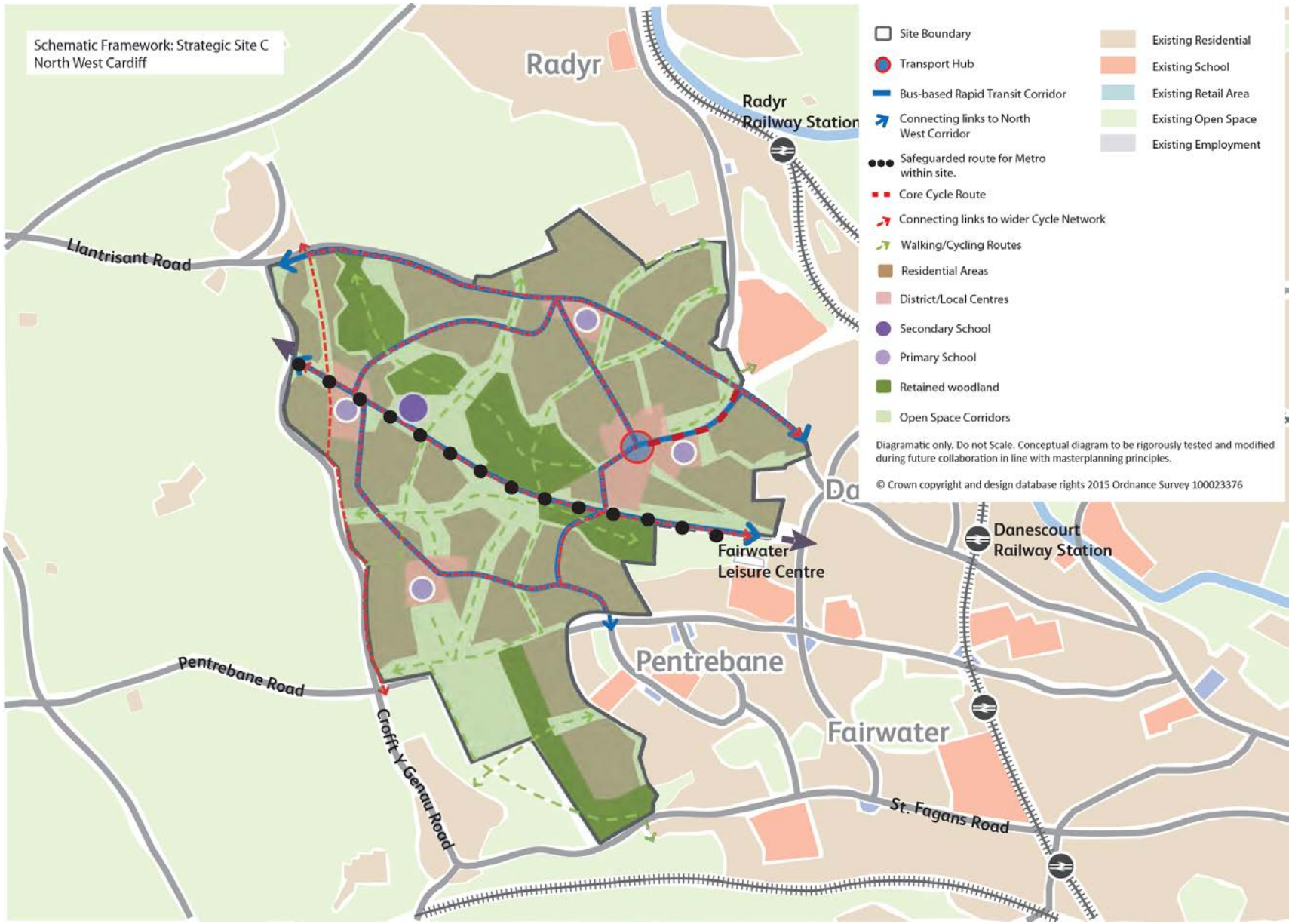
whether the route would be based on the existing disused rail line or whether it would be better located either alongside to the north or to the south.

~~7.~~ 4.56 Therefore, it would be inappropriate to allocate a precise alignment on the Proposals Map but there is a need to ensure future options are not prejudiced. This policy ensures that land is safeguarded from development along the potential Metro corridor and also that land uses, densities and layouts are developed to take account of the potential delivery of this strategic transportation project.

~~8~~. 4.57 District and Local Centres will be the focus for community uses and activities including Schools in close proximity. The precise number of Primary Schools (3/4) will depend on the outcomes of future monitoring and delivery options relevant when the details of later phases are being assessed through the Development Management process.

~~9.~~ 4.58 It should be noted that it is anticipated that the delivery of this large site will extend beyond the plan period (some 1,500 homes are anticipated being delivered post 2026). In this respect, whilst the Schematic Framework relates to the total geographical extent of the overall site area to ensure a high-level consistent approach to addressing site-specific factors, the infrastructure requirements as set out in this policy relate to the number of homes proposed during the plan period (for 5,000 new homes). Future annual monitoring, Plan reviews and ongoing updates to the Infrastructure Plan will ensure that any infrastructure requirements for homes post-2026 are captured at the appropriate juncture and consequently inform any future Development Management activity with regard to homes over and above the 5,000 proposed during the plan period.

~~10~~. 4.59 Search Area A ~~The further future flexibility option~~ (north of Llantrisant Road is not included within the Strategic Site allocation. This would only be triggered if necessary through future Plan review following annual monitoring indicating that the provision of new homes is proceeding beyond anticipated rates and justifies such a release within the last years of the plan period. Therefore, it is considered premature to factor in potential detailed infrastructure and masterplanning matters at this juncture relating to this land. The formal monitoring framework provides an evidence-based process to inform any decisions on potential release in the last years of the plan period.


Schematic Framework: Strategic Site C
North West Cardiff
Radyr
Radyr Railway Station
Llantrisant Road
Fairwater Leisure Centre
Danescourt Railway Station
Pentrebane
Pentrebane Road
Croft-Y-Genau Road
Fairwater
St. Fagans Road
Site Boundary
Transport Hub
Bus-based Rapid Transit Corridor
Connecting links to North West Corridor
Safeguarded route for Metro within site.
Core Cycle Route
Connecting links to wider Cycle Network
Walking/Cycling Routes
Residential Areas
District/Local Centres
Secondary School
Primary School
Retained woodland
Open Space Corridors
Existing Residential
Existing School
Existing Retail Area
Existing Open Space
Existing Employment
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KP2(D & E): NORTH OF JUNCTION 33 ON M4 AND SOUTH OF CREIGIAU

Land is allocated:

(i) North of Junction 33 on the M4, as defined on the Proposals Map, for a mixed-use development of approximately 2,000 homes, employment, other associated community uses and a strategic park and ride site; and

(ii) South of Creigiau, as defined on the Proposals Map, for a housing-based scheme of approximately 650 homes representing a southern extension to the village

Essential, enabling and necessary supporting infrastructure will be delivered in a phased manner with specific details formally tied into planning consents including:

Essential/ Enabling Infrastructure

- **Transport & Highways:**
  - **Provision of new bus-based Rapid Transit Corridors through the site North of Junction 33 linking directly to the Western Bus Corridor;**
  - **Off-site infrastructure including bus priority measures to develop bus-based Rapid Transit Corridors integrating with the site, the Western Bus Corridor and other routes within the North West Rapid Transit Corridor;**
  - **- Off-site infrastructure including bus priority enhancements on the Western Bus Corridor and measures to improve linkages into Rhondda Cynon Taf;**
  - **Extend bus networks and increase the frequency and reliability of services to serve the site with public transport options for a wide range of journeys including a combination of limited stop and local bus services;**
  - **Strategic park and ride facility North of Junction 33 linked to the Rapid Transit Corridor and public transport node including Bus Gate to provide priority for public transport and limit unauthorised access by car to Junction 33;**
  - **Public transport node in close proximity to the employment uses, Park & Ride facility and Local Centre to the south of the site;**
  - **Improve the Llantrisant Road/ Cardiff Road junction**
- **Walking and cycling:**

- On and off-site measures to provide a network of high quality, safe, attractive and convenient routes within the site and linking to key local services, facilities and destinations including the new neighbourhood centre from the north, improved pedestrian/ cycling links to existing and proposed schools;
- Provide a safe crossing of Llantrisant Road;
- Creating an east-west connection between Public Rights of Way (Footpaths numbered 10 & 18)

Necessary Infrastructure

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

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

- Provide a range/ gradient of densities across the site with the highest density (minimum of 45-50+ dwellings per hectare) around the Local Centre to the south of the site. Medium density housing (35-45+ dwellings per hectare) will be provided on land close to Llantrisant Road and adjacent to the Rapid Transit Corridors and to the west of the land south of Creigiau. Lower densities will be provided on the elevated land west of Cardiff Road and to the west of the site North of Junction 33;
- Layouts on Sites D and E should reflect the interrelationships between the sites with delivery considered acceptable in tandem through different outlets with initial phases including the provision of the park and ride facility together with public transport enhancement measures;

- **Ensure that the potential future delivery of the 'Metro' is not precluded by keeping a corridor through the sites (as depicted on the schematic framework) safeguarded from development and also ensuring that land uses, densities and layouts respond positively to its potential future provision;**
- **Exclude vehicular access onto the M4 except for part of the park and ride facility and part of the business area situated adjacent to the junction;**
- **Exclude through-traffic between both sites;**
- **Provide future vehicular, walking/ cycling access from the site North of Junction 33 to the 'flexibility allowance land' to the west;**
- **Facilitate interchange between local bus and rapid transit services;**
- **Local Centre to be located north of the business land and adjacent to the rapid transit interchange and Primary School and to include convenience goods floorspace plus other retail use of a scale and nature which accords with Plan retail policies;**
- **High quality business uses to reflect the strategic location of the site (excluding B8 uses) to be located adjacent to Junction 33 and an additional flexible local employment space to be located adjacent to the Motorway to the south west of the site;**
- **Provide a landscape buffer between employment and residential uses and along the boundary of the M4 to reduce impact;**
- **Provide safe and convenient pedestrian/ cycle links between the site and Creigiau village including links with existing Public Rights of Way;**
- **Effectively respond to landscape and biodiversity assets by:**
- **Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:**
    - **Links between retained ancient woodland at Castell y Mynach, marshy area to the north and young woodland buffer strip alongside Llantrisant Road;**
    - **Links from the Nant Henstaff, through Coed Gwenybwlau, linking to the disused rail line and Pencoed Wood;**

- **Enhancing the disused rail line as a walking/ cycling and ecological corridor;**
- **Links to the countryside to the west;**
- **Linking corridors where possible between the above to provide a good network**

- **Ensuring that there is no detriment to the maintenance of the favourable conservation status of Great Crested Newts and Dormouse on the site including protection of the existing watercourses and provision of suitable compensatory planting to supplement existing retained habitats;**
- **Providing suitable buffers to retained woodlands and streams referred to above and other habitats including hedgerows within the sites;**

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

~~1~~. 4.60 Land North of Junction 33 on the M4 and South of Creigiau are two of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. As the sites are adjacent and separated only by Llantrisant Road, there is considered logic in setting out masterplanning and infrastructure requirements in a comprehensive manner but also including addressing site-specific issues for each site. The sites amounting to 141ha will help bring forward new homes, jobs and supporting infrastructure including a new strategic park and ride facility.

~~2.~~ 4.61 The masterplanning process to date has reflected joint-working between parties relating to both sites to ensure a comprehensive approach is taken.

~~3~~. 4.62 This policy, together with other relevant policies, will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process.

~~4.~~ 4.63 The scale of the sites allows numerous outlets to be operating at any one time and will provide a wide range and choice of housing offer and opportunities for a variety of different tenures. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision in relation to completion of new homes.

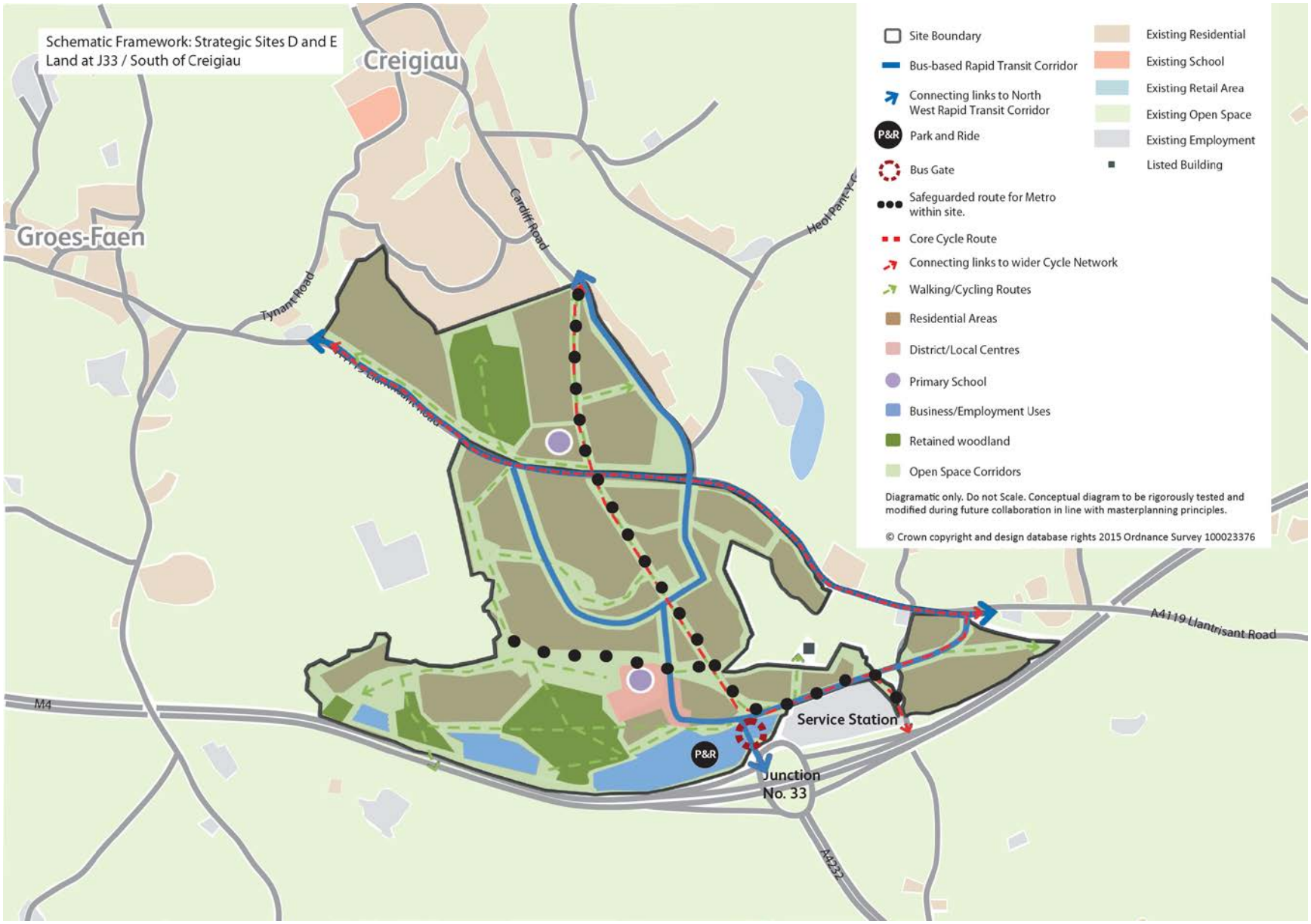
~~5.~~ 4.64 Rapid Transit Corridors within the site North of Junction 33 will be bus-based and of sufficient width and otherwise designed, including the control of car parking, to allow the safe two-way passing of the largest vehicles. Bus priority measures will be provided at appropriate locations within the site to allow bus rapid transit to avoid queuing traffic. Bus-based Rapid Transit Corridors will link the site to the Western Bus Corridor with off-site bus priority measures provided to assist the flow of buses. Further off-site corridor enhancements will be provided on the Western Bus Corridor as shown on the Proposals Map and consistent with policy T2 in order to support delivery of the increased frequency and reliability of services. The integration of housing and supporting services and community infrastructure provides the opportunity for a high proportion of short, local trips to be made by walking and cycling. This will be made possible by integrating networks of high quality walking and cycling routes within development layouts and ensuring that the design of roads, streets, junctions and public spaces accommodate the natural 'desire lines' of people making trips on foot and by bicycle.

~~6~~. 4.65 Although details of the mode and potential alignments of the Metro have yet to be defined it is important that the development of these sites does not preclude the potential delivery of this strategic project. Work undertaken to date by the Welsh Government suggests numerous potential options in this area and there is currently no certainty on the detailed alignment. For example, there is uncertainty of the future mode and whether the route would be based on the existing disused rail line or whether it would be better routed elsewhere.

~~7.~~ 4.66 Therefore, it would be inappropriate to allocate a precise alignment on the Proposals Map but there is a need to ensure future options are not prejudiced. This policy ensures that land is safeguarded from development along the potential Metro corridor and also that land uses, layouts and densities are developed to take account of the potential delivery of this strategic transportation project.

~~8~~. 4.67 The new Local Centre on Site D and new Primary School to be located within or adjoining it will be a focus for community uses and activities. Facilities will also be improved in the existing neighbourhood centre in Creigiau to provide new facilities for existing and new residents. The precise number of Primary Schools (1/2) will depend on the outcomes of future monitoring and delivery options relevant when the details of later phases are being assessed through the Development Management process. Specifically, consideration will be given to the merits of extending the existing Primary School at Creigiau as an alternative to the provision of a second new school.

~~9~~. 4.68 ~~The further future flexibility option~~ Search Area B (to the west of the site North of Junction 33) is not included within the Strategic Site allocation. This would only be triggered if necessary through future Plan review following annual monitoring indicating that the provision of new homes is proceeding beyond anticipated rates and justifies such a release within the last years of the plan period. Therefore, it is considered premature to factor in potential detailed infrastructure and masterplanning matters at this juncture relating to this land although the schematic framework identifies potential access to the site. However, as a minimum, this policy sets out the need to provide potential future vehicular, walking and cycling access from Site D to the 'flexibility allowance land' to the west. The formal monitoring framework provides an evidence-based process to inform any decisions on potential release in the last years of the plan period.


Schematic Framework: Strategic Sites D and E
Land at J33 / South of Creigiau
Creigiau
Groes-Faen
Cardiff Road
Tynant Road
Heol Pantycelyn
A4119 Llantrisant Road
M4
Service Station
P&R
Junction
No. 33
A4222
Site Boundary
Bus-based Rapid Transit Corridor
Connecting links to North West Rapid Transit Corridor
Park and Ride
Bus Gate
Safeguarded route for Metro within site.
Core Cycle Route
Connecting links to wider Cycle Network
Walking/Cycling Routes
Residential Areas
District/Local Centres
Primary School
Business/Employment Uses
Retained woodland
Open Space Corridors
Existing Residential
Existing School
Existing Retail Area
Existing Open Space
Existing Employment
Listed Building
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KP2(F): NORTH EAST CARDIFF (WEST OF PONTPRENNAU)

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

Essential/ Enabling Infrastructure

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

Necessary Infrastructure

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

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

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

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

~~1~~. 4.69 North East Cardiff (West of Pontprennau) is one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It is the second largest Strategic Site (237 ha) within the Plan and relates to countryside located between Lisvane to the west, Pontprennau to the east and the M4 Motorway to the north.

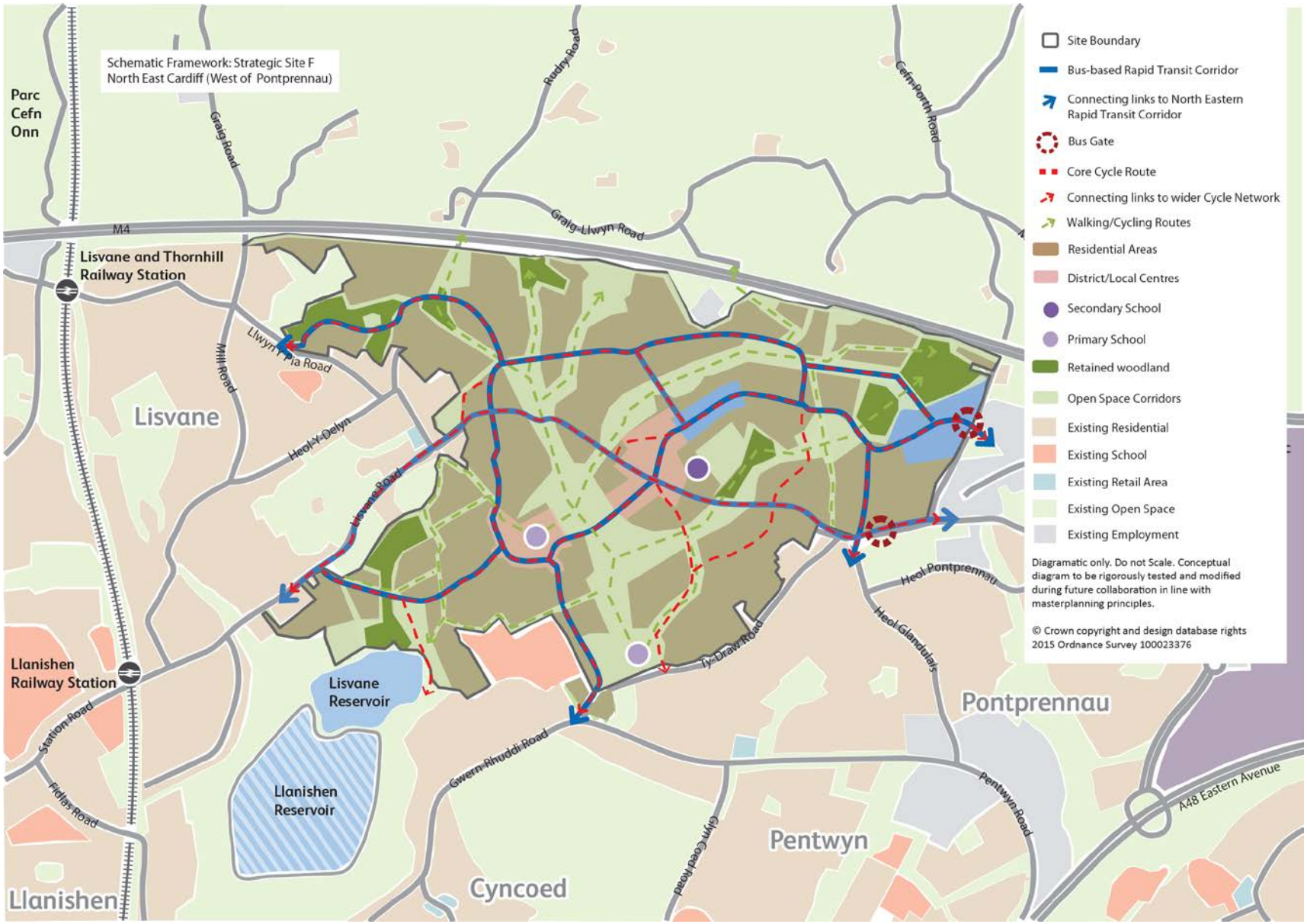
~~2~~. 4.70 ~~Most of the land is owned by two landowners and.~~ The Site will be delivered by a number of different developers operating out of

different outlets. This policy, together with other relevant policies, will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process.

~~3~~. 4.71 The scale of the site allows numerous outlets to be operating at any one time in different parts of this large site and will provide a wide range and choice of housing offer and opportunities for a variety of different tenures. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision in relation to completion of new homes.

~~4~~. 4.72 Rapid Transit Corridors within the site will be bus-based and of sufficient width and otherwise designed, including the control of car parking, to allow the safe two-way passing of the largest vehicles. Bus priority measures will be provided at appropriate locations to allow bus rapid transit to avoid queuing traffic. Bus-based Rapid Transit Corridors will link the site to the Northern and Eastern Bus Corridors with off-site bus priority measures provided to assist the flow of buses. Further off-site corridor enhancements will be provided on the Northern and Eastern Bus Corridors as shown on the Proposals Map and consistent with policy T2 in order to support delivery of the increased frequency and reliability of services. The integration of housing and supporting services and community infrastructure provides the opportunity for a high proportion of short, local trips to be made by walking and cycling. This will be made possible by integrating networks of high quality walking and cycling routes within development layouts and ensuring that the design of roads, streets, junctions and public spaces accommodate the natural ‘desire lines’ of people making trips on foot and by bicycle.

~~5~~. 4.73 District and Local Centres will be the focus for community uses and activities including schools in close proximity. They will be well located in relation to sustainable transportation options and also link into the network of green corridors largely based on the existing stream network.


Schematic Framework: Strategic Site F
North East Cardiff (West of Pontprennau)
Site Boundary
Bus-based Rapid Transit Corridor
Connecting links to North Eastern Rapid Transit Corridor
Bus Gate
Core Cycle Route
Connecting links to wider Cycle Network
Walking/Cycling Routes
Residential Areas
District/Local Centres
Secondary School
Primary School
Retained woodland
Open Space Corridors
Existing Residential
Existing School
Existing Retail Area
Existing Open Space
Existing Employment
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Parc Cefn Onn
Graig Road
Rudry Road
Cefn-Porth Road
Graig-Llwyn Road
M4
Lisvane and Thornhill Railway Station
Llwyn-Y-Pia Road
Mill Road
Lisvane
Heol-Y-Delyn
Lisvane Road
Llanishen Railway Station
Station Road
Lisvane Reservoir
Llanishen Reservoir
Heol Pontprennau
Heol Glandulais
Ty-Draw Road
Pontprennau
Gwern-Rhuddi Road
Pentwyn Road
A48 Eastern Avenue
Hedlas Road
Glyn Coed Road
Pentwyn
Cyncoed
Llanishen

KP2(G): EAST OF PONTPRENNAU LINK ROAD

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

Essential/ Enabling Infrastructure

- **Transport & Highways:**
  - **Provision of new bus-based Rapid Transit Corridors through the site including links to the Local Centre and provision of Bus Gates at St Mellons Road at the north western edge of the site and Bridge Road to the south east of the site;**
  - **Off-site infrastructure including bus priority measures to develop bus-based Rapid Transit Corridors integrating with the site, the Eastern Bus Corridors and other routes within the North Eastern/Eastern Rapid Transit Corridor including services linked to Strategic Site F, facilitating transfer/ improving interchange facilities to Rhymney Line rail services at Llanishen Station and Thornhill Station, and, employment facilities at St Mellons Business Park and Strategic Site H;**
  - **Off-site enhancements including bus priority measures to the Eastern Bus Corridor;**
  - **Extend bus networks and increase the frequency and reliability of services to serve the site with public transport options for a wide range of journeys including a combination of limited stop and local bus services taking account of links with Strategic Site F;**
  - **Provide a bus-only route along Bridge Road**
- **Walking and cycling:**
  - **On and off-site measures to provide a network of high quality, safe, attractive and convenient routes within the site and linking to key local services, facilities and destinations including employment in Pontprennau, Pentwyn and Cardiff Gate Business Park;**
  - **Improve walking/cycling access at junction of Church Road/ A4232/Heol Pontprennau;**
  - **Provide a safe, attractive and convenient link from the site to the Rhymney Trail:**
  - **Enhance subway under A48, south of St Edeyrn's Church;**

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

Necessary Infrastructure

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

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

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

area of land to the east f the site with links running west into the site;

- **Retaining the green buffer along the A4232 (primarily as an ecological resource and landscape role);**
- **Links from riverside park to countryside to north and Rhymney Valley to south west;**
- **Linking corridors where possible between the above to provide a good network**

- **Ensuring that there is no detriment to the maintenance of the favourable conservation status of Dormouse on the site including provision of suitable compensatory planting to supplement existing retained habitats including compensatory planting on the southern and eastern site boundaries;**
- **Providing suitable buffers to retained habitats, particularly the hedgerows within the site;**

- **Effectively respond to heritage assets by:**

- **Assessing and effectively addressing potential impacts on known assets including Listed Buildings within and near to the site;**
- **Preserving the village character around Llanedeyrn village and effectively integrate existing buildings into layout including protecting view of St Edeyrn's Church from the A48;**

- **Effectively respond to heritage assets by:**

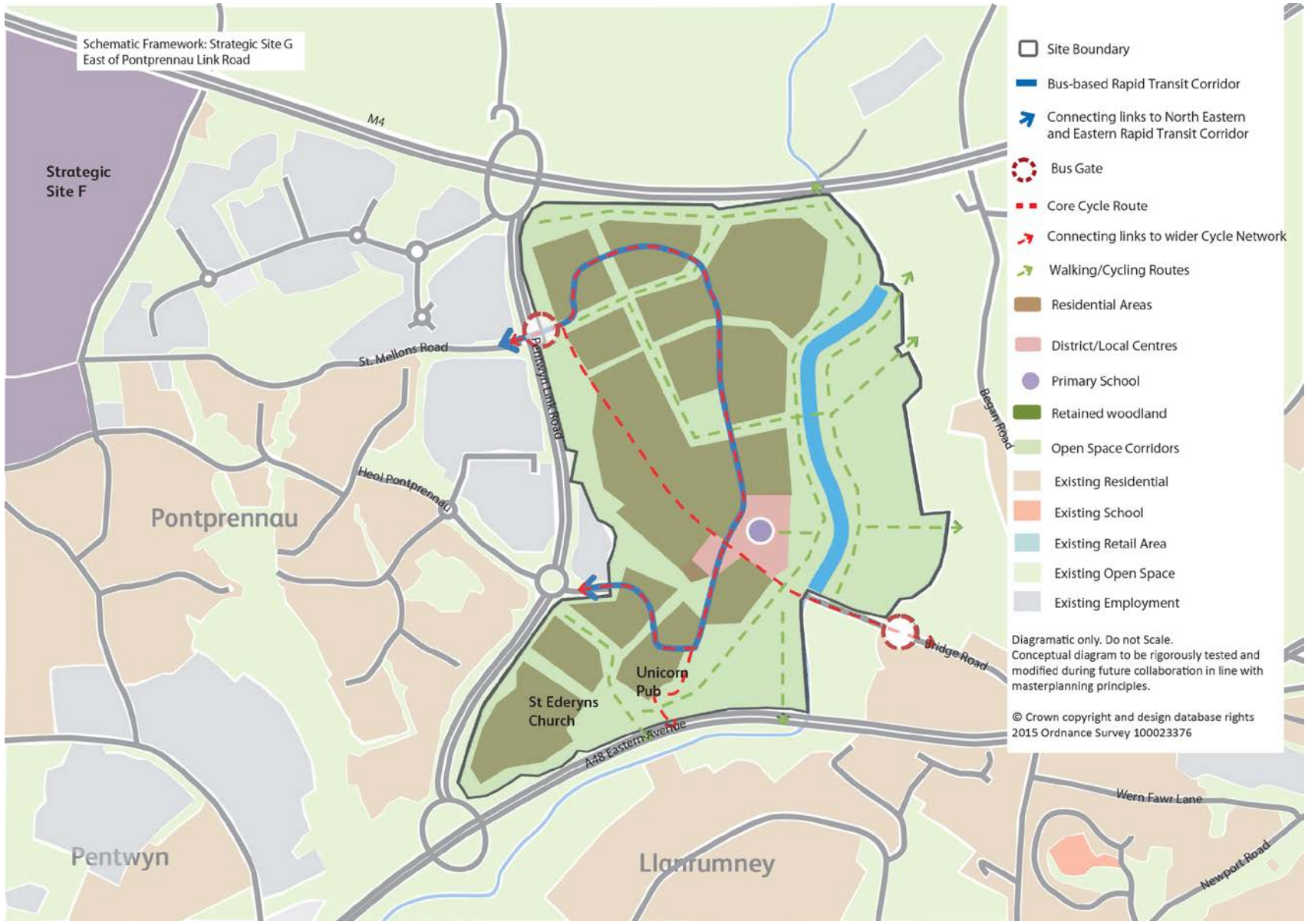
- **Assessing and addressing potential impacts on the Listed Buildings of Unicorn Public House, Church of St Edeyrn, Bridge House Farm, St Julian's Manor House and associated curtilage structures;**

- **Protect water quality of River Rhymney and Nant Mwlan;**
- **Address issues with Japanese Knotweed along the River Rhymney;**
- **No development to take place in C2 flood zone forming part of River Rhymney valley.**

~~1~~.4.74 Land East of Pontprennau Link Road forms one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It amounts to 80.7 ha and is located in countryside located between the Pontprennau Link Road to the West, River Rhymney valley to the east, the A48 to the south and the M4 Motorway to the north.

~~2~~. 4.75 Most of the land is owned by a single landowner and has the benefit of Outline Planning Permission for 1,020 homes together with supporting infrastructure and facilities. A Section 106 Agreement has been signed and secures the phased delivery of supporting infrastructure and facilities including the provision of a Primary School on site with trigger clauses securing delivery.

~~3~~. 4.76 Other parts of the site not covered by the Outline Planning Consent will be considered in the context of this policy, together with other relevant policies which will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process


Schematic Framework: Strategic Site G
East of Pontprennau Link Road
Strategic Site F
M4
St. Mellons Road
Pentwyn Link Road
Heol Pontprennau
Pontprennau
Pentwyn
Llanrumney
Unicorn Pub
St Ederyns Church
A48 Eastern Avenue
Bridge Road
Begam Road
Wern Fawr Lane
Newport Road
Site Boundary
Bus-based Rapid Transit Corridor
Connecting links to North Eastern and Eastern Rapid Transit Corridor
Bus Gate
Core Cycle Route
Connecting links to wider Cycle Network
Walking/Cycling Routes
Residential Areas
District/Local Centres
Primary School
Retained woodland
Open Space Corridors
Existing Residential
Existing School
Existing Retail Area
Existing Open Space
Existing Employment
Diagramatic only. Do not Scale.
Conceptual diagram to be rigorously tested and modified during future collaboration in line with masterplanning principles.
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KP2(H): SOUTH OF ST MELLONS BUSINESS PARK

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

Essential/ Enabling Infrastructure

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

Necessary Infrastructure

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

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

- **Provide 44 ha of business land capable of accommodating up to 90,000 square metres campus style high quality**

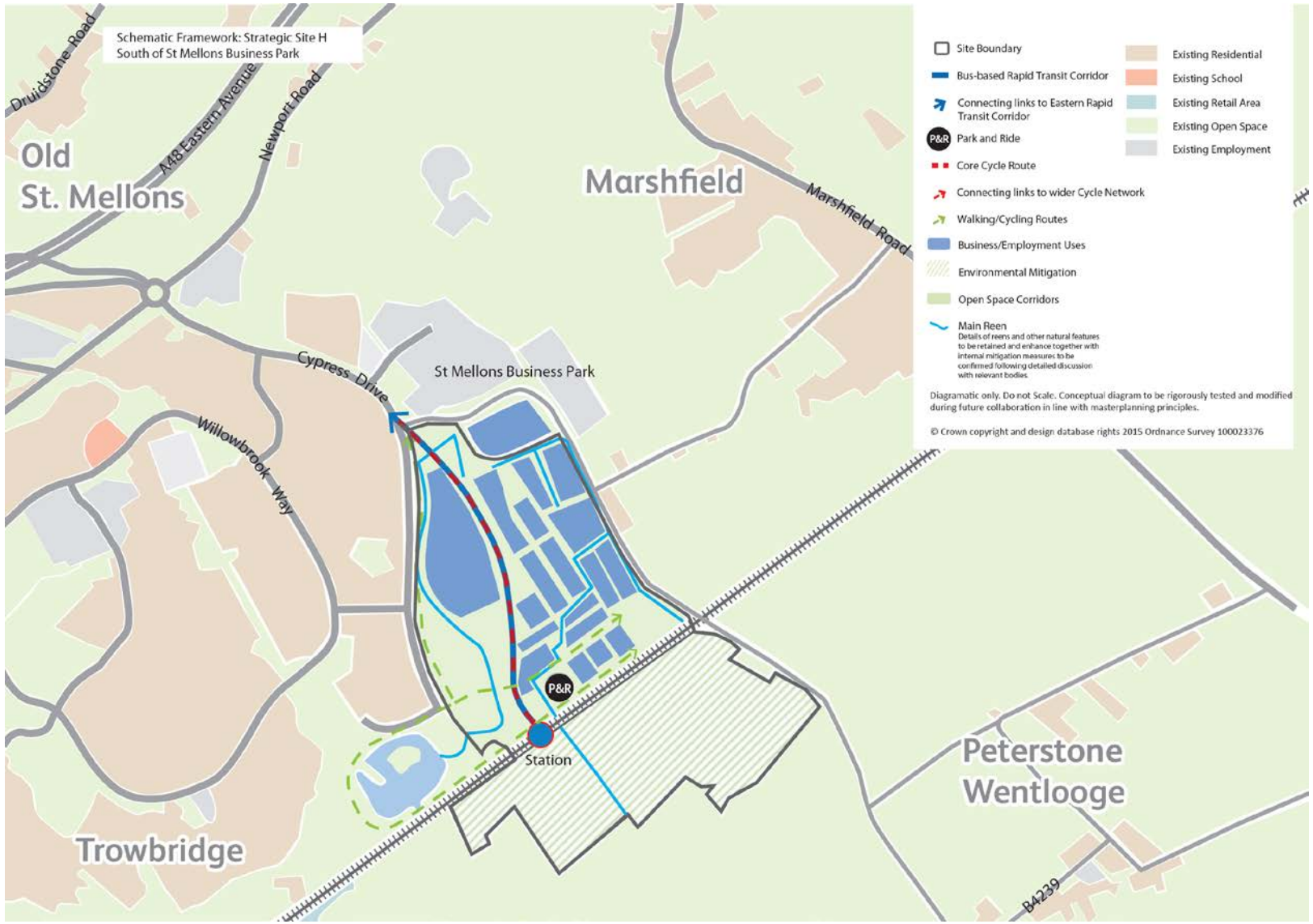
development similar to existing business park at St Mellons in a location which benefits from Assisted Area Status;

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

~~1~~. 4.77 This is an important employment site which contributes to the necessary range and choice of types of employment opportunities in the city. Its location is particularly well placed to provide accessible job opportunities to areas of known deprivation and its position adjacent to the main rail line offers significant opportunities for a new station together with supporting sustainable transportation infrastructure. This proposal is a long-standing proposal in the Regional Transport Plan, is identified in the emerging work on the South Wales Metro concept and has Welsh Government support. However, the precise location of the station is yet to be defined so it would be premature to show a specific allocation for this use on the Proposals Map but it is shown within the Schematic Framework and referenced within the policy.

~~2~~. 4.78 It is recognised that the area possesses environmental and flood risk constraints. In terms of environmental issues, the majority of the area is a Site of Special Scientific Interest with the reens forming the major interest. Run-off will enter the River Severn Estuary, a European designated site so drainage and potential disturbance to birds will need to be suitably addressed. The land also meets the qualifying criteria using the LANDMAP landscape methodology for Special Landscape Area status. Furthermore, there are significant historic interests and the land is designated as a Historic Landscape and Archaeologically Sensitive Area.

~~3~~. 4.79 These environmental and flood risk constraints have been carefully examined so that the mitigation and enhancement measures embedded within this policy provide an appropriate framework at this level to address these issues. These measures will provide a framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process. In this way, the significant social and economic benefits brought forward by this allocation can be delivered whilst carefully responding to and putting in place the policy framework to effectively address the known constraints relating to the site.


Schematic Framework: Strategic Site H
South of St Mellons Business Park
Druidstone Road
A48 Eastern Avenue
Newport Road
Old
St. Mellons
Marshfield
Marshfield Road
Cypress Drive
St Mellons Business Park
Willowbrook Way
P&R
Station
Trowbridge
Peterstone
Wentlooge
B4239
Site Boundary
Bus-based Rapid Transit Corridor
Connecting links to Eastern Rapid Transit Corridor
Park and Ride
Core Cycle Route
Connecting links to wider Cycle Network
Walking/Cycling Routes
Business/Employment Uses
Environmental Mitigation
Open Space Corridors
Main Reen
Details of reens and other natural features to be retained and enhance together with internal mitigation measures to be confirmed following detailed discussion with relevant bodies.
Existing Residential
Existing School
Existing Retail Area
Existing Open Space
Existing Employment
Diagramatic only. Do not Scale. Conceptual diagram to be rigorously tested and modified during future collaboration in line with masterplanning principles.
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2. Putting in place a framework to manage future growth and encourage high quality, sustainable design

~~KP3(A): GREEN BELT~~

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

~~**4.69** Together with Key Policy KP3(B), this Policy seeks to strategically manage the future built form of Cardiff's urban area. Supporting Document 3 evidences the assessment of the potential for a Green Belt in Cardiff. It concludes that designation is considered appropriate for Cardiff and would accord with national guidance relating to Green Belts as set out in Planning Policy Wales (PPW).~~

~~**4.70** Importantly, given that the Plan proposes some significant greenfield releases, this Policy provides some longer-term certainty as to the future urban form of the city. In this respect, it should be noted that land within a Green Belt should be protected for a longer period than the Plan period. This is also a reason why a Green Belt policy is required rather than a Green Wedge policy which would not give the long-term protection considered necessary to effectively manage urban form.~~

~~**4.71** The designated area forms land North of the M4 in Cardiff as shown on the Proposals Map. This land unquestionably forms a distinctive, prominent and well known green backdrop to the city forming a strategically important setting to the urban area. The land is also generally well contained by the strong physical boundary of the M4 Motorway to the south which is an important requirement of any designated Green Belt area.~~

~~**4.72** With regard to land immediately to the North of the proposed Green Belt within Caerphilly and Rhondda Cynon Taff, it is noted that policies set~~

~~out in adopted LDPs very much support development restraint. For example, within Caerphilly, the Caerphilly Mountain Area is all outside the settlement boundaries and a combination of Special Landscape Area and Visually Important Local Landscape designations apply across the whole area. Within Rhondda Cynon Taff, land to the North of the proposed Green Belt carries a Special Landscape Area designation. Future LDP Reviews for these areas or any strategic planning measures which may be introduced in future years could consider an identifying extension of the Green Belt area in accordance with national guidance. However, at this juncture, it is considered that Green Belt designation in Cardiff creates no obvious cross-boundary anomalies or direct policy conflicts.~~

~~**4.73** The tightness of Cardiff's administrative boundaries to the urban area to parts of the West and East, limits scope for a Green Belt designation in these locations. For example, the visually prominent Leckwith Escarpment is located in the Vale of Glamorgan but is protected by a Special Landscape Area designation in the Vale of Glamorgan Development Plan. In fact, most of the land within the Vale of Glamorgan immediately adjacent to Cardiff carries with it either Special Landscape Area or Green Wedge (around Culverhouse Cross) status. This provides an element of protection to Cardiff's setting to the West.~~

~~**4.74** With regard to Newport, it is noteworthy that Newport's adopted Unitary Development Plan includes a Green Belt designation on land immediately East of Cardiff's boundary. This puts in place measures to prevent the coalescence of Cardiff and Newport. It extends from the M4 to the coast running as far East as Castleton and Marshfield providing long-term protection for this large area. In places, the edge of Cardiff's urban area runs right up to the administrative boundary and Green Belt designation within Newport but pockets of countryside remain in Cardiff around Old St Mellons and North of the sea wall.~~

~~**4.75** Green Belt designation is not considered appropriate for either of these areas as it is important that there remains a sufficient range of potential development land available in the longer term. Including such areas runs a significant risk of not taking full account of national guidance in this respect and undermining the Policy. The Green Belt designation in Newport is considered sufficient to prevent settlement coalescence between Cardiff and Newport and there is no demonstrable evidence supporting a wider designated area to support this objective. However,~~

~~there are clear and compelling other reasons for a Green Belt in other areas within Cardiff and for other reasons which are enlarged upon below.~~

~~**4.76** The proposed designated Green Belt is considered essential to protect the strategically significant rising land North of the M4 which is critical to the overall identity of Cardiff and much cherished by its residents. It should also be noted that existing policies are not sufficient to protect the open nature of this land.~~

~~**4.77** Significant development pressures exert on this area. This has been evidenced through planning applications for dwelling conversions, rebuilds and related structures which are having a cumulative impact on landscape quality. Furthermore, numerous applications have been submitted for equine-related activities and other uses which are again beginning to have a cumulative impact on this highly visible and sensitive area. Significant Candidate Sites have also been submitted within the area.~~

~~**4.78** The designation of a Green Belt with its associated strict policy to preserve the open nature of this land is the only policy tool available to the Council to prevent the long term deterioration of this visually prominent land providing a strategic setting to the city. It is very much recognised by the public as being a key distinctive element which helps defines the very nature of Cardiff in the same way that other readily recognised areas are perceived and valued such as Cardiff Bay and the City Centre.~~

~~**4.79** Although Green Belts are not intended to be a tool to protect areas of high intrinsic value, the land is of high environmental value and also a popular area for informal recreation. The Policy therefore also has a positive aspect to build upon the long-term certainty of protection by putting in place support for management and enhancement measures. For example, the long-term protection can act as a stimulus to consider landscape-scale initiatives addressing such matters as carbon sinks, habitat creation and management initiatives and wider green infrastructure-related projects where long-term certainty would support planning and delivery.~~
~~**4.80** PPW provides specific guidance on the consideration of planning applications within the Green Belt. It provides a presumption against inappropriate development and outlines the very exceptional~~

~~circumstances where other considerations may clearly outweigh the harm to protecting the openness of the Green Belt.~~

Insert new KP3(A) Green Wedge to replace existing KP3 (A)

KP3(A): GREEN WEDGE

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

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

4.81 PPW provides specific guidance on the consideration of planning applications within the Green Wedge designation.

KP3(B): SETTLEMENT BOUNDARIES

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

4.82 Cardiff's settlement boundaries are a key mechanism for helping to manage growth by defining the area within which development would normally be permitted, subject to material planning considerations. This

Policy compliments the Green Wedge Key Policy (KP3(A)) set out above. The policy will impose a strict control on development of all countryside in Cardiff outside the identified settlement boundaries as shown on the Proposals Map. Detailed Policy EN1 provides more guidance on the interpretation of this Policy approach.

4.83 Cardiff's countryside is a valuable and finite resource which is under increasing pressure from all kinds of development due to its proximity to the urban area, including farm diversification and equine-related proposals, and because of the large number of properties and small parcels of land in different ownerships spread throughout the countryside. Whilst it is necessary to encourage sensitive proposals that support a working countryside, Cardiff's countryside is particularly vulnerable to the cumulative impact of insensitive new developments that may harm its character and appearance together with 'suburbanising' attractive landscapes. Where it can be demonstrated that development outside settlement boundaries is acceptable in principle, other detailed ~~Deposit~~ LDP policies provide the framework to consider the merits or otherwise of proposals along with national planning policy including TAN 6: Planning for Sustainable Rural Communities.

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

KP4: MASTERPLANNING APPROACH

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

4.8~~7~~ 5 In order to more effectively manage the form, uses, transportation solutions, phasing and appearance of major new developments, the ~~Deposit~~ LDP sets out a 'masterplanning approach'. This will provide greater certainty to developers, the public and all other interested parties. The overall aim will be for the Council to set out a broad framework at the outset which will provide an overarching context for more detailed design and implementation work to follow. This Policy relates to all strategic sites and any other major new developments which may emerge over the Plan period.

~~4.85 The outputs of this approach are set out in Supporting Document No. 16 which includes:~~

~~**General Principles**: 10 General Principles based on different themes considered essential to create new sustainable neighbourhoods. These principles have been agreed by the Cabinet Meeting of 16th May, 2013 and relate to all sites, strategic or non-strategic, greenfield or brownfield;~~
~~**Strategic Schematic Framework**: To provide a link between the General Principles and Site Specific Principles, 3 county-wide plans together with supporting text will provide a spatial context relating to landscape, movement and neighbourhood factors;~~

~~**Site-Specific Framework**: Working within the context of the first 2 outputs, this output will not be overly prescriptive but give a spatial indication of land uses, transportation measures and key open space corridors together with information on proposed densities, infrastructure and phasing of the strategic sites allocated in the Deposit LDP. It is intended that following consideration of consultation responses, that the site-specific framework will be drafted into SPG and follow the normal SPG consultation process prior to the LDP examination; and~~

~~**Area-Based Masterplans**: Detailed Masterplans will be worked up by the landowners/developers with the context of the framework prepared by the Council as set out in the Deposit LDP supporting information. These will contain a greater level of detail than the over-arching framework and can assist in the examination of the LDP together with providing a context for the phased submission of planning applications for development sites.~~

4.86 With regard to Strategic Sites, policies KP2(A) to KP2(H) set out the infrastructure and masterplanning requirements for each of the sites which are shown indicatively, where appropriate, on Schematic

Frameworks. To avoid repetition and unnecessarily long policies, only site-specific and not generic requirements have been articulated and embedded in the policy relating to each Strategic Site.

4.87 The infrastructure requirements contained within policies KP2(A) to KP2(H) reflect the level of detailed information known. Future updates to the Infrastructure Plan will allow such information to be regularly updated to reflect prevailing circumstances and show more detail when it is known. It would be premature and unhelpful to include overly prescriptive directions in the Plan where detailed matters are more appropriately considered through the Development Management process but within the context of the framework embedded within the Plan. In this way, the maximum possible certainty can be given without setting out unsupported aspirations.

4.88 This policy, in conjunction with other relevant policies, will provide the masterplanning framework for landowners and developers to prepare Parameter Plans and Master Plans for major new development proposals, which will inform the Development Management process.

KP5: GOOD QUALITY AND SUSTAINABLE DESIGN

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

i. **Responding to the local character and context of the built and landscape setting so that layout, scale, form, massing, height, density, colour, materials, detailing and impact on the built and natural heritage are all addressed within development proposals;**
ii. **Providing legible development which is easy to get around and which ensures a sense of continuity and enclosure;**
iii. **Providing a diversity of land uses to create balanced communities and add vibrancy throughout the day;**
iv. **Creating interconnected streets, squares and spaces as distinctive places, which are safe, accessible, vibrant and secure and incorporate public art where appropriate;**

v. **Providing a healthy and convenient environment for all users that supports the principles of community safety, encourages walking and cycling, enables employment, essential services and community facilities to be accessible by sustainable transport and maximises the contribution of networks of multi-functional and connected open spaces to encourage healthier lifestyles;**
vi. **Maximising renewable energy solutions;**
vii. **Achieve a resource efficient and climate responsive design that provides sustainable water and waste management solutions and minimise emissions from transport, homes and industry;**
viii. **Achieving an adaptable design that can respond to future social, economic, technological and environmental requirements;**
(ix) "Promoting the efficient use of land, developing at highest practicable densities and where appropriate achieving the remediation of ~~contaminated~~ land contamination;"
x. **Ensuring no undue effect on the amenity of neighbouring occupiers and connecting positively to surrounding communities;**
xi. **Fostering inclusive design, ensuring buildings, streets and spaces are accessible to all users and is adaptable to future changes in lifestyle; and**
xii. **Locating Tall buildings in locations which are highly accessible through walking and public transport and within an existing or proposed cluster of tall buildings.**

4.~~102~~ 89 High quality sustainable design is vital if Cardiff is to meet the objectives set out in the Vision and develop as a world-class capital. More specifically, good design plays a number of significant roles: tackling climate change; protecting and enhancing Cardiff's natural and built environment; protecting local distinctiveness; attracting investment and promoting social inclusion, health and quality of life.

4.~~103~~ 90 Good design therefore goes beyond traditional aesthetic considerations and should be an aim for all development proposals within Cardiff, regardless of their scale. Together with the masterplanning approach set out in Key Policy KP4, above, and relevant Detailed Policies, it is considered that the Plan provides a sound policy framework to ensure the best possible design solutions are secured as the Plan is implemented. Implementation of this Policy, which is aimed in part at improving water resource use efficiency, will ensure adequate water supply without adverse impacts on the River Usk and River Wye SACs, thereby helping to

avoid the likelihood that this Plan will have a significant effect upon European designated sites. Implementation of this Policy will also reduce emission of air, water and ground pollutants, thereby offsetting increases in pollution arising from implementation of other policies in the Plan. This would contribute to avoiding significant effects upon European Sites.

4.~~104~~ 91 ~~There is currently a~~ A range of design-related SPG for different forms of development~~. These~~ will be updated and consolidated as summarised in Appendix ~~5~~ 4 to provide full guidance on the detailed interpretation of this Policy.

3. Bringing forward new infrastructure

KP6: NEW INFRASTRUCTURE

KP6: NEW INFRASTRUCTURE

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

Essential / Enabling Infrastructure:

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

Necessary Infrastructure:

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

~~Other requirements~~

- **~~Other facilities and services considered necessary.~~**

~~4.89~~ 4.92 Policy KP6 seeks to ensure that new developments, irrespective of their size, location, or land use, make appropriate provision for infrastructure. Specific infrastructure requirements will vary in different locations and be dependent upon the scale and nature of proposed development. Infrastructure may be required to facilitate development (essential / enabling ~~such as highways or utilities~~) or can be required to make a development acceptable (necessary ~~such as schools, community facilities, open space~~). For example, it may include elements from the list contained as part of the Policy, which is not exhaustive, but gives an indication of the potential scope of infrastructure which may be required.

- Category 1: Essential / Enabling Infrastructure (to facilitate development) - Those items which will need to be delivered prior to, or from the commencement of the relevant phases of development (e.g. transportation / highways infrastructure, utility services and flood mitigation / defences).

- Category 2: Necessary Infrastructure (to make development acceptable) - Items which need to be phased and implemented alongside new development, to ensure that areas are served with appropriate facilities over time (e.g. schools and recreational open space)'.

4.9~~0~~ 3 The list serves to give a general indication only as each topic may have complex requirements. For example transportation infrastructure could include elements of the following:

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

- Port and shipping facilities.

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

4.9~~1~~ 5 ~~Further work has therefore been undertaken to supplement the Policy and is included in Supporting Document 6 (Infrastructure Plan) which provides details and evidence of the infrastructure that is required to support the planned level of growth.~~ The Infrastructure Plan ~~also~~ identifies the potential costs of ~~such~~ infrastructure provision, potential funding mechanisms ~~and~~ / sources of funding and provides an indication of phasing requirements. The diagram set out below shows some of the potential funding sources for infrastructure provision. ~~However, at this stage it~~ It is important to note that there are numerous potential funding sources and ~~that the potential sources~~ those shown on the diagram raise peripheral issues which require further discussion and work to investigate the feasibility of securing funding through these means.

4.9~~2~~ 6 Within larger sites, which are the subject of detailed masterplanning and phasing, it is likely that necessary infrastructure can be delivered as part of comprehensive mixed-use development. This infrastructure could be delivered through planning obligations or by direct intervention from service/infrastructure providers. In all cases, the early identification of infrastructure requirements and a commitment from developers and service providers to work in partnership will help ensure that all necessary infrastructure can be planned, delivered and managed in an orderly and timely manner.

4.9~~3~~ 7 The provision of flexible, multi-functional buildings and places will allow for essential services to be provided, whilst allowing communities to define and re-define their infrastructure requirements over time. A strong commitment to shared community buildings, services, their management and maintenance will ensure that facilities are at the heart of the community, whilst reducing overall costs to both developers and service providers. The principle of community buildings integrated within multi-function "hubs" (for example, the ~~new~~ @Loudoun development in Butetown) is a trend which is set to continue. The Infrastructure Plan ~~(Supporting Document 6)~~ provides further information regarding potential opportunities for shared premises as well as an indication of compatible uses and services.

4.9~~4~~ 8 A Community Infrastructure Levy (CIL) for Cardiff is being progressed. ~~will be progressed following the adoption of the Plan~~. The balance between site masterplanning, planning obligations and CIL to deliver infrastructure will be informed by site viability, dialogue with developers and the availability of other funding sources. Detailed Policy KP7 (Planning Obligations) provides further detail and describes those infrastructure requirements which may be delivered through planning obligations.

~~4.95 There may also be additional requirements depending on the scale, nature, location and phasing of proposed developments to support the future needs of infrastructure providers and the communities they serve. Further detailed work will be undertaken following consultation on the Deposit LDP to fine tune requirements and delivery sources. This will include identifying in more detail the different ways in which infrastructure can be provided.~~

KP7: PLANNING OBLIGATIONS

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

4.9~~6~~ 99 Planning obligations are a means of overcoming obstacles to the grant of planning permission. They are attached to planning permissions and are commitments by developers to undertake necessary works or make financial contributions that cannot be secured by condition or other statutory means.

4.9~~7~~ 100 New development often generates additional demands upon existing services, facilities, infrastructure and the environment. Planning obligations are a means
of seeking contributions from developers towards these demands, as well as negotiating benefits that improve the standard of development proposals by providing necessary infrastructure and community benefits.

4.9~~8~~ 101 The legislative and policy framework governing the use of planning obligations is provided in PPW, Community Infrastructure Levy Regulations 2010 (as amended) and Welsh Office Circular 13/97 'Planning Obligations' (or subsequent versions).

4.9~~9~~ 102 The CIL Regulations require there to be no overlap between infrastructure funded from CIL and what can be delivered through planning obligations. To avoid duplication, and to provide clarity to developers, the Authority will publish a list

(Regulation 123 List) of the infrastructure which will be funded through the CIL. For infrastructure not included on the Regulation 123 List, it may be appropriate to secure necessary infrastructure through planning obligations.

4.~~100~~ 103 Obligations will be sought from a developer to:

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

4.10~~1~~ 4 They will be sought where they are:

- ~~Necessary to make a proposal acceptable in land use planning terms;~~
- ~~Relevant to planning; and~~
- ~~Directly related to the proposed development.~~
- Necessary to make the development acceptable in planning terms
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development

4.~~102~~ 5 Obligations are normally negotiated under Section 106 of the 1990 Town and Country Planning Act. Agreements can also be entered into under Section 278 of the 1980 Highways Act. These prescribe the highway works required as a result of proposed developments. SPG will be prepared to provide further guidance on the use of planning obligations.

4. Delivering sustainable transportation solutions

KP8: SUSTAINABLE TRANSPORT

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

i. **Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport.**
ii. **Reduce travel demand and dependence on the car;**
iii. **Enable and maximise use of sustainable and active modes of transport;**
iv. **Integrate travel modes;**
v. **Provide for people with particular access and mobility requirements;**
vi. **Improve safety for all travellers;**

vii. **Maintain and improve the efficiency and reliability of the transport network;**
viii. **Support the movement of freight by rail or water; and**
ix. **Manage freight movements by road and minimise their impacts.**

4.10~~3~~ 6 For Cardiff to accommodate the planned levels of growth, existing and future residents will need to be far less reliant on the private car. Therefore, ensuring that more everyday journeys are undertaken by sustainable modes of transport – walking, cycling and public transport – will be essential.

4.10~~4~~ 7 The location and form of developments are major determinants of the distance people travel, the routes they take and the modes of transport they choose. Much of the growth in car travel in recent decades can be attributed to developments which have been poorly integrated with the transport network Integration of land use and transport provision can help to manage travel demand, avoid developments which are car dependent and make it easier to facilitate movements by sustainable modes.

4.10~~5~~ 8 The purpose of this Key Policy, therefore, is to ensure that developments are properly integrated with the transport infrastructure necessary to make developments accessible by sustainable travel modes and achieve a necessary shift away from car-based travel.

4.109 In order to mitigate transport impacts and achieve the 50:50 modal split target, the development of strategic sites will be integrated with provision of transport and highways infrastructure referred to in Policy KP6 (New Infrastructure). Such infrastructure will include:

- the walking and cycling infrastructure supported by Policy T1;
- the strategic rapid transit, bus corridor enhancements and wider improvements to the city's bus network supported by Policy T2;
- Transport Interchanges supported by Policy T3; and
- the Regional Transport Hub supported by Policy T4.

4.110 Policies KP2 (A) to KP2 (H) list the 'Essential' and 'Enabling infrastructure' required to support the development of each strategic site s contribution to ~~and~~ the delivery of the county-wide 50:50 modal split target.

Policies KP2 (A) to KP2 (H) list the 'Essential' and 'Enabling infrastructure' required to support the development of each strategic site and the delivery of the 50:50 modal split target.

4.1~~06~~ 11 Currently (2011) 64% of all weekly journeys (work and non-work related) are made by car, whilst 36% are made by other modes. A central aim of the transport strategy supporting the LDP is to achieve a 50:50 split between travel by car and sustainable travel. This target is not simply a policy aspiration; local knowledge of the transportation network and research of travel behaviour, patterns and trends in combination with modelling work carried out by the Council has shown that achieving this ratio is necessary for the transport network to accommodate movements associated with the growth envisaged within this plan in a way which avoids unmanageable levels of congestion on the highway network.

4.10~~7~~ 12 ~~Supporting Document No. 5, gives details of the~~ A transport model was developed to assess the overall impact of proposed development sites on the highway network in Cardiff in 2026. ~~4.108~~ The model is based on the morning peak periods when pressures on the highway network are greatest. Peak period flows have been modelled on a 2010 base and then compared with 2026 based on the following increases in housing and employment:

- A 25% increase in housing (142,382 to 178,594)
- A 20% increase in jobs (from 198,400 to 238,400)

4.1~~09~~ 13 The 2026 model was based on the 2010 highway network and assumes no changes have been made to accommodate the additional vehicle movements from the development sites; this approach is known as a 'business as usual' scenario. This has enabled the impact of the LDP ~~Preferred~~ Strategy to be fully quantified. The key outcomes of the modelling exercise illustrate that:

- The demand for travel by car would increase by 41%;
- 10% of new demand would be unable to travel on the highway network due to lack of capacity so there would be a 32% net increase in traffic;
- Average journey speeds would decrease; and
- Journey times would increase by approximately 41% or 7 minutes (average).

4.1~~10~~ 14 The Council's modelling assessment demonstrates that the growth projected in the LDP will result in major increase in transport movements generally including significant additional trips on the highway network. Furthermore, that in order to accommodate the additional vehicular trips on the highway network, it will be necessary that at least 50% of all trips on Cardiff's transport network are made by sustainable modes by the end of the Plan period in 2026.

4.1~~11~~ 15 The results of the modelling and assessment work show that in order to achieve a 50:50 split between car-based and non car-based travel, development proposed in the LDP will need to be supported by significant new transport infrastructure, improvements to existing transport facilities, and measures to manage travel demand and encourage use of sustainable transport both within existing and new communities in Cardiff. In light of the scale of transport impacts highlighted in the transport evidence base, it is essential that in considering planning applications, the Council seeks to secure measures which maximise the accessibility of development schemes by sustainable modes.

4.1~~12~~ 16 It is accepted that for some development sites it may not be possible to achieve a 50:50 modal split, at least in the short term. However, in light of the scale of transport impacts highlighted in the transport evidence base, it is essential that in considering planning applications, the Council seeks to secure measures which maximise the accessibility of development schemes by sustainable modes.

4.1~~13~~ 17 For smaller schemes, this could include accommodating through-pedestrian or cycle movements within the development layout or positioning access to the site where it could minimise the walking distance to the nearest bus stop.

4.1~~14~~ 18 For larger development schemes which have significant transport implications, more substantial measures will be required to address travel impacts and maximise sustainable access. It is important to clarify that achieving the 50:50 modal split target will not be a matter of requiring all new developments within the plan period to achieve a 50:50 modal split. Rather, the target will be achieved by the Council seeking to secure through the development process measures which maximise the possible share of trips made by sustainable modes for all sites. It is accepted that for some developments a 50:50 modal split may not be achievable, at least in the short term. However, for other development sites the Council will seek to secure a higher than 50% share of trips by sustainable modes.

4.1~~15~~ 19 Planning applications for development schemes at or above the size thresholds specified in TAN18: Transport will need to be supported by a Transport Assessment (TA). The TA will provide the basis for assessing all the potential travel impacts of developments including their effect on the highway network and the likely modal split of the trips that would be generated. This assessment will help establish the gaps in existing transport provision and the measures necessary to make a development accessible by sustainable modes.

4.1~~16~~ 20 Such measures will be secured as a condition of planning consent and/or by way of planning obligation. In all cases, the nature of the measures sought will be in proportion with the scale of the development and the impacts requiring mitigation.

4.1~~17~~ 21 For planning applications relating to the LDP strategic sites, the Council will seek to secure the on-site and off-site transport infrastructure identified within ~~the schematic master plans and site-specific principles for each site~~ Policy KP2. Implementation of this Policy will help to reduce pollution arising from road traffic. This will counteract increases in atmospheric pollution as a result of the Plan, thereby avoiding significant effects upon internationally designated sites.
4.1~~18~~ 22 The transport aspects of all development proposals will be considered with regard to this key Policy and the detailed transport policies ~~featured below~~.

5. Responding to evidenced economic needs

KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS

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

4.~~119~~ 123 This Policy responds to Cardiff's role as the main economic driver in South East Wales and operates as a city-region which effectively increases the population to around 1.4 million reflecting its position as capital of Wales and seat of Welsh Government and accounting for 32% of total employment in South East Wales. It delivers the strategic aspirations for economic development in Cardiff through the identification and protection of employment land and premises and opportunities to deliver the key economic growth sectors relating to ICT, energy and environmental technologies, advanced materials and manufacturing, creative industries, life sciences and financial and professional services.

4.~~120~~ 124 At the heart of this approach is recognition that the Cardiff city-region clearly forms a natural economic area and it has consistently made a major positive contribution to the economic growth of Wales. In core city analysis, Cardiff performs well and there is an opportunity to build further on this through continuing to enhance Cardiff's role and also improve linkages and connectivity within the city-region. It is also recognised ~~(as evidenced in the recent Cardiff LDP regional collaborative~~

~~working exercise summarised in Supporting Document 17)~~ that there are significant benefits for adjoining areas from Cardiff's success in achieving economic growth.

4.~~121~~ 125 The economic strategy for the LDP supports inward investment and new business requirements through striking a balance between the supply and demand for employment land and continuing to provide a diverse range of job opportunities. Critical to the economic strategy for the city is an appreciation of the changes in population, labour market and employment base together with achieving the appropriate balance between the provision of new jobs and homes. ~~Supporting Document 4 provides detailed evidence on how such matters have been addressed.~~

4.~~122~~ 126 A number of key issues and messages emerge from the supply and demand studies which have implications for Cardiff's economic performance and therefore are critical elements of the economic strategy for the LDP. The evidence points to the need for a Strategy that addresses these three issues:

- Providing a range and choice of new employment land;
- Cardiff Central Enterprise Zone as a core element of the strategy; and
- Recognising the role of existing employment land and premises.

4.~~123~~ 127 In terms of providing for new employment land, the ~~Deposit~~ LDP sets a framework for delivering a wide range and choice of employment sites in different locations and for different sectors including the key market sectors of ICT, energy and environmental technologies, advanced materials and manufacturing, creative industries, life sciences and financial and professional services. The range of new sites ensures that Cardiff can deliver the stated level of growth for new jobs. Importantly, different sites will perform different roles in the strategy. For example, land at Junction 33 may be better suited to ICT, life sciences, energy and environmental technologies whilst Porth Teigr (Roath Basin) is becoming an important location for media and creative industries. Land south of St Mellons Business Park is also allocated to provide a strategic employment site capable of attracting inward investment opportunities for high value service and knowledge based sectors.

4.~~124~~ 128 The provision of employment land as part of wider housing-led comprehensive developments at North West Cardiff, North East Cardiff,

Arjo Wiggins and Roath Basin provides an important role in terms of the overall supply and mix of employment land offering a good range and choice of small out of centre employment sites, including offices, creative industries, small workshops, and starter units. This will be essential to ensure the continued provision of local employment opportunities and address the geographical employment disparities across the county.

4.~~125~~ 129 The geographical spread of the 'Cardiff offer' also addresses the need to provide jobs in accessible locations. In this respect, the key strategic proposal relating to the Cardiff Central Enterprise Zone and Regional Transport Hub represents a highly sustainable and accessible location, close to areas of high unemployment in the city but also readily accessible to the wider region via sustainable modes of transport.

4.~~126~~ 130 This key site is an integral part of the Council's economic vision to establish Cardiff as a leading European business city over the next two decades and will underpin and promote the financial and professional services sector and create a platform for investment. It will greatly assist promoting Wales' share of UK inward investment which has fallen from previous rates of 20% to just 2%.Furthermore, the scale of this proposal relating to Grade A office space is potentially a real 'game changer' for Cardiff and Wales to compete more effectively with other UK cities.

4.~~127~~ 131 It is a long-term proposal which seeks to revitalise up to 140 acres of brownfield city-centre land adjacent to Cardiff Central railway station. It will focus on enhancing Cardiff's growing reputation as a financial and professional services cluster and is a key sustainable regeneration project.

4.~~128~~ 132 Integrated transport sits at the heart of the Cardiff Central Enterprise Zone with Central Square becoming the hub of the Enterprise Zone. The proposal represents the next phase of redevelopment of Cardiff city centre and aims to create a modern and high quality gateway to the city whilst extending the function of the city centre south of the railway line, creating a better link between the city centre and Bay and a provide a new convention centre to attract business, tourism and promote the city for business. The Cardiff Central Enterprise Zone is one of 7 new Enterprise Zones in Wales designated by the Welsh Government and the

only Zone in the focused on financial and professional services. The Zone came into effect on 1st April 2012 and has a lifespan of 5 years.

4.~~129~~ 133 – It is important to ensure that a range and choice of employment land and business premises are provided to maintain and improve the competitiveness of the city, promote and protect indigenous business and attract inward investment. There has been growing pressure over recent years for the development and redevelopment of employment land and premises for alternative uses (predominantly residential), whether still occupied or where current operations have ceased, which offer a greater level of return for investors. Such development proposals can result in significant losses to the county's stock of employment land and premises.

4.~~130~~ 134 The loss of employment land can be incremental with the loss of one site setting the precedent for the loss of a series of others in a similar location, leading to a gradual erosion of an employment area. Sometimes alternative uses can also fragment a larger business area or sever links between employment uses in an area. Over time pressure for alternative uses result in a cumulative loss of employment sites to the detriment of the local economy. In addition many existing industrial areas are located within the 'southern arc' of deprivation in areas of greatest need for jobs and it is important to retain employment in these locations due to their accessibility.

4.~~131~~ 135 – The Strategy seeks to protect existing business and industrial and warehousing land (B1b/c, B2 and B8 uses) to ensure their continued important contribution to providing accessible sources of employment in the city. Similarly, there will be a strong presumption in favour of retaining existing high quality and accessible office accommodation. However, consideration will be given to the change of use (to housing for example) of lower quality office and industrial premises which do not perform an important strategic or local role in terms of the overall range and choice of premises. Where alternative use of land is considered appropriate, priority will be given to mixed-use development comprising employment, housing and community facilities or, where that is not feasible, housing. (This policy position will also help to support future windfall provision over the Plan period) Other proposals will need to demonstrate why a mixed-use of housing and employment schemes cannot be achieved on a site.

4.~~132~~ 136 It is also important to recognise the role of the sea port, ABP and its tenants in South Wales directly and indirectly supports over £1.7 billion of gross output in Wales. There are therefore opportunities to continue to support the role of the port, particularly its potential to generate new industry and services (Competitive Capital – The Cardiff Economic Strategy 2007 to 2012, Cardiff Council).

4.~~133~~ 137 In addition, in order to maximise the contribution to providing jobs from existing sites and promote the efficient use of land, the strategy seeks to encourage the intensification and refurbishment of existing employment land and premises which are under used, vacant or in decline. The Strategy supports the regeneration of land and property for employment purposes such as Mount Stuart Square as a focus on innovative business.

KP10: CENTRAL AND BAY BUSINESS AREAS

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

4.~~134~~ 138 This Policy describes the range of uses appropriate within the Central and Bay Business Areas, as identified on the Proposals Map. It identifies those uses most appropriately located in centres accessible to large numbers of people and encourages a mix of complementary uses to maintain and enhance the vitality, attractiveness and viability of such centres. Identified within the Central Business Area (CBA) is the Central Shopping Area, as defined on the Proposals Map, where new and improved retail uses are most appropriate to maintain a vibrant and vital shopping centre.

4.~~135~~ 139 The CBA is the administrative and business heart of the city, and the established focus for major office and commercial leisure developments. The CBA contains the Central Shopping Area, with the

recent St. David's redevelopment confirming Cardiff's position at the head of the regional shopping hierarchy. The civic centre is home to the National Museum of Wales and Cardiff University which, along with Cardiff Castle and Bute Park to the north, provide the historic setting for the city centre. The area has the diversity and attractiveness befitting a European capital city.

4.~~136~~ 140 The Bay Business Area (BBA) is the focus for government, tourism and leisure development; with the Senedd, the Wales Millennium Centre and other landmark buildings redefining the architectural quality and attractiveness of the waterfront and its environs. Future development should continue to enhance the waterfront as an attractive and diverse mixed-use location, whilst complementing and supporting the CBA as the economic driver for the city region. The Cardiff Bay Barrage has created a 200 hectare freshwater lake and 13km of waterfront providing opportunities for further tourism and water based recreation as well as attracting significant inward investment in an attractive waterfront location.

4.~~137~~ 141 New and improved leisure, recreation and tourist facilities are important for the future development of Cardiff. These uses are major employers in the city centre and generate significant benefits to the local economy. By improving the quality and range of sporting, recreation and leisure facilities, the area is made a more attractive place in which to live, work and visit, thereby helping to attract inward investment and regeneration. These attractions are also important for city marketing and the branding of Cardiff as a major cultural, sporting and leisure destination. Furthermore, it is recognised that these facilities are an important factor in improving the well-being and quality of life of our local communities.

4.~~138~~ 142 The Central and Bay Business Areas also contain a significant number of residential premises including high-rise apartment blocks, student accommodation and residential uses above commercial premises. Although the city centre and bay areas have experienced a large increase in residential development over the past 20 years, there remains the potential for further residential development. New residential development within the Central and Bay Business areas will support the delivery of balanced, mixed use areas where, by virtue of their proximity to public transport, leisure, employment and community facilities, can

create sustainable urban neighbourhoods and contribute to the daytime and evening economy.

4.~~139~~ 143 A series of City Centre Strategies have been prepared since 1997, providing the framework for the strategic regeneration and management of the city centre. A new Strategy is to be prepared alongside a series of Area Action Plans to define the regeneration activity and infrastructure necessary to deliver, sustain and manage the development of the city centre for present and future generations.

KP11: ~~MINERALS AND~~ CRUSHED ROCK AGGREGATES AND OTHER MINERALS

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

4.~~140~~ 144 Mineral resources are a valuable but finite resource. An adequate and steady supply of minerals is essential to the national, regional and local economy and their exploitation makes a significant contribution to our economic prosperity and quality of life. Cardiff is one of the largest producers and consumers of minerals in the region and those worked in Cardiff at present provide the essential raw materials for our buildings, infrastructure and maintenance. Natural minerals include quarried hard rock (carboniferous limestone and dolomite) and dredged sand landed in Cardiff Docks.

4.~~141~~ 145 Crushed rock production in the past has averaged 1 million tonnes (mt.) per annum, broadly similar to the County's consumption. In addition approximately 0.3 mt. of sea dredged sand is landed at Cardiff Docks every year. The majority of natural mineral production is used in the construction industry as crushed rock aggregates. Secondary materials, such as construction and demolition waste, are also used as substitutes for natural aggregates. Cardiff is also an important source of dolomitic and high purity limestone for industrial use in the local steelmaking process. ~~Existing permitted reserves of hard rock minerals (41 mt.) represent over 69 years' supply at current output rates, sufficient to meet need well beyond the Plan period. Regionally, Cardiff contributes around 10% of South Wales' annual crushed rock aggregate production and its reserves represent 8% of the regional total, sufficient to maintain this contribution during the Plan period.~~ The Regional Technical Statement 1st Review (August 2014) produced by the North and South Wales Regional Aggregates Working Parties states that Cardiff should make provision for 0.86 million tonnes of crushed rock aggregates per year up to 2036, resulting in a total apportionment of 21.5 million tonnes. This requirement is based on average annual production for the period 2001 to 2010 and compares with the existing landbank of 41 million tonnes (as at 31st December 2010) of crushed rock reserves meaning Cardiff based on current information has a surplus of permitted reserves when compared to the requirements set out in the Regional Technical Statement 1st Review. This Policy recognises that Cardiff is an important regional provider of minerals and provides for the continuation of its present contribution to regional demand.

4.~~142~~ 146 The Policy promotes the increased use of alternatives to naturally occurring minerals. The re-use or recycling of construction and demolition material and industrial waste serves not only to reduce the amount of waste produced but also conserves scarce non-renewable natural mineral resources and minimises environmental damage.

4.~~143~~ 147 However, allowing for improvements in recycling and re-use, there will remain a need for primary minerals. It is recognised that natural mineral resources can only be replenished over geological timescales and that they need to be protected for future generations. As minerals can only be worked where they exist, it is important to protect

them from inappropriate development, which could effectively sterilise them. The Policy precludes inappropriate development on mineral reserves and resources themselves and allows for buffer zones within which sensitive development will be prevented.

KP12 WASTE

Waste arisings from Cardiff will be managed by:

i. Promoting and supporting additional sustainable waste management facilities, measures and strategies in accordance with the Collections, Infrastructure and Markets Sector Plan (2012) and TAN 21 (2014) ~~Regional Waste Plan and~~ in a manner that follows the waste hierarchy ~~which seeks to maximise the reduction of waste in the first place and thereafter reusing, recovering and recycling options before disposal of waste~~ and the principles of an integrated and adequate network of waste installations; nearest appropriate installation; self-sufficiency and protection of human health and the environment;

ii. Encouraging the provision of in-building treatment facilities on existing and allocated areas of general industry;

iii. Supporting the provision and maintenance of sustainable waste management storage and collection arrangements in all appropriate new developments; and

iv. Supporting waste ~~minimisation~~ prevention and reuse and the provision of facilities that use recycled or composted products.

4.~~144~~148 Cardiff produces around a million tonnes of waste each year, varying from harmless inert materials to highly toxic chemical by-products and residues. It is important for the Council to manage the land use implications of this waste in an environmentally acceptable and sustainable way. The Council is moving towards more sustainable waste management practices in line with European and national guidance, by increasing the amount of municipal waste recycled or composted and reducing the amount of biodegradable waste sent to landfill. ~~Additional treatment facilities are likely to be required within the Plan period in order to achieve these aims.~~

4. ~~145~~ 149 ~~The South East Wales Regional Waste Plan indicates that a maximum of 20.9 hectares of land will be required for waste management facilities within the county. New waste management facilities will generally be favoured on B2 land for general industry, in line with national guidance. In this respect the 1st Review of the Regional Waste Plan endorsed by the Council in July 2008 identifies a range of potential sites for waste management purposes on vacant general industrial land.~~

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

4.~~146~~ 150 All appropriate new development should include provision for the storage, recycling and management of waste. This will encourage waste reduction, recycling, composting and separation at source, in order to contribute towards meeting waste management targets.

6. Responding to evidenced social needs

KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS

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

i. **Providing a range of dwelling sizes, types and affordability including seeking to provide a target of ~~6,953~~ 6,646 affordable dwellings over the remaining ~~13~~ 12 years of Plan period;**

ii. **Supporting the vitality, viability and attractiveness of existing District and Local Centres and their regeneration, including retail**

and other commercial development and housing of an appropriate scale;

iii. **Encouraging the provision of a full range of social, health, leisure and education facilities and community infrastructure for both existing and new communities that are accessible to all by walking and cycling and public transport;**

iv. **Supporting the regeneration of deprived communities within the city and maximising the additional benefits that new communities can bring to adjoining or surrounding communities;**

v. **Encouraging the enhancement of communities through better equality of access to services for all, promoting cultural and wider diversity for all groups in society, and creating places that encourage social interaction and cohesion;**

vi. **Developing new cultural and sporting facilities to build upon Cardiff's role as a major tourist, cultural and sporting destination for visitors and residents alike; and**

vii. **Designing out crime and creating communities which are safer and feel safer.**

4.~~147~~ 151 PPW promotes sustainable communities. In delivering sustainable communities, the Council will seek to ensure a range of dwelling sizes, types and affordability is provided in terms of both market and affordable housing to meet identified needs (including supported and sheltered housing and other special needs where appropriate), in safe neighbourhoods. In Cardiff, in line with national trends, average household size has been declining and in general this has been reflected in an increasing proportion of 1 and 2 bedroom flats in schemes with residential consent.

4.~~148~~ 152 Whilst the provision of flats does cater for those seeking smaller units of accommodation, and this may free up other larger units of existing housing, there will still be a need for a range of dwelling types and sizes to be provided on sites that come forward during the Plan period. Whilst flats may be appropriate on some sites, the Council will seek to ensure, particularly in larger schemes, that a range of dwelling types and affordability is provided.

4.~~149~~ 153 The affordable housing target (~~6,953~~ 6,646 or ~~535~~ units per annum) identifies the number of affordable housing units that it is anticipated will be provided over the remainder of the Plan period ~~2013~~ 2014 to 2026. The target takes into account the current landbank of affordable units (less an allowance for flexibility) and expected contributions from strategic and non-strategic sites, windfall sites and change of use schemes based on the affordable housing target

percentages (30% for greenfield sites and 20% for brownfield sites) outlined in Policy H3.. It is also likely that some affordable housing will also come forward from sources other than by the use of planning obligations, for example on sites or in dwellings acquired by social housing providers.

4.154 The Cardiff LHMA assessment sets a requirement over the period 2013-2018 of 3,989 affordable units per year or a total of 19,945. Clearly, the affordable housing target over the Plan period will not meet the need figure as set out in the LHMA

4.~~150~~ 155 The Plan also supports the viability and attractiveness of District and Local Centres which form an important part of Cardiff's retail hierarchy and of its social, economic and physical fabric. In addition to their primary function of providing local shopping facilities they also accommodate a range of accessible services facilities and employment. This Policy aims to support the retention and provision of local shopping facilities, which remains the primary role of centres and underpins their vitality, attractiveness and viability. Such facilities are also accessible to the local community by public transport, walking and cycling thereby supporting the sustainable transportation objectives set out in the Plan. Furthermore, the Policy also seeks to encourage investment and renewal of the physical fabric of centres.

4.~~151~~ 156 Providing a range of community, health, religious and educational facilities which are accessible to as many people as possible is an essential requirement in order to secure sustainable communities. Such facilities are significant local employers and can contribute towards the regeneration of local areas. Additionally, these services are essential to maintain and improve the quality of life of people living and working in Cardiff.

4.~~152~~ 157 The masterplanning approach which has been adopted to provide a framework for the development of strategic sites fully recognises the potential benefits that new development can bring to adjoining areas. Opportunities can be taken to deliver the aims of this Policy by new development enhancing the quality and range of existing provision of a range of facilities and services.

4.~~153~~ 158 In order to further support the regeneration of deprived communities within the city the LDP will support implementation of the Council's Neighbourhood Improvement Programme (March 2007) and the Communities First Programme, which aim to close the gap between the most deprived neighbourhoods and the city as a whole.

4.~~154~~ 159 In order to secure sustainable communities it is important that the LDP helps promote a culture in which diversity is valued and equality of opportunity is a reality. This can be achieved through a combination of policies within the Plan, particularly those creating places that encourage social interaction and cohesion.

KP14: HEALTHY LIVING

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

4.~~155~~ 160 This Policy accords with the aim in PPW to deliver sustainable development through ensuring that health is considered in new developments. It also assists achievement of a number of PPW objectives regarding travel and access to key community facilities. It reflects the direction that *'health considerations can be material considerations in determining planning applications'* (PPW Para. 12.13.8) and accepts that the effect of development on people's health is a key element of sustainable development and its consideration will raise any significant issues which need to be taken into account.

4.~~156~~ 161 Implementation of this Policy supports the Cardiff Partnership Strategy (2010-2020) and the population outcome 'people in Cardiff are healthy'. It also contributes to the delivery of a number of objectives regarding healthy lifestyles including physical activity and recreation, in accordance with Our Healthy Future (Welsh Government 2009), Fairer Health Outcomes for All (Welsh Government 2011) and Creating an Active Wales (Welsh Government 2010).

4.~~157~~ 162 The Policy reflects evidence provided by 'The Marmot Review: implications for spatial planning' and Barton and Tsourou (2000) 'Healthy Urban Planning' and supports the theme of healthy urban environment and design taken forward by the World Health Organisation and UK Healthy Cities Networks.

4.~~158~~ 163 Overall, these policies and guidance conclude that the built and natural environment together with lifestyle behaviours contribute to

improving health. Key measures to improve the health of the population include supporting:

- Active travel such a walking and cycling;
- Access to well-maintained open spaces for physical activity and food growing; and
- Access to health care facilities.

4.~~159~~ 165 Such measures will assist in:

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

4.~~160~~ 165 Cardiff has a wealth of open spaces and walking and cycling rates to work/school and for leisure are on the increase and it is important to protect and enhance these assets for health improvement.

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

KP15: CLIMATE CHANGE

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

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

(vi) Preventing development that increases flood risk.

4.~~161~~ 166 A core function of the Plan is to ensure that all development in the city is sustainable, taking full account of the implications of reducing resource use and addressing climate change. This Policy provides a framework for sustainable growth by promoting development that mitigates the causes of climate change and which is able to adapt to its likely effects. This long-term approach is vital if Cardiff is to realise the economic, environmental and social objectives set out in the Vision.

4.~~162~~ 167 In the first instance, a reduction in carbon emissions will be achieved by means of controlling the energy demand associated with development through maximising energy efficiency. Secondly, sustainable sources of energy should be incorporated, without reliance on fossil fuels.

4.~~163~~ 168 Carbon sinks act as a means of off-setting carbon emissions by natural means. Trees and soils act as substantial reservoirs of carbon, sequestering atmospheric carbon, and contributing substantially to soils, which accrete carbon faster under tree cover than other forms of vegetation. This stored carbon will usually be emitted as a greenhouse gas if trees are removed or damaged, or soils removed, covered or disturbed (by compaction or contamination) during the construction process.

4.~~164~~ 169 As far as practicable, trees should be retained and protected, and land kept as functioning vegetated soil open to the fall of organic matter, with new trees and shrubs provided by developers wherever possible. Where trees and shrubs cannot be surrounded by open soil, hard surfaces should not be used unless there is an overriding need, and areas that are not needed for pedestrian or vehicle use should be retained for soft landscape. Cardiff's open spaces, trees and soils play a crucial role in mitigating the effects of climate change at the local level. Open vegetated soils absorb rainfall and runoff.

4.~~165~~ 170 Adapting to the implications of climate change will require buildings which are able to cope with the likely increased temperature ranges, more frequent and severe flooding and increased extreme weather events. Buildings and related infrastructure should be designed to be flexible not only to climatic change but also to accommodate a

variety of uses over their lifetime rather than being suitable for one sole application. Landscape will be a critical issue with trees providing protection both by shading and active cooling. This cooling will be required particularly in the city centre and District Centres, and where the young children, older people, and people with mobility impairments gather.

4.~~166~~ 171 The Council will require high standards of energy efficiency in new development ~~in accordance with national guidance and as further amplified in relevant Deposit LDP policies and supporting guidance~~. Implementation of this Policy, which promotes incorporation of renewable energy generation, will also reduce emission of aerial pollutants, thereby offsetting increases in aerial emissions arising from implementation of other policies in the Plan. This would contribute to avoiding significant effects upon European Sites.

4.~~167~~ 172 Avoiding unnecessary flood risk will be achieved by strictly assessing the flood risk implications of development proposals within areas susceptible to tidal or fluvial flooding and preventing development that unacceptably increases risk. In accordance with TAN15: Development and Flood Risk no highly vulnerable development will be permitted in development advice zone C2. Development will only be considered in other areas at high risk of flooding where it can be demonstrated that the site can comply with the justification and assessment requirements of TAN15 (2004 – Section 6, 7 and Appendix 1). Policy EN14 relating to Flood Risk sets out a range of criterion which will be considered when assessing development proposals in areas of high risk of flooding. ~~Information is provided to demonstrate that a proposal satisfies the Flood Consequence Assessment tests set out in TAN15: Development and Flood Risk.~~

KP16: GREEN INFRASTRUCTURE

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

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

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

i.**Undeveloped countryside and coastline (EN1 and EN2);**
ii.**Landscape, geological and heritage features which contribute to the City's setting (EN3);**
iii.**Strategically important river valleys of the Ely, Taff, Nant Fawr and Rhymney (EN4);**
iv.**Biodiversity interests including designated sites and the connectivity of priority habitats and species (EN5, EN6 and EN7);**
v.**Trees (including street trees), woodlands and hedgerows (EN8);**
vi. **Strategic recreational routes, cycleways and the public rights of way network (T5, T6 and T8);**
vii.**Parks, playing fields, green play areas and open spaces ~~(C3~~, C4 , C5 ~~and C6);~~**
viii.**Growing spaces including allotments, community orchards and larger gardens ~~(C5);~~ and**
ix. **Holistic integrated surface water management systems (EN10).**

4.~~188~~ 173 The policy aims to ensure that Cardiff's green infrastructure assets are strategically planned and delivered through a green infrastructure network. Other policies in the Plan provide more detailed guidance on aspects of these assets, together with supporting SPG.

4.~~189~~ 174 The green infrastructure network is important for its own sake and for its contribution to the wider quality of life, including the value that people attach to it. It provides a range of economic, social and environmental benefits including reducing impacts of climate change (KP15), enhanced biodiversity habitat and species connectivity (EN5, EN6 and EN7), providing greater opportunities for sports and recreation (C4), contributing to the communities' health and wellbeing (C~~7~~6) and providing visual benefits for all (KP5).

4.~~190~~ 175 Where development is permitted, planning conditions and/or obligations will be used to protect or enhance the natural heritage network. New developments should incorporate new and / or enhanced green infrastructure of an appropriate size, type and standard to ensure no fragmentation or loss of connectivity.

4.~~191~~ 176 Where the benefits of development outweigh the conservation interest, mitigation and/or compensation measures will be required to offset adverse effects and appropriate, planning obligations sought. The implementation of Policies designed to provide and protect public open space throughout Cardiff would also serve to offset any increase in recreational pressure on the Cardiff Beech Woods SAC, thereby helping to avoid likely significant effect upon that site.

4.~~192~~ 177 Management of Cardiff's green infrastructure network should be in place prior to development, and appropriate planning obligations sought. SPG on this topic will be prepared to more fully outline the extent of Cardiff's green infrastructure and how this policy can be implemented in more detail.

Policy KP17: BUILT HERITAGE

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

4.~~193~~ 178 This Policy affords strategic policy protection for Cardiff's historic environment as required by legislation and PPW. The historic environment enriches people's lives and the visual appearance of the city. It reflects the diversity and culture of the communities that have formed it over time, provides evidence of Cardiff's past and helps define its present identity and character. An understanding of the historic and cultural significance of the city can provide a context for managing change and creates a backdrop for innovation in the design of new development to shape the future of the city.

4.~~194~~ 179 There are currently 28 Scheduled Ancient Monuments in Cardiff. This Policy affords appropriate protection to these monuments and others that may be scheduled over the Plan period, as well as other important archaeological remains identified within the Historic Environment Record. The SPG on Archaeologically Sensitive Areas provides further guidance on four areas of the city where significant finds have been recorded.

4.~~195~~ 180 There are currently almost 1,000 buildings in Cardiff on the statutory List of Buildings with Special Architectural or Historic Interest, designated by Cadw on behalf of the Welsh Government. Along with the legislation referred to above, This Policy affords appropriate protection to these statutory listed buildings and others that may be added to the list by Cadw over the Plan period.

4.~~196~~ 181 The Council also holds a Local List of Buildings of Merit. This Policy identifies the significance of these locally listed buildings (and others that may be added to the list by the Council over the Plan period) have in forming the character of the area. Welsh Office Circular 61/96 identifies the weight their designation may have in the assessment of development proposals.

4.~~197~~ 182 There are currently 27 conservation areas in Cardiff, as identified on the Constraints Map. Along with the legislation referred to above, This Policy affords appropriate protection to these and other areas that may be designated by the Council over the Plan period. The Policy should be read in conjunction with the adopted Conservation Area Appraisal prepared for each area, including the enhancement proposals included within them.

4.~~198~~ 183 Finally, there are currently 19 historic parks and gardens and 1 historic landscape (the Wentloog Levels) included on the Cadw/ICOMOS 'Register of Historic Landscapes Parks, and Gardens'. This Policy affords appropriate protection to these and other historic parks, gardens and landscapes that may be added to the register by Cadw/ICOMOS over the Plan period.

4.~~199~~ 184 In seeking to respond to the presence of heritage assets, developers are encouraged to follow a sequence of investigation and assessment to identify the cultural and historic significance of a place

before developing proposals for change or alteration. In this way appropriate approaches can be developed to preserve and enhance the historic environment through proposals that respond to and complement their context. The process is commended within Circular 61/96 and advice within BS Standard 7913, 2013.

KP18: NATURAL RESOURCES

In the interests of the long-term sustainable development of Cardiff, development proposals must take full account of the need to minimise impacts on the city's natural resources and minimise pollution, in particular the following elements:
i. **Protecting the best and most versatile agricultural land;**
ii. **Protecting the quality and quantity of water resources, including**
underground surface and coastal waters;
iii. **Minimising air pollution from industrial, domestic and road transportation**
sources and managing air quality; and
(iv) "Remediating land contamination through the redevelopment of contaminated sites."

4.18~~0~~ 5 The best and most versatile agricultural land (grades 1, 2 and 3a of the Agricultural Land Classification) is a finite resource. Once lost to development it is rarely practicable to return such land to best quality agricultural production.

4.18~~1~~ 6 There is no up-to-date definitive map of agricultural land quality for Cardiff as a whole but the best and most versatile agricultural land is known to exist in parts of the West, North and East of Cardiff. In meeting the needs to provide new homes and jobs in this Plan, some high quality land will be lost but taking account of all relevant factors, this loss is considered justified. Moreover, by putting in place a planned and managed approach to meeting future economic and social needs, this adds strength to the protection of good quality land outside these areas.

4.18~~2~~ 7 Cardiff's rivers, lakes, ponds and water bodies are important for a wide range of uses and users. Development has the potential to affect water quality and quantity. It is important that development is only allowed where there would be no unacceptable harm to the quality or

quantity of water resources and where provision can be made for any infrastructure required to safeguard water quality and quantity. New developments should have an adequate water supply and sewerage system to serve the development. This policy, which is aimed in part at improving water resource use efficiency, will ensure adequate water supply without adverse impacts on the River Usk and River Wye SACs, thereby helping to avoid the likelihood that this LDP will have a significant effect upon European designated sites.

4.18~~3~~ 8 Poor air quality can affect people's health, quality of life and amenity and can impact on nature conservation and built heritage interests. Development has the potential to cause air pollution, or sensitive developments can be affected by existing air quality problems in an area. In Cardiff, transport emissions are one of the main contributors to poor air quality. Development will not be permitted if it would cause or result in unacceptable harm due to air pollution. ~~Implementation of this Policy, which is aimed in part at improving water resource use efficiency, will counteract increases in water demand arising from implementation of other policies in the Plan, thereby avoiding significant effect upon River Usk and River Wye SACs.~~ Implementation of this Policy will also help to counteract any increase in atmospheric pollution as a result of the Plan, thereby helping to avoid the likelihood that this LDP will have a significant effect upon internationally designated sites.

4.18~~4~~ 9 "The redevelopment of sites with ~~contaminated~~ land contamination allows such land to be brought back into beneficial use, prevents dereliction and reduces the need to develop greenfield sites land."Developers will be required to demonstrate that any actual or potential contamination can be overcome, thereby ensuring that the land is suitable for the development proposed.

1. HOUSING

H1: NON-STRATEGIC HOUSING SITES

The following non-strategic sites are allocated for housing:

Table 3: SUMMARY OF NON-STRATEGIC HOUSING SITES			
Site Ref.	**Site Name**	**Estimated Units**	**Site Size (Ha)**
H1.1	**Land at Areas 9-12, St Mellons**	**150**	**3.98**
H1.2	**Land rear of Clive Street**	**80**	**2.87**
H1.3	**Rookwood Hospital**	**~~80~~ 90**	**~~2.90~~ 3.40**
H1.4	**Former Lansdowne Hospital**	**75**	**1.51**
H1.5	**Land at Dan-y-Garth, Pentyrch**	**~~53~~ 47**	**2.49**
H1.6	**Land at former St John's College**	**~~50~~ 64**	**2.50**
H1.7	**Ely Bridge Farm, Dyfrig Road. Ely**	**~~35~~ 41**	**0.72**
H1.8	**Electrocoin Automatics Ltd, Caerphilly Road**	**20**	**0.61**
H1.9	**Land at Mill Road, Tongwynlais**	**5**	**0.40**

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

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

~~5.3 Supporting Document No. 1 provides a fuller explanation of how provision has~~
~~been made to meet the dwelling requirement.~~

H2: CONVERSION TO RESIDENTIAL USE

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

i. **Adequate servicing and security can be maintained to the existing commercial use(s);**

ii. **Appropriate provision can be made for parking, access, pedestrian access, amenity space, and refuse disposal together with any appropriate external alterations and;**

iv. **The residential use does not compromise the ground floor use.**

5.~~4~~ 3 Within the areas identified the Council will encourage the conversion of suitable space above commercial premises to residential use. The conversion of empty space above shops to residential use provides a valuable contribution to the city's housing stock and provides much needed homes. It also positively contributes to the creation of vibrant, mixed use communities where people live and shop. Centres remain busy and populated beyond business hours, increasing surveillance and providing a market for ancillary uses associated with the night-time economy.

Policy H3: AFFORDABLE HOUSING

~~Where there is evidence of need~~ The Council will seek 20% affordable housing on Brownfield sites and 30% affordable housing on Greenfield sites in all residential proposals that:

i. Contain ~~10~~ 5 or more dwellings; or

ii. Sites of or exceeding 0.1~~3~~ hectares in gross site area; or

~~iii. Sites of or exceeding the thresholds in (i) or (ii) above for adjacent sites.~~

Where adjacent and related residential proposals result in combined numbers or site size areas exceeding the above thresholds, the Council will seek affordable housing based on the affordable housing target percentages set out above

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

5.~~5~~ 4 The aim of this Policy is to assist the Council to meet evidenced housing need by seeking an appropriate affordable housing contribution from new residential developments in the city.

5.~~6~~ 5 The Policy will help provide a range and mix of sustainable affordable housing, in line with Policy KP13.

5.~~7~~ 6 PPW recognises that a community's need for affordable housing is a material planning consideration. It also promotes mixed and inclusive communities. More detailed guidance in TAN2: Planning and Affordable Housing requires local authorities to include affordable housing policies in their LDPs where a Local Housing Market Assessment (LHMA) has provided the evidence base to support policies to deliver such housing through the planning system. The Cardiff LHMA update (2013) indicates an annual shortfall of 3,989 affordable dwellings per annum.

5.~~8~~ 7 The Policy applies to all proposed housing developments covered by the policy thresholds, including proposals on previously undeveloped land, redevelopment schemes, schemes providing specialised accommodation (except those in which residents require a significant element of care), conversions, changes of use, and mixed-use developments containing housing. It responds to the evidenced need for the planning system to help play its part in securing land and units for affordable housing. However, housing specifically designated to cater for students would not be required to contribute an affordable housing element.

5.~~9~~ 8 In accordance with Welsh Government guidance, affordable housing encompasses both social rented and intermediate housing where there are secure mechanisms in place to ensure that it is accessible to those who cannot afford market housing, both on first occupation and for subsequent occupiers. In addition, the Council has a duty to have regard

to the needs of disabled people and chronically sick, the majority of whom are best housed in the community. Where there is evidence of need for affordable special needs housing it may, subject to Council agreement, be provided as all, or part of, the affordable housing requirement.

5.~~10~~ 9 The Council will provide evidence of need based upon the latest Cardiff Local Housing Market Assessment Update, supplemented by current Council and Registered Social Landlord waiting lists and other relevant information. In order to create mixed and balanced communities, provision for affordable housing will be sought 'on site' unless the Council considers that this is impractical or inappropriate. In such exceptional circumstances, affordable housing may either be provided on another site, (location to be agreed with the Council), or a financial contribution may be provided to address affordable housing requirements elsewhere in Cardiff, in any case, provision should address the need identified in relation to the proposed development.

~~5.11 The LDp target for affordable housing for the Plan period is detailed in Policy KP13. During the remaining Plan period from 2013 to 2026 the target amounts to 535units per annum.~~

5.1~~2~~ 0 The targets set out in the Policy are derived from the findings of an affordable housing viability study undertaken by Peter Brett Associates. This study assessed the viability of a range of housing scenarios (including a calculation for necessary infrastructure which could be achieved through Sn106 and/or CIL, consistent with Policy KP6: New Infrastructure and LDP Background Paper: Infrastructure Plan) for different development types with varying levels of affordable housing. In order to demonstrate viability, and take account of the higher costs associated with the development of brownfield sites the study recommended a two tiered affordable housing target. The Report confirms that affordable housing is viable at 30% on greenfield sites and at 20% on brownfield sites (based on indicative tenure mixes of 40% social rented, 40% intermediate rented and 20% Low Cost Home Ownership). This is consistent with the recommendations of the Cardiff Local Housing Market Assessment and the Economic Viability Reports of 2013 and 2014 in seeking an appropriate mix of tenures to address evidenced housing need over the Plan period. ~~The full findings of the Viability Study, including the methodology and assumptions made are set out in supporting document 20~~

5.~~13~~ 11 In negotiating affordable housing, each proposal's actual contribution will depend on that scheme's capacity for provision. This will ensure that the affordable housing contribution in itself will not make the scheme unviable. The Council will work with developers to agree a contribution in an open and transparent manner. In cases where agreement cannot be reached, an independent assessment will be commissioned to be paid for by the applicant/developer. ~~Notwithstanding this, in order to determine an appropriate level of contribution all housing developments of 50 or more dwellings will be expected to provide an independent assessment paid for by the applicant/developer.~~ The assessment should include details and costs of the necessary infrastructure to be delivered either wholly or in part to support the delivery of sustainable neighbourhoods.

5.~~14~~ 12 Detailed guidance on the scale, tenure and nature of the affordable housing to be sought, along with information regarding what will be required as part of independent viability assessments, will be set out in the Affordable Housing SPG. The Policy will normally be implemented by the use of a planning obligation in accordance with Policy KP7.

H4: CHANGE OF USE OF RESIDENTIAL LAND OR PROPERTIES

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

i. The premises or their location are no longer suitable for residential use; or

ii. The proposal is for a community use necessary within a residential area.

~~iv. The proposal is for a use that could contribute to the creation of sustainable communities.~~

iii.There would be no unacceptable impact on residential amenity.

5.~~15~~ 13 This Policy identifies the circumstances in which proposals for the conversion or redevelopment of residential properties outside the Central and Bay Business Areas and District and Local Centres identified on the Proposals Map, to other use will be permitted.

5.~~16~~ 14 As acknowledged in PPW, offices, retail, entertainment and other uses that attract a significant number of visitors, whether by vehicle or on foot, are generally best located in centres where they are most widely accessible, particularly by public transport and have least harmful impact on residential amenity. Within Cardiff, these centres are the Central and Bay Business Areas, Central Shopping Area and District and Local centres identified on the Proposals Map. A range of Plan policies seeks to direct appropriate uses to these centres.

5.~~17~~ 15 Outside these centres, proposals for the conversion or redevelopment of residential properties to other use will only be permitted in line with Policy H6 and if no unacceptable harm will be caused to the amenity or health of remaining residences in line with Policy H6.

5.~~18~~ 16 There is a range of community uses that are appropriate and necessary, in principle, within residential areas. These include doctors' and dentists' surgeries, residential homes and child-care facilities. ~~Similarly there are other uses such as local shops and other commercial uses, of an appropriate scale, that could contribute to the creation of sustainable communities. Such uses will be permitted where there would be no unacceptable impact on residential amenity or to an area's character. Subsequent conversion from such uses to other non-residential uses will not normally be permitted.~~ Further guidance on the conversion of residential properties to childcare facilities will be set out in SPG.

5.~~19~~ 17 In order to safeguard the amenity of residential areas, there will be a general presumption in favour of permitting the range of commercial and community uses in the Central and Bay Business Areas and District and Local Centres identified on the Proposals Map - including by the conversion or redevelopment of existing residential accommodation - subject to relevant policies. Within the Central and Bay Business Areas, proposals will be assessed having regard to Policy KP10 District and Local Centres, proposals will be assessed having regard to Policies R~~5~~ 4 & R~~6.~~5

H5: SUB-DIVISION OR CONVERSION OF RESIDENTIAL PROPERTIES

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

i. The~~ existing~~ property is of a size (~~without being extended for the proposed use~~), whereby the layout, room sizes, range of facilities and external amenity space of the resulting property would ensure an adequate standard of residential amenity for future occupiers.
ii. There would be no material harm to the amenity of existing, nearby residents by virtue of general disturbance, noise or overlooking.
iii. The cumulative impact of such conversions will not adversely affect the amenity and/or the character of the area.
iv. Does not have an adverse ~~a~~effect on local parking provision

5.~~20~~ 18 The subdivision of a residential building into smaller residential units can be an important source of housing. It can take different forms such as:

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

5.~~21~~ 19 The Council requires all flat conversions and HMOs to be of a high quality and to be well designed.

5.~~22~~ 20 The objectives of the Policy are:

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

5.~~23~~ 21 The subdivision of a building into smaller residential units is a sustainable form of development as it gives a new lease of life to buildings which might be redundant or economically unviable in their current use.

5.2~~4~~ 2 With sympathetic alterations to the exterior of a building, conversion has a lower visual impact on the street scene by preserving the existing frontage and respecting the character of an area.

5.2~~5~~ 3 However, unsatisfactory conversion work can result in accommodation which is an over-intensification form of development resulting in inadequate and poor quality accommodation. Occupants may be exposed to problems, such as overlooking, poor outlook, overcrowding

and lack of amenity space, noise and disturbance from neighbouring premises, and inconvenient and unsafe access.

5.2~~6~~ 4 Further information will be given in SPG Design Guidance and Space Standards for Flat Conversions and Houses in Multiple Occupation HMOs.

H6: CHANGE OF USE OR REDEVELOPMENT TO RESIDENTIAL USE

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

5.2~~7~~ 5 This Policy provides a framework for the assessment of applications for the change of use, conversion or redevelopment of redundant previously developed land and premises for residential purposes within settlement boundaries. It is aimed at ensuring that:

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

5.2~~8~~ 6 The Policy responds to evidenced social need for new homes in line with Policy KP1 and relates to Policies EC3 & H2. PPW indicates that such changes of use and redevelopment should be taken into account in housing provision. It defines ‘previously developed land’. National guidance and plan policies relevant generally to the countryside will apply outside settlement boundaries. The Policy will also apply to mixed-use development including housing.

5.2~~9~~ 7 Assessment of whether land or premises are redundant or need to be retained in their former use (criterion ‘(i)’) will include tests identified in relevant policies, notably Policy EC3 Alternative use of sites and premises relating to the protection of employment land and premises.

5.~~30~~ 28 Considerations under criterion '(ii)' will include the compatibility of neighbouring uses, preventing insensitive or inappropriate infilling, privacy/amenity, size, density, aspect scale, layout and requirements for security and amenity space.

5.~~31~~ 29 Criterion '(iii)' is intended to ensure that the introduction of residential use into an area or building does not unduly restrict the operating conditions of existing businesses.

5.3~~2~~ 0 Criterion '(iv)' may involve contributions being sought from developers towards the provision of necessary community and other facilities, in accordance with Policy KP7, delivering necessary infrastructure.

5.3~~3~~ 1 Where there is a change of use or redevelopment of commercial/industrial units to residential, there needs to be an appropriate assessment for the presence of land contamination. The land contamination standards set for commercial/industrial use are not suitably protective for residential use and therefore unacceptable risks to the end users may be present and will require appropriate remediation, where residential use is proposed.

~~H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE~~

~~**Land is allocated for the provision of Gypsies and Travellers accommodation at Seawall Road as defined on the Proposals Map.**~~

~~5.34 Currently, there are two Council-managed Gypsy and Traveller residential sites in Cardiff: at Rover Way and Shirenewton which were developed in the 1970's and 1980's. These sites provide 80 pitches between them; 59 at Shirenewton and 21 at Rover Way. In addition there are a few privately run facilities, most notably a site next to the Council's residential site at Shirenewton. Collectively these sites generate a future need for new pitches which the Council has a statutory duty to provide for with the LDP providing the tool to formally identify appropriate land to meet this need.~~

~~5.35 In order to fully inform considerations, the Council has recently commissioned 3 independent studies carried out in consultation with the Gypsy and Traveller community to assess the relevant aspects of this matter. The first independent study, by Opinion Research Services, was to identify the level of need over the LDP plan period. It identifies a need to provide for an additional 108 pitches in the city up to 2026 together with an additional need for a transit site of around ten pitches, which should be located near the M4 to meet the needs of Gypsy and Travellers who are visiting the area or travelling through it. The study concludes that a transit site need not necessarily fall within the boundaries of the County of Cardiff and recommends entering a cross boundary process with neighbouring Councils and across South East Wales to identify a suitable site within the region.~~

~~5.36 The second independent study carried out by Atkins examined the physical condition of the Rover Way site. It outlined some significant and challenging issues which would require resolution in future years. Therefore, in the event that this site could be replaced at some point in the future, this could add to the level of need to be provided for in the LDP (21 pitches).~~

~~5.37 The third independent study was prepared by Peter Brett Associates and provides advice to the Council on potential sites required to respond to the needs identified in the first study. It contains an assessment of potential sites for the Council to consider which is further discussed in the following paragraphs.~~

~~5.38 The Peter Brett study followed criteria set out in national guidance and looked at the availability, suitability and achievability of potential~~

~~sites. The process resulted in a long list of 32 sites with 5 sites being~~ identified ~~identified as potentially suitable to contribute additional pitches. However, it is noted that the sites recommended would only deliver 92 pitches which falls short of the required number. The Council has placed the study in the public domain and received feedback on its contents. Work has been undertaken to examine the study in considerable detail. As a result of recent analysis, there are significant concerns with the suitability of all 5 recommended sites having regard to a wide range of material factors including the role of potential sites for other uses.~~

~~5.39 Consideration of the study has also included addressing all 32 sites on 'the long list' of sites assessed by the consultants. In this respect, further work has been undertaken with regard to the large area of unused land at Pengam Green bounded by Seawall Road to the west, and Rover Way to the south, (opposite the existing Gypsy and Traveller site at Rover Way). The study concluded that the land was not considered suitable due to flood risk but added, "However should satisfactory flood mitigation measures be identified as part of a wider scheme to mitigate flood risk in the area it is considered the site could have the potential for Gypsy and Traveller use. The Council should keep this under review".~~

~~5.40 Dialogue with Natural Resources Wales (NRW) undertaken since the Peter Brett study has revealed that NRW are proposing to carry out 2 flood defence enhancement schemes in relation to the River Rhymney and Roath Brook. These schemes are currently programmed for implementation in 2015/16 as part of the Severn Estuary Flood Risk Management Strategy and will reduce flood risk in part of the flood plain contiguous with land south of the railway line.~~

~~5.41 Whilst the schemes do not remove flood risk from the unused land north of Rover Way, they provide an important stage in delivering significant measures to address flood risk in the wider area. If complemented by further measures closer to the mouth of the River Rhymney and existing tidal defences, a comprehensive solution may be feasible which significantly reduces flood risk for the whole local area including a large number of existing properties and premises in the locality. Flood defence enhancements would also be fully consistent with the Severn Estuary Shoreline Management Plan 2 which supports, 'holding the line' of sea defences in this area.~~

~~5.42 Detailed analysis of the land east of Seawall Road and north of Rover Way reveals different degrees of flood risk within the site. A Phase~~

~~2 Strategic Flood Consequences Assessment (SFCA) undertaken for the Council by Atkins in 2011 indicates that flood risk is within guidelines for development for conditions today but becomes an issue when considering the impact of rising sea levels in future years and guidance states regard must be had to, 'lifetime of development' rather than assessing purely current conditions. The western corner of the site adjacent to Seawall Road is unused with no extant planning consents and contains two large raised areas of land including access roads which removes flood risk according to national guidance criteria until 2110 flood extents whilst lower surrounding developed and unused land triggers flood risk in 2085 flood extents.~~

~~5.43 In order to fully assess the precise nature of flood risk and explore effective mitigation measures in relation to the lifetime of development, a Phase 3 Flood Consequence Assessment will need to be undertaken. Initial dialogue has taken place with NRW in this respect and the Council will commission independent consultants to work to a brief agreed with NRW and in accordance with national guidelines. Given the fact that flood risk does not become an issue until 2110 on this part of the unused land plus the fact that the Severn Estuary Strategy Management Plan is sea defence improvements before this time, an allocation on this land is not unreasonable at this juncture. However, the Phase 3 study will be progressed as a priority to allow the Council time to consider its findings and update details as appropriate prior to formally agreeing the LDP submission and focussed changes in May 2014.~~

~~5.44 Having regard to other factors, there are strong reasons to support this allocation. This has the benefits of building upon the strong existing links with the existing community and facilities provided. Indeed, the site would benefit from far safer access to Willows High School and local services, overcome existing coastal erosion concerns and provide a more satisfactory living environment in a well-screened site not directly adjacent to the busy Rover Way.~~

~~5.45 In terms of potential capacity, the area of raised land adjacent to Seawall Road is approximately 3.2 hectares in size. It could be developed for Gypsy and Travellers in a phased manner utilising existing access roads together with room for new internal landscaping to compliment strong and mature boundary planting forming the western site boundary which extends to the north and east providing a distinctive feature in the~~

~~local landscape. Based on existing pitch densities, the site can deliver around 65 pitches.~~

~~5.46 The site would be of a large scale in a Wales context and above recommended site size in national guidance. However this guidance also states local authorities may consider it necessary to be flexible by allowing more pitches on a site when taking into account local circumstances and the current level of need. Furthermore, the council's experience operating the Shirenewton site of 59 pitches has demonstrated that large sites can be very effectively managed providing both benefits for the Gypsy and Traveller community and enabling the effective delivery of supporting services. The site allows for a logical phased development where pitches can be provided in a managed and orderly manner together with integrating the provision of supporting facilities. Developing a larger site at this location is not considered a viable or sustainable solution. It would go well beyond the recommended size of sites in national guidance and well beyond the Council's ability to demonstrate that such a model could effectively operate in practice.~~

~~5.47 The allocation of a new site for 65 pitches at Seawall Road represents a major provision in a national context and demonstrates the Council's continued commitment to responding to the needs of a large Gypsy and Traveller community. This represents meeting more than the immediate needs in Cardiff (43 pitches) as identified in the ORS needs assessment. However, it does not satisfy the overall level of need identified in the ORS needs assessment. This is a reflection of the unprecedented level of need to be addressed in a Wales context together with the limited suitability of other potential sites as shown through consideration of the Peter Brett Study. There has been insufficient time since the consideration of the Peter Brett study to identify additional sites prior to progressing the Deposit LDP in strict accordance with the Delivery Agreement approved by the Welsh Government.~~

~~5.48 The progression of the LDP through to examination allows this issue to be more thoroughly explored including an analysis of consultation responses on the Deposit Plan. Discussions have already been initiated with the Welsh Government to progress a balanced approach to addressing needs for the South East Wales region. Furthermore, it should~~

Delete Policy H7 and reasoned justification

H~~8~~7: SITES FOR GYPSY AND TRAVELLER CARAVANS

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

i. **Necessary physical, transport and social infrastructure are accessible**
or can be readily provided;

(**ii) "Environmental factors including flood risk, ground stability, ~~contaminated~~ land contamination and proximity of hazardous installations do not make the site inappropriate for residential development;"**

iii. **The site is designed with reference to both the Welsh Government Good Practice Guide in Designing Gypsy Traveller Sites and the views of local Gypsies and Travellers;**

iv. **There would be no unreasonable impact on the character and appearance of the surrounding areas including impact on residential amenity of neighbouring occupiers or the operating conditions of existing businesses; and**

v. **In the case of a transit or touring site, it has good access to the primary highway network.**

5.~~51~~ 32 This Policy provides a framework for assessing proposals for both new and extensions to existing sites whether for permanent or transit sites.

5.~~52~~ 33 Cardiff currently has two Gypsy and Traveller sites, at Rover Way and Shirenewton, providing a total of 80 permanent pitches. To date these two sites have accommodated natural population growth, with some overcrowding.. ~~T~~he latest Gypsy and Traveller Needs Assessment was undertaken in April 2013 and showed a need for 108 permanent Gypsy and Traveller pitches. Local authorities are required to assess the accommodation needs of Gypsy families (Housing (Wales) Act 20~~0~~14 S.~~225 & 226~~) . and submit the assessment to the Welsh Government for approval by March 2016. PPW says that it is important for LDPs to have policies for the provision of sites. Welsh Government Circular 30/2007 indicates that where there is an assessment of unmet need for Gypsy and Traveller accommodation, sufficient sites should be allocated in the LDP to meet needs. A criteria based Policy for Gypsy and Traveller sites must also be included in order to meet future need.

5.~~53~~ 34 This updated assessment will inform a wider site selection process which will progress over the next two years to meet the short and long term need for Gypsy and Traveller pitches. This process is referenced in the Monitoring Framework and includes the following key outputs and timescales. Sites that come forward through this process, together with any other proposals will be assessed against this policy.

- Agree methodology and project management arrangements by end of 2015
- Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 by February 2016
- Undertake a site search and assessment and secure approval of findings by October 2016
- Secure planning permission and funding (including any grant funding from Welsh Government) for identified sites(s) required to meet the short term need for 43 pitches by May 2017
- Secure planning permission and funding (including any grant funding from Welsh Government) for identified(s) required to meet the long term need for 65 pitches by May 2021

~~5.53 Cardiff currently has two Gypsy and Traveller sites, at Rover Way and Shirenewton, providing a total of 80 permanent pitches. To date these two sites have accommodated natural population growth, with some overcrowding. Policy H7 allocates land specifically for the provision of Gypsy and Travellers but This policy provides further scope for considering any additional proposals which may arise over the plan period.~~

2. ECONOMY

EC1: EXISTING EMPLOYMENT LAND

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

Site Name	Primary Use / Activity	Status
Ocean Park	B1, B2, B8	Primary
Cardiff Port (& Heliport and Surrounds)	B1, B2, B8	Primary (Port related activities)
Rover Way (Celsa Steel Works, Tremorfa Industrial Estate, Seawall Rd)	B2, B8	Primary
Wentloog Road (Capital Business Park, Lamby Way Industrial estate, Wentloog Corporate Park, Rail freight terminal)	B1, B2, B8	Primary
St Mellons Business Park	B1, B2, B8	Primary
Cardiff Gate Business Park	B1 (offices), ancillary B2	Primary
Cardiff Business Park & Land North of Maes y Coed Rd, Llanishen	B1, B2, B8	Primary
Forest Farm, Longwood Drive	B1, B2, B8	Primary
Green Meadow Springs	B1 (offices)	Primary
Penarth Road Area (includes Hadfield Rd, Sloper Rd, Bessemer Rd)	B1, B2, B8	Primary
Ty Nant Road	B1, B2, B8	Local
Crown Way (Companies House)	B1 (offices)	Local
Wentloog Road (North of railway line)	B1, B2, B8	Local
Pentwyn (Panasonic Plant, Avenue Industrial estate)	B1, B2, B8	Local
Eastern Business Park	B1 (offices)	Local
Willowbrook Business Technology Park	B1 (science, research and development)	Local
Excelsior Rd	B1, B2, B8 & complementary trade counter	Local
Norbury Road Industrial Estate	B1, B2, B8	Local
Wroughton Place, Ely	B1, B2, B8	Local

Argyle Way, Caerau	B1, B2, B8	Local
Garth Industrial Estate	B1, B2, B8	Local
Land around Volvo Garage	B1, B2, B8	Local
Alexandra Gate Business Park	B1	Local

5.~~54~~ 35 This Policy responds to the economic vision and objectives of the Plan to ensure a range and choice of employment land and premises are available across the city to assist economic competitiveness, encourage entrepreneurship, promote the growth of indigenous businesses of all types and size and attract inward investment.

5.~~55~~ 36 A key role for the LDP is to ensure the provision of a portfolio of an appropriate range, quantity and quality of employment land and premises to meet the current and future needs of the city and the city's workforce. One of the main strategies to achieve this aim is the protection of existing employment sites across the city.

5.~~56~~ 37 One of the key recommendations of the GVA Grimley Report 'Cardiff Employment Land and Commercial Review' (2009) and Hardisty Jones Associates/Origin 3 Study 'Cardiff Employment Land and Property Study' (April 2012) was to introduce policies to protect nearly all of the remaining employment locations (or allocations that were made in the Local Plan) either because of the important economic role they currently play in the overall employment land portfolio for the city or because of the distribution of this land across the city.

5.~~57~~ 38 A critical factor in Cardiff maintaining a supply of employment land will be the ability to protect land and premises for employment from being lost to alternative uses. There has been growing pressure over recent years for the development/redevelopment of employment land and premises for other uses (predominantly residential), whether still occupied or where current operations have ceased. Such development proposals can result in significant losses to the county's stock of employment land and premises.

5.~~58~~ 39 The loss of employment land can be incremental with the loss of one site setting the precedent for the loss of a series of others in a similar location, leading to a gradual erosion of an employment site. Sometimes

alternative uses can also fragment a larger business area or sever links between employment uses in an area. Over time pressure for alternative uses result in a material aggregate loss of employment sites to the detriment of the local economy.

5.~~59~~ 40 The employment sites identified in Policy EC1 display strong potential to continue playing an important economic role, whether this is to provide local employment on smaller sites within key neighbourhoods or whether the sites are more strategic in size, position and function.

5.~~60~~ 41 Due to the time that has elapsed since the completion of the GVA Study, the employment sites identified for protection have been reviewed. Some sites have experienced further pressure for alternative uses with additional losses of employment land and their B use class employment function has been all but eroded. These sites, for example North and South of Newport Road and Colchester Avenue are therefore no longer identified for protection for employment purposes. Similarly Cathedral Road and offices adjacent to the River Taff which are characterised by low grade offices with a high level of vacancy are no longer identified for protection and a change of use to housing for example will be given consideration.

5.~~61~~ 42 The protection of employment sites also allows for the modernisation and refurbishment of land and property and increasing density of development on site thereby making the most efficient use of land.

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

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

5.~~62~~ 43 This Policy seeks to enable the provision of appropriate complementary leisure, food and drink, and childcare facilities in existing and new office, industrial and warehousing areas and helps to deliver Plan objectives. Employees in such areas may require good access to a range of facilities, including food and drink, leisure/recreation and child-care. The absence of such facilities in an employment area can increase travel demand and make the areas less attractive to employers and employees.

5.~~63~~ 44In existing employment areas, change of use of existing premises will be considered for appropriate complementary facilities, including food and drink, leisure and child-care.

5.~~64~~ 45Where new employment areas are proposed, the need for such facilities should be considered as part of the overall development scheme.

5.~~65~~ 46 In all cases, only facilities of an appropriate nature and scale to meet the needs of employees will be permitted. Appropriate leisure facilities may include fitness centres/clubs and indoor sports facilities. Provision for accessible open space or public realm improvements may also be appropriate.

EC3: ALTERNATIVE USE OF EMPLOYMENT LAND AND PREMISES

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

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

5.~~66~~ 47 This Policy provides criteria against which proposals for the change of use of business and industrial land and premises will be assessed. It will apply to existing, permitted and allocated business, industrial and warehousing land and premises and address:

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

5.~~67~~ 48 Criteria for assessing whether land and premises remain well located for business, industrial and warehousing uses will include:

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

~~5.68 Provision might be made for conversion to alternative uses but only if there were compelling and exceptional circumstances, for example:~~

- ~~Robust evidence that there is no realistic prospect of employment use on the site; and/or~~
- ~~The property is physically unsuitable for employment use, even after adaption/refurbishment or redevelopment.~~

5.~~69~~ 49 The 'robust evidence' for assessing the need to retain land and premises for business, industrial and warehousing use include the following criteria:

- Whether and for how long land or premises have been vacant and actively marketed and the expressions of interest during this period;
- Whether the site offers particular benefits not generally available within the overall land bank;
- Whether the site is within an area of high unemployment and offers realistic prospects of use for appropriate employment purposes;
- Whether the relocation of existing occupiers to other suitable accommodation will be facilitated;
- Whether the proposed development would retain an element of industrial, office or warehousing floorspace; and
- Whether the proposed use need to be accommodated on business, industrial or warehousing land (e.g. transport depots).

- Other priorities, such as housing need, override more narrowly focussed economic considerations.

5.~~70~~ 50 Where alternative use of land is considered appropriate, priority will be given to mixed-use development comprising employment, housing and community facilities or, where that is not feasible, housing. Other proposals will need to demonstrate why a mixed-use of housing and employment schemes cannot be achieved on
the site.

5.~~71~~ 51 It is also important to ensure that the introduction of residential or other uses into an industrial or warehousing area does not unduly restrict the operating conditions of remaining businesses.

5.~~72~~ 52 Where employment land and premises are under development pressure from non-employment uses and it is considered that there still exists an opportunity to make a contribution towards longer term economic development and job retention and growth within an area, developers will be requested to make provision for an appropriate contribution towards bringing forwards compensatory employment opportunities elsewhere in the County in line with Policy KP7 Planning Obligations.

5.~~73~~ 53 Where there is the potential to develop residential units on areas previously identified for commercial/ industrial use, there needs to be an appropriate assessment for the presence of land contamination. The land contamination standards set for commercial/industrial use are not suitably protective for residential use and therefore unacceptable risks to the end users may be present which will require appropriate remediation.

5.~~74~~ 54 Further guidance on the application of this Policy will be set out in the Protection of Employment Land and Premises for Business, Industry and Warehousing SPG.

EC4: PROTECTING OFFICES IN THE CENTRAL AND BAY BUSINESS AREAS

The alternative use of offices within the Central and Bay Business Areas will only be permitted where it can be demonstrated that there is no need to retain the site or premises for office use

having regard to the demand for offices and the requirement to provide a range and choice of sites available for such use.

5.~~75~~ 55 This Policy aims to ensure that office sites within the Central and Bay Business Areas identified on the Proposals Map, whether occupied, vacant, or with permission are protected from inappropriate changes of use. Any proposal involving the loss of offices will need to demonstrate that there is a sufficient range and choice of commercial office floorspace to meet the city's office requirement up to 2026.

5.~~76~~ 56 When considering proposals for the alternative use of office accommodation, the following issues will be considered:

- Whether, and for how long the premises have been vacant and actively marketed for office use;
- Whether the development of the site for appropriate uses will facilitate the relocation of existing office occupier/s to other suitable accommodation within the Central or Bay Business Area;
- Whether the proposed development would retain a significant element of office floorspace;
- Whether the proposed use is complementary to an employment use; and
- Whether the proposed development can demonstrate wider economic, social and regeneration benefits.

5.~~77~~ 57 The Central and Bay Business Areas contain a wide range of office premises, including modern Grade A accommodation (e.g. Callaghan Square and Assembly Square); high-rise accommodation built in the 1960s and 1970s (e.g. Newport Road); office accommodation above commercial premises (e.g. St. Mary Street and Greyfriars Road); and converted historic villas in the north of the city centre (e.g. Park Place and Windsor Place). Over time, and as the needs of businesses change, premises can fail to meet modern occupier requirements. This has been evidenced recently with changes of use from offices to residential and hotel uses, resulting in a significant reduction in office vacancy levels within the city centre.

5.~~78~~ 58 To ensure that Cardiff continues to attract and retain quality businesses, the City Centre must contain sufficient land for new office accommodation, as well as providing a range and choice of office premises for existing and future occupiers, including large Grade A

offices, small and medium sized enterprises, incubator units and live-work premises. The Cardiff Central Enterprise Zone along with other planned employment areas provides a range and choice of new business locations. ~~Further information regarding the potential contribution of the Cardiff Central Enterprise Zone to the supply of new business premises for the city, as well as opportunities for other commercial and residential development, is contained in Supporting Document No. 4.~~

5.~~79~~ 59 It is acknowledged that some office vacancy is necessary to allow for the turnover of businesses and the renovation of premises to meet modern business needs. However, long-term vacancy can have a damaging impact upon the vitality and viability of commercial centres. Office premises that, despite active marketing, have remained unoccupied for over two years will be considered more favourably
for changes of use to other, appropriate uses.

5.~~80~~ 60 Mixed-use redevelopment proposals that retain a significant element of commercial office floorspace, or those that do not result in any net loss in the level or quality of office accommodation within the City Centre, are likely to be more favourably considered.

5.~~81~~ 61 Where proposals involve the loss of office accommodation, they will only be permitted where they do not harm, and are complementary to, the primary office role and function of the area and accord with other Plan policies. Such uses could include childcare facilities, training, tertiary education, residential development, commercial leisure and hotels.

EC5: HOTEL DEVELOPMENT

Proposals for hotel development will be permitted:
i. **Within the Central and Bay Business Areas of the city centre;**
ii. **In appropriate locations for the conversion of suitable residential or**
commercial properties;
iii. **At other locations within the urban area, if there is no need to preserve the site for its existing or allocated use, assessed against the relevant policies of the plan;**
Subject to considerations of scale, location, design, amenity and transportation being acceptable.

5.~~82~~ 62 This Policy favours hotel development at appropriate locations within the Central and Bay Business Areas.

5.~~83~~ 63 The conversion of existing properties to hotels or guest houses contributes to the range of accommodation available for tourists and other visitors to the city. In assessing such proposals, 'appropriate locations' are likely to be on main roads into the city and close to tourist or business areas, and 'suitable properties' are likely to be larger houses and vacant low grade offices, able to accommodate parking requirements. In terms of both the proposed property and its location, importance will be attached to the need to safeguard amenity of residential areas. Proposals for the change of use of converted hotels in residential areas to uses other than residential or uses acceptable within a residential area will be resisted.

EC6: NON-STRATEGIC EMPLOYMENT SITE

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

5.~~84~~ 64 This non-strategic site is considered acceptable for university related research and development uses given its close proximity to the existing Cardiff University campus. Dialogue with the University has indicated the merits of university related research and development uses for this site, which can assist in the long term development of Cardiff University and other academic institutions within the city together with wider economic benefits for the region.

5.~~85~~ 65 The allocation of the site for university research and development uses supports the LDP vision and the economic objectives which seek to promote clusters of research & development expertise. It also supports policies KP1 and KP9 which promote the provision of range and choice of new employment sites for different types of employment. The site is directly adjacent to the existing Cardiff University and in an accessible location which reduces the need to travel, a key component of developing sustainable communities. The precise nature of research and development uses will be subject to further detailed work.

EC7 EMPLOYMENT PROPOSALS ON LAND NOT IDENTIFIED FOR EMPLOYMENT USE

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

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

5.66 Policy EC7 provides guidance on how the Council will determine applications for employment development on sites not identified for employment and ensure a sequential approach to site selection is followed, thereby steering employment allocations to the most appropriate locations consistent with national policy (PPW para. 10.2.9 and 10.2.11). This policy is intended to support the economy by allowing for future economic growth which sustains and provides job opportunities within Cardiff which is considered essential in responding to economic uncertainty and fulfils the LDP economic evidenced needs.

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

3. ENVIRONMENT
Countryside Protection

Policy EN1: COUNTRYSIDE PROTECTION

~~**There will be a presumption against development in the countryside, beyond the settlement boundaries identified on the Proposals Map, except where it can be justified for agricultural and forestry needs or it is essential for facilitating sustainable access to and enjoyment of the countryside including appropriate outdoor recreation and tourism uses.**~~

~~**Appropriate development in the countryside should be in with, and not cause unacceptable harm to, the character and quality of the surrounding countryside and landscape demonstrating:**~~

~~**The need for the development to be located in the countryside;**~~
~~ii. **That alternative locations have been considered, where appropriate;**~~
~~iii. **That the need cannot be accommodated through the conversion,**~~
~~**extension or demolition and replacement of an existing building;**~~
~~iv. **That farm diversification schemes are ancillary to, and do not prejudice, the operation of the existing business;**~~
~~v. **That the proposed development respects the character of the surrounding area and is of appropriate scale, and design including both soft and hard landscaping and access;**~~
~~vi. **That any new buildings are grouped and designed in harmony with existing buildings wherever possible and;**~~
~~vii. **Appropriate measures are in place to protect, maintain, manage or**~~
~~**improve the features of the surrounding countryside and landscape.**~~

Development in the countryside, beyond the settlement boundaries identified on the Proposals Map, will only be permitted where the use is appropriate in the countryside, respects the landscape character and quality and biodiversity of the site and surrounding area and where it is appropriate in scale and design. A landscape assessment and landscaping scheme will be required

for significant development proposals. Proposals for new housing, rural diversification and rural enterprise, will only be permitted where they comply with National Planning Policy.

5.~~86~~ 68 The countryside in Cardiff is land located outside the settlement boundaries as identified on the LDP Proposals Map. Cardiff's countryside is a valuable and finite resource which is under pressure from all kinds of development. The aim of this Policy is to ensure that development within the countryside is strictly controlled to protect and enhance Cardiff's natural heritage and setting. It further seeks to manage and enhance this rich asset in order to maintain Cardiff's unique distinctiveness whilst helping to mitigate against climate change and also aims to ensure that those uses that do not need to be located in the countryside will be resisted.

5.~~87~~ 69 It should be read in conjunction with Policy KP3A and KP3B and aims to ensure that those uses that do not need to be located in the countryside will be resisted. Whilst KP3A provides strict controls in the Green ~~Belt~~ Wedge area for the reasons given, this policy provides further guidance on uses appropriate in the countryside as a whole.

5.~~88~~ 70 Although farming and forestry comprise a relatively small part of Cardiff's economy, the economic viability of the countryside around Cardiff remains crucial, with agriculture and forestry playing an important role in both the management and conservation of the countryside. As such, the Council will adopt a positive approach to supporting the rural economy. Development proposals relating to ~~agriculture and forestry, including farm~~ rural diversification and enterprise will be assessed against ~~the above criteria~~, (PPW 2014)(~~2012, Para 7.3.3~~) and TAN 6: Planning for Sustainable Rural Communities. Farm diversification schemes should remain linked to the existing farm business and maybe subject to planning obligations in accordance with TAN 6: Planning for Sustainable Rural Communities (2010 Para 3.7) and Policy KP7.

5.~~89~~ 71 Close proximity to a large urban population brings many pressures to Cardiff's countryside, including outdoor recreation. Whilst its importance for local recreational purposes and tourism is accepted, it is essential to ensure that both these uses, and any built development associated with them, do not cause unacceptable harm to the character and quality of the countryside. Small scale, low impact development

associated with activities which need to be located in the countryside, or encourage access to and enjoyment of the countryside, may be acceptable subject to the tests set out ~~above~~ in national guidance..

5.~~90~~ 72 Planning permission is normally required for the use of land for keeping horses and for equestrian activities, unless they are kept as "livestock" or the land is used for "grazing. The keeping of horses in Cardiff is very widespread, so that land used for grazing, recreation and associated development such as stabling, ménages, fencing, lighting, and car parking is already having a considerable impact on the character of Cardiff's countryside. Whilst it is accepted that these horse related uses can only be accommodated in the countryside, not all locations within the countryside are necessarily appropriate. The overall impact of such proposals will be assessed against the criteria ~~above~~ set out in national guidance.

5.~~91~~ 73 Additionally there has been an increase in the number of applications for kennels and catteries. Applications for the siting of kennels and catteries outside the curtilage of a dwelling house i.e. in a separate field or paddock will also be subject to the tests set out ~~above~~ in national guidance.

5.~~92~~ 74 There is continuing pressure on the countryside in terms of residential development; however the LDP has identified sufficient land to meet the foreseeable residential need over the Plan period. As such, new residential development will not normally be permitted in the countryside unless it is justified for agricultural or forestry purposes or other rural enterprises. In these instances, applicants should refer to PPW (~~2012),~~ 2014 and TAN 6: Planning for Sustainable Rural Communities (4.3 – 4.4).

5.~~93~~ 75 Any new development in the countryside should be designed and located to minimise their impact, usually within existing clusters of buildings or farm complexes and/or close to existing infrastructure and public transport. The use of outdoor space associated with development including hard and soft landscaping, means of access, car parking and the treatment of boundaries can all have a significant detrimental effect on the character and quality of the countryside and will therefore be strictly controlled. ~~In these instances a Design and Access Statement will be required.~~

5.~~94~~ 76 Supplementary information may need to accompany planning applications, explaining how the proposal has considered and responded to criteria outlined in the Policy. Where relevant, information should also be submitted to show how the proposals respond to National Guidance, including TAN 6 Planning for Sustainable Rural Communities. Where appropriate, this information should also explain the reasons for locating the development in the countryside. Significant development proposals in the countryside will be expected to include a landscape assessment and landscaping scheme in accordance with Policy EN3.

EN2: CONVERSION, EXTENSION AND REPLACEMENT BUILDINGS IN THE COUNTRYSIDE

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

a. The proposed conversion is demonstrated to:

i. be structurally sound and capable of being made so without major alterations, reconstructing or extensions;

ii. be possible without materially changing the existing character of the building or have a harmful effect on the countryside;

iii. Not give rise to a demand for additional buildings; and

iv. Be suitable for the proposed re-use.

~~**With particular regard to the proposed conversion to residential use in addition to the above, control similar to that of new house building in the open countryside will be applied where:**~~

~~**v. the building is unsuitable for conversion without extensive alteration, rebuilding or extension or if**~~

~~**vi. the creation of a residential curtilage would have a harmful effect on the countryside.**~~

b. The proposed extension is demonstrated to:

i. **be the subordinate part of the existing building; and**

ii. **Respect the scale, character and design of the original part of the building within its countryside and landscape setting.**

c. The proposed replacement building is demonstrated to:

i. **Not result in any greater impact on the quality and character of the surrounding area in terms of its proposed scale and design, including any residential curtilage;**
ii. **Be on the footprint of the existing building unless relocation can be justified in terms of either being part of an existing group or improving the countryside or landscape setting; and**
iii. **Not replace any building of architectural, historic or visual merit. All proposals should be of an appropriate scale and design and be at least as sympathetic in its setting as the existing building.**

5.~~95~~ 77 The aim of this Policy is to ensure that conversions, extensions and replacement of buildings in the countryside conserve the character and quality of Cardiff's countryside and natural heritage value, without being unduly restrictive.

5.~~96~~ 78 The Policy contributes towards Plan objectives ~~and PPW (2012, Para 7.6.8)~~ which supports the re-use and adaption of existing rural buildings to help meet the needs of commercial and industrial development, as well as for tourism sport and recreation. ~~It further accords with PPW (2012, Para 7.6.9 and 7.6.10) which supports the inclusion of polices within the development plan which do not allow residential re-use which would have a harmful effect on the character of the countryside.~~ Reference should also be made to KP3A with regard to the consideration of proposals in the Green ~~Belt~~ Wedge area.

5.~~97~~ 79 The scale and design of some individual buildings is already having a detrimental effect on the character and quality of Cardiff's countryside. Although small-scale extensions, conversions and replacement buildings may be acceptable, all development in the countryside will be strictly controlled to prevent unacceptable harm. Where permissions are granted, permitted development rights may also be removed.

5.~~98~~ 80 With regard to conversions, it is recognised that many buildings have and continue to fall into disrepair meaning that they become unfit for the original purpose they were intended for. Whilst the re-use and adaptation of such buildings may prevent existing building stock from going to waste, a balance is required to protect the character and quality of the countryside. However, proposals for the conversion of rural

buildings will only be permitted where they conform to the criteria set out above and the other relevant policies of the Plan. In addition to this, any access, hard-standing, boundary treatment, landscaping or other external features associated with the proposals should not result in the loss of fields or have a detrimental impact on the character of the surrounding area.

5.~~99~~ 81 In the case of proposed residential conversions, the applicant should demonstrate that they have made every effort to secure suitable business re-use and that the application is supported by a statement of the efforts they have made. The creation of new gardens and garden extensions will not normally be considered appropriate due to their individual and cumulative detrimental impact on the quality and character of the countryside and landscape.

5.~~100~~ 82 Extensions to existing buildings will also be strictly controlled to limit their individual and cumulative impact. Proposals for extensions should ensure that the existing building remains the dominant form. In the case of buildings that have had previous extensions, the proposals should have regard to the scale and character of the original part of the building. The tendency to seek successive extensions to individual buildings will be resisted.

5.~~101~~ 83 The demolition and replacement of buildings will generally only be permitted on the footprint of an existing building or relocated elsewhere on the site where their scale and design, including residential curtilage, does not result in any greater impact on the quality and character of the area. The replacement of non-residential buildings with dwellings will be resisted. In general, the re-use or adaptation of existing buildings will normally be favoured in preference to new development.

EN3: LANDSCAPE PROTECTION

Development will not be permitted that would cause unacceptable harm to the character and quality of the landscape and setting of the city~~, with~~
Particular priority will be given to protecting, managing and enhancing the character and quality of the following Special Landscape Areas:

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

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

5.~~102~~ 84 The aim of this Policy is to ensure that those features of the landscape that contribute to its character, value, distinctiveness, sense of place, and quality, with particular priority given to SLAs (as identified on the Proposals Map) are protected from inappropriate development. It seeks to manage and enhance this rich asset in order to maintain Cardiff's unique distinctiveness whilst helping to mitigate against climate change.

5.~~103~~ 85 This Policy applies to the whole county, acknowledging that the urban area also contains features of landscape importance. When dealing with planning applications that affect Cardiff's landscape, unacceptable harm will be assessed in relation to:

- The impact of the proposed development on key features of the landscape in terms of physical character, vegetation and habitats, land use and settlement patterns, visual character, historical character and cultural associations;
- The need for the proposed development in relation to its impact;
- The availability of alternative locations; and
- The ability to provide appropriate mitigation measures.

5.~~104~~ 86 Wherever possible, development will be expected to maintain and strengthen positive attributes of the landscape and seek to mitigate or remove, rather than compound negative influences. Reference should also be made to KP3A with regard to the consideration of proposals in the Green ~~Belt~~ Wedge area.

5.~~105~~ 87 The scale, location and design of development proposals should respect their landscape context. Where large scale development is proposed, or where development may impact significantly on the landscape character or key features of an area, a landscape assessment should be submitted with the planning application and, where appropriate, a landscaping scheme.

5.~~106~~ 88 Where landscape assessments or landscaping schemes are required they should set out the impact of the development on key features, ~~of the~~ landscape character and qualities and should explain how the design solution proposed addresses both its positive and negative attributes and associated landscape and visual impacts effects, including cumulative effects where appropriate. Assessments and schemes should include the landscape baseline information from all five LANDMAP* layers and should focus on the relevant aspect areas, their descriptions, and evaluations. ~~using the LANDMAP approach (as described below).~~ Design solutions should clearly demonstrate how the strategic landscape assessment and site appraisal have informed the detailed design and location of the development and planting proposals. Schemes should generally be implemented prior to all or part of the site coming into beneficial use. The management of landscape features of importance will also be encouraged.

*Further information can be found at http://www.ccw.gov.uk/landscape--wildlife/protecting-our-landscape/landmap.aspx

5.~~107~~ 89 TACP Consultants were appointed by the Council in September 2007 to undertake a review of the existing proposed Special Landscape Areas (SLAs) and Landscape Character Areas (LCAs) previously defined as Combined Aspect Areas, based on the original Landscape Study of Cardiff undertaken by Atlantic Consultants, using the LANDMAP methodology developed by the Countryside Council for Wales. In addition, the St Fagans Lowlands and Ely Valley proposed boundary took into account the detailed work undertaken by Wardell Armstrong in 2006.

5.~~108~~ 90 The 2008 reviews used the updated LANDMAP information methodology system established in 2003 and as recognised in PPW. A key output from this exercise has been the preparation of supplementary advice on SLAs including evidence satisfying the selection and extent of candidate SLA areas with a description of key landscape characteristics and consideration of five discrete aspect topic layers: geological landscapes, landscape habitats, visual and sensory landscapes, historic landscapes and cultural landscapes based upon an all-Wales set of criteria.

5.~~109~~ 91 SLAs are designated to protect areas that are considered to be important to the overall landscape of the County due to their visual and sensory, geological, cultural, historical and habitat landscapes. They are intrinsic to the overall character of the area and provide a living history of the evolution of the area's landscape as well as a cultural backdrop and visual setting.

5.~~110~~ 92 Development proposals within SLAs will be assessed against the same criteria as those set out above. However, greater weight will be given to landscape consideration within SLAs and to the special character and quality of the particular area. Development proposals will also be required to address any relevant key issues identified in the Review of Special Landscape Areas and Landscape Character Areas. In addition landscape assessments and schemes are more likely to be required to accompany applications for development in these areas.

5.~~111~~ 93 Although, SLA designations will not unduly restrict acceptable development in the countryside, there will be a presumption against urban expansion or other development within SLAs that would cause unacceptable harm to the character and quality.

5.~~112~~ 94 Quarries, for example, have been included within proposed designations because they reflect the underlying geology as well as the history of mining within the area and form a distinctive element of the areas, but settlements lying within SLAs have been excluded from the proposed designations. Development proposals within these settlements, or within close proximity to an SLA including allocations will need to have regard to their potential impact on the character and quality of the SLA.

EN4: RIVER ~~VALLEYS~~ CORRIDORS

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

5.~~113~~ 95 The Policy provides a planning framework within which the Council can protect, promote and enhance the river corridors.

5.~~114~~96 It will be used as a mechanism to implement the Council's aims with regards to the river corridors. The Policy helps to deliver Plan objectives relating to social needs and natural environment together with according with PPW (Para 5.1, 5.4 and 5.5) which values the importance of the natural heritage of Wales including non-statutorily designated sites and seeks to conserve and enhance this heritage in ways which bring benefits to the local community.

5.~~115~~ 97 Cardiff contains the four river corridors of the Taff, Ely, Rhymney and Nant Fawr. They make a unique contribution to the character and form of the city providing continuous green corridors between the Severn Estuary and the countryside beyond the urban edge. The watercourses and adjoining open spaces possess high recreational, biodiversity, historic, cultural and landscape value. Additionally, they are located close to local communities and offer excellent opportunities for off-road access routes that can provide part of the wider strategic recreational routes and everyday network of routes.

5.~~116~~ 98 This Policy aims to protect and enhance the features of Cardiff's river corridors, whilst also facilitating sustainable access and recreation opportunities.

5.~~117~~ 99 The extent of Cardiff's river corridors within the urban area are illustrated on the Proposals Map. They include the rivers together with adjoining open space and other predominantly open land that together form the strategically important corridor of mixed open spaces that run through the heart of the urban area. The Policy also applies to the river corridors outside the urban area (as defined by the settlement boundaries). Such land is protected from inappropriate development through other Policies. However, this Policy will also apply and aims to ensure the strategic role played by the river corridors is continued from the urban area, through the surrounding countryside up to the County boundary. In this respect it is considered inappropriate to designate an arbitrary boundary to a notional river corridor running through farmland. Any proposals will be assessed to ensure the aims of this Policy are met and not prejudiced.

5.~~118~~ 100 This Policy provides a planning framework within which the Council can protect, promote and enhance the river corridors. It will be used as a mechanism to implement the council's aims with regards to the

river corridors and will be used in conjunction with the River Valleys Initiative that was established in 2004/ 05 in order to develop a more joined up approach to the planning and management of Cardiff's river valleys. The River Valleys Initiative brings together a wide range of organisations who have roles to undertake within the river valleys. One of the key outcomes of this process to date is an agreement to develop Action Plans for each of the three main river valleys. Action Plans have been prepared and are implemented, monitored and reviewed in partnership with a wide range of organisations, overseen by a steering group. There are River Corridor Action Plans for the Ely Valley, Taff Corridor and Rhymney Valley and Nant Fawr Corridor. Projects that implement the objectives set out in the Action Plans, and Cardiff's Countryside Strategy are undertaken by a variety of organisations, individually and in partnership using funding from a range of sources, including the partnership programme with the Natural Resources Wales ~~Countryside Council for Wales~~, other Cardiff Council funding and planning obligations.

5.~~119~~101 Proposals for development within the river corridors will be assessed against other relevant policies in the Plan. New development within, or adjacent to the river corridors may be required to contribute to projects which help to achieve the objectives set out in the River Corridor Action Plans. Where appropriate, planning obligations may be required in accordance with Policies relating to the provision of new infrastructure.

5.~~120~~ 102 Progress on achieving this Policy will be monitored through the existing River Valley Action Plans process which can in turn inform the wider LDP monitoring.

EN5: ~~LOCAL NATURE RESERVES AND NON-STATUTORY SITES OF NATURE CONSERVATION AND GEOLOGICAL IMPORTANCE~~

Designated Sites

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

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

5.103 The purpose of Policy is to ensure that the Council fulfils its obligations in respect of protecting sites of nature conservation importance from harmful development.

5.104 Where development is proposed which may have an effect on a site of international or national importance for nature conservation, sufficient information will be required of all applicants to enable a full assessment of the proposal to be carried out. The need for such assessments will not be limited to development located within the designated areas as, depending on the nature of the development and of the nature conservation interest, significant effects may occur even if the development is some distance away.

5.105 Assessment of unacceptable harm will be in accordance the criteria set out in the legislation which establishes the sites of international or national importance for nature conservation, and which are expanded upon in Chapter 5 of **Planning Policy Wales (2012)** and Sections 5.3, 5.4 and Annex 3 of **Technical Advice Note (Wales) 5: Nature Conservation and Planning (2009)**.

5.106 In the case of developments required to be assessed under the Conservation of Habitats & Species Regulations 2010 (as amended), where an initial determination of likely significance has indicated that the proposal may be likely to have a significant effect, or the decision as to whether or not the development would have a significant effect on the designated site is inconclusive, an appropriate assessment under Regulation 61(1) will be required and further information may be required from the applicant or other parties.

5.107 Where development proposals may be likely to result in disturbance or harm to a European or UK protected species or its habitat, additional information will be requested of applicants

5.108 If planning permission is granted it may be the subject of appropriate conditions, or management agreements or planning obligations will be sought, to secure appropriate protection, monitoring, mitigation or compensation and favourable management.

5.~~121~~ 109 The network of SSSIs/SACs/SPAs and Ramsar Sites alone is not sufficient to maintain the biodiversity of Cardiff. It is therefore important to identify other locally designated wildlife sites such as Sites of Importance for Nature Conservation (SINC's) and Local Nature Reserves (LNR's). Cardiff currently has 177 SINC's and 6 LNR's.

~~5.122 Cardiff's LNR's are shown on the Proposals Map and SINC's are illustrated in the Biodiversity SPG.~~

5.~~123~~ 110 Geological and geomorphological sites of importance that do not merit notification as a SSSI may also be designated as a SINC or Regionally Important Geological Site (RIGS). Such sites define the most important places for geology and geomorphology outside those that are statutorily protected. Geological sites within Cardiff will be designated during the Plan period. The aim of this Policy is to protect the LNRs, SINCs and RIGS referred to above.

5.~~124~~ 111 The Policy will contribute to the protection and enhancement of Biodiversity interests in accordance with Policy EN6 and will work towards delivering the Plan's objective of protecting and enhancing features of Cardiff's natural environment and heritage.

~~5.125 The current SPG on Biodiversity covers the protection of non-statutory and locally designated sites. This document will be updated and made available as SPG to the LDP.~~

5.1~~26~~ 112 Chapter 5 of PPW and TAN 5 provide guidance on planning policies to protect biodiversity interests. In accordance with this guidance, the Council will carefully assess proposals for development affecting non-statutory and locally designated sites by evaluating whether:

- the need for the proposed development is considered to outweigh the importance of the particular nature conservation interest and any harm likely to be caused to it;
- the proposed development can be more satisfactorily accommodated elsewhere; and appropriate mitigation or compensation measures are proposed.

5.~~127~~ 113 Where development is proposed which may have an effect on a non-statutory or locally designated site, sufficient information will be required from all applicants to enable a full assessment of the proposals to be carried out. The need for such assessments will not be limited to development located within the designated areas as, depending on the nature of the development and the nature conservation interest, significant effects may occur even if the proposed development is located some distance from the conservation interest. The required assessments, including ecological surveys, will need to be undertaken at the appropriate time of the year, in accordance with the Council's Biodiversity SPG.

5.~~128~~ 114 Where planning permission is granted, it may be the subject of appropriate conditions or management agreements to ensure suitable protection, monitoring, mitigation or compensation and favourable management. Where compensatory provision is required, it should be of the same standard and size to that lost as a result of the development. In such cases, details of the type and level of provision will be provided, and agreed by the case officer, prior to determination of the planning application. This may also be required for outline planning applications where appropriate. Where necessary, planning obligations may be sought in accordance with Policy KP7.

5.129 ~~Where the conservation interest cannot be protected by planning conditions or obligations, it may be necessary to refuse development proposals.~~

5.~~130~~ 115 SINCs will be measured in accordance with the annual review of SINCs and additionally reported on in the LDP Annual Monitoring Report.

5.116 The Designated Sites identified in this Policy are defined on the Constraints Map and listed in Appendix 7. (It should be noted that although this information is accurate at the time of adoption, potential changes to designated areas are possible over the plan period. The

Council will keep an up to date record of the boundaries of all designated sites which can be accessed via the Council website.

EN6: ECOLOGICAL NETWORKS AND FEATURES OF IMPORTANCE FOR BIODIVERSITY

Development will only be permitted if it does not cause unacceptable harm to:
i. **Landscape features of importance for wild flora and fauna, including wildlife corridors and 'stepping stones' which enable the dispersal and functioning of protected and priority species;**
ii. **Networks of importance for landscape or nature conservation. Particular priority will be given to the protection, enlargement, connectivity and management of the overall nature of semi natural habitats. Where this is not the case and the need for the development outweighs the nature conservation importance of the site, it should be demonstrated that there is no satisfactory alternative location for the development and compensatory provision will be made of comparable ecological value to that lost as a result of the development.**

5.~~131~~ 117 This Policy aims to protect Cardiff's ecological networks and landscape features that are important for biodiversity. It accords with Policy KP16 by protecting and enhancing Cardiff's natural heritage, including its biodiversity. The Policy also contributes to the aims and objectives of the Plan by ensuring that Cardiff's biodiversity and abundance of wildlife habitats and native species are protected and enhanced.

5.~~132~~ 118 Wild species, whether legally protected or not, are often widely dispersed in the landscape, with significant populations being isolated from each other. In such cases, landscape features may provide wildlife corridors for some species, as well as links or 'stepping-stones' between habitats. Whilst it is crucial to maintain and enhance a network of sites to safeguard current levels of biodiversity, this cannot be achieved without also safeguarding and managing the intervening habitats and areas.

5.~~133~~ 119 The protection, management and enhancement of ecological networks are identified as being particularly important in Article 10 of the

EU Habitats Directive. Regulation 39(3) of The Conservation of Habitats and Species Regulations 2010 (as amended) requires planning authorities to encourage the positive management of landscape features which make up this network and are of importance for wild flora and fauna. This is also reinforced in PPW and the associated Companion Guide (2006) in that it advises LDP's to safeguard and manage landscape features of major importance for nature conservation.

5.1~~34~~ 120 For the purposes of this Policy, features of the landscape which are of importance for wild flora and fauna are those, by virtue of their linear and continuous structure (such as rivers with their banks or the traditional systems of marking field boundaries) or their function as stepping stones (such as ponds or small woods), that are essential for the migration, dispersal and genetic exchange of wild species.

5.~~135~~ 121 Where development is proposed which may cause unacceptable harm to such networks or features, information will be required of all applicants to enable a full assessment of the proposal to be carried out. Such assessments, including ecological surveys will need to be undertaken at the appropriate time of year, in accordance with the Council's Biodiversity SPG.

5.~~136~~ 122 If there are overriding material planning considerations in favour of development, then the Council will seek to secure reasonable measures from developers to minimise or offset any impacts or loss of habitat features or species present on a site. Such measures will be agreed prior to the commencement of development and will be secured through appropriate planning conditions and/or planning obligations. Planning Obligations will be secured in accordance with Policy KP7.

~~5.137 Where the ecological networks or landscape features of importance for biodiversity cannot be adequately protected by planning conditions or obligations, it may be necessary to refuse development proposals.~~

EN7: PRIORITY HABITATS AND SPECIES

Development proposals that would have a significant adverse ~~a~~effect on the continued viability of habitats and species which are legally protected or which are identified as

priorities in the UK or Local Biodiversity Action Plan will only be permitted where:

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

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

5.~~138~~ 123This Policy is in accordance with the aims and objectives of the Plan by protecting and enhancing the features of Cardiff's natural heritage, including its biodiversity and abundance of wildlife habitats and native species. More specifically, it will help protect the current Priority Habitats and Species as defined in the Local Biodiversity Action Plan 2008. The Policy also helps to deliver Policy KP16.

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

5~~.139~~ 125 Development proposals that have the potential to cause a significant adverse ~~e~~ffect on priority habitats and species will need to be accompanied by an ecological survey and an assessment of the likely impact of the development on the protected species. The need for such

assessments will be undertaken at the appropriate time of year, in accordance with the Council's Biodiversity SPG.

5.~~140~~ 126 In considering any significant adverse effect on the Priority Habitat or Species, the Council will look at:

- The current distribution and status of the priority habitat or species within Cardiff as informed by the Cardiff Biological Database as well as other sources of data that may be relevant, accurate and practical to use for such purposes in the future;
- Whether the development proposals are likely to have a significant affect on the priority habitats/ species; and
- Whether effective mitigation measures have been provided.

5.1~~41~~ 127 Where planning permission is granted, the Council may attach conditions or enter into agreements that would overcome the potentially damaging effects of development on the habitats or species of conservation importance. The Council will encourage the applicant to identify and include measures that contribute to the restoration or expansion of important habitats, and these will be set out in the landscaping and planting conditions that accompany the planning permission. Any planning obligations required will be in accordance with Policy KP7.

5.~~142~~ 128 Where there is a significant adverse effect on a significant population of the Priority Habitat or Species and where planning conditions and/ or planning obligations cannot adequately protect the interest, it may be necessary to refuse development proposals.

5.~~143~~ 129 Priority Habitats and Species are monitored as part of the 3 yearly review of the UK and Local Biodiversity Action Plans.

EN8: TREES, WOODLANDS AND HEDGEROWS

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

5.~~144~~ 130 The purpose of the Policy is to protect trees, woodlands and hedgerows with natural heritage or amenity value.

5.1~~45~~ 131 It responds to Plan objectives relating to the natural environment and climate change and accords with PPW which emphasises the protection and preservation of trees and woodlands against inappropriate development.

5.~~146~~ 132 Trees, woodlands and hedgerows offer multiple benefits, including visual amenity, defining a sense of place, providing places for relaxation and recreation, habitats for wildlife, improved health and wellbeing and mitigating the effects of climate change. To maintain these benefits, the protection and enhancement of a sustainable urban forest is critical. A sustainable urban forest adapted to meet the challenges of climate change and exotic pest and disease outbreaks will contain a diverse age range and species mix of trees, though large, long-lived trees will be favoured for protection and planting due to the increased benefits they offer in mitigating the effects of climate change.

5.~~147~~ 133 In order to determine unacceptable harm to trees, woodland and hedgerows within or bounding a site, applicants must assess them in accordance with the current British Standard 5837. The assessment must inform design, and in considering hedgerows, regard will be given to their landscape, historical and ecological value, as well as their function as boundaries. Further guidance and advice is also contained in SPG relating to Trees and development.

5.~~148~~ 134 The value of trees, woodlands and hedgerows in sequestering carbon and mitigating the effects of climate change will be ascertained partly by the British Standard 5837 assessment, and partly by how effectively they are integrated into a sustainable urban forest as defined in paragraph 5.83.

5.~~149~~ 135 To prevent damage to trees, woodlands and hedgerows during development, schemes of protection will normally be required, in accordance with the current British Standard 5837.

5.~~150~~ 136 Trees are the largest and longest living organisms in Cardiff. When considering developments that may affect them, regard will be given to potential short and long-term impacts. Where trees are lost, new planting will be sought that is provided with sufficient usable soil volume, aeration and irrigation to ensure healthy long-term growth. Although younger trees are more easily replaced, the Council will seek to ensure that sufficient young trees survive to maturity, having regard to the number of developments that may occur during their natural lifespan. Proposals that create spaces for larger tree species to grow to maturity will be favoured over proposals for scattered smaller trees.

5.~~151~~ 137 Ancient woodlands are irreplaceable habitats of high biodiversity value which will be protected from development that would result in significant damage. Veteran trees and ancient hedgerows cannot be recreated and developments will be expected to retain them. Where appropriate, Tree Preservation Orders will be served to protect important amenity trees from removal or harm. The amenity value of trees will be assessed in accordance with government guidance and nationally recognised systems of amenity evaluation.

The Historic Environment

EN9: CONSERVATION OF THE HISTORIC ENVIRONMENT

Development relating to any of the heritage assets listed below (or their settings) will only be permitted where it can be demonstrated that it preserves or enhances that asset's architectural quality, historic and cultural significance, character, integrity and/or setting.
i. **Scheduled Ancient Monuments;**
ii. **Listed Buildings and their curtilage structures;**
iii. **Conservation Areas;**
iv. **Archaeologically Sensitive Areas;**
v. **Registered Historic Landscapes, Parks and Gardens; or**
vi. **Locally Listed Buildings of Merit and other historic features of interest**
that positively contribute to the distinctiveness of the city.

5.~~152~~ **138** This Policy aims to set out the criteria against which proposals affecting Cardiff's heritage assets will be assessed. The Heritage assets identified in this Policy are defined on the Constraints Map and in Appendix (tbc) with the exception of Statutory Listed Buildings and Locally Listed Buildings of Merit which can be viewed on the Council website **http://ishare.cardiff.gov.uk/mycardiff.aspx?layers=ListedBuildings&startEasting=315000&startNorthing=179000&startZoom=50000

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

5.140 Occasionally built heritage will be a constraint, the need for preservation outweighing the benefit of development. More often, a heritage asset will be an opportunity for retaining local identity through the repair and reuse of historic assets and strengthening this through respect for local characteristics of design, for the interpretation of hidden heritage assets, or for the enhancement of the characteristic natural environment. All new developments within historic areas

should be designed in such a way as to preserve or enhance their special character.

Scheduled Ancient Monuments

5.~~153~~ 141 PPW, Chapter 3 *Conserving the Historic Environment* and Welsh Office Circular 60/96: *Planning and the Historic Environment: Archaeology* (scheduled to be replaced by a Technical Advice Note within the plan period) set out clear statements of national development management policy for archaeological remains and should be referred to accordingly.

Listed Buildings

5.~~154~~ 142 Once a building is listed (or is subject to a Building Preservation Notice) no work to the interior or exterior of the building, or to structures within its curtilage, that would affect the special architectural or historic interest of the building can be undertaken without Listed Building Consent. This can include work that would not require planning permission under the provisions of the Planning Acts.

5.~~155~~ 143 Listed building control is subject to the provisions of the Planning (Listed Buildings & Conservation Areas) Act 1990. Advice is set out in Circular 61/96 (scheduled to be replaced by a Technical Advice Note within the plan period). There is no statutory requirement to have regard to the provisions of the development plan when considering an application for listed building consent. It is strongly recommended, however, that owners or developers seek early advice from the Council prior to undertaking any works or making an application for listed building consent.

5.~~156~~ 144 Where Policy EN9 is particularly relevant is in the case of development that affects the setting of a listed building or in the consideration of an associated planning application for a change of use.

5.1~~57~~ 145 Listed building consent is not required if the development is beyond the curtilage of the listed building and only affects its setting. However, considerable damage can be done to the architectural or historic interest of the listed building if the development is insensitive in design, scale or positioning. The setting of a listed building is often an essential feature of its character. The setting may be limited to the immediate surroundings, but it can extend for a considerable distance. A proposed development might affect the gardens or parkland of a major house, the rural characteristics of a farmstead or the street setting of an urban building that forms an important visual element of that street. Policy EN9 requires that development proposals take full account of the

setting of any listed building in the vicinity and that developers demonstrate that the setting will not be harmed.

5.~~158~~ 146 In terms of associated planning applications for changes of use of a listed building, the Council will expect applicants to demonstrate how their proposals have been arrived at in the context of the PPW aim to identify the optimum viable use that is compatible with the character and setting of the listed building.

Conservation Areas

5.1~~59~~ 147 The adopted series of Conservation Area Appraisal (CAA) documents seek to provide a sound basis for managing development proposals and for progressing initiatives to preserve and enhance each conservation area, in line with advice in PPW and ~~Welsh Office~~ Circular 61/96. The documents were adopted following extensive local consultation and provide a clear and agreed definition of those elements which contribute to the special character and historic interest of the area.

5.~~160~~ 148 The findings of the CAAs need to be fully taken into account when considering development proposals. The design and access statement accompanying any application for planning permission should, where relevant, clearly set out how the development preserves or enhances the conservation area. In the assessment of planning applications, the Council will wherever feasible seek to enhance the special character of each area as defined and promoted by each adopted CAA.

5.~~161~~ 149 It is recommended that owners or developers seek early advice from the Council prior to making an application for demolition or development within a conservation area.

5.~~162~~ 150 The Council will continue to review its conservation area designations, boundaries and CAAs as required and against recognised national criteria in PPW and Circular 61/96, in addition to those characteristics identified within the approved Conservation Area Strategy (Sept 1997) to determine whether an area is of special interest.

Archaeologically Sensitive Areas

5~~.163~~ 151Four archaeologically sensitive areas have been identified in Cardiff. The purpose of this non-statutory designation is to assist those who are planning development in areas where there is a known archaeological resource or where it is likely that remains may be sensitive to development pressures. The adopted Archaeologically Sensitive Areas SPG provides further guidance and information.

Registered Historic Landscapes Parks and Gardens

5.~~164~~ 152 The landscapes, parks and gardens on the register have no statutory protection, but they must be taken into account when development proposals are made that either affect them directly or that affect their setting.

Locally Listed Buildings of Merit and other historic features of interest

5.~~165~~ 153 Many buildings, structures and archaeological remains that do not meet the very special criteria to merit scheduling or inclusion on the statutory list are nevertheless of value to the identity of the city for their contribution to local built character and/or social and historical associations.

5.1~~66~~ 154 Heritage and culture is an important social aspect and contributes to creating places where people want to live and work. Historic assets can create focal points and are useful in identifying the vernacular characteristics of an area that create distinctive places. Restoration and re-use is also a basic principle of developing sustainably. Standing buildings represent an investment of material and embodied energy that should not be ignored. Their removal, disposal and subsequent site works require further energy and creates waste.

5.~~167~~ 155 These assets may be noted within the Council's list of buildings of local merit, embodied in the unscheduled archaeological record maintained by the Glamorgan Gwent Archaeological Trust or may yet to be registered or listed but still worthy of retention for their contribution to local character or identity.

5.~~168~~ 156 While inclusion on the local list does not currently afford any additional statutory protection to the buildings, it is the intention of Policy EN9 to ensure that full consideration is given to the conservation and continued use of such buildings, as part of the protection and enhancement of the special identity of Cardiff.

Natural Resources

EN10: WATER SENSITIVE DESIGN

Development should apply water sensitive urban design solutions (the process of integrating water cycle management with the built

environment through planning and urban design). To include the management of:

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

5.~~169~~ 157 Increasing pressures on urban drainage systems and challenges of water management highlight the need to redress the balance of the water cycle. Recent climate change studies have identified that Wales can expect more extreme weather events including an increase in the frequency of intense rainfall. Natural Resources Wales and Welsh Water support these findings.

5.~~170~~ 158 There is a need for an approach where the whole urban water cycle is incorporated into a holistic system. Water sensitive design focuses on managing water locally and reducing demands on the strategic network.

5.~~171~~ 159 Such examples of integrated water cycle management include Sustainable Urban Drainage Systems (SUDS); water recycling; and the holistic integration of surface water systems designed into the development layout, as well as into networks of green spaces applicable at a range of spatial scales, such as gardens, green roofs, streets, car parks and river corridors.

5.~~172~~ 160 There is a need for all those involved in the water industry and built environment to work together to create a sustainable strategy for expanding the water ecosystem whilst providing opportunities for wildlife, adaptable landscapes, health and exercise. Implementation of this Policy, which is aimed in part at improving water resource use efficiency, will counteract increases in water demand arising from the implementation of other policies in the Plan, thereby avoiding likely significant effect upon the River Usk and River Wye SACs.

5.~~173~~ 161 The benefits of a water sensitive urban design initiative are; reduction of flood risk; security of water supply; better watercourse health, more affordable water bills; improved health and well-being, celebration of environment, local character and community; delivery of green infrastructure and efficiencies; creation of attractive places and improved ecosystem health.

EN11: PROTECTION OF WATER RESOURCES

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

5.~~174~~ 162 This Policy expands on Policy KP18 and its purpose is to maintain and enhance the quality and quantity of water resources, including rivers, lakes, ponds and other water bodies, which are important for a wide range of uses and users. Poor and deteriorating water quality and compromised water quantity can affect the supply of water resources for industrial and domestic consumption, fisheries, amenity, recreation and nature conservation.

~~5.175~~ 163 The EU Water Framework Directive (2000/60/EC) establishes a strategic approach to water management and a common means of protecting and setting environmental objectives for all ground waters and surface waters. It aims to
protect and restore clean water and ensure its long-term sustainable use. PPW emphasises that planning controls should be used to prevent the location of
incompatible land uses and development close to potential sources of pollution.

5.~~176~~ 164 Development will only be allowed where provision is made for the necessary infrastructure to protect water quality and quantity. Planning permission may be granted subject to conditions to secure the necessary measures, or developers may be required to enter into planning obligations. Applications that cannot provide adequate protection of watercourses, ground and surface water will be refused. New development that:

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

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

5.~~177~~165 Future development will be limited to areas where adequate water resources exist or they can be reasonably provided without adversely affecting existing abstractions, river flows, water quality, agriculture, fisheries, amenity or nature conservation and where provision coincides with the timing of development. Existing groundwater and river levels must be maintained, and water pollution must be avoided.

5.~~178~~ 166 Natural Resources Wales is responsible for protecting and improving the water environment. The Council will consult NRW and Caldicot and Wentlooge Levels Internal Drainage Board, where necessary, on any proposal that is likely to affect the supply of water, the quality of water, or is likely to be affected by, or cause flooding. Levels of impact and risk will be assessed through consultation with these bodies.

5.~~179~~ 167 Planning permission will not be granted for development that, in the opinion of the Council, following consultation with NRW and the Caldicot and Wentlooge Levels Internal Drainage Board, would adversely affect the quality, quantity or supply of surface water or groundwater as a result of:

- The nature of the surface or waste water discharge; or
- Unsatisfactory agreements for the disposal of foul sewerage, trade effluent or surface water; or
- The spillage or leakage of stored oil or chemicals.

5.1~~80~~ 168 Planning permission will not be granted for developments involving local abstraction of surface or ground water which, in the opinion of the Council, following consultation with Natural Resources Wales and the Caldicot and Wentlooge Levels Internal Drainage Board, would:

- Increase requirements for water, unless an adequate water supply already exists or would be provided in time to serve the development; or
- Pose an unacceptable risk to the current supply of water uses.

5.~~181~~ 169 Developments that improve the quality of the water environment or help to prevent water pollution or flooding will be favoured. Implementation of this Policy, which is aimed in part at improving water resource use efficiency, will counteract increases in water demand arising from implementation of other policies in the Plan, thereby avoiding likely significant effect upon the River Usk and River Wye SACs.

EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES

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

The Council will encourage developers of major and strategic sites to incorporate schemes which generate energy from renewable and low carbon technologies. This includes opportunities to minimise carbon emissions associated with the heating, cooling and power systems for new development.

An independent energy assessment investigating the financial viability and technical feasibility of incorporating such schemes will be required to support applications.

5.~~182~~ 170 The UK government has committed to sourcing 15% of its energy from renewable sources by 2020. Modelling undertaken on behalf of the Department for Energy and Climate Change (DECC) suggests that by 2020, this could mean that more than 30% of our electricity and 12% of our heat, may be generated from renewable sources. These targets are presented as the lead scenario, which relies on strong, co-ordinated efforts from several sectors including local authorities.

5.~~183~~ 171 PPW enables Local Planning Authorities to assess strategic sites to identify opportunities to require higher sustainable building standards (including zero carbon) where requirements are demonstrated to be evidence-based and viable. Particular reference is made to opportunities for minimising carbon emissions associated with the heating, cooling and power systems. This includes utilising new or existing low and zero carbon energy supply systems (such as district heating systems), encouraging the development of new opportunities to supply proposed and existing development, and maximising opportunities to co-locate potential heat customers and suppliers.

5~~.184~~ 172 In preparing the LDP, Cardiff Council has undertaken a Renewable Energy Assessment (REA). The REA aims to identify the potential energy capacity of renewable and low carbon technologies in the local authority area and consider the contribution these can make towards Cardiff's future heat and electricity energy requirements. The REA was prepared in accordance with the Welsh Government Practice Guidance "Planning for Renewable and Low Carbon Energy – A Toolkit for Planners". Findings within the REA suggest that by 2020 the percentage of Cardiff's electricity and heat met by renewable energy sources is likely to be 24% and 6% respectively. Both of these figures are below the guide targets in the UK Renewable Energy Strategy. The REA (and future updates) can assist in identifying which renewable energy technologies may be appropriate in particular locations.

5.~~185~~ 173 The co-location of high density and mixed-use development can present significant opportunities for utilising renewable and low carbon technologies, including energy supply systems. Both major development sites and the identified strategic sites will form a large percentage of future development in Cardiff and are likely to play a significant role in Cardiff meeting its renewable energy potential identified

in the REA. Major development sites are taken to be those of 100 dwellings and above, or, commercial developments of 1,000 square metres or more.

5.~~186~~ 174 Developers are expected to submit an independent energy assessment investigating the financial viability and technical feasibility of incorporating such schemes. Statements should be submitted at the planning application stage to ensure that any viability assessment reflects technological developments and economic circumstances. Developers should refer to the Council's REA and Preliminary Heat Opportunities Plan in undertaking their energy assessments to identify possible opportunities for renewable and low carbon technologies. In implementing this Policy it is expected that developers follow the energy hierarchy as advocated by national policy (TAN 12 ~~& TAN 22~~). Further guidance in relation to energy assessments will be issued in the form of SPG. This will specify what is expected of developers to meet the requirement of Policy EN12.

5.~~187~~ 175 PPW contains national policy relating to climate responsive development and specifies the current sustainable building standards in Wales[i]. Section 12.10.1 contains national development management policy in relation to planning applications for renewable and low carbon energy development and associated infrastructure. Accordingly, developers should refer to this Policy ~~and TAN 22 - Planning for Sustainable Buildings'~~ for further guidance. Implementation of this Policy, which promotes incorporation of renewable energy generation, will also reduce emission of aerial pollutants, thereby offsetting increases in aerial emissions arising from implementation of other policies in the Plan. This would contribute to avoiding significant effects upon European Sites.

Pollution

EN13 **Air, Noise, Light Pollution and ~~Contaminated~~ Land Contamination**

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

5.~~188~~ 176 The purposes of the Policy are to ensure that:

- Developments that would generate unacceptable levels of air, noise or light pollution are appropriately located and controlled;

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

5.~~189~~ 177 PPW emphasises that whilst planning controls should be used to control the above matters, they should not be used to control matters that are the proper concern of pollution control regimes.

5.~~190~~ 178 Poor air quality can harm people's health, quality of life and amenity, as well as nature conservation and built heritage interests. Poor air quality is a problem in certain areas of Cardiff. Current Air quality assessments have identified four areas of the County where statutory air quality standards are being exceeded. The Council has identified these as Air Quality Management Areas:

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

5.~~191~~ 179 These areas suffer from high levels of pollution caused by road traffic. As part of its statutory monitoring of air quality within the city the Council will annually review air quality and may revoke or declare additional Air Quality Management Areas as appropriate.

5.~~192~~ 180 In determining planning applications, consideration will be given to a development's likely effect in terms of air pollution it may cause directly, but also in terms of any increase or decrease in traffic it may generate. Where a development is likely to affect air quality significantly (i.e. where air quality standards are, or are likely to be breached or a new residential development gives rise to the need for a new Air Quality Management Area to be declared by introducing residents to areas where air quality standards are already being breached) then an application may be approved subject to conditions mitigating its impact on air quality, or refused where appropriate.

5.~~193~~ 181 Noise can have a harmful impact on people's health and quality of life. Developments such as housing, schools and hospitals can be particularly sensitive to noise, as can areas of landscape, nature or built heritage importance. Where possible, new developments that are particularly noise-sensitive should be located away from existing or proposed sources of significant noise. This assessment can be informed by information on noise complaints being collated by the Council as part of an on-going initiative to reduce noise nuisance.

5.~~194~~ 182 Major transport routes (road, rail and air) and some industrial and commercial activities can generate particularly high noise levels. There is specific guidance within TAN 11 that specifies Noise Exposure Categories that assists with proposed residential development near transport related noise.

5.~~195~~ 183 In addition to this, Welsh Government as part of its statutory duties under the Environmental Noise Directive has designated areas within Cardiff Noise Action Planning Priority Action Areas. The aim of the Directive is to define a common approach intended to avoid, prevent or reduce on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise. The Directive defines environmental noise as unwanted or harmful outdoor sound created by human activities, including noise emitted by means of transport, road traffic, rail traffic, air traffic, and from sites of industrial activity.

5.~~196~~ 184 Under the Regulations, the Welsh Ministers had an obligation to make strategic noise maps for:

- **agglomerations** (large urban areas with populations of more than 100,000);
- **major roads** (those with more than three million vehicle passages per year); and
- **major railways** (those with more than 30,000 train passages per year).

5.~~197~~ 185 The noise maps have been published by the Welsh Government.

5.~~198~~ 186 Mitigating noise issues after they have arisen can be a lot more expensive than avoiding them in the first place. It is therefore desirable to seek interventions that bring multiple benefits, such as reducing people's exposure to air pollutants, making buildings more energy-efficient, encouraging safer driving or improving the road surface for drivers and cyclists at the same time as decreasing noise levels.

5.~~199~~ 187 A current list of Noise Action Planning Priority Areas is available on the Welsh Government website.

5.~~200~~ 188 Special consideration is required where noise-generating development is proposed in or near special areas such as urban quiet areas, which are tranquil urban green spaces designated by the Welsh Government under the Environmental Noise Directive.

5.~~201~~ 189 There are currently 6 quiet areas within Cardiff, namely:

- Heath Park;

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

5.~~202~~ 190 There are a further 6 candidate quiet areas in Cardiff which the Welsh Government are currently consulting upon, these are:

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

5.~~203~~ 191 Quiet Areas have been designated as part of the implementation of the Environmental Noise Directive.

5.~~204~~ 192 Necessary new development that would give rise to high noise levels, including proposed transport schemes, should be located and designed so as to minimise their noise impact. Where noise-sensitive development needs to be located close to transport infrastructure for access reasons, it should be designed to reduce noise impact. Where necessary, developers will be required to provide an assessment of noise impact, together with proposals for mitigation.

5~~.205~~ 193 The provision of lighting can help prevent crime and the fear of crime, enhance safety and security, and facilitate some sport and recreational activities. However, it can also be intrusive, cause glare and have a harmful impact on natural and built heritage assets, the amenity of neighbouring land uses and traffic safety.

5~~.206~~ 194 Where new lighting constitutes development (e.g. floodlighting) it is principally controlled through the planning system. Planning permission can be refused if the design of proposed lighting systems is not considered satisfactory in order to prevent light pollution. Where necessary, planning permission will be conditioned to ensure that the design and operation of lighting systems are satisfactory and/or to prevent light pollution.

5.~~207~~ 195 As detailed in PPW, where significant contamination is likely to be present, the local planning authority will require evidence of a detailed investigation and risk assessment prior to the determination of the application to enable beneficial use of land. Where acceptable remedial measures can overcome such contamination, planning permission may be granted subject to conditions specifying the necessary measures. If

contamination cannot be overcome satisfactorily, the authority may refuse planning permission.

5.~~208~~ 196 The onus will remain with the developer to ensure that the development of the site will not result in designation as a site with ~~contaminated~~ land contamination under Part 2A of the Environmental Protection Act 1990, thus ensuring the land is suitable for its proposed use.

EN14: Flood Risk

Development will not be permitted:

i. **Within tidal or fluvial flood plains unless it can be demonstrated that the site is justified in line with national guidance and an appropriate detailed technical assessment has been undertaken to ensure that the development is designed to alleviate the threat and consequences of flooding over its lifetime; ~~existing or proposed flood prevention and/or protection measures are acceptable; or~~**

ii. **Where it would increase the risk of flooding from fluvial and/or tidal flooding or from additional run-off from the development in any location; ~~or~~**

iii. **Where it would hinder future maintenance or improvement schemes of flood defences and watercourses; ~~or~~**

iv. **Where it would cause adverse effects on the integrity of tidal or fluvial defences; ~~or~~**

v. **Where ground floor bedrooms are proposed in areas at high risk of flooding.~~; or~~**

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

5.~~209~~ 197 The purpose of this Policy is to avert development from where it would be at risk from river, ordinary watercourse, coastal, surface

water flooding or where it would increase the risk of flooding or additional run off from development elsewhere.

5.~~210~~ 198 The Policy will help deliver LDP objectives relating to flood risk and reflects advice set out in PPW and Technical Advice Note 15: Development and Flood Risk (July 2004).

5.~~211~~ 199 TAN15 states that the development advice maps are based on the best available information considered sufficient to determine when flood risk issues need to be taken into account in planning future development. Development advice zones C1 and C2 of the maps show high flood risk areas and are based on Natural Resources Wales extreme flood outlines for tidal and fluvial flooding. These areas are shown on the Constraints Map based on information from the latest development advice maps (2015) ~~Areas of Cardiff identified by Natural Resources Wales to be at risk from tidal or river flooding through surveys undertaken under Section 105(2) of the Water Resources Act 1991 are shown on the Constraints Map.~~

5.~~212~~ 100The Council is required to consult Natural Resources Wales and Caldicot and Wentloog Levels Internal Drainage Board on planning applications that have any flooding implications. It must have good reasons if it does not intend to follow Natural Resource Wales advice as it forms a material consideration.

5.~~213~~ 201 The Flood and Water Management Act (FWMA) that was introduced in 2010, places a duty on Cardiff Council to prepare a Local Flood Risk Management Strategy (LFRMS) that sets out how the Council will proactively seek to minimise flood risk and prepare our communities.

5.~~214~~ 202 Cardiff Council is now a Lead Local Flood Authority (LLFA) as defined by the new Flood and Water Management Act 2010. The FWMA aims to provide better, more comprehensive management of flood risk for people, homes and businesses. This role includes ensuring that flood risk from all sources is suitably managed and aims to promote an integrated approach to planning and managing all forms of flood risk.

5.~~215~~ 203 Cardiff Council in general are opposed to the culverting of watercourses because of the adverse ecological, flood risk and other effects that are likely to arise. Culverting can exacerbate the risk of flooding and increase the maintenance requirements for a watercourse. It

also destroys wildlife habitats, damages a natural amenity and interrupts the continuity of the linear habitat of a watercourse. It is recognised there are various reasons why in some instances landowners, developers and local authorities believe that open watercourses should be culverted. However, Cardiff Council considers any benefits are usually outweighed by the potential problems in managing the system, the loss of habitats and difficulty in pollution detection.

5.~~216~~ 204 New developments will only be permitted where the Council is satisfied that they will not result in adverse affects on the quality and/or quantity of surface waters or groundwater resources. Where detailed information in respect of flood risk is not available, developers will be required to carry out a Flood Consequence Assessment (FCA) to evaluate the extent of risk and ensure that no unacceptable development occurs within the flood risk area identified.

5.~~217~~ 205 Managing flooding is an important part of contributing towards achieving sustainability. Developers, wherever necessary and appropriate, are required to incorporate environmentally sympathetic mitigation measures into their proposals. This would include such measures as Sustainable Urban Drainage Systems (SUDS). SUDS are seen as a means to control surface water which provide a valuable amenity asset and new habitats for wildlife.

5.~~218~~ 206 In general, development will be resisted in identified flood plains or areas at unacceptable risk from flooding or where third parties may be adversely affected by an increased flood risk. Proposals involving bedrooms on ground or lower floors in areas liable to flood will not be acceptable. Development will only be permitted if the risks and consequences can be demonstrated to be managed to an acceptable level in line with national planning policy, in particular the tests set out in TAN 15.

5.~~219~~ 207 Further guidance on the application of this Policy will be set out in SPG.

4. TRANSPORT

T1: WALKING AND CYCLING

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

i. **High quality, sustainable design which makes a positive contribution to the distinctiveness of communities and places;**

ii. **Permeable and legible networks of safe, convenient and attractive walking and cycling routes;**

iii. **Connections and extensions to the Cardiff Strategic Cycle Network and routes forming part of the Cardiff Walkable Neighbourhoods Plan;**

iv. **Measures to minimise vehicle speed and give priority to pedestrians and cyclists;**

v. **Safe, convenient and attractive walking and cycling connections to existing developments, neighbourhoods, jobs and services;**

vi. **Infrastructure designed in accordance with standards of good practice including the Council's Cycling Design Guide;**

vii. **Supporting facilities including, signing, secure cycle parking and, where necessary, shower and changing facilities; and**

viii. **The provision of Car-Free Zones.**

5.~~220~~ 208 Research undertaken by Sustrans and Socialdata in 2011 revealed that a large proportion of car trips in Cardiff are relatively short: just over half are no further than 5 km and nearly a third are no further than 3km (under 2 miles). Many of these trips could be undertaken by foot or by bicycle.

5.~~221~~ 209 The purpose of this Policy is to exploit this potential by favouring developments which include design features and facilities that make it easy for people to walk and cycle for everyday journeys instead of travelling by car. Encouraging 'active travel' will help to minimise car use and support the Council in fulfilling its legal duty under the ~~(emerging)~~ Active Travel (Wales) ~~Bill~~ Act 2013 to develop, improve and maintain local walking and cycling networks.

5.~~222~~ 210 The Council has produced a plan for the development of the city's Strategic Cycle Network known as 'Enfys'. The plan defines a core network of numbered cycle routes connecting to different parts of Cardiff. The Council is building the Enfys cycle network through a rolling programme of infrastructure schemes. Developments brought forward through the LDP will provide the opportunity to extend and enhance the network through the provision of new links and incorporating sections of the network within development schemes.

5.~~223~~ 211 The Council is also developing a Walkable Neighbourhoods Plan. This will set out a programme of area-based measures to improve the local walking environment and make it easier and safer for people to reach local services and facilities on foot. New developments will provide the opportunity to extend these improvements and provide walking connections which help to integrate new neighbourhoods with existing communities.

5.~~224~~ 212 Car-Free Zones provide a particular opportunity which can help to successfully deliver this Policy. They could form part of wider development areas adding to the range and choice of available housing. Located in areas with good public transport and other sustainable transport options, together with good access to local facilities, such areas are likely to be attractive to many potential occupiers of all ages. In designing such Zones it will be important to ensure the needs of disabled people are taken into account.

5.~~225~~ 213 The Policy will be implemented through the development process. In considering proposals, the Council will seek to ensure that developments give priority to walking and cycling within their design and layout. High quality design which makes a positive contribution to the distinctiveness of communities and places will be essential to make walking and cycling attractive and popular travel options.

5.~~226~~ 214 The Policy will be a key consideration in the master planning of strategic sites and should be read in conjunction with the strategic site master planning general principles and those included within the schematic master planning frameworks for those sites. Provision of infrastructure will be secured through planning conditions, planning obligations and resourced through Community Infrastructure Levy and matching transport funding. Implementation of this Policy will help to reduce pollution arising from road traffic. This will counteract increases in atmospheric pollution as a result of the Plan, thereby avoiding significant effects upon internationally designated sites.

T2: STRATEGIC RAPID TRANSIT AND BUS CORRIDORS

BUS CORRIDOR ENHANCEMENTS

i. **City Centre Bus Routes;**

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

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

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

~~5.227 This Policy requires development to be served by effective public transport through the development of new rapid transit routes, key strategic bus corridors and improvements to the wider city bus network.~~

Rapid Transit Corridors

5.~~228~~ **215** ~~Rapid transit corridors will connect neighbourhoods to the city centre with high frequency services which will run along on-road and off-road infrastructure and offer shorter journey times than conventional bus services~~ Four Rapid Transit Corridors have been identified based on four broad geographical channels feeding in towards the city centre. The Rapid Transit Corridors can be defined as the collection of high frequency

public transport services which will run along on-road and off-road infrastructure linking neighbourhoods to the city centre and wider public transport network offering shorter journey times than conventional bus services. The Bus Corridor Enhancements referenced in paragraph 5.230 are largely located within the Rapid Transit Corridors but are specifically highlighted as the key bus-based corridors with important cross-boundary linkages and will therefore be a focus for future enhancements. Each corridor will include improvements that give rapid transit and bus services increased priority over general traffic and improved accessibility to a wider range of destinations.

~~5.229~~ 216 ~~This Policy provides for the development of four principal rapid transit corridors that will serve the main LDP strategic sites. The form of rapid transit (heavy rail, light rail, tram train, bus rapid transit etc.) which can be accommodated on each corridor will be determined through further technical assessment work and as part of the detailed master planning of the strategic sites. The Rapid Transit Corridors are shown on the Constraints Map with further detailed work informing the precise mode, alignments and land take requirements.~~ This Policy provides for the development of four principal rapid transit corridors that will serve the main LDP strategic sites. The mode of rapid transit could take one of the following forms or another form of technology that provides for the same purpose:

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

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

Bus Corridor Enhancements

~~5.230 The city's key strategic bus corridors form a central element of the city's strategic public transport network. Around 80% of daily inbound commuter journeys are by car. These movements create congestion on the city's strategic highway network which makes bus journeys longer and services less reliable. This Policy seeks to address these issues by providing for improvements to maximise the efficiency and attractiveness of bus services on each of the city's key bus corridors. Such measures will include provision of bus lanes (including timed bus lanes operating at peak times only), bus priority measures at key junctions and improved passenger waiting and information facilities. The Bus Corridors referred to in this policy are shown on the Constraints Map.~~

5.~~230~~ 218 The Bus Corridor Enhancements listed in Policy T2 are defined as the strategic bus routes that connect Cardiff to the Region. These corridors form a central element of the city's strategic public transport network. Around 80% of daily inbound commuter journeys to Cardiff from the Region are by car. These movements create congestion on the city's strategic highway network which makes bus journeys longer and services less reliable. This Policy seeks to address these issues by making provision for improvements to maximise the efficiency and attractiveness of bus services through reducing journey times and improving journey time reliability. The corridors are shown on the Proposals Map.

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

~~Local Bus Network~~

~~5.231 Ensuring the bus is a more attractive and practical travel option is crucial to reducing car dependency and improving accessibility. Cardiff has an extensive local bus network serving most parts of the city. However, the bus is not an attractive travel option for many journeys in Cardiff. For example, most routes on the network are radial and converge on the city centre. This means that people have to travel into the city centre in order to access bus services to another part of the city. Consequently, the car is the preferred mode of travel for many relatively short journeys. To address this problem this Policy supports the expansion and improvement of Cardiff's local bus network, in conjunction with the development of rapid transit routes and the strategic bus corridors.~~

~~5.232 The alignments of the strategic rapid transit corridors, strategic bus corridors and other bus routes are likely to overlap in some locations offering the opportunity for interchange between services. Therefore, the Council will seek to ensure that the routes, services and supporting facilities which make up the rapid transit and bus networks are fully integrated in their design and operation.~~

Improvements to the Wider City Bus Network

~~5.231~~ 220 Ensuring the bus is a more attractive and practical travel option is crucial to reducing car dependency, improving accessibility and effecting modal shift. Cardiff has an extensive local bus network serving most parts of the city. However, the bus is not an attractive travel option for many journeys in Cardiff. For example, most routes on the network are radial and converge on the city centre. This means that people have to travel into the city centre in order to access bus services to another part of the city. Consequently, the car is the preferred mode of travel for many relatively short journeys. To address this problem this Policy supports the expansion and improvement of Cardiff's local bus network, in conjunction with the development of Rapid Transit Corridors and Bus Corridor Enhancements. Technical work carried out by the Council indicates that re-configuring the network and introducing new orbital routes and points of interchange between routes and services would enable a much wider range of journeys within Cardiff to be undertaken by bus, thus reducing reliance upon the car.

5.2~~32~~ 21 Routes forming part of rapid transit corridors, strategic bus corridors and the wider city bus network will be connected in many locations across the public transport network. This offers the opportunity for interchange between services. Facilitating interchange with high quality passenger facilities and travel information will form an important element of enhancements to the to the city bus network.

5.~~233~~ 222 Central to the delivery of this Policy will be detailed master plans for the LDP strategic sites and the provisions they make for public transport infrastructure and its phasing. Site master plans will be expected to meet the requirements of this Policy and be consistent with general master planning principles for strategic sites - both key considerations in planning applications on strategic sites. Provision of

infrastructure will be secured through planning conditions, planning obligations and resourced through Community Infrastructure Levy and matching transport funding.

5.~~234~~ 223 Implementation of this Policy will require the Council to exercise its statutory powers to carry out improvements to highway infrastructure. Measures will include provision of dedicated bus lanes and bus priority at key junctions. In some areas this will require on-street parking arrangements to be reviewed and modified. The location and nature of improvements will be informed by modelling and technical assessment work relating to specific corridors and Cardiff's wider transport network, as well as the detailed assessment of travel impacts of individual development sites and planning applications. Infrastructure measures will generally be resourced through the Community Infrastructure Levy and matching transport funding. In most cases they will implemented by the Council as the highway authority.

5.~~235~~ 224 Implementation of this Policy will help to reduce pollution arising from road traffic. This will counteract increases in atmospheric pollution as a result of the Plan, thereby avoiding significant effects upon internationally designated sites.

T3: TRANSPORT INTERCHANGES

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

5.~~236~~ 225 Providing for interchange between transport modes is essential to the efficient functioning of the transport network and making sustainable travel options more practical and attractive. This is particularly important in relation to the public transport network. This Policy provides support for all forms of transport interchange that help meet these requirements and deliver the modal shift objectives of the LDP. It is important that these interchanges are accessible to disabled travellers and people with prams/young children.

5.~~237~~ 226 Implementation of this Policy will help to reduce pollution arising from road traffic. This will counteract increases in atmospheric pollution as a result of the Plan, thereby avoiding significant effects upon internationally designated sites.

T4: REGIONAL TRANSPORT HUB

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

5.~~238~~ 227 The development of a central public transport interchange focussed on land in and around Cardiff Central Railway Station and the Central Square area is a longstanding objective of the Council. Cardiff is located on the south Wales main railway line and forms the central hub of regional Valley Lines rail network – all scheduled for electrification by 2020.

5~~.239~~ 228 The provision of a central public transport interchange to facilitate transfer between national, regional and local rail and bus services is essential for Cardiff to fulfil its role as a growing capital city and an employment and service centre for a major city region. It is also

critical to achieving the transport connectivity required to sustain Cardiff's economic competitiveness with other UK cities and city regions and maintain its attractiveness to business investors.

5.~~240~~ 229 This Policy sets out the Council's requirements with regard to the functionality and aesthetic quality of a central interchange and its integration with existing and future development within the Cardiff Central Enterprise Zone. The Policy will be implemented through a process of master planning undertaken in collaboration between the Council, developers, transport providers, the public and key stakeholders.

T5: MANAGING TRANSPORT IMPACTS
Where necessary, safe and convenient provision will be sought in conjunction with development for:
i. **Pedestrians, including people with prams and/or young children;**
ii. **Disabled people with mobility impairments and particular access needs;**
iii. **Cyclists;**
iv. **Powered two-wheelers;**
v. **Public transport;**
vi. **Vehicular access and traffic management within the site and its vicinity;**
vii. **Car parking and servicing;**
viii. **Coach parking; and**
ix. **Horse-riders.**

5.~~241~~ 230 The purpose of this Policy is to ensure that all new developments for which planning permission is required:
i. Properly address the demand for travel and its impacts;
ii. Contribute to reducing reliance on the private car, in line with national planning policies and the strategic transport objectives and policies of the LDP;
iii. Make satisfactory provision for access, parking and circulation, particularly by pedestrians, cyclists, public transport users and disabled people with mobility impairments and particular access needs; and
iv. Avoid unacceptable harm to safe and efficient use and operation of the road,
public transport and other movement networks and routes.

5.~~242~~ 231 Measures appropriate to a particular development will depend on its scale, location and use(s). They may include providing for and/or improving, as appropriate:

- The needs of disabled people with mobility impairments and particular access needs;
- The needs of people with prams and/or young children;

- Safe and convenient pedestrian access to and movement within the development, including pedestrian priority measures, lighting, security, and weather protection;
- Walking links to existing pedestrian routes and networks, District and Local centres, open space and other community facilities; (e.g. safe routes to school) - for access and recreational purposes - and designed for use by everyone;
- The strategic recreational routes;
- Cycling links to existing cycle routes and networks, District and Local centres and community facilities designed for use by everyone;
- Secure cycle parking and changing facilities in accordance with guidelines set down in SPG;
- Management of conflict between modes of access, including vehicles, pedestrians and cyclists;
- Public transport, including bus stops, bus lanes and interchange facilities;
- Safe vehicular access to the site that does not unreasonably restrict the flow of traffic on the adjoining highway network;
- Traffic and speed management measures; and
- Car and coach parking and servicing facilities in accordance with revised guidelines set down in supplementary planning guidance.

5.~~243~~ 232 Parking and servicing will be provided, where appropriate in accordance with the Council's adopted standards (currently contained in the Access, Circulation & Parking Standards SPG, which is likely to be revised prior to the LDP examination).

User Hierarchy

5.~~244~~ 233 In assessing the transport and access aspects of proposals the Council will be more likely to give favourable consideration to developments which through their design and layout give priority to movements by sustainable travel modes and reflect the user hierarchy in Department for Transport Manual for Streets, namely:

Consider First	Pedestrians
V	Cyclists
V	Public Transport Users
V	Specialist Service Vehicles (e.g. emergency services, waste etc.)

Consider Last	Other motor traffic

Sustainable Travel Choices

5.~~245~~ 234 Where necessary to mitigate travel impacts, development will need to be supported by actions designed to manage travel demand, minimise private car use and increase the proportion of journeys made by walking, cycling and public transport. Such measures will include although not be restricted to:

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

5.~~246~~ 235 These will be secured by way of planning condition and/or a Section 106 planning obligation. Where necessary, planning agreements will secure resources for survey and monitoring activity required to support delivery of specific interventions.

5.~~247~~ 236 Implementation of this Policy will help to reduce pollution arising from road traffic. This will counteract increases in atmospheric pollution as a result of the Plan, thereby avoiding significant effects upon internationally designated sites.

T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES
Development will not be permitted which would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks including pedestrian and cycle routes, public rights of way and bridle routes.

5.~~248~~ 237 The purpose of this Policy is to protect the transport network and its users from developments which may otherwise cause unacceptable harm to the operation and use of key transport networks and routes.

T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE
Support will be given to the development of the following elements of strategic transportation infrastructure:

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

5.~~249~~ 238 This Policy provides support for three key elements of strategic transport infrastructure which are illustrated on the Constraints Map with further detailed work informing the precise land take requirements.

5.~~250~~ 239 The Eastern Bay Link Road is a longstanding aspiration of the Council and is featured in the South East Wales Transport Alliance (Sewta) Regional Transport Plan (RTP). The road would complete a peripheral distributor road running between M4 Junction 33 in North West Cardiff and Llanedeyrn Interchange in the East of the city. It would provide additional capacity for road-based access to the Cardiff Central Enterprise Zone from the East and supporting development in that area. A scheme is currently being promoted and developed by the Welsh Government. Details of proposed works are not currently available so the Constraints Map indicates the extent of the Eastern Bay Link running from the Queensgate Roundabout to the A48, Eastern Avenue.

5.~~251~~ 240 The proposal for a rail station at St Mellons is included in the Sewta RTP and Sewta rail Strategy (2013). The station would potentially serve the strategic development site south of St Mellons Business Park. It could also form part of a future South Wales Metro network including rail or rapid transit connections linking central Cardiff to strategic developments in and around Newport. Initial work to investigate the technical feasibility of a station at St Mellons is currently underway.

5.~~252~~ 241 The strategic development sites proposed to the West of Pentrebane and North of the M4 junction 33 will require effective public transport connections. The potential exists to develop a dedicated public transport corridor connecting Cardiff city centre to the strategic sites in North West Cardiff and strategic development areas beyond Cardiff's boundary in Rhondda Cynon Taff. Such a link can be incorporated within the master plans for the strategic sites and form an essential component of those developments. Its extension into growth areas within Rhondda Cynon Taff also makes the corridor strategically important within a regional context. As such it would form a key corridor within a future South Wales Metro network.

T8: STRATEGIC RECREATIONAL ROUTES
A strategic network of recreational routes will be maintained and developedto link Cardiff's coast, river corridors, open spaces, countryside, and the regional network of routes, facilitating

access to them by local communities, and forming an integral part of the wider cycling and walking network in Cardiff.

The core strategic network will comprise:
i. **The Taff Trail;**
ii. **The Ely Trail;**
iii. **The Rhymney Trail;**
iv. **The Nant Fawr Trail;**
v. **The Bay Trail;**
vi. **The Wales Coast Path; and**
vii. **The Glamorgan Ridgeway Walk**

5.~~253~~ 242 This Policy sets out the Council's desire to develop a network of recreational routes that will allow everyone in Cardiff to gain easy access to local green spaces, and the wider coast and countryside.

5.~~254~~ 243 The Policy helps to deliver Plan objectives and also accords with PPW which seeks to promote provision of safe accessible, convenient and well-signed walking and cycling routes and to protect and enhance the national cycle network and long-distance routes and footpaths that are important tourism and recreation facilities, both in their own right and as a means of linking other attractions and local communities.

5.~~255~~ 244 Wherever possible, the strategic network will make provision for access by walkers, cyclists and horse riders, (although access for all is limited by practicalities). The core strategic network will be linked to local communities and other routes, including permissive paths, public rights of way, and open spaces. This will help to provide a range of routes and enable everyone to use and enjoy Cardiff's natural heritage, whilst also linking Cardiff to the wider regional network. Local opportunities are important for both health and well-being and sustainability reasons.

5.~~256~~ 245 The development of the coast and river corridor routes are particularly important for people living in the southern arc of Cardiff where the choice of open spaces, public rights of way network and access to the countryside is more limited. The development of a network of safe, convenient attractive routes through green spaces will also provide the opportunity for more people to use them as part of their everyday journeys - to school, work and local community facilities. Development of cross border routes into other authority areas together with within County routes contribute towards the city's green tourism offer.

5.~~257~~ 246 New developments including the proposed Strategic sites, adjacent to, the main strategic routes, public rights of way or other recreational routes will be expected to respect their existence and contribute to their development, or links to them where applicable.

5.~~258~~ 247 The current extent of the existing core recreational strategic network are shown on the Constraints Map, proposals for development of these routes including creation of 'missing' links are shown on the Proposals Map. Where details of proposed new routes are not yet fully worked up and agreed with relevant parties,
such as the Taff Ely Link, routes will not be shown on the Deposit Plan Maps but further work will continue to explore their future implementation.

5.~~259~~ 248 The usage of routes will be monitored through cycle counter data where deployed together with wider feedback through the Cardiff River Valleys initiative.

Policy T9 Cardiff City Region 'Metro' network

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

i. **Existing and new heavy rail routes**

ii. **New light rail routes**

iii. **Tram**

iv. **Tram/train on segregated rails and/or running on street**

v. **conventional buses, or guided buses using busways completely segregated from the main highway along their entire length or for short sections, in combination with use of the public highway/bus priority measures on the public highway.**

vi. **conventional buses using dedicated buses lanes and assisted by other bus priority measures, in combination with use of other carriageway space on the public highway; and**

vii. **conventional buses using carriageway space on the public highway used by general traffic.**

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

5.249 Reasoned justification: The Cardiff City Region Metro is a proposal for a metropolitan-style, integrated public transport network extending across Cardiff and South East Wales. The 'Metro' is likely to be developed in phases over a number of years. Its purpose is to significantly enhance public transport accessibility across the region. This would be achieved by the physical and operational integration of routes for different public modes (rail-based and bus-based) and enabling provision of frequent, fast and efficient public transport services connecting principal settlements and trip destinations in the region. A 'Metro' network would include points of interchange and be supported by integrated timetables and ticketing with a common branding. In combination, these elements would enable people to make daily journeys and reach key trip destinations without the need for a car. This enhanced connectivity would have significant economic benefits for Cardiff and the wider City Region, as well as easing pressures on key strategic transport corridors within and beyond Cardiff boundaries.

5.250 Potential routes/corridors which would make up the 'Metro' network have been identified in a series of investigative studies in recent years. Future technical work will be led by the Welsh Government in consultation with local authorities, land owners, communities and the transport industry. Welsh Government's ~~National Transport Plan 2015 - Consultation Draft (December 2014)~~ National Transport Finance Plan 2015 (July 2015) includes a commitment to progress this work which

will determine the form of the network and the mix of public transport modes on each corridor/route.

5.251 It is important that development that takes place within the plan period does not prejudice the delivery of this regionally important future asset.

5.252 Policies KP2 (A) to KP2(H) include references to improvements to the strategic public transport network within the supporting lists of 'Essential' and 'Enabling' transport infrastructure for the individual LDP strategic sites. A number of these measures will potentially form part of the future 'Metro' network.

5.253 Policy T9 augments Policy KP2 by providing general support for the future delivery of the 'Metro' and the means by which the Council can, through controls exercised through the development management process:

- secure infrastructure forming part of the network; or
- otherwise, safeguard the route alignment, potential mode options and physical space requirements for future 'Metro' routes/corridors.

5.254 This protection with be integrated within the design and layout of approved developments. The policy also provides the basis for resisting developments which would prevent or compromise future delivery of a 'Metro' route.

5. RETAIL

R1 RETAIL HIERARCHY

Retail proposals, (including changes of use, redevelopment and extensions) will be considered in accordance with the retail hierarchy which comprises Central Shopping Area (CSA) at the head of the regional hierarchy supported by a range of district centres and smaller local centres as identified on the Proposals Map. Retail proposals outside centres identified on the Proposals Map will be assessed against Policy R4: Retail Development (Out

of Centre). or Policy R7: Retail Provision within Strategic Sites where they form part of an allocated housing led strategic site.

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

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

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

5.257 Proposals outside centres identified on the Proposals Map will be assessed against Policy R4: Retail Development (Out of Centre).

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

~~R1~~ R7RETAIL PROVISION WITHIN STRATEGIC SITES

Retail development which forms part of the allocated housing led Strategic Sites will be assessed against Policy R4 (Retail Development (Out of Centre) and will be supported where:

i. It is of appropriate scale which satisfies an identified ~~local~~ need;

ii. It will not negatively impact on the vitality and viability of designated centres.

~~ii~~.iii. It is located along public transport corridors and easily accessible by walking and cycling; and

~~iii~~.iv. It forms part of a planned centre which reinforces a sense of place

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

R2: DEVELOPMENT IN THE CENTRAL SHOPPING AREA
Development proposals within the Central Shopping Area (CSA) will be assessed against the following criteria:
i. **Whether the proposal involves the loss of shop uses (Class A1) from within Protected Shopping Frontages;**
ii. **Whether the proposal involves retail and other uses which enhance the vitality, viability and attractiveness of the city centre;**
iii. **Whether the development allows for, or retains the effective use of, upper floors; and**
iv. **Supports the regeneration, renewal and enhancement of the city centre.**

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

5.261 The Central Shopping is the head of the retail hierarchy for Cardiff and South East Wales. It offers a range and quality of shopping facilities unrivalled in the region, together with a diversity of complementary service, leisure, residential and business uses, within a compact and

accessible area. Despite this, the area is not invulnerable to trends in retail location and shifts in consumer demand and expenditure, including competition from out-of-centre locations and internet shopping. There is a continuing need to improve facilities within the Central Shopping Area in order to provide a quantity and quality of shops that will enhance its primary shopping role and character, and its vitality, attractiveness and viability.

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

R3: PROTECTED SHOPPING FRONTAGES
Development proposals involving the loss of Class A1 (shop) uses within Protected Shopping Frontages will be assessed against the following criteria:
i. **The balance and distribution of existing and committed non-shop uses;**
ii. **The amount of A1 floorspace and frontage length being lost;**
iii. **Whether, and for how long, the premises have been vacant and actively marketed;**
iv. **The location, character and prominence of individual premises or frontages;**
v. **The nature of the proposed use, including whether an appropriate shop front and window display is to be provided; and**
vi. **The impact of the proposed use upon the amenity of adjacent or nearby residents.**

5.264 This Policy provides an enhance level of protection for the City Centre's most important shopping streets. The protected frontages are identified on the Proposals Map. ~~Supporting Document No. 8 – City Centre Protected Frontage Assessment provides the methodology and analysis to determine city centre Protected Shopping Frontages and~~ Further guidance will be set out in SPG.

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

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

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

~~R4~~ R6: RETAIL DEVELOPMENT (OUT OF CENTRE)

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

5.268 This Policy identifies the criteria against which proposals for retail development outside the Central Shopping Area, District and Local

Centres identified on the Proposals Map will be assessed in line with PPW 'Planning for Retailing and
Town Centres'.

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

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

5.271 The sequential test as detailed in PPW aims to direct retail developments to existing centres wherever possible or to the edges of such centres if sites within the centres are not available. Only where need for additional retail floorspace has been demonstrated and there are no location in or adjacent to designated centres that could accommodate that need, should out-of centre locations be considered. In Cardiff the order of preference is:

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

~~5.272 The sequential test applies to the level of need agreed between the applicant and the Council, not to the development format proposed by the applicant. Thus, a series of sites in different centres may accommodate and agreed retail need, though the proposal may be for large scheme in a single location. The test is not satisfied because a retailer considers that a town centre site does not meet its operational requirements in principle. It must address whether the types of goods proposed could be accommodated in or on the edge of a designated centre.~~

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

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

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

5.276: ~~In addition, in line with Policy R8, Protection of Local Shopping Parades, consideration will also be given to the impact of out of centre retailing on local shops selling convenience goods in smaller shopping parades outside of designated centre.~~

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

5.278 The Council monitors the vitality, attractiveness and viability of designated centres. All applications for out-of-centre retailing will be

expected to examine the health of centres, including shopping parades most likely to be affected and their likely impact.

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

R~~5~~ 4: DISTRICT CENTRES

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

(1) Albany Road / Wellfield Road

(2) City Road

(3) Clifton Street

(4) Cowbridge Road East

(5) Crwys Road / Woodville Road

(6) Bute Street / James Street

(7) Merthyr Road, Whitchurch

(8) Penarth Road / Clare Road

(9) St Mellons

(10) Thornhill

(11) Whitchurch Road

This will be subject to:

(i) The proposal being of a scale appropriate to the particular centre;

(ii) The location of business offices (Class B1) above the ground floor,

(iii) Proposals not impeding the effective use of upper floors.

(iv) Proposals for uses other than Class A1 being permitted at ground floor level if they would not cause unacceptable harm to the predominant shopping role and character of the centre, the vitality, attractiveness and viability of a specific frontage or group of frontages;

Unacceptable harm should take account of:

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

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

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

- **The vacancy rate in the surrounding area; and**

Whether, and for how long, the premises have remained vacant whilst being actively marketed for their existing or previous use.

5.280 The aim of this Policy is to promote and protect the shopping role of District Centres while supporting a mix of appropriate uses. The District Centres identified in Policy R4 are defined on the Proposals Map (and in Appendix X) New text

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

5.282 The size and character of District Centres means that they are more likely to be able to satisfactorily accommodate a greater range and mix of non-retail uses including businesses offices and commercial leisure facilities.

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

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

5.284 It is important that non-shopping uses are dispersed as much as possible in order to limit harm to the shopping role and character of a centre. Proposals that result in, or add to a continuous stretch of non-shopping uses (3 or more units in non-shopping use) will be less favourably considered, as they will fragment the shopping frontage.

5.285 A high level of vacancy is often an indicator of poor retail performance, reduced levels of demand and/or investor confidence, and can be harmful to the vitality, attractiveness and viability of an area in the long-term. Applications for changes of use that involve new non-shopping uses in vacant premises will, therefore, be considered in light of the following:

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

5.286 This Policy will favour business class offices above ground floor level within District Centres. At ground floor level, only professional and

financial (A2) offices with a shop front will be acceptable. B1 uses do not provide an active frontage or service to visiting members of the public.

5.287 The provision of residential accommodation at upper floors within centres can support their vitality, attractiveness and viability. However, it is recognised that District Centres cannot offer the same degree of amenity as purely residential areas. To enable opportunities for offices and other appropriate business uses at upper floors within District Centres, it may be necessary to allow the change of use of premises in residential use.

5.288 A District Centres Strategy has been prepared to raise the profile of District Centres within Cardiff and provide a framework and justification for the preparation of individual Action Plans for priority District Centres. This Strategy also acts as a reference point for co-ordinated working between service providers; a mechanism for attracting inward investment and securing funding for improvements within these designated centres.

R~~6~~ 5: LOCAL CENTRES

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

(1) Birchgrove

(2) Bute Street (Loudoun Square)

(3) Cathedral Road

(4) Countisbury Avenue

(5) Caerau Lane

(6) Fairwater Green

(7) Gabalfa Avenue

(8) Grand Avenue

(9) High Street, Llandaff

(10) Maelfa, Llanedeyrn

(11) Newport Road, Rumney

(12) Rhiwbina Village

(13) Salisbury Road

(14) Splott Road

(15) Station Road, Llanishen

(16) Station Road, Llandaff North

(17) Station Road, Radyr

(18) Tudor Street

(19) Willowbrook Drive

(20) Wilson Road

This will be subject to:

(i) The proposal being of a scale appropriate to the particular centre;

(ii) The retention of residential accommodation at upper floors;

(iii) Proposals for uses other than Class A1 (except business offices class B1) being permitted at ground floor level if they would not cause unacceptable harm to the predominant shopping role and character of the centre, the vitality, attractiveness and viability of a specific frontage or group of frontages;

<u>Unacceptable harm should take account of:</u>

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

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

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

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

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

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

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

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

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

5.293 It is important that non-shopping uses are dispersed as much as possible in order to limit harm to the shopping role and character of a centre. Proposals that result in, or add to a continuous stretch of non-shopping uses (3 or more units in non-shopping use) will be less favourably considered, as they will fragment the shopping frontage.

5.294 A high level of vacancy is often an indicator of poor retail performance, reduced levels of demand and/or investor confidence, and can be harmful to the vitality, attractiveness and viability of an area in the long-term. Applications for changes of use that involve new non-shopping uses in vacant premises will, therefore, be considered in light of the following:

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

5.295 Loss of residential units will generally be resisted at upper floors in Local Centres where the characteristics of the premises and their location remain suitable for residential use.

Insert new paragraph after paragraph 5.295

<u>In addition to local centres identified on the proposals Map, there are numerous smaller groups of shops and individual ‘corner shops’ across the county that provide valuable shopping facilities to surrounding communities. Proposals that could lead to the loss of such local shops will be assessed having regard to the role of those shops in meeting local shopping needs and the viability of the premises for continued shopping use. Planning Policy Wales recognises the important economic and social role of such local shopping facilities to communities.</u>

~~5.296 Further information on centre designations is contained in Supporting Document No. 7 – District and Local Centres.~~

R~~7~~ 8: FOOD AND DRINK USES

Food and Drink Uses are most appropriately located in:
i. **The City Centre (Central Business Area)**
ii. **The inner harbour / waterfront area of Cardiff Bay (Bay Business Area)**
iii. **District and Local Centres**
Subject to amenity considerations, highway matters, crime and fear of crime considerations, and where they do not cause unacceptable harm to the shopping role and character of designated centres. Food and drink uses are unlikely to be acceptable within or adjacent to residential areas, where they would cause nuisance and loss of amenity, or result in the loss of a residential property.

5.297 Food and drink uses, including restaurants and hot food take-aways, are better located in designated centres where they can complement and enhance the existing shopping role, increase footfall and are accessible by public transport. Such uses are better located in designated centres than residential areas because of the impact they can have in terms of vehicular and pedestrian traffic, noise, fumes, litter, late night disturbance. The Central and Bay Business Areas, and District Centres are more likely to be able to satisfactorily accommodate A3 uses without causing unacceptable harm, due to their size and character. However, concentrations of such uses in centres can cause harm, either to residential amenity within or adjoining the centre, or to the predominant shopping role and character of the centre and its vitality, attractiveness and viability.

5.298 Food and drink uses are acceptable in principle, within the City Centre. It is recognised that such uses can contribute to the range and choice of facilities available to residents, promote the evening economy and may also support tourism. However, new A3 proposals at ground and upper floor level will need to be assessed against Policy R3. This Policy is intended to ensure that food and drink uses as well as other non-shopping uses, do not harm the shopping role, character and vitality of the City Centre.

5.299 Food and drink uses are also complementary, in principle, to the main shopping role of District and Local Centres, so long as they do not adversely affect the living environment of nearby residents, or with other

non-shopping uses, reach such a level that they undermine the shopping character of the area in accordance with Policies ~~R5~~ R4 District Centres and ~~R6~~ R5 Local Centres.

5.300 Local Centres and smaller neighbourhood centres are generally more residential in nature, and do not have the scale or variety of retail and non-retail uses of larger centres. Therefore, A3 proposals may be more difficult to accommodate, and are less likely to be acceptable on amenity grounds (e.g. potential noise and
disturbance, anti-social behaviour and litter associated with this type of development proposal). As a consequence more emphasis will be placed on protecting residential amenity within these centres through restricting closing times and the type of A3 premises.

5.301 Outside District and Local Centres and the Central and Bay Business Areas proposals for A3 uses are unlikely to be acceptable in, or adjacent to, predominantly residential areas because of their impact on residential amenity and potential to cause nuisance from noise and odour.

5.302 Food and drink proposals within existing employment areas will be considered against Policy EC2 Provision of complementary facilities for employees in business, industrial and warehousing development.

~~5.303 Proposals for A3 uses within 400 metres of a school will be considered against Policy C7 Health and the related Health SPG.~~

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

~~**Policy R8 PROTECTION OF LOCAL SHOPPING PARADES**~~

~~**Proposals that would lead to the loss of local shops outside of identified centres will be assessed having regard to the role of those shops in meeting local shopping needs and the viability of the premises for continued retail use**~~

~~5.305 In addition to the District and Local Centres identified on the Proposals Map there are numerous smaller local shopping parades across the County. Although these have a smaller more limited retail offer, they~~

~~provide easily accessible valuable shopping provision to surrounding communities.~~

~~5.306 For the purpose of this Policy the definition of a local parade is a cluster of 3 or more A1 retail units (i.e. newsagents, convenience store, off-licence) with~~

~~supporting A2, A3, or D1 uses that function as a group of units capable of serving the needs of the local resident catchment population.~~

~~5.307 In such areas the Policy will seek to protect and retain local convenience shops, because of the importance of these uses for meeting the everyday needs of those living locally. Proposals for development within such areas must relate to the scale, role and function of the local shopping parade and will be determined on individual merit. Individual 'corner shops', have an important role in areas which are relatively remote from other shops particularly convenience retail. This is especially important for residents who are less mobile or do not have access to private transport.~~

~~5.308 It should be noted that many shops within a local shopping parade are independently run and can therefore become vacant as a result of retirement by the proprietor rather than a fall in business sales or patronage.~~

~~5.309 In terms of assessing the viability of the premises for continued retail use, the applicant will need to provide evidence of active marketing if a retail unit is vacant, taking into consideration the fact that a recently vacated unit may have the potential to attract an A1 use.~~

~~5.310 The role and function of local shopping parades should be protected from out of centre retail development that could potentially harm their vitality and viability. Such schemes will need to be considered against Policy R4.~~

6. COMMUNITY

C1: COMMUNITY FACILITIES

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

5.3~~11~~ For the purpose of this Policy, community facilities are defined as non-commercial facilities used by local communities for leisure and social purposes. This constitutes ~~including~~ community centres and meeting places, community halls, community learning, leisure centres, libraries and youth centres. Religious facilities also often provide for wider community provision. Health facilities would include doctors and dentists surgeries which serve the local community.

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

5.~~312~~ 303 If development occurs without consideration being given to the adequacy of existing community facilities, this can place a strain on existing facilities, to the detriment of the local community. As a result, there is a need to ensure that adequate local facilities are provided to meet the future demands of local communities.

5.~~313~~ 304 The provision of community facilities should go hand in hand and be integrated with new development. Providing a range of community facilities that are accessible to as many people as possible is fundamental in terms of securing sustainable communities. Such facilities are valuable not only in terms of the amenity they provide, but are also important in

generating employment and attracting people to live within an area. Whilst, it is recognised that there are many competing needs for the development and use of land the Council is committed to ensuring that there are adequate facilities to serve residents within new strategic housing allocations.

5.3~~14~~ 05 New strategic housing developments allocated in Policy KP2 will be required to ensure that sufficient new community facilities are provided and integrated within the development to serve the needs of future and existing residents. This will be achieved through planning obligations or the community infrastructure levy as appropriate (see Policies KP6 and KP7).

5.3~~15~~ 06 On all other significant residential developments, the Council will seek to enter into negotiations with prospective developers to secure land, buildings and or financial contributions towards community facilities arising from the needs of residential development. This is because the increased population will result in increased demand for local community facilities. Further guidance on this will be set out in SPG.

5.3~~16~~ 07 Community facilities, health uses ~~(including doctors and dental surgeries)~~ and religious facilities will be favoured within District or Local Centres where appropriate, however, where such uses cannot be satisfactorily accommodated within centres, proposals on the edge of centres or within residential areas (to include the conversion or redevelopment of existing residential premises) will be favourably considered provided that issues of residential amenity, urban design (Policy KP5), and transportation are appropriately addressed. Furthermore, if the residential area falls within a Conservation Area, the proposed development should not detract from its character, nor should it have any negative impact on the built heritage assets (Policy KP17).

C2: Protection of Existing Community Facilities:

Proposals involving the loss or change of use of buildings currently or last used for community facilities will only be permitted if:
i) An alternative facility of at least equal quality and scale to meet community needs is available or will be provided within the vicinity ~~and~~ or;
ii) It can be demonstrated that the existing provision is surplus to the needs of the community.

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

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

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

C~~2~~3: COMMUNITY SAFETY / CREATING SAFE ENVIRONMENTS

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

5.31~~7~~ 1The aim of this Policy is to achieve a uniform and consistent standard of security through considerate design without compromising the character or attractiveness of the local area. Incorporating security considerations into the design of new developments and redevelopments

will enable natural surveillance and create a sense of ownership and responsibility.

5.3~~18~~ 12 Designing out crime contributes to Policy KP5. Further detailed information relating to the objectives of this Policy can be found at www.securedbydesign.com. ~~in the Cardiff Community Safety Partnership's guidance "As Safe as Houses – Crime and the Built Environment" (May 2006).~~

5.31~~9~~3 The Council has responsibility under section 17 of the Crime and Disorder Act (1998) to take account of the need to deter and prevent crime in carrying out all its responsibilities, which include planning. Used sensitively, the planning system can be influential in producing active, well managed environments that help to discourage crime and disorder by encouraging developers to adopt designs for new development that take the security of people and property into account. Developments should be encouraged to incorporate the principles and practices of the 'Secured by Design' Award Scheme, and reflect both the safety of people and the security of property.

5.3~~20~~ 14 Any design solution or security measures should remain sensitive to local circumstances and their degree and application should reflect the characters and amenity of the area. There should be a balanced approach to design which attempts to reconcile the visual quality of a development with the needs of crime prevention. Developments can be made secure without resorting to razor wire, grilles, bars, unsightly types of fencing and other visually intrusive security measures, if safety and security is considered at an early stage of the design process.

5.3~~21~~ 15 Prior to submitting detailed proposals, developers are encouraged to seek advice by engaging in pre-application discussions with the South Wales Police ~~Architectural Liaison Officer (ALO)~~ Crime Prevention Design Officer on designing out crime, and any recommendations received should be taken into consideration in relation to the development proposal. Where there are other significant interests (for example, the setting of Listed Buildings) a balanced compromise must be agreed. Developers are further encouraged to submit statements in conjunction with planning applications that emphasise and clearly demonstrate the proposed measures taken to design out crime.

5.3~~22~~ 16 In appropriate cases,where crime prevention or the fear of crime is considered material to a proposed development the Council may consider imposing community safety conditions or seek developer contributions via legal agreements for crime prevention through environmental design (CPTED), community safety initiatives, improved street lighting,alley gating, provision of CCTV, landscaping improvements or other necessary security measures. This is in accordance with Policy KP7.

5.3~~23~~ 17 Terrorist attacks within the UK have become a distinct possibility in recent years, posing a real and serious threat. Measures to mitigate against the occurrence and effects of terrorism attacks should be designed in from the outset of a development proposal. For example, through protection from flying glass and vehicle access controls to underground car parks and areas of potential high risk. These measures must be balanced with good design principles to ensure against the creation of a "fortress" appearance. It is recommended that where major development is proposed within a place defined by the Home Office as a "crowded place", the design statement accompanying the application should set out the measures undertaken to meet these principles. It is recommended that advice is sought from a Counter Terrorism Security Advisor during the design stage. (Refer to WECTU (Wales Extremism and Counter Terrorism Unit) for further advice).

C~~3~~4: PROTECTION OF OPEN SPACE

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

i. **It would not cause or exacerbate a deficiency of open space in accordance with the most recent open space study; and**

ii. **The open space has no significant functional or amenity value; and**

iii. **The open space is of no significant quality; or**

iv. **The developers make satisfactory compensatory provision; and, in all cases;**

v. **The open space has no significant nature or historic conservation importance.**

5.3~~24~~ 18The aim of this Policy is to protect open space that has significant functional, conservation, environmental or amenity value. It applies to all areas of open space within the County.

5.3~~25~~ 19The Policy will help protect the current network of open spaces in Cardiff and work toward delivering Policy KP13 and LDP objectives related to maintaining and enhancing a network of green space and corridors.

5.3~~26~~ 20The Policy is in accordance with the Wales Spatial Plan, PPW and Technical Advice Note 16: Sport Recreation and Open Space (2010) which requires that all types of open space are protected, particularly where it has a strategic countywide importance.

5.3~~27~~ 21 The various types of open space in Cardiff are listed and explained in detail in the Cardiff Open Space SPG. ~~Open Space is also shown on the Constraints Map which accompanies the LDP~~. However, for the purposes of this Policy, functional green space includes land that can accommodate formal and / or informal recreational uses including sporting use and children's play.

5.3~~28~~ 22Proposals for development on areas of open space will be assessed against a functional green space requirement of 2.43 hectares per 1,000. This is explained in more detail under Policy C4.

5.3~~29~~ 23 In assessing the functional and amenity value of an area of open space, regard will also be given to whether it serves a purely local function or has more strategic countywide importance. Special protection will be afforded to open space that has strategic countywide importance whether for functional, amenity or wildlife
purposes.

5.3~~30~~ 24 The quality of an area of open space will be assessed having regard to issues
such as:

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

5.3~~31~~ 25 Where a development proposal involving the loss of open space would exacerbate a local or countywide deficiency of functional open space, compensatory provision for open space or alternative provision of equivalent community benefit may be acceptable. This is explained further in the Open Space SPG.

5.3~~32~~ 26 The appropriateness of compensatory open space or replacement facilities will be assessed having regard to the importance of the resource to be lost and the needs of the locality. Compensatory provision should:

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

5.3~~33~~ 27 Corridors and networks of open space, like the river valleys, have strategic importance in terms of recreation, amenity and wildlife. The corridors of the rivers Ely, Taff, Rhymney and the Nant Fawr (identified on the Proposals Map) are a particularly important resource within both the urban and rural context, linking the waterfront and the urban area with the countryside. Specific protection of river valleys is set out in Policy EN4.

5.3~~34~~ 28 Many areas of open space have value for nature conservation. Some are designated for their international, national or local importance, while others contribute more generally to biodiversity. Some areas also have historic conservation importance. These include Historic Gardens and Parks, land within Conservation Areas and land that provides the setting for Ancient Monuments or other archaeological remains.

5.3~~35~~ 29 The implementation of policies designed to provide and protect public open space throughout Cardiff would also serve to offset any increase in recreational pressure on the Cardiff Beech Woods SAC, thereby helping to avoid the likelihood that this LDP will have a significant effect upon this site.

5.3~~36~~ 30 The protection of open space Policy will be assessed each year in the Annual Monitoring Report. The loss of open space is a Core Indicator required by Welsh Government and will be monitored on an annual basis, forming part of the Open Space Assessment.

C~~4~~5: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION, CHILDREN'S PLAY AND SPORT

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

5.337 This Policy will help enhance the existing network of green spaces and provide increased opportunities for healthy recreation and leisure activities in line with LDP objectives for sustainable living. Improving the provision of open space is particularly important in some areas of South Cardiff where communities have poorer access to areas of open space.

5.338 Obtaining functional open space and appropriate provision for sport through the development process is provided for in PPW. It explains that Local Planning Authorities may be justified in seeking Section 106 Planning Agreements to contribute to the maintenance of safe and attractive facilities and open space, and to meet the needs of new communities.

5.339 This Policy applies to all new proposed housing developments, redevelopment schemes, conversions and mixed-use developments containing housing, sheltered housing and student accommodation over 8 units.

5.340 The Open Space SPG sets out detailed guidance on how the provision of functional open space, outdoor recreation, children's play and sport from new residential developments will be assessed and managed. It explains that the amount of open space provision generated by a housing proposal will be assessed in relation to its type and density. Consideration will also be given to the availability and adequacy of existing functional open space within the surrounding area. The Council will therefore seek to secure a range of improvements for accessible, high quality open space, sport and outdoor recreation provision, as appropriate to the particular site and development proposal.

5.341 These may include one or more of the following:

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

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

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

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

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

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

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

~~Provision for allotments and/or community growing areas will be sought on new residential developments over 46 units and on all developments over 1800, provision of a 40 plot allotment site will be sought, increasing on a pro-rata basis for larger sites.~~

~~5.346 Where the provision of land for allotments is not possible, provision will be sought for land for community growing. This would include such uses as community spaces, community farms, communal gardens, orchards and community harvesting schemes.~~

~~5.347 The role of allotments and community growing areas in contributing towards sustainable communities, healthy living and improved interaction between different social and age groups is recognised in PPW and TAN 16: Open Space (2008).~~
~~Further information is set out in the Cardiff Allotment Strategy and Open Space SPG.~~

~~5.348 Allotments and community growing areas play an important open space function particularly in urban areas and can help enhance biodiversity, provide opportunities for recreation and improve the quality of life.~~

~~5.349 Provision for allotments and community growing areas helps work towards delivering Plan Objectives and key policies.~~
~~5.350 For developments over 46 units, the Council will seek to secure financial contributions towards off-site provision of increased allotment or community growing space or improving and enhancing existing allotments or community growing areas.~~

~~5.351 For developments over 1800 units, the Council will seek to secure the provision of a new 40 plot allotment site, increasing on a pro-rata basis for developments over 1800 units. The developer would be required to provide and fence the land and provide a financial contribution to lay out the allotments site and all associated infrastructure. The Council would then subsequently adopt the allotments and provide for future management and maintenance, including the designation of the site as a statutory allotment area.~~

~~5.352 The required standard for allotment size and the calculation for off-site contributions towards allotments and community growing areas are covered in greater detail in the Open Space SPG.~~

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

~~**Provision for children's play should be an essential element of the layout of new developments. Access to at least three different types of outdoor play provision as indicated below shall be provided within 400m of family homes within new developments.**~~

~~**5.353** This Policy and the associated model for play provision seeks to ensure that that the developmental needs of children to access varied play opportunities are properly provided for in new developments and do not rely exclusively on the provision of a limited number of equipment play areas.~~

~~**5.354** The inclusion of private gardens as a location for play will ensure that those developments that do not have access to private gardens will require a greater level of alternative provision for play, which could include child friendly streets and safe access to good quality open space as well as the provision of accessible playgrounds in accordance with Policy T1.~~

C7: HEALTH

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

i. **Identifying sites for new health facilities, reflecting the spatial distribution of need, ensuring they are accessible and have the potential to be shared by different service providers; and**

ii. **Ensuring that they provide a physical and built environment that supports interconnectivity, active travel choices, promotes healthy lifestyles and enhances road safety~~; and~~**

iii. ~~**Managing the location of fast food takeaways to appropriate locations; and in all cases;**~~

- ~~**v. Demonstrating that the effect of new developments on health is taken into account.**~~

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

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

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

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

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

and ‘Setting the Direction Primary and Community Services Strategic Delivery Programme’ (Welsh Government 2010).

~~5.360 In order to support the aims of this Policy, it is recommended that the Welsh Health Impact Assessment Unit document ‘Health Impact Assessment: A Practical Guide' (2012) is used in screening large planning applications to assess whether a Health Impact Assessment is required. It is recommended that all large developments including housing, health care, retail, waste and schools undertake a Health Impact Assessment.~~

5.361 5.361 For a description of appropriate locations to provide health facilities, see Policy C1 on Community Facilities. In addition, a number of other issues relating to the effect of new development on health including design, open space/community growing and transport are referred to in the respective policies.

5.362 Further details on this Policy will be set out in a~~n~~ Health SPG to accompany the LDP. ~~regarding new or enhanced health facilities and on managing the location of fast food takeaways (see Policy R7), in particular when they are near a residential area or a school and when a Health Impact Assessment may be required.~~

~~C8: PLANNING FOR SCHOOLS~~

~~New and improved school facilities will be provided to meet existing and future educational needs.~~

~~5.363 The Council has a statutory duty as local education authority to ensure that there is a sufficient number and variety of school places at primary and secondary level, available to meet the needs of the population of the County.~~

~~5.364 Although the supply and demand for school places varies by area, it is anticipated that there will be no overall surplus school places at entry to the primary sector in 2015, nor in the secondary sector in 2019. This takes account of existing school investment proposal and projections based upon health service (GP) and school roll data. Additional primary and secondary education provision will therefore be required to serve the new pupils generated as a result of greenfield or brownfield housing developments that come forward during the Plan Period.~~

~~5.365 The Council will seek financial contributions (See Policy KP7 Planning Obligations), towards the cost of providing additional or improved primary and/or secondary school facilities from developers proposing housing developments that would generate a requirement for school places that cannot be reasonably met by existing schools because:~~

~~a. the capacity at the school(s) in whose catchment area (s) new housing development are proposed would as a result of the development be exceeded by demand; and/or~~

~~b. there is a surplus capacity in such schools to accommodate some or all of the projected number of pupils generated from the proposed development but investment is required to make it suitable.~~

~~5.366 The Council will also seek the provision of land and/or premises, depending on scale and location of development. Please refer to Key Policy KP6 New Infrastructure' and Supporting Document No. 6 Infrastructure Plan for detailed analysis.~~

~~5.367 It is recognised that the future additional pupils generated from strategic housing allocations (D-H) could not be accommodated in existing schools. The Council requests that developers set aside appropriate sites and provide school facilities in the initial phases of development aligned with the construction process, and additional forms of entry made available where necessary (210 primary school places plus nursery provision, 150 secondary school places plus sixth form provision) following completion of each 700 dwellings.~~

~~5.368 There will also be a need to address school provision in catchment areas where there is little or no existing capacity to accommodate the additional demand likely to arise from housing development on previously developed land (including strategic sites) or other in-fill sites. With limited exceptions financial contributions will be sought from developers towards the provision of new classroom accommodation, in accordance with the needs which arise from the proposed development.~~

~~5.369 In the event of the Council being allocated developer contributions to expand existing provision, the phasing of contributions over the period of construction will need to be in line with those set out in SPG, and will require careful consideration to ensure that the supply of school places is aligned with the construction process and occupancy of~~

~~dwellings. Monitoring of take-up of school places will be a key consideration in order to inform existing and future needs.~~

~~5.370 Further guidance on the application of this Policy will be set out in SPG.~~

~~C9: New Educational Facilities~~

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

~~i. Be well designed, well related to neighbourhood services and amenities, and easily accessible by sustainable transport modes; and~~

~~ii. Include, where appropriate, provision for other appropriate community uses in addition to their educational use~~.

~~5.371Opportunities should be taken to share school buildings and facilities, or co-locate on shared sites with other Council Service areas and selected external services. This would serve to maximise the use of the land and provide an integrated citizen focused resource for the whole community. Opportunities for shared facilities could include libraries, community centres, leisure centres, indoor recreation facilities, play centres, adult education facilities, integrated childcare facilities, adjoining natural habitat, health care facilities.~~

~~5.372Dependant on geographical constraints, opportunities should be taken to explore shared school facilities/playing fields with other schools (e.g. a Primary and Secondary School sharing fields) or continuous ages 3-19 school provision.~~

~~5.373Further guidance on the application of this Policy will be set out in SPG.~~

~~C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION~~

~~Land is allocated for health related uses at Government Offices, St Agnes Road, Heath (4.07ha)~~

~~5.374 The site provides a good opportunity to allow for the future expansion of health related uses associated with University Hospital Wales.~~

~~5.375 This non-strategic site was put forward as a candidate site in the LDP process and is considered acceptable for health related uses. Dialogue with the University and NHS Trust has indicated the merits of health-related uses for this site, which can assist the strategic provision of heath-care in future years as the city continues to grow, placing further demands on the health service.~~

~~5.376 There are potential opportunities to develop the site for health related uses in direct conjunction with the existing hospital, offering the potential for comprehensive transport and access solutions.~~

~~5.377 The allocation of the site for health related uses supports the LDP vision and objectives on health and policies KP14 and C7 which promote the provision of health facilities in accessible locations. The site is directly adjacent to the existing University Hospital and in an accessible location which reduces the need to travel, a key component of developing sustainable communities. The precise nature of health related uses will be subject to further detailed work but could include health related employment and/or include an element of ancillary key health worker accommodation providing accessible accommodation and minimising travel to work distances.~~

Insert new Policy after existing paragraph 5.362 to be referenced as Policy C7

C7 PLANNING FOR SCHOOLS

Where a need has been identified for new and improved school facilities as a result of development ,the Council will seek contributions towards the cost of additional education provision. Negotiated contributions will be fairly and reasonably related in

scale and kind to the proposed development. Where appropriate on site provision will be required.

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

i. Be well designed, well related to neighbourhood services and amenities, and easily accessible by sustainable transport modes; and

ii. Include, where appropriate, provision for other appropriate community uses in addition to their educational use.

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

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

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

a. the capacity at the school(s) in whose catchment area (s) new housing development are proposed would as a result of the development be exceeded by demand; and/or

b. there is a surplus capacity in such schools to accommodate some or all of the projected number of pupils generated from the proposed development but investment is required to make it suitable.

The Council will also seek the provision of land and/or premises, depending on scale and location of development. Please refer to Key Policy KP6 New Infrastructure. ~~and Supporting Document No. 6 Infrastructure Plan for detailed analysis.~~

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

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

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

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

Dependant on geographical constraints, opportunities should be taken to explore shared school facilities/playing fields with other schools (e.g. a

Primary and Secondary School sharing fields) or continuous ages 3-19 school provision.

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

7. MINERALS

M1: MINERAL LIMESTONE RESERVES AND RESOURCES

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

i. Creigiau Quarry;

ii. Taffs Well Quarry;

iii. Ton Mawr Quarry; and

iv. Blaengwynlais Quarry.

Preferred ~~Resource~~ Areas of known resources suitable for the future working of Limestone have been identified ~~will be safeguarded from development that would prevent their~~ as extensions to ~~at~~:

vi. Creigiau Quarry; and

vii. Ton Mawr Quarry.

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

5.379 This Policy expands on Policy KP11 and aims to protect existing mineral reserves and potential resources from development that would preclude their future extraction. It corresponds with guidance contained in Minerals Planning Policy Wales (2000) (MPPW), a key principle of which is to provide mineral resources to meet society's needs and to safeguard resources from sterilisation.

5.380 Mineral reserves are sites with planning permission for mineral working Cardiff has several mineral reserves, which are identified on the Proposals Map These are limestone quarries which are active at present, or those which have planning permission for the working of limestone.

Preferred ~~Mineral Resource~~ Areas of known resources are sites within the County considered suitable for the future working of limestone. ~~Areas of mineral resource~~ These areas are identified on the Proposals Map. ~~The methodology used to identify these areas is set out in Supporting Document No.9 - Minerals.~~

5.381 Permanent development on, or close to, mineral reserves or resources can mean that the minerals become sterilised or future extraction hindered. The identified reserves and resources will be protected from incompatible forms of development in order to prevent this. Incompatible forms of development include premature in-filling with waste or other material, and permanent building development. Policy M4 on Minerals Buffer Zones further protects such areas by defining buffer zones around identified reserves and resources, within which neither mineral working nor housing and other similarly sensitive development will be permitted.

M2: PREFERRED ORDER OF MINERAL RESOURCE RELEASE

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

i. There are environmental improvements at the site which can be justified by the addition of new reserves, or traded off by the giving up of existing reserves, or;

ii. The addition of new reserves preserves the productive capacity of Cardiff to meet its sub regional apportionment commitments; or

iii. There are operational benefits in permitting further reserves that will lead to more efficient exploitation of the resource;

~~**i. There are no suitable alternative materials available;**~~

~~**ii. Reserves in the existing site will be exhausted, at existing output levels, within 10 years;**~~

~~**iii. Reserves in the extended or deepened site, in combination with those remaining in the existing site, do not provide, at existing output levels, for more than 20 years' reserves; and**~~

~~iii.~~ It should also be demonstrated that such an approach will not cause unacceptable harm to the environment~~.~~, including consideration of impacts relating to access, noise, air quality, landscape and visual effects, ecology, soil resources, hydrology and hydrogeology, blast vibration and cultural heritage, and in the case of Creigiau Quarry, the objectives of Policy M3 are delivered as part of an extension or deepening application.

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

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

5.384 Generally, the continuation of quarrying at existing sites is preferable to the environmental and financial upheaval of shifting production to new sites. In addition, the deepening of sites is preferred to lateral extension as it minimises the area of land given over to working and ensures the best use of existing reserves. However, in determining the best option, consideration will need to be given to possible environmental and restoration implications and for this reason an

exception is made for Creigiau quarry where the objectives of Policy M3 to swap reserves for less environmentally sensitive reserves will be delivered as part of an extension or deepening application.

5.385 The life of any reserves released will be restricted to enable new technology and new environmental expectations to be reflected, without compromising the ability of operators to amortise their investment in plant. In addition, reserves will not be released prematurely to avoid sterilisation of land, and to ensure operators maximise the use of the existing site before moving into new areas. This will also help ensure the older site can be restored earlier.

5.386 In determining the best option, consideration will need to be given to the possible impact on the environment, natural heritage and built heritage.

M3: QUARRY CLOSURES AND EXTENSION LIMITS

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

i. **Cefn Garw Quarry, Tongwynlais;**

ii. **Highland Park Brickworks, Ely;**

iii. **West End Brickworks, Ely; and**

iv. **Southern and western parts of Creigiau Quarry.**

~~**No further extension to mineral reserves will be permitted at these sites, or at:**~~

~~**v. Blaengwynlais Quarry, Rhiwbina Hill.**~~

5.387 The aim of this Policy is to introduce measures to prevent further extraction of minerals at the sites above, as shown on the Proposals Map, as mineral working is no longer considered appropriate at these locations.

5.388 This Policy expands on Policy KP11. It accords with guidance contained in MPPW, which states that inactive sites with planning

permission for future working which are considered unlikely to be activated for the foreseeable future should be identified in the development plan and should be the subject of a suitable strategy.

5.389 The Policy identifies three mineral sites ((i) to (iii) above) and parts of Creigiau Quarry where mineral working is no longer considered appropriate by modern standards. ~~Additionally, Blaengwynlais Quarry is considered unsuitable for extension in view of its sensitive location and poor access, so further extensions at this site will be resisted.~~

5.390 Cardiff contains several quarries for limestone or brick-earth that have not been worked for many years and in many cases have either re-vegetated naturally or have been put to alternative uses. For example, the part of Ely Brickworks within Cardiff has now been largely covered by the Ely Link Road. Despite long periods of disuse or alternative uses of some sites, planning permissions for mineral extraction still exist and could be reactivated at these sites. The sites identified have been effectively abandoned by the minerals industry for many years. By today's environmental standards, they are no longer suitable for mineral working and so are not needed for mineral purposes.

5.391 To eliminate any doubt over possible re-working at the sites outlined in (i) to (iv) above, measures to prevent further extraction and secure restoration and landscaping works will be pursued. Measures will ~~may~~ include the use of Prohibition Orders to ensure that no further working can takes place at Cefn Garw Quarry, Tongwynlais, Highland Park Brickworks, Ely and West End Brickworks, Ely and closure of the southern and western parts of Creigiau quarry through a legal agreement with the site owners to relinquish these areas in favour of a new area set out in Policy M1 of the Plan and identified on the Proposals Map. , ~~. No further extensions will be permitted, except at Creigiau Quarry, in line with Policy M1 on Mineral Limestone Reserves and Resources. Blaengwynlais Quarry is not considered appropriate for extension, and any applications will be determined accordingly~~.

M4: MINERALS BUFFER ZONES

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

5.393 The aim of this Policy is to provide an explanation of the minerals buffer zones identified on the Proposals Map. The purpose of the buffer zones is to protect identified mineral reserves and resources from incompatible development which could sterilise them, and to reduce the environmental impact of quarrying by separating sensitive developments and mineral working.

5.394 This Policy expands on Policy KP11 and aims to protect existing mineral reserves and potential resources from development that would preclude their future extraction. Guidance contained in MPPW indicates that buffer zones should be defined in order to provide areas of protection around permitted and proposed mineral working. MTAN1: Aggregates indicates a minimum set distance for buffer zones of 200m, and that within buffer zones no new sensitive development or mineral extraction should be approved.

5.395 Buffer zones have been drawn around all minerals reserves (sites with planning permission for mineral working) and resources (sites identified as suitable for future mineral working) indicated on the Proposals Map. The purpose of buffer zones is to protect identified mineral reserves and resources from incompatible development which could sterilise them, and to ensure a separation distance between potentially conflicting land uses. The size of each buffer zone is appropriate to the environmental impact of the quarry, particularly the effects of ground vibration from blasting operations. ~~The methodology used to identify the buffer zones is set out in Supporting Document No. 9 - Minerals.~~

5.396 Sensitive development includes land uses most susceptible to adverse impact from quarrying, such as housing, schools and hospitals. These uses will be resisted within buffer zones. Some less sensitive development, where a lower standard of amenity could be tolerated, such as industrial land uses, offices and developments ancillary to the mineral working may be considered acceptable within buffer zones. Buffer zones also ensure that the environmental impact of quarrying on residents is minimised, particularly where mineral working and new residential developments are separated.

5.397 Since minerals can only be worked where they occur, this Policy will be afforded greater weight than policies favouring quarry-sensitive development that could be located elsewhere.

M5: RESTORATION AND AFTER - USE OF MINERAL WORKINGS

Proposals for mineral working or for related plant and buildings will be permitted only where firm proposals are included for the reinstatement of the site to a condition fit for an appropriate after-use supported, where relevant, by adequate after-care proposals. Appropriate reinstatement and after-care proposals will similarly be required when existing controls are reviewed. In drawing up restoration proposals, mineral operators will be encouraged to:
i. **Undertake progressive restoration;**
ii. **Make beneficial use of mineral waste generated by mineral operations;**
iii. **Consider whether restoration can contribute to nature conservation targets set out in the Local Biodiversity Action Plan.**
iv. **New uses of former mineral workings other than those appropriate to a rural area will not be permitted without special justification. Proposals to carry out safety works at derelict or dormant sites will be favoured.**

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

5.399 This Policy expands on Policy KP11. The Policy accords with objectives contained in MPPW and MTAN 1: Aggregates which aim to achieve a high standard of restoration and aftercare, and provide for beneficial after-uses when mineral
working has ceased.

5.400 This Policy will be applied in order to avoid dereliction and uncertainty by requiring all applications for mineral working, including reviews of existing permissions, to be accompanied by effective proposals to ensure restoration and after-care of the site once mineral working finishes. This applies equally to ancillary plant and buildings and to secondary industry, whose presence is normally only justified by the existence of the mineral working site. It is essential to avoid dereliction

and uncertainty once mineral working ends, and to ensure the site is left in a safe and usable condition and restored to a high standard suitable for its agreed after-use. Operators will generally be expected to agree the broad aims of the restoration scheme at the outset, to keep those aims under regular review throughout working and to implement the scheme forthwith. The choice of after-use will depend on many issues including the location, final landform, availability and quality of soils or other restoration materials, and neighbouring land uses.

5.401 Where restoration is to agricultural or amenity use, appropriate after-care proposals will be needed. A separate planning permission is likely to be required for any after-use except agriculture, forestry, nature conservation or certain forms of informal recreation which do not normally require planning permission.

5.402 Proposals for new quarries or major extensions will be expected to be accompanied by detailed soil and habitat surveys. Comprehensive programmes for the stripping and storage of topsoil, subsoil and conservation of other soil-making materials should form part of the initial restoration proposals, which will be expected to provide for phased and progressive restoration of worked out areas.

5.403 Restoration can provide opportunities for creating and enhancing sites for nature conservation and contributing to the targets in the UK Biodiversity Action Plan and Local Biodiversity Action Plan.

Policy M6: ~~DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES~~ SAND WHARF PROTECTION AREAS

The sand wharves shown on the Proposals Map will be protected against

development which would prejudice their ability to land marine dredged sand and gravel. Proposals for the provision and improvement of landing and distribution facilities for marine dredged aggregates within the sand wharves shown on the Proposals Map ~~Cardiff Docks~~ will be favoured where there will be no unacceptable harm to the environment~~, or nearby residential areas or future regeneration prospects of the waterfront area.~~

5.404 Marine sources currently supply the majority of fine aggregate construction needs for Cardiff. This Policy provides a framework for the protection of existing wharves and the assessment of applications for new or improved sand and gravel wharves and related facilities.

5.405 This Policy expands on Policy KP11. The Policy accords with guidance contained in Interim Marine Aggregates Dredging Policy (2004) which indicates that the use of marine dredged sand and gravel will continue for the foreseeable future where this remains consistent with the principles of sustainable development. It accords with the ~~South Wales~~ Regional Technical Statement 1st Review ~~for Minerals~~ (20~~08~~14) which requires the protection of existing and potential wharves.

5.406 Although marine dredging is outside the control of the Council, it is necessary to ensure that existing wharves are protected and that appropriate landing and distribution facilities are provided to ensure this important source of construction materials remains available. Without it, the County would have to accept greater demands on land-based sources and more costly imports.

5.407 In response to concerns about the long-term effects of dredging on coastal erosion, Interim Marine Aggregates Dredging Policy (2004) proposes a more cautious approach to dredging and seeks a more balanced approach to the sourcing of supplies for fine aggregates in South Wales. Although this may lead to long-term changes in supply patterns, in the short term the present pattern of supply is likely to continue, and it is therefore prudent to ensure that facilities which enable current levels of supply to be maintained are protected and new facilities favoured.

5.408 Operations involving the trans-shipment of minerals do not normally need specific planning permission within the operational area of the port. However, secondary processes including the manufacture or treatment of mineral products usually need permission. Where proposals are submitted they will need to demonstrate minimal impact on the environment. ~~and nearby residential areas, and that they will not prejudice any future regeneration proposals in the waterfront area of Cardiff Bay~~. Where proposals are likely to have significant effects upon the environment, applications may be subject to Environmental Impact Assessment. Additionally, proposals will need to have regard to the Severn Estuary SSSI/SAC/SPA and Ramsar site and where proposals are likely to have a significant effect on an international site, an appropriate assessment of the proposal would be undertaken.

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

~~The sand and gravel safeguarding area shown on the Proposals Map will be protected against all forms of permanent development in order to prevent sterilisation of the resource and to ensure that the sand and gravel within that area will be preserved for the~~

~~**future, should a demonstrable need for the use of those resources arise.**~~

~~5.409 The aim of this Policy is to ensure that the area of sand and gravel resource identified on the Proposals Map is protected from development that would cause its sterilisation and safeguarded for the future, should a need for the resource arise.~~

~~5.410 This Policy expands on Policy KP11 in that it protects potential resources from development. The Policy accords with guidance contained in MPPW which~~

~~requires Mineral Planning Authorities to safeguard access to mineral deposits which society may need and cautions against continuing to rely on marine-dredged materials. MTAN1: Aggregates states that land based sand and gravel resources must be safeguarded for potential use by future generations in view of their relatively limited regional availability.~~

~~5.411 At present, marine dredged sources provide the majority of fine aggregate required to meet construction needs within Cardiff. In the short term this supply pattern is unlikely to change significantly. In view of the existing pattern of dredged aggregate supply, it is very unlikely that sand and gravel resources will need to be released for development within the Plan period. However, in light of concerns regarding the sustainability of the current pattern of marine dredged aggregate supplies, it is necessary for land-based sand and gravel resources to be safeguarded for potential use in the future. This Policy will be used to resist all forms of permanent development in the sand and gravel resource area shown on the Proposals Map. Land-based sand and gravel could only be worked where it is found, so this Policy represents a long-term strategy to protect existing resources, as they could become a strategic resource in the future. This Policy will carry more weight than policies favouring development that could be located elsewhere.~~

~~5.412—The designation as a safeguarded area does not indicate an acceptance of sand and gravel working in that area.~~

~~**M8: SAFEGUARDING OF COAL RESOURCES**~~

~~**The coal safeguarding area shown on the Proposals Map will be protected against all forms of permanent development in order to**~~

~~**prevent sterilisation of the resource and to ensure that the coal within that area will be preserved for the future, should a demonstrable need for the use of those resources arise.**~~

~~5.413 The aim of this Policy is to ensure that the areas of coal resource identified in the County are protected from development that would cause sterilisation and safeguarded for the future, should a need for the resources arise.~~

~~5.414 This Policy expands on Policy KP11 in that it protects potential resources from development. The Policy accords with MPPW which requires Mineral Planning Authorities to safeguard access to mineral deposits which society may need and MTAN2: Coal which requires the safeguarding of mineral resources.~~

~~5.415 Current energy supply does not necessitate the working of coal resources within Cardiff, and this situation is highly unlikely to change in the short term.~~

~~Consequently, it is unlikely that it will be necessary to release coal resources for~~

~~working to provide for energy needs in the Plan period. However, it is prudent to ensure that the coal resources identified are protected from sterilisation to maintain their potential for use in the future, should this become necessary.~~

~~5.416 All coal resources up to settlement boundaries are identified on the Proposals Map. Where safeguarded coal resources abut defined settlement boundaries, a 500m buffer has been shown. Although this buffer area includes safeguarded coal resources, it identifies the area of land within which future coal extraction will generally not be acceptable.~~

~~5.417 Coal could only be worked where it is found, so this Policy represents a long-term strategy to protect existing resources as they could become a strategic resource in the future. This Policy will carry more weight than policies favouring development that could be located elsewhere.~~

~~5.418—The designation as a safeguarded area does not indicate an acceptance of coal working in that area.~~

~~**M9: SAFEGUARDING OF LIMESTONE RESOURCES**~~

~~**The limestone safeguarding area shown on the Proposals Map will be protected against all forms of permanent development in order to prevent sterilisation of the resource and to ensure that the limestone within that area will be preserved for the future, should a demonstrable need for the use of those resources arise.**~~

~~5.419 The aim of this Policy is to ensure that the areas of limestone resource identified in the County are protected from development that would cause sterilisation and are safeguarded for the future, should a need for the resources arise.~~

~~5.420 This Policy expands on Policy KP11 in that it protects potential resources from development. The Policy accords with MPPW which requires Mineral Planning Authorities to safeguard access to mineral deposits which society may need.~~

~~5.421 Currently there is a sufficient landbank of limestone reserves in the County for the Plan period and, should the landbank not prove sufficient, the limestone resource areas identified in Policy M1 would be considered before any of the safeguarded areas shown on the Proposals Map. Given this, it will not be~~

~~necessary to release any of the safeguarded areas for working to provide for aggregates needs over the Plan period. However, it is prudent to ensure that the limestone resources identified are protected from sterilisation to maintain their potential for use in the future, should this become necessary.~~

~~5.422—The designation as a safeguarded area does not indicate an acceptance of~~

~~limestone working in that area.~~

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

Development will not be permitted within the Sand and Gravel, Coal and Limestone Safeguarding Areas shown on the Proposals

Map that would permanently sterilise these mineral resources unless:

i. The applicant can demonstrate to the satisfaction of the Local Planning Authority that the mineral concerned is no longer of any resource value or potential resource value; or

ii. The mineral can be extracted satisfactorily prior to the incompatible development taking place; or

iii. The incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not either sterilise the resource or inhibit extraction within the timescale that the mineral is likely to be needed; or

iv. There is an overriding need for the incompatible development which overrides the need for the resource, including a requirement for prior extraction if practicable.

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

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

Sand and Gravel Safeguarding Area

At present, marine dredged sources provide the majority of fine aggregate required to meet construction needs within Cardiff. In the short term this supply pattern is unlikely to change significantly. In view of the existing pattern of dredged aggregate supply, it is very unlikely that sand and gravel resources will need to be released for development within the

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

Coal Safeguarding Area

Current energy supply does not necessitate the working of coal resources within Cardiff, and this situation is highly unlikely to change in the short term. Consequently, it is unlikely that it will be necessary to release coal resources for working to provide for energy needs in the Plan period. However, it is prudent to ensure that the coal resources identified are protected from sterilisation to maintain their potential for use in the future, should this become necessary.

In accordance with guidance set out in MTAN2: Coal all international and national designations of environmental and cultural importance have been excluded from the Coal Safeguarding Area and a 200 metre margin has been included to protect the setting of Ancient Monuments. All coal resources outside these designations are identified on the Proposals Map. Where safeguarded coal resources abut defined settlement boundaries, a 500m area where coal working will not be acceptable has been shown Although this area includes safeguarded coal resources, it identifies the area of land within which future coal extraction will generally not be acceptable, subject to the exceptions in paragraph 49 of MTAN2:Coal. Further details are set out in Policy M8: Areas where Coal Working is not Acceptable.

Coal could only be worked where it is found, so this Policy represents a long-term strategy to protect existing resources as they could become a strategic resource in the future. This Policy will carry more weight than policies favouring development that could be located elsewhere.

Limestone

Currently there is a sufficient landbank of limestone reserves in the County for the Plan period and, should the landbank not prove sufficient,

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

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

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

New Policy M8: AREAS WHERE COAL WORKING WILL NOT BE ACCEPTABLE

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

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

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

within 500 metres of settlements unless there are exceptional circumstances and that a area where coal working will not be acceptable should be shown on the Proposals Map,

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

- Where coal working provides the most effective solution to prevent risks to health and safety arising from previous mineral working;
- To remediate land damaged by shallow coal workings or mine waste, where coal extraction appears to be the most sustainable option;
- Where topography, natural features such as woodland, or existing development, would significantly and demonstrably mitigate impacts;
- Where major roads or railways lie between the settlement and the proposed operational area and coal working would not result in appreciable cumulative and in-combination effects;
- Where the surface expression of underground working does not include the significant handling or storage of the mineral or waste;
- When the proposal is of overriding significance for regeneration, employment and economy in the local area; or
- Where extraction would be in advance of other, permanent, development which cannot reasonably be located elsewhere.

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

8. WASTE

~~**W1: LAND FOR WASTE MANAGEMENT**~~

~~**Land will be allocated for waste management purposes at Lamby Way as defined on the Proposals Map**~~

~~5.423 The purpose of this Policy is to allocate an area of land at the existing waste management facility at Lamby Way to accommodate waste related development, so that the Council can continue to manage current waste arisings and can accommodate further facilities which will enable it to meet European and national targets.~~

~~5.424 This Policy expands on Policy KP12. The Policy accords with TAN 21: Waste (2001); The National Waste Strategy for Wales: Wise About Waste (2002);~~

~~Towards Zero Waste (2010) and the South East Wales Regional Waste Plan 1st Review (2008)~~

~~5.425 Challenging targets set for recycling and composting, and the reduction of waste going to landfill, mean there is a need for further facilities which divert waste away from landfill and increase materials recovery, recycling and composting. The land allocated at Lamby Way, as shown on the Proposals Map, may prove an appropriate location for any new waste management facilities which may be required over the Plan period.~~

~~5.426 Completion of landfilling at the Lamby Way waste management site is likely to take place early in the Plan period. Upon completion of landfilling, the majority of the land will be utilised for public open space. However, waste management facilities may be retained on a permanent basis and will need to be integrated into the eventual after-use of the site.~~

~~5.427 The five local authorities who make up the Prosiect Gwyrdd regional partnership have agreed that Viridor should be appointed the preferred~~

~~bidder for a 25 year contract to deal with the residual waste of the region. Viridor's solution is based on an energy from waste facility located at Trident Park. This facility is currently under construction and a permit to operate was granted by Natural Resources Wales in 2010.~~

~~5.428 The Regional Waste Plan 1st Review identified that Cardiff will need to provide a maximum of 20.9ha of land for waste management purposes. The identified sites will contribute towards this requirement.~~

W~~2~~1: SITES FOR WASTE MANAGEMENT FACILITIES

Proposals for the development of waste management facilities will be

permitted where:

i. **There is a demonstrable need assessed against ~~County and~~ regional**

requirements;

ii. **They conform with the ~~principle of the~~ waste hierarchy and the principles contained in the Waste Framework Directive of An Integrated and Adequate Network; Nearest Appropriate Installation; Self Sufficiency and Protection of Human Health and the Environment ~~, the 'proximity principle' and the principle of regional self-sufficiency~~ ;**

iii. They would not cause unacceptable harm to the environment, built

heritage or to human health;

iv. They include acceptable proposals for restoration, aftercare and after-use, including the beneficial after-use of by-products;

v. They would not endanger aviation safety; ~~and~~

vi. They include acceptable proposals for the protection of adjoining and

nearby land from landfill gas and leachate migration or contamination~~.~~;

vii. They are not located within an area at risk from flooding;

viii. They would not cause unacceptable air, noise or light pollution, dust, vibration or odours, or attract excessive vermin;

ix They provide safe means of access to the highway and adequate on-site parking and turning facilities; and

x. They are accompanied by a Waste Planning Assessment containing sufficient information to enable an assessment of the proposal.

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

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

5.430 This Policy expands on Policy KP12. The Policy accords with ~~TAN 21: Waste (2001); The National Waste Strategy for Wales: Wise About Waste (2002); Towards Zero Waste (2010) and the South East Wales Regional Waste Plan 1st Review (2008).~~ the National Waste Strategy for Wales: Wise About Waste (2002); Towards Zero Waste (2010); The Collections, Infrastructure and Markets Sector Plan (2012) and TAN 21: Waste (2014).

5.431 It is anticipated that applications will come forward within the Plan period for new waste management facilities. Applications are likely to include waste disposal, processing, recycling and transfer of waste. The need for waste facilities will be assessed against the ~~South East Wales Regional Waste Plan 1st Review (2008). The RWP estimates that, within Cardiff, a maximum of 20.9ha of land will be required for waste management facilities.~~ Collections, Infrastructure and Markets Sector Plan and capacity requirements established through regional monitoring, as set out in TAN 21.

5.432 The 'waste hierarchy' advocates a sequential approach to waste management. At the top of the hierarchy is waste prevention and re-use, followed by ~~reduction, re-use, then materials recovery (e.g. recycling and~~

~~composting), then energy recovery (e.g. incineration to provide energy) and finally (i.e. least favoured) disposal (e.g. landfill or incineration without energy recovery). The 'proximity principle' requires waste to be disposed of as near to its place of production as possible, to reduce the amount of waste transported long distances, and to reflect the 'polluter pays' principle. 'Regional self-sufficiency' refers to the aim of minimising the amount of waste exported to other regions or countries.~~ preparation for reuse, recycling, recovery and finally (i.e. least favoured) disposal.

5.433 Waste facilities will generally be encouraged towards existing general industrial areas (use class B2), unless it can be demonstrated that they could be acceptably located elsewhere, or unless assessment of the proposal indicates that more onerous locational standards should apply. ~~The RWP contains Areas of Search~~

~~maps for use in identifying potential new sites for in-building and open-air waste management/resource recovery facilities. Developers are encouraged to use the recommendations to assist in the identification of suitable sites. The first Review of the Regional Waste Plan endorsed by the Council in July 2008 identifies a range of potential sites for waste management purposes on vacant general industrial land.~~ The Regional Waste Plan 1st Review (2008) contains Areas of Search Maps which TAN 21 indicates remain relevant for use in identifying potential new sites for in-building and open-air waste management/resource recovery facilities. Developers are encouraged to use the recommendations to assist in the identification of suitable sites.

~~5.434 In addition to the tests set out in the Policy, all proposals will be assessed against other relevant policies. Notably, they should not be located within an area at risk from flooding, cause unacceptable air, noise or light pollution, dust, vibration or odours, or attract excessive vermin. Proposals should also: Provide safe means of access to the highway and adequate on-site parking and turning facilities; Be accompanied by details of the type, quantity and source of waste; and Set out the proposed duration of the development.~~

5.435 Planning applications for waste management facilities should be accompanied

by ~~sufficient information to allow the environmental impact of the proposal to be adequately assessed. Such information should include the nature of the waste, the broad technical requirements arising from the~~

~~type of waste, the amount of waste proposed to be treated or disposed of, access, the timescale of the operations and, where appropriate, restoration and after-use proposals.~~ a Waste Planning Assessment containing sufficient information to enable an assessment of the application and its contribution to meeting the requirements set out in the Collections, Infrastructure and Markets Sector Plan. Information to be provided should include:

- Waste Policy Statement (contribution to the CIM Sector Plan, need and locational requirements, demand, identification of markets, current shortfall in treatment capacity, consultation);
- Time-scale (lifespan of the operation, days and hours of operation);
- Types and quantities of waste to be managed;
- Design, layout, buildings and plant;
- Amenity and nuisance;
- Air pollution;
- Energy efficiency.

Further details are contained in Annex B of TAN 21 (2014). Where appropriate, proposals should be accompanied by a formal environmental assessment and Health Impact Assessment. In assessing such proposals, close consultation will be undertaken with Natural Resources Wales and conditions will be attached to any permissions and/or legal agreements sought to ensure adequate environmental safeguards and controls.

5.436 Further guidance on the application of the Policy will be set out in the Locating Waste Management Facilities SPG.

W~~3~~2: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT

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

5.~~437~~ 406 The purpose of this Policy is to ensure that adequate provision is made for waste management facilities within new developments, in order to aid the Council in meeting the challenging waste recycling targets set by European and national
targets.

5.~~438~~ 407 The Policy accords with TAN21: Waste, The National Waste Strategy for Wales: Wise About Waste (2002) and Towards Zero Waste (2010).

5.~~439~~ 408 Targets set out in Wise About Waste (2002) mean that the Council is required to be more proactive in managing waste. It is important that new development is designed to incorporate facilities for waste management to encourage waste reduction, recycling, composting and separation at source. This Policy will be used to ensure that adequate storage and collection facilities are provided in all appropriate new developments.

5.~~440~~ 409 The general requirement for all developments will be to provide:

- On-site waste, recycling and composting, separation and storage facilities;
- Communal waste, recycling and composting, separation and storage facilities for larger developments;
- Access arrangements for refuse vehicles and personnel for collection purposes.

5.~~441~~410 Facilities provided should be secure, unobtrusive and easily accessible. Further detailed guidance on matters such as the types of facilities required and their design will be set out in SPG.

6. Monitoring and Implementation

~~**6.1** Monitoring the effect of planning policies is the principle way through which the effectiveness of implementing the LDP can be assessed. The monitoring process helps to positively identify key issues and questions such as:~~

- ~~Which policies are being implemented successfully – i.e. their effectiveness in determining planning applications and in withstanding appeals.~~
- ~~Whether policies are having their intended output.~~
- ~~If policies are not working well, what actions are needed to address them?~~
- ~~What changes to the evidence base has occurred or needs to take place?~~
- ~~What gaps can be identified that should be addressed by the LDP?~~
- ~~If an amendment of policies or complete review of the LDP is required.~~

~~**6.2** The Council is required to submit an Annual Monitoring Report (AMR) to Welsh Government by 31st October each year following adoption of the LDP as set out in Section 37 of the Town and Country Planning (Local Development Plan) Regulations 2005 (the Regulations). Having a clear mechanism for the monitoring of the LDP is one of the 'Tests of Soundness' considered in the Examination of the LDP by the Planning Inspector.~~

~~**6.3** The LDP Manual explains that the Annual Monitoring Report process should not just be about data collection, but about taking a forward looking action-orientated approach which may raise issues that need to be addressed and will help form the basis for a review of the LDP.~~

~~**6.4** The LDP is subject to a four year review period. However, a full review of the LDP is only likely to be required in certain circumstances, for example where new legislation or guidance is released, significant changes to forecasts occur or where delivery of the LDP objectives is not being delivered. It is a combination of all of these factors, together with the issues raised in the AMR which may warrant consideration of a partial or full review. It would not be based solely on whether an individual target was being met or policy having a specific outcome.~~

~~**6.5** The LDP Manual acknowledges that data cannot be collected for every policy in the Plan; it would lead to an unnecessarily large and complicated document. It suggests that key policy areas are monitored consistently to allow for trends to be recognised. Where possible, use will be made of existing information being collected, for example linking with the Sustainability Appraisal monitoring indicators.~~

~~**6.6** It is important to recognise that the monitoring process can be a complex task, particularly where there is a lack of consistent data or if there is doubt an outcome can be solely attributed to development plan policies. There may also be difficulties in monitoring certain impacts on an annual basis when some changes take a longer time to materialise. Therefore, careful attention has been given to gathering the right volume and grain of data.~~

~~**6.7** The LDP monitoring process involves gathering data on a range of different~~
~~indicators including:~~

- ~~National core output indicators;~~
- ~~National sustainable development indicators;~~
- ~~Local output indicators relating to key objectives, strategic and detailed policies in the LDP;~~
- ~~SA/SEA indicators regarding environmental impacts of the LDP; and~~

- ~~Contextual issues affecting Cardiff such as changes in national policy or legislation, external factors and local social, economic and demographic trends; all of which will be presented and assessed in the AMR each year.~~

~~**6.8** Targets linked to the indicators are set to assess whether policies are being implemented effectively. The AMR will provide a commentary on the extent to which targets have been met along with a consideration of factors influencing the findings in order to fully inform the overall review of performance. Trigger points are used to highlight any issues regarding relevant policies which could warrant further consideration. If a trigger point was reached it would not automatically mean a policy would need to be amended. It would be an issue for the AMR to consider in greater detail, in particular whether a policy is failing or if there are wider external factors contributing to a trigger point being reached.~~

~~**6.9** Monitoring of the LDP is an on-going process and indicators and targets will be developed as this process continues. Existing indicators and targets will be evaluated and, where appropriate, changes made to existing indicators and targets including the additional inclusion of new indicators, should they be considered necessary. The process also allows gaps in data collection to become evident and may warrant measures to be taken to address those gaps. It is important that targets are realistic and measurable. It is recommended in the LDP Manual that any targets developed are 'SMART' i.e. that they are specific, measurable, achievable, realistic and time-bound.~~

~~**6.10** Monitoring enables the implementation the LDP Strategy to be assessed, for example delivering development on allocated sites. This will show at an early stage a better understanding of whether the LDP Strategy is being delivered as intended or if not, identifying measures that may be required to do so.~~

~~**6.11** The monitoring framework is set out in Appendix 9 and demonstrates how key objectives, strategic and detailed policies will be assessed against a set of indicators.~~

6. Monitoring and Implementation

6.1 Monitoring the effect of planning policies is the principle way through which the effectiveness of implementing the LDP can be assessed. The monitoring process helps to positively identify key issues and questions such as:

- Which policies are being implemented successfully – i.e. their effectiveness in determining planning applications and in withstanding appeals.
- Whether policies are having their intended output.
- If policies are not working well, what actions are needed to address them?
- What changes to the evidence base has occurred or needs to take place?
- What gaps can be identified that should be addressed by the LDP?
- If an amendment of policies or complete review of the LDP is required.

6.2 The Council is required to submit an Annual Monitoring Report (AMR) to Welsh Government by 31st October each year following adoption of the LDP as set out in Section 37 of the Town and Country Planning (Local Development Plan) Regulations 2005 (the Regulations). Having a clear mechanism for the monitoring of the LDP is one of the 'Tests of Soundness' considered in the Examination of the LDP by the Planning Inspector.

6.3 The LDP Manual explains that the Annual Monitoring Report process should not just be about data collection, but about taking a forward looking action-orientated approach which may raise issues that need to be addressed and will help form the basis for a review of the LDP.

6.4 The LDP is subject to a four year review period with an interim target therefore of Autumn 2019. However, a full ~~review~~ revision of the LDP is only likely to be required in certain circumstances, for example where new legislation or guidance is released, significant changes to forecasts occur or where LDP objectives are not being effectively delivered. It is a combination of all of these factors, together with the issues raised in the AMR which may warrant consideration of a partial or full review. It would not be based solely on whether an individual target was being met or policy having a specific outcome.

6.5 The LDP Manual acknowledges that data cannot be collected for every policy in the Plan; it would lead to an unnecessarily large and complicated document. It suggests that key policy areas are monitored consistently to allow for trends to be recognised. Where possible, use will be made of existing information being collected.

6.6 It is important to recognise that the monitoring process can be a complex task, particularly where there is a lack of consistent data or if there is doubt an outcome can be solely attributed to development plan policies. There may also be difficulties in monitoring certain impacts on an annual basis when some changes take a longer time to materialise. Therefore, careful attention has been given to gathering the right volume and grain of data.

6.7 A set of indicators have been comprised which will act as a benchmark in measuring performance. Indicators will be noted as either 'Contextual', 'Core' or 'Local'.

- Contextual Indicators – These are broad indicators which help monitor the effectiveness of the LDP at a strategic level and are designed to given an overall picture of how Cardiff as a whole is performing.
- Core Indicators – The Local Development Plan Manual (2006) sets out a number of core output indicators which are considered to be essential for assessing implementation of national policy.
- Local Indicators – The Council has identified local indicators which are more specific to Cardiff and considered important in monitoring the effectiveness of the LDP.

6.8 All indicators are linked to monitoring target which set out the position that needs to be achieved in order to help deliver the LDP Strategy. If monitoring targets are not being met, trigger points are included to assess the extent to which circumstances have diverged from the target. The trigger points will indicate if certain parts of the Plan are not achieving their desired outcomes. If these trigger points are activated then the AMR will consider the necessary action which is required.

6.9 In setting trigger points, the principle adopted has been to set strict activation points rather than building in wide margins of delivery significantly below or above the target based on Plan policies. Therefore, where trigger points are based on numerical delivery rates, a trigger of 10% above or below the target has been adopted. In this way trigger activation enables the understanding of the reasons lying behind and consideration of whether any improvements can be made to make Plan implementation as effective as possible.

6.10 In this respect, careful consideration will be given to the likely underlying reasons for the activation of any trigger points. This will inform whether reasons reflect external factors or national trends largely outside

the scope of the effectiveness of LDP policy implementation or whether reasons may be more directly related to the Plan or local factors. In such situations a range of appropriate corrective actions can be considered. Such actions are set out in more detail fully below.

6.11 Options are available to the Council with respect to each indicator, monitoring target and trigger point. The AMR will assess the severity of the situation associated with each indicator and recommend an appropriate response in accordance with the following table:

Continue Monitoring (Green)
Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review
Training Required (Blue)
Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.
Supplementary Planning Guidance Required (Purple)
Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.
Further Research (Yellow)
Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.
Policy Review (Orange)
Where indicators are suggesting the LDP policies are failing to implement the strategy a formal review of the Policy is required. Further investigation and research may be required before a decision to formally review is confirmed/.
Plan Review (Red)
Where indicators are suggesting the LDP strategy is failing and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.

7. List of Appendices

Appendix 1: List of Key and Detailed Policies

Appendix 2: National and Regional Policy Framework

Appendix 3: The Cardiff Context and Key Issues the Plan must Address

Appendix 4: Supplementary Planning Guidance (SPG)

Appendix 5: Sites over 10 Dwellings with Planning Permission for Residential (March 2014)

Appendix 6: Heritage Assets Areas of Protection

Appendix 7: Designated Sites

Appendix 8: District and Local Centres

Appendix 9: Monitoring Indicators

Appendix 10: Summary of LDP process including Technical terms Glossary

Appendix 11: Tests of Soundness Self-Assessment

Appendix 12: List of Supporting Documents

Appendix 13: List of the Evidence Base

Appendix 14: Bibliography

~~The following Appendices 1 to 10 are contained in a separate Appendices document:~~
~~1. List of Supporting Documents~~
~~2. List of Key and Detailed Policies~~
~~3. National and regional policy framework~~
~~4. The Cardiff context and key issues the plan must address~~
~~5. List of Supplementary Planning Guidance (SPG) to be prepared at different stages~~
~~6. Summary of LDP process including technical terms glossary~~

~~7. List of the Evidence Base used to inform the plan~~
~~8. Tests of soundness self assessment~~
~~9. Monitoring Indicators~~
~~10. Bibliography~~

~~Background Technical Papers and Assessments~~
~~1. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 1 Population and Housing – September 2013~~
~~2. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 2 Urban Capacity Study – September 2013~~
~~3. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 3 Green Belt – September 2013~~
~~4. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 4 Economic – September 2013~~
~~5. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 5 Transportation – September 2013~~
~~6. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 6 Infrastructure Plan – September 2013~~
~~7. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 7 District and Local Centres~~
~~8. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 8 City Centre Protected Shopping Frontages Assessment – September 2013~~
~~9. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 9 Minerals – September 2013~~
~~10. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 10 Waste – September 2013~~
~~11. Cardiff Deposit Local Development Plan 2006-2026 Final Sustainability Report - September 2013~~
~~12. Cardiff Deposit Local Development Plan 2006-2026 Habitat Regulations Assessment Report – September 2013~~
~~13. Cardiff Deposit Local Development Plan 2006-2026 Health Impact Assessment Report – September 2013~~
~~14. Cardiff Deposit Local Development Plan 2006-2026 Equality Impact Assessment Report – September 2013~~
~~15. Cardiff Deposit Local Development Plan 2006-2026 Initial Consultation Report – September 2013~~
~~16. Cardiff Deposit Local Development Plan 2006-2026 Masterplanning Framework – General Principles, Strategic Framework & Site Specific Frameworks for larger sites – September 2013~~
~~17. Cardiff Deposit Local Development Plan 2006-2026 Summary of cross-boundary working – September 2013~~

Cardiff Local Development Plan 2006-2026

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Appendix ~~2~~1-: List of Key and Detailed Policies

KEY POLICIES

KP1: LEVEL OF GROWTH

KP2: STRATEGIC SITES

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KP2 (B): FORMER GAS WORKS, FERRY ROAD

KP2 (C): NORTH WEST CARDIFF

KP2 (D & E): NORTH OF JUNCTION 33 ON M4 AND SOUTH OF CREIGIAU

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

KP2 (G): EAST OF PONTPRENNAU LINK ROAD

KP2 (H): SOUTH OF ST MELLONS BUSINESS PARK

KP3 (A): GREEN ~~BELT~~ Wedge

KP3 (B): SETLLEMENT BOUNDARIES

KP4: MASTERPLANNING APPROACH

KP5: GOOD QUALITY AND SUSTAINABLE DESIGN

KP6: NEW INFRASTRUCTURE

KP7: PLANNING OBLIGATIONS

KP8: SUSTAINABLE TRANSPORT

KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS

KP10: CENTRAL AND BAY BUSINESS AREAS

KP11: ~~MINERALS AND~~ CRUSHED ROCK AGGREGATES AND OTHER MINERALS

KP12: WASTE

KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS

KP14: HEALTHY LIVING

KP15: CLIMATE CHANGE

KP16: GREEN INFRASTRUCTURE

KP17: BUILT HERITAGE

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H5: SUB-DIVISION OR CONVERSION OF RESIDENTIAL PROPERTIES

H6: CHANGE OF USE OR REDEVELOPMENT TO RESIDENTIAL USE

~~H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)~~

H~~8~~7: SITES FOR GYPSY AND TRAVELLER CARAVANS

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

EC3: ALTERNATIVE USE OF EMPLOYMENT LAND AND PREMISES

EC4: PROTECTING OFFICES IN THE CENTRAL AND BAY BUSINESS AREAS

EC5: HOTEL DEVELOPMENT

EC6: NON-STRATEGIC EMPLOYMENT SITE

EC7 EMPLOYMENT PROPOSALS ON LAND NOT IDENTIFIED FOR EMPLOYMENT USE

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EN2: CONVERSION, EXTENSION AND REPLACEMENT BUILDINGS IN THE COUNTRYSIDE

The Natural Environment

EN3: LANDSCAPE PROTECTION

EN4: RIVER ~~VALLEYS~~ CORRIDORS

EN5: ~~LOCAL NATURE RESERVES AND NON-STATUTORY SITES OF NATURE CONSERVATION AND GEOLOGICAL IMPORTANCE~~ DESIGNATED SITES

EN6: ECOLOGICAL NETWORKS AND FEATURES OF IMPORTANCE FOR BIODIVERSITY

EN7: PRIORITY HABITATS AND SPECIES

EN8: TREES, WOODLANDS AND HEDGEROWS

The Historic Environment

EN9: CONSERVATION OF THE HISTORIC ENVIRONMENT

Natural Resources

EN10: WATER SENSITIVE DESIGN

EN11: PROTECTION OF WATER RESOURCES

Renewable Energy

EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES

Pollution

EN13: AIR, NOISE, LIGHT POLLUTION AND ~~CONTAMINATED~~ LAND CONTAMIINATION

Flood Risk

EN14: FLOOD RISK

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T2: STRATEGIC RAPID TRANSIT & BUS CORRIDORS

T3: TRANSPORT INTERCHANGES

T4: CENTRAL TRANSPORT HUB

T5: MANAGING TRANSPORT IMPACTS

T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES

T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE

T8: STRATEGIC RECREATIONAL ROUTES

T9 CARDIFF CITY REGION 'METRO' NETWORK

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R1 RETAIL HIERARCHY

R2: DEVELOPMENT IN THE CENTRAL SHOPPING AREA

R3: PROTECTED SHOPPING FRONTAGES

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R8 FOOD AND DRINK USES

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C2: NEW POLICY PROTECTION OF EXISTING COMMUNITY FACILITIES

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Appendix ~~3~~ 2: National and Regional Policy Framework

Introduction

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

LDP legislation and guidance

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

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

National policy framework

1.3 The Welsh Government's national land use policies are set out in **Planning Policy Wales (Edition 5, November 2012)** and **Mineral Planning Policy Wales (2001)**. These are supplemented by Technical Advice Notes and Circulars. Planning Policy Wales sets out how the land use planning system can help achieve the Welsh Government's goals of:
• Sustainable Development - meeting the needs of the present without compromising the ability of future generations to meet their own needs;
• Building a dynamic and advanced economy - supporting economic regeneration, creating wealth and good quality jobs;
• Tackling social disadvantage - developing an inclusive society where everyone has the chance to fulfil their potential; and

• Equal Opportunities - promoting a culture in which diversity is valued and equality of opportunity is a reality.

1.4 Chapter 2 of PPW sets out further information on Development Plan coverage.

1.5 **People Places Futures: The Wales Spatial Plan (2008 update)** provides a strategic framework to guide future development and policy interventions across Wales, beyond the scope of formal land use planning control. The Spatial Plan places Cardiff at the centre of the South East - 'Capital Network' - area of Wales, for which its vision is of, '' An innovative skilled area offering a high quality of life – international yet distinctively Welsh. It will compete internationally by increasing its global visibility through stronger links between the Valleys and the coast and with the UK and Europe, helping to spread prosperity within the area and benefiting other parts of Wales''.

1.6 The Spatial Plan acknowledges that it is important for Wales as a whole that Cardiff becomes significant internationally and that, to achieve this, the city needs to be the focal point of a coherent and successful urban network in south east Wales. Integrated transport is identified as being crucial to the area effectively functioning in this way; and achieving this in ways which reduce reliance on private cars, through improved public transport links.

1.7 Of particular relevance, the Spatial Plan also identifies:

- The City Coastal Area will function as a networked city-region, on a scale to realise its international potential, its national role and to reduce inequalities;
- The success of the City Coastal Area relies on Cardiff developing its capital functions, together with strong and distinctive roles of other towns and cities;
- The overall priority is to make better use of the area's existing transport infrastructure to deliver more sustainable access to jobs and services;
- The pressure to provide more housing and employment should be managed so as to fit in compatibly with conservation of the landscape, environment and community strength of this area; and
- Substantial growth of housing in the coastal zone should also be compatible with the health of housing markets in the Heads of the Valleys and Connections Corridor.

1.8 The **Environment Strategy for Wales (2006)** outlines the Welsh Government's long-term strategy for the environment of Wales, setting out

the strategic direction for the next 20 years. The purpose of the Strategy is to provide a framework within which to achieve an environment that is clean, healthy, biologically diverse and valued by the people of Wales. Welsh Government wishes to see the environment thriving and contributing to the economic and social well-being and health of all of the people of Wales.

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

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

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

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

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

Regional Policy Context

1.13 **A Regional Transport Plan (RTP) (2010)** has been prepared by the regional transport consortium, the South East Wales Transport Alliance

(Sewta), which is made up of 10 local authorities including Cardiff and other transport stakeholders. The Sewta RTP was approved by the Welsh Government in January 2010. Under the provisions of the Transport (Wales) Act 2006, the RTP replaces the Local Transport Plans formerly produced by each local authority in Wales. Welsh Government guidance requires the RTP to support the delivery of the strategic objectives of the WSP and the Wales Transport Strategy. The RTP is a material consideration in the formulation of LDPs and decisions on land use where there is a transport dimension.

1.14 The Sewta RTP sets out a vision of, "A modern, accessible, integrated and sustainable transport system for south east Wales which increases opportunity, promotes prosperity for all and protects the environment; where walking, cycling, public transport and sustainable freight provide real travel alternatives". To deliver this vision the RTP identifies a range of strategic objectives, policies, and actions, together with a five year rolling programme of schemes to develop and improve the transport network.

1.15 Managing demand for private car travel, making better use of the existing transport network and encouraging use of sustainable and active transport modes are key themes of the RTP which will provide the strategic framework for regional and local level transport improvements across the region.

1.16 The RTP recognises the critical relationship between land use and transport provision and how each affects the other. In tune with Welsh Government RTP guidance, it advocates a process of information sharing, joined-up thinking and integration to establish a consistency between the RTP and LDPs across the south east Wales region. These interactions need to embrace both LDP and Development Management elements of land use planning.

1.17 **The South East Wales Regional Waste Plan, First Review (RWP) (2008)** provides a land use framework to facilitate the development of an integrated network of facilities to treat and dispose of waste in south east Wales in a way that has regard for the Waste Strategy for Wales, satisfies modern environmental standards and meets targets set by European and national legislation. The document was subject to a 1st Review, the contents of which have been approved by the constituent authorities of south east Wales including Cardiff in July 2008.The Review sets out a Regional Waste Strategy indicating the preferred mix of waste management/resource recovery technologies and capacities for managing the forecast arisings of all controlled waste streams and a spatial element that guides the location of new facilities. In identifying suitable locations for new waste facilities, the LDP waste policies will assist in the development of an integrated network of facilities to treat and dispose of waste in ways that will satisfy modern environmental standards. A grouping of the

authorities (Caerphilly, Cardiff, Monmouthshire, Newport and the Vale of Glamorgan) has been formed through Prosiect Gwyrdd to tackle the issue.

1.18 **The ~~South Wales~~ Regional Technical Statement (1st Review ~~for Aggregates~~ (RTS) (20~~08~~14)** has been prepared in response to Minerals Technical Advice Note 1: Aggregates (MTAN1), issued by Welsh Government in March 2004. This has a primary objective of seeking to ensure a sustainably managed supply of aggregates that are essential for construction, by striking the best balance between environmental, economic and social costs. To achieve that objective, the RTS has been prepared by consultants on behalf of the South Wales and North Wales Regional Aggregates Working Party (RAWP) to provide a strategic basis for aggregates supply for LDPs in the south Wales region until 20~~21~~36 . As appropriate, local planning authorities will then be expected to include allocations for aggregates provision in their area as part of the LDP process. The RTS was endorsed by Welsh Government and the constituent authorities including Cardiff in August 2014 ~~July 2007~~. 1.19 The main recommendations arising out of the RTS for Cardiff's LDP to effectively address are:

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

Appendix ~~4~~ 3: The Cardiff context and key issues the plan must address

Introduction

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

The Cardiff Context

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

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

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

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

Local Authority	Stage of Preparation	Plan Period	Overall level of growth (dwellings proposed)
Blaenau Gwent	Adopted	2006-21	3,500
Bridgend	Deposit	2006-21	9,000
Caerphilly	Adopted	2006-21	8,625
Merthyr Tydfil	Adopted	2006-21	3,800
Monmouth	Deposit	2011-21	4,000
Newport	Deposit	2011-26	8,750

Rhondda Cynon Taff	Adopted	2006-21	14,385
Torfaen	Deposit	2006-21	5,000
Vale of Glamorgan	Deposit	2011-26	9,950

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

Key Social Trends and Issues

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

2.7 In recent years a high proportion of new **housing** has been built on brownfield land. This has contributed to the development of many apartments and the relative under-provision of family housing. On average around 1,476 new dwellings have been built each year for the last 10 years. 14% of those were affordable (213 p.a.). 68% (1,001) p.a. were flats or apartments. Much of this development has been within the city centre and bay area and has helped to revitalise these areas and provide high quality opportunities for urban living. This is demonstrated by the fact that 94% of housing completions in the last 10 years have been on brownfield land compared to 6% on Greenfield sites.

2.8 The affordability of housing - particularly family housing – remains an issue that will continue to need to be addressed. At present (April 2013)

there are 9,710 on the combined housing waiting list; 545 families are in temporary accommodation. These facts help indicate the scale of the **affordable housing** requirement. The Cardiff Local Housing Market Assessment update (LHMA July 2013) indicates that, based on the Welsh Government formula, 3,989 affordable dwellings are required in Cardiff for each of the next 5 years to deal with need. The social and economic importance of providing a range and choice of homes, particularly affordable housing is fully recognised in the Welsh Government White Paper Homes for Wales, "A White Paper for Better Lives and Communities" (May 2012).

2.9 There are two **Gypsy and Traveller** sites in Cardiff (Rover Way and Shirenewton) providing a total of 80 pitches. The population in these sites is growing and there is a demand for new sites. The Council has a legal duty to meet the need for Gypsy and Traveller sites in the Local Development Plan (Welsh Government Circular 30/2007). The latest study in 2013 found a need up to 2026 for an additional 108 pitches plus 10 transit pitches.

2.10 Compared with Wales and the UK, Cardiff has a higher percentage of population in age groups 15-39 years but a lower percentage in age groups from 40 upwards. The impact of the **student** population is particularly significant. According to latest data for 2010-11, the growing student resident population of 37,400 comprised around 10.8% of the city's total population (Higher Education Statistical Authority 2012 and National Statistics).

2.11 The **health** of Cardiff's population is not significantly different from the Welsh average. However, this headline conceals large variations in health status between richer and poorer areas. There is a north-south divide across Cardiff with a difference in life expectancy of nearly 12 years between the poorest and most affluent wards (Cardiff What Matters Headline Needs Assessment 2010[1]). Health inequality – the avoidable difference between the least and most advantaged populations - is thus evident in parts of the population. Opportunities for health are less in disadvantaged areas and health outcomes such as cardiovascular mortality are poorer.

2.12 In Cardiff, the greatest causes of death in people aged less than 75 years are cancer, circulatory disease and respiratory disease. Many chronic conditions are preventable by ensuring the environment is health enhancing and through the adoption of healthy lifestyles. However, over half of Cardiff's adults are clinically overweight or obese, just a quarter (25%) of adults meet recommended physical activity guidelines of undertaking at least 30 minutes of moderate intensity physical activity on five or more days per week (the lowest across Welsh local authorities) and 35% of adults eat the recommended 5 or more portions of fruit and vegetables each day (Welsh Health Survey 2011[2]).

2.13 The built and natural environment together with lifestyle behaviours contribute to improving health. Walking and cycling, access to well-maintained open spaces for physical activity and food growing plus easy access to health care facilities by active travel impact on the health of the population. Achieving and maintaining a healthy weight, protecting mental health and reducing stress levels are supported by this approach. Cardiff has a wealth of open spaces and walking and cycling rates to work/school and for leisure are increasing; there is the opportunity to protect and enhance these assets for health improvement.

2.14 The 2011 census statistics indicate that 16.2% of the population of Cardiff have one or more skills in the Welsh Language (ability to read, write or/and understand Welsh) and 11.1% of the County's population are able to speak Welsh. This compares with a national average of 19.0%. However there are substantial variations between the proportion of Welsh speakers in different communities in Wales, varying from below 8% to above 65%.

2.15 The Welsh Language Board approved Cardiff Council's revised Welsh Language Scheme 2009 to 2012 in July 2009. The Council has adopted the principle that in the conduct of public business and administration of justice in Wales, it will treat the English and Welsh languages on a basis of equality. This scheme sets out how the Council will give effect to that principle when providing services to the public in Cardiff.

2.16 **Community safety** is one of the top issues raised in successive Ask Cardiff Surveys. Between 2010 and 2011, Cardiff had the second highest recorded crime rate in Wales and 50 per cent higher than the average for Wales. These include violence against the person, burglary, vehicle and other theft and criminal damage. However, Cardiff's total recorded crime rate has fallen over the past eight years (with some fluctuations) and is now less than two-thirds of the figure of eight years ago. There was a 12% reduction in total crime between 2009/2010 and 2010/2011 (Home Office Statistics).

2.17 While Cardiff is generally a prosperous city offering a high quality of life for residents; **deprivation** (in terms of housing, physical environment, employment income, educational achievements, health) still remains an important issue that needs to be addressed. Of the 10% most deprived LSOAs (Lower Layer Super Output Area) in Wales, 15.8% are in Cardiff (Welsh Index of Multiple Deprivation 2011). Parts of Ely, Butetown and Splott are the most deprived areas of Cardiff.

1 http://cardiffproudcapital.co.uk/content.asp?nav=264&parent_directory_id=2
2 http://wales.gov.uk/topics/statistics/headlines/health2012/120919/?lang=en

2.18 9.5% of the total population of Cardiff live in the 10% most health deprived LSOAs (Lower Super Output Areas) in Wales (i.e. those ranked 1-190). However, this proportion varies greatly across the neighbourhood areas. Cardiff South West (23.2%) has the highest proportion of its residents living in these most deprived areas, followed by City & Cardiff South (19.0%) and Cardiff South East (14.6%). In contrast, Cardiff West (0.0%) has no areas of this kind, while just 1.5% of Cardiff North's population reside within these LSOAs. For Cardiff East the figure is 8.0%.

2.19 When looking at those living within the 20% most health deprived LSOAs in Wales (i.e. those ranked 1-380), it can be seen that 21.7% of Cardiff's total population live within these areas. The disparities across the city's neighbourhood areas also become more apparent. More than two-fifths (43.9%) of Cardiff South West's population live in these LSOAs, while Cardiff East (38.2%), Cardiff South East (29.9%) and City & Cardiff South (24.0%) also have proportions above the Cardiff average. In contrast, just 5.5% of Cardiff North's and 7.3% of Cardiff West's residents live in the 20% most health deprived areas.

2.20 **Ethnic minorities** comprise 15.5% of Cardiff's population broadly similar to the average for England and Wales (14.0%) but higher than the Wales average (4.4%) with a higher concentration of ethnic groups in Grangetown, Butetown, Riverside Adamsdown and Plasnewydd than elsewhere (ONS 2011).

2.21 In terms of **education, training and skill base** the proportion of Cardiff's working age population lacking any qualifications has hovered at around 13% for the past five years. However, Cardiff performs particularly well with regards to high-level skills with 39.8% of 16 to 64 year olds having NVQ level 4 or equivalent, putting Cardiff significantly above the Wales (29.3%) and UK (32.7%) averages (Annual Population Survey, 2011). In addition, 39% of Cardiff's workforce is educated to NVQ level 4 or above compared with Wales (29%) and UK (33%) (Annual Population Survey January 2011) a reflection of the four universities located within the city. However, as with other areas in the UK, it is important to recognise the link between low educational achievement and deprivation.

Key Economic Trends and Issues

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

2.23 Cardiff's **employment workforce** totals 188,977 (Employee Jobs Business Register and Employment Survey 2012, ONS) approximately 40% are daily in-commuters – 88% are employed in the service sector, 6% in construction and 6% in manufacturing. Gross Value Added (GVA) is an economic measure of the value of goods and services produced in an area. In 2009 Cardiff and the Vale of Glamorgan generated £9,615 million – 22% of Welsh GVA. GVA per head in Cardiff and the Vale stood at £20,864 in 2009 – higher than both the Welsh and UK averages (ONS 2011). Unemployment in Cardiff was 4.5% in March 2013 (10,617) (Claimant Count ONS). Between 2001 and 2009 employment in Cardiff expanded by 16% compared to an overall growth of 4% in the wider south east Wales region (Source DTZ Validation of Cardiff Labour Market and Employment Scenarios, June 2011). The economic recession over the last few years has contributed to the net loss of approximately 4,733 jobs in Cardiff between 2008 and 2010 (Source ONS Business Register and Employment Survey).

2.24 A key challenge for the LDP is planning for the economy and meeting the need for **future jobs** within the city and the wider south east Wales region through striking a balance between the supply and demand for employment land and continuing to provide a diverse range of job opportunities. Likely future growth sectors in Cardiff over the plan period include specialist sectors relating to ICT, energy and environment, advanced materials and manufacturing, creative industries, life sciences and financial and professional services. It is essential that the location, amount and nature of employment land allocated and protected ensures Cardiff fulfils its economic potential and also the success of the south east Wales region. This includes, for example, the designation in 2012 of a Cardiff Central Enterprise Zone providing a much needed boost to the supply of Grade A office stock for the city.

2.25 **Employment land** take up data for the period July 2001-July 2010 can be summarised as follows. Average take up for offices (B1a) was 28,200 square metres per annum. Average land take up was 8.1 hectares per annum for industrial and warehousing (B1b/c, B2 and B8) (Cardiff Employment Land Study Demand Assessment, DTZ, June 2011). Industrial supply currently comprises 69.7 hectares. Office supply currently comprises 426,971 square metres (Cardiff Employment Land Study Gap Analysis, Hardisty Jones Associates, April 2012).

2.26 Total **industrial** stock in Cardiff is approximately 19.2 million square feet of which 43% is warehousing stock, with the remainder providing more traditional industrial accommodation. However, the quality of stock has become a major issue, with only 6.1% being less than five years old. Many of the buildings within the current stock are reaching functional obsolescence and there is very little new floorspace to satisfy the emerging knowledge and technology services, which are driving demand for high specification industrial buildings, rather than the older, larger premises. Existing general industry and warehousing land is largely concentrated to

the east of the city, within or in close proximity to the southern arc of deprivation which geographically contains some of the most deprived wards in Wales. Key strategic locations include Ocean Park, Splott, Capital Business Park and Wentloog Corporate Park. The Penarth Road/Leckwith area also continues to perform an important employment function, with good linkages to the south and west of the city. As a distribution location, Cardiff's location towards the western end of the UKs major transport axis means it struggles to compete against locations further to the east (Newport, Chepstow, Bristol) for major transport and distribution functions.

2.27 In terms of **office supply** the city centre and Bay Business Area remain the principle locations. These are also the most accessible in the city, in terms of public transport and for those commuting into the city. Out of centre growth has focused at Green Meadow Spring, Coryton, Cardiff Gate, Pontprennau, and St Mellons Business Park. Lack of grade A office space has been addressed to a degree with the development of Callaghan Square, Fusion Point and Caspian Point. However, of the 1.5 million square feet of office space available in Cardiff only 7% is grade A (DTZ Supply Audit, 2011).

2.28 Cardiff city centre is the main **shopping** centre for south east Wales and over the last 3 years (2009 to 2011) has been ranked the 6th top retail centre in the UK (Experian rankings). District and Local Centres provide important local facilities to the local community. However, they are particularly vulnerable to out of centre competition and changing shopping habits. As a consequence the range and quality of retail provision is under pressure in many centres. There has been a 4% reduction in terms of net retail floorspace between 2005 and 2008.

2.29 The regeneration of **Cardiff Bay** represents a major success story with major redevelopment and infrastructure projects being undertaken over the past two decades. Whilst significant progress has been made a number of sites remain to be implemented including the completion of developments at the International Sports Village and the media/creative industries cluster, residential development and associated uses at Roath Basin (Porth Teigr).

2.30 Cardiff's leisure and tourism sector generates significant economic and cultural benefits for the city through the staging of major international events at world class venues such as the Millennium Stadium and Wales Millennium Centre. Cardiff's diverse leisure and tourism offer also embraces a proud heritage, boasting a number of castles, two national museums, two cathedrals, Roman remains and acres of parks and gardens. In 2010 the city attracted a total of 18.3 million visitors (STEAM, 2010), a 25% growth since 2009. Cardiff came in at 11 in Visit Britain's rankings for overseas visits to towns and cities in 2012. The Welsh capital had 301,000 visits, and was just ahead of Leeds (299,000) and behind Brighton (345,000).

Key Transportation Trends and issues

2.31 **Traffic** on Cardiff's roads grew on average by 9% between 2002 and 2012 (Cardiff Annual Traffic Flow Surveys, calculated using 5yr Rolling Averages). Around 56% of employed Cardiff residents travel to work by car; with 17% walking; 10% travelling by bus; 10% by cycle; 6% by rail; and the remaining 1% by other means. This compares with travel by non-car means for other journey purposes as follows: Shopping 53%; Education 59%; and Leisure 57% (Ask Cardiff Survey 2012). A large proportion of car journeys are relatively short: 25% of trips being no longer than 2km and 58% no longer than 5km (Census 2001 excluding working from home). Overall **vehicle occupancy** has increased from 1.37 per private car in 2008 to 1.41 in 2011 (Cardiff Annual Traffic Flow Surveys).

2.32 Cardiff has consistently experienced the highest levels of daily **inbound commuters** of any other local authority in Wales. As of 2011, this equates to nearly 77,900 people travelling into Cardiff each day by all modes, and representing around 37% of the city's total workforce. The largest numbers commute from the adjoining areas of The Vale of Glamorgan (20,500), Rhondda Cynon Taff (18,800) and Caerphilly (9,700). A total of 27,900 Cardiff residents commute outside of the authority on a daily basis, giving a net inflow of around 50,000 commuters (Annual Population Survey, 2011).

2.33 In terms of transport interchanges Cardiff benefits from having a co-located **central rail and bus station** within the heart of the city and within 2 hours rail travel time from London. Central rail station is used by approximately 5.75 million people each year (Source: Office of Rail Regulation, 2011-12 Station Usage Report) and significant improvements are planned for both the bus station and rail station. Its sustainable location within the heart of the city enables it to perform an important role for the south east Wales region in providing easy access to jobs and services.

2.34 Travel on **rail services** into Cardiff has increased considerably, with passenger numbers at Cardiff stations having increased by 82% between 2001 and 2011. Cardiff Central and Cardiff Queen Street Station alone have experienced an increase in patronage during this period of 100% and 53%, respectively. (Cardiff Annual Patronage Surveys, calculated using 5yr Rolling Averages). Significant enhancements to rail services are planned during the plan period with electrification of the main line from Cardiff to London approved for completion in 2017. Proposals for also electrifying the Valley line network and main line to Swansea are currently being considered by UK and Welsh Governments. In addition, work on enhancing the capacity between Central and Queen Street stations, including additional platforms for both, has been approved for completion in 2014.

2.35 With respect to other modes, **cycle usage** within the city centre has seen an increase of 10% between 2001 and 2011, while overall **bus patronage** numbers across the city have decreased from 2001 to 2011 (Cardiff Annual Patronage Surveys, calculated from 5yr rolling averages). Use of the Cardiff East Park and Ride site after opening in October 2009 has increased from approximately 69,500 in 2009/10 to 84,700 in 2012/13 (22% growth) and rail based park and ride in Cardiff remains over-subscribed.

2.36 **Cardiff International Airport** plays an important role in international connectivity for both Cardiff and the wider region and consideration needs to be given to improving the role and links to the airport.

2.37 The **port facilities** within Cardiff docks are important in terms of international freight movement for both Cardiff and the wider region and it is important that these facilities are maintained and improved where necessary. Associated British Ports (ABP) and its tenants at South Wales directly and indirectly support over £1.7 billion of gross output in Wales. There are therefore opportunities to develop the role of the port, particularly concerning its potential to generate new industry, services and accelerate economic growth.

Key Environmental Trends and Issues

2.38 Cardiff is located on the coastal plain of the Severn Estuary. The southern rim of the south Wales coalfields in Caerphilly and Rhondda Cynon Taff provide a strong imposing backdrop to the north of the city, dramatically broken by the River Taff at Tongwynlais. The Rivers Ely and Rhymney also converge on the city from the west and east, respectively. To the south west the Leckwith Escarpment in the Vale of Glamorgan provides another strong backdrop. By contrast, the flat land to the south east, adjacent to the Severn Estuary and Newport forms part of the Gwent Levels. This undeveloped coastline contrasts with the developed coastline further west which includes Cardiff Bay and the barrage and associated fresh water lake. This setting has influenced the city's development to date with its distinctive urban form and will continue to do so in the future.

2.39 **Landscape** studies undertaken in 1997 and 2007 have recognised the particular value of five areas of countryside: St Fagans Lowlands and the Ely Valley; the Garth Hill Uplands and the Pentyrch Ridges and Valleys; the Fforest Fawr and Caerphilly Ridge; the Wentloog Levels; and Flat Holm. In addition Cardiff's three river valleys of the Taff, Ely, and Rhymney (including Nant Fawr) play an important strategic role as wildlife and recreation corridors linking the urban area with the countryside.

2.40 Cardiff has a strong and rich built heritage and many designations have been made to identify interests of **historic conservation** importance in Cardiff which need to be protected and include:

- 28 Scheduled Ancient Monuments and 4 archaeologically sensitive areas;
- Almost 1000 Listed Buildings;
- 27 Conservation Areas;
- 19 Historic Parks, Gardens and Landscapes including part of the Gwent Levels which are included in the Register of Landscapes of Outstanding Historic Interest in Wales; and
- Local buildings of merit.

2.41 The city has a particularly rich Victorian and Edwardian legacy that is reflected in the city centre, its inner suburbs and in the civic centre and religious building. Churches and chapels, schools and public houses remain prominent and often create focal points on streets and junctions. As Cardiff continues to grow, high quality **design** will be required which takes this local distinctiveness into consideration.

2.42 **Open spaces** are important as they improve people's mental and physical health, encourage physical activity, are attractive, support biodiversity, act as a carbon sink, and can help to adapt to climate change. Cardiff has over 400 hectares of recreational open space, 2000 hectares of amenity open space and 200 hectares of education open space. Cardiff has a good coverage of Accessible Natural Greenspace, with over two thirds of the population living within a 400m distance of access to green space. Cardiff has more green space per person than any of the other UK core cities; a situation to be protected and promoted.

2.43 Cardiff has a diverse and widespread collection of species and sites of Local, UK and European **biodiversity** importance which need to be protected. Including:

- 4 sites designated for their international importance – the Severn Estuary Special Protection Area (SPA), Severn Estuary Special Area of Conservation (SAC) and Ramsar sites, and Cardiff Beech Woods Special Area of Conservation (SAC);
- 17 Sites of Special Scientific Interest (SSSIs);
- 6 Local Nature Reserves (LNRs);
- 177 Sites of Importance for Nature Conservation (SINCs) and 4 more pending designation (subject to approval by Cardiff Biodiversity Partnership);
- European protected species occurring in Cardiff include the Great Crested Newt, otter, dormouse as well as several species of bat; and
- A number of the Cardiff priority habitats and species have been identified by UKBAP, Section 42 and Local Priority.

2.44 Good quality **agricultural land** is known to exist within the rural area of Cardiff. The best and most versatile agricultural land is a finite resource.

Areas within the city known to contain some good (Grade 1, 2 and 3a) quality agricultural land include agricultural land in the west, north and north east of the city.

2.45 **Flooding** poses a particular threat to Cardiff because of its coastal location, low-lying areas and rivers, and it is inevitable that climate change will increase flood risk in the city. The Environment Agency advises planning authorities on flooding issues and also gives advice in the form of River Catchment Management Plans. It has identified areas of Cardiff – mainly in the south of the county (Wentloog Levels, Pengam Area) and the river valleys (the Taff, Ely and Rhymney) – which are at high risk of flooding (either with or without defences) or which have a history of flooding. In order to build on this baseline information the Council has undertaken a Strategic Flood Consequence Assessment which assessed fluvial and tidal influences on flood risk within the city for both the present day and in the next 75 and 100 years taking account of climate change and in particular predicted sea level rise. In terms of present day flood risk the findings of this work reinforce the Environment Agency data. However for future flood risk in 75 and 100 years the findings show significantly increased flood risk in the Pengam Green area and Wentloog Levels area south of Rumney and Trowbridge due to the impact of climate change and in particular predicted sea level rise. The need for the plan to respond to these findings is clearly a major issue.

2.46 In order to combat **climate change** a key issue for the plan to address is reducing greenhouse gas emissions which are the key cause of global warming. Cardiff's per capita average CO2 emissions were estimated at 6.8 tonnes in 2009. The majority of these emissions resulted from industry (45%), domestic sources (30%) and road transport (25%) (Department for Energy and Climate Change). The Welsh Government target is to reduce CO2 emissions by 80% by 2050.

2.47 The Council is currently undertaking a Renewable Energy Assessment and initial findings show that current production of **renewable energy** in Cardiff is low. The European Union target is to source 15% energy from renewable sources by 2020. (European Directive 2009/28/EC)

2.48 In 2011/12 municipal **waste** arisings in Cardiff totalled 169,216 tonnes. Over the last 10 years the recycling and composting rate of household waste in Cardiff has risen from 4% to 55% meaning the Council is on target to reach the Welsh Government target of 58% by 2016, 64% by 2020 and 70% by 2025. For municipal waste that cannot be recycled or composted the Council is currently working with other authorities in the region through Prosiect Gwyrdd to secure a long term solution to turn waste into energy. In February 2013 Viridor was announced as Preferred Bidder to deliver an environmentally sustainable waste management solution for

the Partnership. Viridor's solution, is based on an energy from waste facility located at Trident Park

2.49 Cardiff has significant, good quality **mineral reserves** (mainly carboniferous limestone) which are an important source of aggregates for the region. A supply of aggregates should be maintained, so mineral reserves need to be safeguarded against inappropriate development. Currently Cardiff has approximately 41 million tonnes of limestone reserves which represent a supply of 69 years, well beyond the plan period. There is also a potential sand and gravel resource adjacent to the Rhymney River in the north east of the county, and potential coal resources in the north west of the county, which are unlikely to be required within the Plan period but which need to be safeguarded for potential future use.

2.50 As a result of past activities including industry, mining, quarrying, dockland and waste disposal there is a range of undeveloped potentially **contaminated land** within the city. However the majority of these undeveloped sites are either protected as areas of open space or for nature conservation purposes or are required for operational purposes such as quarrying activity or port related activities.

2.51 In common with other towns and cities in the UK, the predominant local source of emissions which affects **air quality** is road traffic and the pollutant of concern is nitrogen dioxide. Cardiff currently has three AQMAs including St Mary Street, Ely Bridge and Stephenson Court (on Newport Road near Cardiff Royal Infirmary).

2.52 **Water quality** in the rivers Taff, Ely and Rhymney is improving, but falls below the requirements of the Water Framework Directive. In total the status of watercourses (percent of river lengths achieving good ecological status) in Cardiff using data collected under the Water Framework Directive is 1.8 km Good, 33.7 km Moderate, 7.6 km Poor and 4.2 km Bad. The groundwater around Taff Gorge / Creigiau area is vulnerable.

2.53 In order to meet the needs of new development proposed in the plan new **water supply** infrastructure will be required but dialogue with Welsh Water has demonstrated a commitment to address this issue.

~~Appendix 5: List of Supplementary Planning Guidance (SPG) to be prepared at different stages~~

~~(1) SPG to be submitted prior to/at examination~~

~~Title~~	~~Timescale~~	~~Relevant Deposit Plan Policies~~
• ~~**Design and Parking Guidance (incorporating Access, Circulation and Parking Requirements SPG and sustainable design guidance)**~~	• ~~Current adopted SPG to revised, updated and extended and be submitted prior to/at Examination. New planning obligations SPG to pick up S106 issues from transportation SPG.~~	• ~~KP5, DP10~~
• ~~**Central Shopping Area Protected Frontages**~~	• ~~New SPG to be submitted prior to/at Examination.~~	• ~~DP20~~
• ~~**Development Area Briefs**~~ o ~~North East Cardiff~~ o ~~East of Pontprennau~~ o ~~West Cardiff~~ o ~~Junction 33/South of Creigiau~~ o ~~South of St Mellons Business Park~~ o ~~Cardiff Central Enterprise Zone (supersedes Dumballs Road)~~ o ~~Others?~~	• ~~May be need for SPG to be submitted prior to/at examination~~	• ~~KP2, KP4~~
• ~~**Affordable Housing**~~	• ~~Current adopted SPG to be revised by deadline of the beginning of~~	• ~~DP39~~

	~~May 2014. SPG to be submitted prior to/at Examination. New planning obligations SPG to pick up S106 issues~~	
• ~~**Open Space**~~	• ~~Current adopted SPG to be submitted prior to/at Examination. New planning obligations SPG to pick up S106 issues~~	• ~~DP47~~
• ~~**Locating Waste Management Facilities**~~	• ~~Current adopted SPG to be submitted prior to/at Examination.~~	• ~~DP37~~
• ~~**Planning Obligations** incorporating Developer contributions for transport facilities and relevant sections from~~ ~~o Affordable housing~~ ~~o Access, circulation and parking requirements~~ ~~o Open Space~~ ~~o Schools~~ ~~o Public art~~ ~~o PROW~~ ~~o Community Facilities~~ ~~o Trees and Development~~ ~~o Waste Collection and Storage Facilities~~ ~~o Biodiversity~~	• ~~New SPG to be submitted prior to/at Examination~~	• ~~DP5~~
• ~~**Flooding**~~	• ~~New SPG to be submitted prior to/at Examination~~	• ~~DP64~~

• ~~Natural Heritage Network~~	• ~~New SPG to be submitted prior to/at Examination~~	• ~~KP16~~

~~(2) SPG to be revised after adoption of LDP~~

~~Title~~	~~Timescale~~	~~Relevant Deposit Plan Policies~~
• ~~Infill Sites Design Guidance~~	• ~~Current adopted SPG to the Local Plan to be revised after adoption.~~	• ~~KP5~~
• ~~Tall Buildings Guidance~~	• ~~Current adopted SPG to the Local Plan to be revised after adoption.~~	• ~~KP5~~
• ~~Design of Commercial Development~~	• ~~New SPG to be prepared after adoption~~	• ~~KP5~~
• ~~Householder Design Guidance~~	• ~~Current adopted SPG to the Local Plan to be revised and submitted prior to/at Examination~~	• ~~KP5~~
• ~~Design Guidance and Standards for Flat Conversions~~	• ~~In preparation linked to existing adopted plans. Will be revised to link to adopted LDP after adoption~~	• ~~DP41~~
• ~~Shop Fronts and Signs Guidance~~	• ~~Current adopted SPG to the Local Plan to be revised after adoption.~~	• ~~DP3~~
• ~~Public Art Guidance~~	• ~~Current adopted SPG to the Local Plan to be revised after adoption. New planning obligations SPG to~~	• ~~DP4~~

	~~pick up S106 issues~~	
• ~~**Public Rights of Way and Development**~~	• ~~Current adopted SPG to the Local Plan to be revised after adoption. New planning obligations SPG to pick up S106 issues~~	• ~~DP11~~
• ~~**Protection of Employment Land and Premises for Business, Industry and Warehousing**~~	• ~~Current adopted SPG to the Local Plan to be revised after adoption.~~	• ~~DP15~~
• ~~**Food Drink and Leisure Uses**~~ • ~~**Premises for Eating, Drinking & Entertainment in Cardiff City Centre**~~	• ~~Current adopted SPG's to the Local Plan to be merged together and revised after adoption.~~ ~~.~~	• ~~DP24~~
• ~~Area Planning Briefs to supplement City Centre Strategy~~ o ~~Mount Stuart Square~~ o ~~Graving Docks~~ o ~~Others?~~	• ~~New SPG to be prepared after adoption~~	• ~~KP9~~
• ~~**Developer Contributions for School Facilities**~~	• ~~To be incorporated in new planning obligations SPG.~~	• ~~DP54, DP55~~
• ~~**Trees and Development**~~	• ~~Current adopted SPG to the Local Plan to be revised after adoption. New planning obligations SPG to~~	• ~~DP62~~

	~~pick up S106 issues~~	
• ~~**Archaeologically Sensitive Areas**~~	• ~~Programmed for completion after adoption.~~	• ~~KP16, DP~~
• ~~**Community Facilities and Residential Development**~~	• ~~Current adopted SPG to the Local Plan to be revised after adoption. New planning obligations SPG to pick up S106 issues~~	• ~~DP45~~
• ~~**Childcare Facilities**~~	• ~~Current adopted SPG to the Local Plan to be revised after adoption.~~	• ~~DP40~~
• ~~**Waste Collection and Storage Facilities**~~	• ~~Current adopted SPG to the Local Plan to be revised after adoption. New planning obligations SPG to pick up S106 issues~~	• ~~DP38~~
• ~~**Health**~~	• ~~New SPG to be submitted after adoption~~	• ~~DP51~~
• ~~**Biodiversity**~~	• ~~Current adopted SPG to the Local Plan to be revised after adoption. New planning obligations SPG to pick up S106 issues~~	• ~~DP59~~

Appendix 4: – Supplementary Planning Guidance (SPG)

The Table below provides a list of SPG to support the Plan with a timetable for preparation. This list will be kept under review in light of changing priorities for preparation and the need for additional SPG. The requirement for preparation/review of SPG is linked to the Monitoring Framework.

Supplementary Planning Guidance	**Current Status /Proposed Action**	**Relevant Plan Policy**	**Indicative Date for Production**
Design and Parking Guidance (incorporating Access, Circulation and Parking Requirements SPG and sustainable design guidance)	Current adopted SPG to the Local Plan To be revised to link to adopted LDP updated and extended. New planning obligations SPG to pick up S106 issues from Transportation SPG	T5	Within 6 months of adoption
Affordable Housing	Current adopted SPG to the Local Plan To be revised to link to adopted LDP New planning obligations SPG to pick up S106 issues	H3	Within 6 months of adoption
Open Space	Current adopted SPG to the Local Plan To be revised to link to adopted LDP New planning obligations SPG to pick up S106 issues	C4, C5	Within 6 months of adoption
Houses in Multiple Occupation	New SPG	H5	Within 6 months of adoption
Planning Obligations	New SPG	KP7	Within 12 months of adoption

incorporating Developer Contributions for Transport facilities and relevant sections from the following SPGs: • **Affordable Housing** • **Access, Circulation and Parking Requirements** • **Open Space** • **Schools** • **Public Art** • **PROW** • **Community Facilities** • **Trees and Development** • **Waste Collection and Storage Facilities** • **Biodiversity**			
Locating Waste Management Facilities	Current adopted SPG to the Local Plan To be revised to link to adopted LDP	W1	Within 12 months of adoption
Central Shopping Area Protected Frontages	New SPG	R3	Within 12 months of adoption
Flooding	New SPG	EN14	Within 12 months of adoption

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

Protection of Employment Land and Premises for Business, Industry and Warehousing	Current adopted SPG to the Local Plan. To be revised and updated to link to adopted LDP	EC1,EC3	Within 18 months of adoption
Food Drink and Leisure Uses **Premises for Eating, Drinking & Entertainment in Cardiff City Centre**	Current adopted SPGs to the Local Plan. To be merged together and revised and updated to link to adopted LDP	R7	Within 18 months of adoption
Trees and Development	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	EN8	Within 18 months of adoption
Community Facilities and Residential Development	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	C1	Within 18 months of adoption
Childcare Facilities	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP	EC2	Within 18 months of adoption
Waste Collection and Storage Facilities	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	W2	Within 18 months of adoption

Biodiversity	Current adopted SPG to the Local To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	EN5,EN6, EN7	Within 18 months of adoption
Archaeologically Sensitive Areas	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP	KP17, EN9	Within 18 months of adoption
Health	New SPG to be prepared	C6	Within 18 months of adoption
Gypsy and Traveller Sites	New SPG to be prepared	H7	Within 18 months of adoption

Appendix 5: Sites Over 10 Dwellings with Planning Permission for Residential

SITE REF	SITE LOCATION	ELECTORAL DIVISION	TENURE	APPLICATION NUMBER	PERMISSION TYPE	DATE GRANTED	BROWNFIELD GREENFIELD	NOT STARTED (PLOTS)	NOT STARTED (AREA ha)	IN PROGRESS (Plots)	IN PROGRESS (AREA ha)	COMPLETED (PLOTS)	COMPLETED AREA (ha)	TOTAL (PLOTS)	TOTAL (AREA ha)	Completed Plots 2013-14	Completed Area 2013-14
AD160	Former Eastern Hotel, 54 Metal Street	Adamsdown	Private	13/00013	Outline	Legal Agreement	Brown	14	0.00	0	0.00	0	0.00	14	0.10	**0**	0.00
AD174	Former Tredegar House, 57-58 Clifton Street	Adamsdown	Private	08/01716	Full	Legal Agreement	Brown	12	0.00	0	0.00	0	0.00	12	0.04	**0**	0.00
AD186	St James' Church, Newport Road	Adamsdown	Private	08/01608	Full	01/11/2011	Brown	12	0.00	0	0.00	0	0.00	12	0.18	**0**	0.00
AD188	86-89 Adam Street	Adamsdown	Private	07/02883	Outline	17/10/2008	Brown	0	0.00	16	0.00	0	0.00	16	0.05	**0**	0.00
AD212	Bronte Hostel, 158-164 Newport Road	Adamsdown	HA	10/02302	Full	31/10/2011	Brown	38	0.00	0	0.00	0	0.00	38	0.18	**0**	0.00
AD213	Former Rumpoles, Moira Terrace	Adamsdown	HA	13/00536	Full	04/10/2013	Brown	49	0.00	0	0.00	0	0.00	49	0.04	**0**	0.00
BU107i	Land West of Dumballs Road	Butetown	Private	07/01637	Outline	16/05/2011	Brown	1,656	0.00	0	0.00	0	0.00	1,656	10.64	**0**	0.00
BU107ii	Land West of Dumballs Road	Butetown	HA	07/01637	Outline	16/05/2011	Brown	414	0.00	0	0.00	0	0.00	414	2.66	**0**	0.00
BU109	15-17 Harrowby Street	Butetown	Private	08/00082	Outline	Legal Agreement	Brown	20	0.00	0	0.00	0	0.00	20	0.07	**0**	0.00
BU118	Sterling Works, Clarence Road	Butetown	HA	11/01168	Outline	18/03/2013	Brown	0	0.00	19	0.00	0	0.00	19	0.04	**0**	0.00
BU123A	Brandon Tool Hire, 151 Bute Street	Butetown	Private	13/00143	Outline	Legal Agreement	Brown	28	0.00	0	0.00	0	0.00	28	0.10	**0**	0.00
BU123B	Brandon Tool Hire, 151 Bute Street	Butetown	HA	13/00143	Outline	Legal Agreement	Brown	11	0.00	0	0.00	0	0.00	11	0.10	**0**	0.00
BU32A	Land at Roath Basin (WDA)	Butetown	Private	08/01736	Outline	15/01/2010	Brown	758	0.00	0	0.00	0	0.00	758	4.32	**0**	0.00
BU32B	Land at Roath Basin (WDA)	Butetown	HA	08/01736	Outline	15/01/2010	Brown	252	0.00	0	0.00	0	0.00	252	1.44	**0**	0.00
BU86A	Former Post Office and adjoining car park, Bute Street	Butetown	Private	03/01531	Full	Legal Agreement	Brown	75	0.00	0	0.00	0	0.00	75	0.12	**0**	0.00
BU86Ai	Corys Building, Bute Street	Butetown	Private	06/02527	Full	Legal Agreement	Brown	24	0.00	0	0.00	0	0.00	24	0.03	**0**	0.00
BU86B	Former Post Office and adjoining car park, Bute Street	Butetown	HA	03/01531	Full	Legal Agreement	Brown	11	0.00	0	0.00	0	0.00	11	0.12	**0**	0.00
BU95	Cadogan House & adj Land, West Bute St & James St	Butetown	Private	05/00127	Full	09/11/2005	Brown	0	0.00	23	0.00	0	0.00	23	0.03	**0**	0.00
BU97A	130-132 Bute Street ,"Dixie"	Butetown	Private	07/02550	Full	Legal Agreement	Brown	43	0.00	0	0.00	0	0.00	43	0.04	**0**	0.00
BU98	Hannah Street Church, Hannah Street	Butetown	HA	13/01239	Full	Legal Agreement	Brown	14	0.05	0	0.00	0	0.00	14	0.05	**0**	0.00
BU99	Coal Exchange, Mount Stuart Square	Butetown	Private	12/00015	Full	Legal Agreement	Brown	116	0.00	0	0.00	0	0.00	116	0.43	**0**	0.00
CN137A	Former Arjo Wiggins Paper Mill Site, Paper Mill Road	Canton	Private	12/01663	Outline	Legal Agreement	Brown	535	0.00	0	0.00	0	0.00	535	13.72	**0**	0.00
CN137B	Former Arjo Wiggins Paper Mill Site, Paper Mill Road	Canton	HA	12/01663	Outline	Legal Agreement	Brown	191	0.00	0	0.00	0	0.00	191	5.88	**0**	0.00
CN145	635 Cowbridge Road East	Canton	Private	07/02384	Outline	Legal Agreement	Brown	24	0.00	0	0.00	0	0.00	24	0.10	**0**	0.00
CN15[illegible]	The Maltings, Cowbridge Road East	Canton	HA	11/02190	Full	30/11/2012	Brown	0	0.00	26	0.00	0	0.00	26	0.15	**0**	0.00
CN1[illegible]	Canton Police Station, Cowbridge Road East	Canton	HA	13/02071	Full	Legal Agreement	Brown	17	0.06	0	0.00	0	0.00	17	0.06	**0**	0.00
CS138	Junction of Lucas Street, Fanny Street & Gwyneth Street	Cathays	Private	10/00710	Full	26/07/2011	Brown	0	0.00	10	0.00	0	0.00	10	0.18	**0**	0.00
CS139	CCC Offices Wood Street	Cathays	Private	08/01741	Full	Legal Agreement	Brown	220	0.00	0	0.00	0	0.00	220	0.30	**0**	0.00
CS174i	Land at Thomson House, Park Street	Cathays	Private	10/00431	Outline	30/12/2010	Brown	211	0.00	0	0.00	0	0.00	211	0.22	**0**	0.00
CS174ii	Land at Thomson House, Park Street (Affordable Housing)	Cathays	HA	10/00431	Outline	30/12/2010	Brown	20	0.00	0	0.00	0	0.00	20	0.06	**0**	0.00
CS176	41 Charles Street	Cathays	Private	05/00003	Full	08/03/2006	Brown	0	0.00	11	0.00	0	0.00	11	0.04	**0**	0.00
CS178	Texaco Service Station, 188-198 Cathays Terrace	Cathays	Private	06/02351	Full	24/06/2008	Brown	0	0.00	14	0.00	0	0.00	14	0.10	**0**	0.00
CS181	St Martin's Parish Hall Site, Alexander Street	Cathays	Private	07/00891	Full	11/02/2008	Brown	0	0.00	16	0.00	0	0.00	16	0.06	**0**	0.00
CS191i	Marcol Court, Churchill Way	Cathays	Private	07/03013	Outline	Legal Agreement	Brown	103	0.00	0	0.00	0	0.00	103	0.34	**0**	0.00
CS191ii	Marcol Court, Churchill Way	Cathays	HA	07/03013	Outline	Legal Agreement	Brown	44	0.00	0	0.00	0	0.00	44	0.14	**0**	0.00
CU52	Land at Heol Trelai	Caerau	HA	13/00859	Full	18/10/2013	Brown	0	0.00	40	0.00	0	0.00	40	0.60	**0**	0.00
CU77i	r/o Western Leisure Centre	Careau	Private	11/00672	Outline	10/02/2012	Brown	57	0.00	0	0.00	0	0.00	57	1.60	**0**	0.00
CU77ii	r/o Western Leisure Centre	Careau	HA	11/00672	Outline	10/02/2012	Brown	25	0.00	0	0.00	0	0.00	25	0.50	**0**	0.00
EL55	70 Mill Road	Ely	Private	12/01130	Full	24/04/2013	Brown	0	0.00	11	0.00	0	0.00	11	0.06	**0**	0.00
EL84A	Land off Clos y Cwarra	Ely	Private	13/00444	Outline	Legal Agreement	Green	30	0.44	0	0.00	0	0.00	30	0.44	**0**	0.00
EL84B	Land off Clos Y Cwarra	Ely	HA	13/00444	Outline	Legal Agreement	Green	20	0.20	0	0.00	0	0.00	20	0.20	**0**	0.00
FA52A	Land between 53-81 Gorse Place	Fairwater	HA	12/02186	Full	07/08/2013	Green	16	0.00	0	0.00	0	0.00	16	0.19	**0**	0.00
FA87	52 Beechley Drive	Fairwater	Private	13/02545	Full	11/03/2014	Brown	10	0.00	0	0.00	0	0.00	10	0.07	**0**	0.00
FA89	60-72 Beechley Drive	Fairwater	HA	12/01386	Full	25/01/2012	Brown	13	0.00	0	0.00	0	0.00	13	0.36	**0**	0.00
GA52A	Briardene North Road	Gabalfa	Private	09/00161	Outline	15/09/2011	Brown	33	0.00	0	0.00	0	0.00	33	0.28	**0**	0.00
GA52B	Briardene North Road	Gabalfa	HA	09/00161	Outline	15/09/2011	Brown	15	0.00	0	0.00	0	0.00	15	0.12	**0**	0.00
GA55	Land at Talybont Gate, Bevan Place	Gabalfa	Private	11/01414	Full	24/05/2012	Brown	0	0.00	22	0.00	0	0.00	22	0.25	**0**	0.00
GR108i	Cambrian Marina, Ely Harbour, Ferry Road	Grangetown	Private	13/00310	Outline	Legal Agreement	Brown	125	0.00	0	0.00	0	0.00	125	0.32	**0**	0.00
GR138i	Cardiff Bus Depot, Sloper Road	Grangetown	Private	07/02973	Outline	Legal Agreement	Brown	183	0.00	0	0.00	0	0.00	183	2.18	**0**	0.00
GR138ii	Cardiff Bus Depot, Sloper Road	Grangetown	HA	07/02973	Outline	Legal Agreement	Brown	79	0.00	0	0.00	0	0.00	79	0.94	**0**	0.00

SITE REF	SITE LOCATION	ELECTORAL DIVISION	TENURE	APPLICATION NUMBER	PERMISSION TYPE	DATE GRANTED	BROWNFIELD GREENFIELD	NOT STARTED (PLOTS)	NOT STARTED (AREA ha)	IN PROGRESS (Plots)	IN PROGRESS (AREA ha)	COMPLETED (PLOTS)	COMPLETED AREA (ha)	TOTAL (PLOTS)	TOTAL (AREA ha)	Completed Plots 2013-14	Completed Area 2013-14
GR156A	Land at Wholesale Fruit Centre, Bessemer Road	Grangetown	Private	10/01432	Full	Legal Agreement	Brown	215	0.00	0	0.00	0	0.00	215	6.00	**0**	0.00
GR156B	Land at Wholesale Fruit Centre, Bessemer Road	Grangetown	HA	10/01432	Full	Legal Agreement	Brown	35	0.00	0	0.00	0	0.00	35	1.00	**0**	0.00
GR158	Bay Pointe (ISV)	Grangetown	Private	12/00937	Full	05/04/2013	Brown	524	0.00	33	0.00	4	0.00	561	5.60	**4**	0.04
GR159	Car Park/Pool (ISV)	Grangetown	Private	12/00934	Full	05/04/2013	Brown	79	0.00	0	0.00	0	0.00	79	0.99	**0**	0.00
GR160A	Morrisons (ISV)	Grangetown	Private	12/00935	Full	05/04/2013	Brown	29	0.00	0	0.00	0	0.00	29	0.15	**0**	0.00
GR160B	Morrisons Affordable ISV)	Grangetown	HA	12/00935	Full	05/04/2013	Brown	34	0.00	0	0.00	0	0.00	34	0.30	**0**	0.00
GR161A	Watkiss Way (ISV)	Grangetown	Private	13/00829	RM	18/07/2013	Brown	35	0.00	0	0.00	0	0.00	35	0.42	**0**	0.00
GR161B	Watkiss Way Affordable (ISV)	Grangetown	HA	13/00829	RM	18/07/2013	Brown	66	0.00	0	0.00	0	0.00	66	0.65	**0**	0.00
GR166	ISV Ice Rink Site	Grangetown	Private	12/01861	Outline	17/06/2013	Brown	213	0.00	0	0.00	0	0.00	213	0.20	**0**	0.00
GR65A	Prospect Place, off Ferry Road (Bellway)	Grangetown	Private	10/00811	Full	28/06/2010	Brown	0	0.00	240	0.00	493	0.00	733	4.60	**0**	0.00
GR65B	Prospect Place, off Ferry Road (Affordable Housing)	Grangetown	HA	06/00613	Full	27/10/2006	Brown	0	0.00	6	0.00	83	0.00	89	0.17	**0**	0.00
HE75	Thornbury House, Thornbury Close	Heath	Private	11/00238	Outline	Legal Agreement	Brown	10	0.00	0	0.00	0	0.00	10	0.10	**0**	0.00
LD125	18 High Street	Llandaff	Private	09/01810	Full	13/05/2010	Brown	11	0.00	0	0.00	0	0.00	11	0.08	**0**	0.00
LD129	The Retreat, Pwllmelin Road	Llandaff	Private	10/00846	Full	08/06/2011	Brown	20	0.00	0	0.00	0	0.00	20	0.20	**0**	0.00
LN52	Old Vaughan's Laundry Site	Llandaff North	Private	13/00273	RM	02/05/2013	Brown	10	0.00	9	0.00	4	0.00	23	0.54	**4**	0.09
LN52i	Old Vaughan's Laundry Site	Llandaff North	HA	13/00273	RM	02/05/2013	Brown	5	0.00	0	0.00	0	0.00	5	0.38	**0**	0.00
LR30	735 Newport Road	Llanrumney	Private	08/01905	Outline	01/04/2011	Brown	13	0.00	0	0.00	0	0.00	13	0.12	**0**	0.00
LR36A	Cardiff Council Housing Depot, Mount Pleasant Lane	Llanrumney	Private	12/00579	Outline	13/07/2012	Brown	15	0.00	0	0.00	0	0.00	15	0.32	**0**	0.00
LS185	Land at Chiltern Close	Llanishen	Private	13/01923	Outline	Legal Agreement	Brown	70	0.00	0	0.00	0	0.00	70	0.50	**0**	0.00
LV06	Land south of Lisvane Road	Lisvane	Private	11/01300	Full	27/03/2013	Green	40	0.00	0	0.00	0	0.00	40	2.04	**0**	0.00
LV128A	Land off Cefn Mably Road	Lisvane	Private	13/00649	Full	27/02/2014	Green	41	1.80	0	0.00	0	0.00	41	1.80	**0**	0.00
LV128B	Land off Cefn Mably Road	Lisvane	HA	13/00649	Full	27/02/2014	Green	10	0.00	0	0.00	0	0.00	10	1.00	**0**	0.00
LV7[illegible]	Balmoral Close	Lisvane	Private	11/01301	Full	27/03/2013	Green	24	0.00	0	0.00	0	0.00	24	2.02	**0**	0.00
NP5[illegible]	Land at Church Road	Pontprennau/ Old St. M	Private	04/03065	Outline	19/10/2011	Brown	45	0.00	0	0.00	0	0.00	45	1.34	**0**	0.00
PL109	Former Warehouse, Elm Street	Plasnewydd	Private	13/00867	Full	11/06/2013	Brown	0	0.00	10	0.00	0	0.00	10	0.11	**0**	0.00
PL178	122-130 Albany Road	Plasnewydd	Private	08/02018	Full	Legal Agreement	Brown	12	0.00	0	0.00	0	0.00	12	0.02	**0**	0.00
PL179	217-223 Newport Road	Plasnewydd	Private	08/01551	Full	21/09/2011	Brown	47	0.00	0	0.00	0	0.00	47	0.22	**0**	0.00
PL179i	217-223 Newport Road	Plasnewydd	HA	08/01551	Full	21/09/2011	Brown	6	0.00	0	0.00	0	0.00	6	0.02	**0**	0.00
PL186	57a Richards Place	Plasnewydd	Private	09/02063	Outline	Legal Agreement	Brown	11	0.00	0	0.00	0	0.00	11	0.03	**0**	0.00
PL205	Gibbons Yard, Richmond Road	Plasnewydd	Private	10/01936	Full	26/08/2011	Brown	39	0.00	10	0.00	0	0.00	49	0.31	**0**	0.00
PL214	21-27 City Road	Plasnewydd	Private	12/01260	Outline	Legal Agreement	Brown	26	0.00	0	0.00	0	0.00	26	0.10	**0**	0.00
PW22A	Maelfa Centre, Llanedeyrn Drive	Pentwyn	Private	11/01082	Outline	16/09/2011	Brown	83	0.00	0	0.00	0	0.00	83	0.95	**0**	0.00
PW22B	Maelfa Centre, Llanedeyrn Drive	Pentwyn	HA	11/01082	Outline	16/09/2011	Brown	21	0.00	0	0.00	0	0.00	21	0.40	**0**	0.00
RO109	22 Ty Gwyn Road	Penylan	Private	08/00581	Full	01/04/2011	Brown	10	0.00	0	0.00	0	0.00	10	0.12	**0**	0.00
RO120A	Ty Gwyn School	Penylan	Private	12/00438	RM	12/07/2012	Brown	0	0.00	12	0.00	7	0.00	19	1.00	**7**	0.37
RO120B	Ty Gwyn School	Penylan	HA	12/00438	RM	12/07/2012	Brown	0	0.00	0	0.00	4	0.00	4	0.44	**4**	0.44
RO69	Land at White Lodge, Ty Gwyn Ave.	Penylan	Private	10/00675	Full	23/09/2010	Brown	2	0.00	0	0.00	9	0.00	11	1.40	**0**	0.00
RO99A	Land to West of Equinox (Colchester Ave)	Penylan	Private	12/01240	Full	16/09/2013	Brown	14	0.00	0	0.00	0	0.00	14	0.20	**0**	0.00
RU71	599 Newport Road	Rumney	Private	04/00374	Outline	Legal Agreement	Brown	24	0.25	0	0.00	0	0.00	24	0.25	**0**	0.00
RV171	Wellington House, Wellington Street	Riverside	Private	08/00809	Full	16/09/2009	Brown	44	0.00	0	0.00	0	0.00	44	0.22	**0**	0.00
RV174	St Winefrides Nursing Home, 24 Romily Crescent	Riverside	Private	10/01326	Full	19/05/2011	Brown	76	0.00	0	0.00	0	0.00	76	1.03	**0**	0.00
RV183	3 - 5 Brook Street	Riverside	Private	10/00179	Full	03/07/2013	Brown	0	0.00	10	0.00	0	0.00	10	0.03	**0**	0.00
RV184	Pontcanna Pine, 200 King's Road	Riverside	Private	10/00232	Full	09/05/2011	Brown	0	0.00	14	0.00	0	0.00	14	0.07	**0**	0.00
RV199	4 Cathedral Road	Riverside	Private	13/01217	Full	Legal Agreement	Brown	14	0.00	0	0.00	0	0.00	14	0.01	**0**	0.00
RV200	Land to the West of Albert Street	Riverside	HA	13/01734	Full	20/02/2014	Brown	0	0.05	10	0.00	0	0.00	10	0.05	**0**	0.00
RV203	Riverside House, 31 Cathedral Road	Riverside	Private	13/00918	Full	Legal Agreement	Brown	20	0.09	0	0.00	0	0.00	20	0.09	**0**	0.00
SF39A	Michaelston Road	Criegiau/St Fagans	Private	12/01810	RM	11/03/2013	Green	67	0.00	0	0.00	0	0.00	67	2.00	**0**	0.00
SF39B	Michaelston Road	Criegiau/St Fagans	HA	12/01810	RM	11/03/2013	Green	16	0.00	0	0.00	0	0.00	16	1.00	**0**	0.00
SF40A	Land North & West of Great House Farm	Criegiau/St Fagans	Private	13/00435	Outline	27/02/2014	Green	15	0.00	0	0.00	0	0.00	15	0.60	**0**	0.00

SITE REF	SITE LOCATION	ELECTORAL DIVISION	TENURE	APPLICATION NUMBER	PERMISSION TYPE	DATE GRANTED	BROWNFIELD GREENFIELD	NOT STARTED (PLOTS)	NOT STARTED (AREA ha)	IN PROGRESS (Plots)	IN PROGRESS (AREA ha)	COMPLETED (PLOTS)	COMPLETED AREA (ha)	TOTAL (PLOTS)	TOTAL (AREA ha)	Completed Plots 2013-14	Completed Area 2013-14
SF40B	Land North & West of Great House Farm	Criegiau/St Fagans	HA	13/00435	Outline	27/02/2014	Green	4	0.00	0	0.00	0	0.00	4	0.20	**0**	0.00
SM65A	Land adj to Blooms Garden Centre	Pontprennau/ Old St. M	Private	13/01172	Outline	Legal Agreement	Green	46	1.60	0	0.00	0	0.00	46	1.60	**0**	0.00
SM65B	Land adj to Blooms Garden Centre	Pontprennau/ Old St. M	HA	13/01172	Outline	Legal Agreement	Green	20	1.20	0	0.00	0	0.00	20	1.20	**0**	0.00
SP120	The Grosvenor Hotel, South Park Road	Splott	Private	11/02004	Full	12/04/2013	Brown	0	0.00	12	0.00	12	0.00	24	0.06	**12**	0.03
SP132	Land to South Side, Moorland Road	Splott	HA	13/01313	Full	Legal Agreement	Brown	15	0.00	0	0.00	0	0.00	15	0.13	**0**	0.00
SP133	Land at Sanquhar Street	Splott	HA	13/02674	Full	Legal Agreement	Brown	26	0.00	0	0.00	0	0.00	26	0.27	**0**	0.00
SP84	The Bayside, East Tyndall Street	Splott	Private	07/00333	Full	Legal Agreement	Brown	32	0.00	0	0.00	0	0.00	32	0.13	**0**	0.00
SP99A	Splott Market, Lewis Road	Splott	Private	06/02474	RM	14/12/2006	Brown	0	0.00	15	0.00	77	0.00	92	0.45	**0**	0.00
TR133A	Land between Crickhowell Road and Willowbrook Drive	Trowbridge	Private	10/01246	Outline	08/09/2010	Green	115	0.00	0	0.00	0	0.00	115	1.10	**0**	0.00
TR133B	Land between Crickhowell Road and Willowbrook Drive	Trowbridge	HA	10/01246	Outline	08/09/2010	Green	50	0.00	0	0.00	0	0.00	50	0.02	**0**	0.00
TR140A	Land off Crumlin Drive	Trowbridge	HA	08/01173	Full	04/03/2009	Brown	10	0.00	0	0.00	0	0.00	10	0.33	**0**	0.00
TR151	The Hendre Pub, 157 Hendre Road	Trowbridge	Private	13/01186	Full	Legal Agreement	Brown	15	0.18	0	0.00	0	0.00	15	0.18	**0**	0.00
TR85A	Part area 11, St Mellons (CCHA)	Trowbridge	HA	09/00796	Outline	21/01/2011	Green	56	0.00	0	0.00	0	0.00	56	1.43	**0**	0.00
TR87Di	Part of Area 9, Land south of the Beacon Centre, Harrison Drive	Trowbridge	HA	08/02456	RM	Legal Agreement	Brown	15	0.00	0	0.00	0	0.00	15	0.30	**0**	0.00
WH71A	Whitchurch Hospital	Whit/Tongwynlais	Private	10/02301	Outline	09/01/2014	Brown	248	0.00	0	0.00	0	0.00	248	6.70	**0**	0.00
WH71B	Whitchurch Hospital	Whit/Tongwynlais	HA	10/02301	Outline	09/01/2014	Brown	82	0.00	0	0.00	0	0.00	82	2.21	**0**	0.00
	TOTALS							**8,343**	**5.92**	**589**	**0.00**	**693**	**0.00**	**9,625**	**108**	**31**	**0.97**

Appendix 6: Heritage Assets Areas of Protection

Policy EN9 (i): Cadw Scheduled Ancient Monuments in Cardiff

Proposals Map Reference	Monument Name
1	Cae-yr-Arfau Burial Chamber
2	Caer Castell Camp
3	Caerau Camp
4	Cardiff Castle and Roman Fort
5	Castell Coch
6	Castell Morgraig
7	Castle Field Camp E Of Craig-Llywn
8	Cooking Mound East of Taff Terrace
9	Cross in Llandaff Cathedral
10	Dominican Friary
11	Ely Roman Villa
12	Ely Tidal Harbour Coal Staithe Number One
13	Five Round Barrows on Garth Hill
14	Flat Holm Coastal and Anti-aircraft Defences
15	Leckwith Bridge
16	Llandaff Cathedral Bell Tower
17	Llwynda-Ddu Camp
18	Melingriffith Water Pump
19	Morganstown Castle Mound
20	Old Bishop's Palace, Llandaff
21	Pen y lan Roman Site
22	Queen Alexandra Dock Harbour Defence Gun Emplacement
23	Relict Seawall on Rumney Great Wharf
24	St Mellons Churchyard Cross
25	The Wreck of the "Louisa"
26	Three Palmerstonian Gun Batteries, Flat Holm
27	Twmpath, Rhiwbina
28	Wenallt Camp, Rhiwbina

Policy EN9 (ii): Listed Buildings

Refer to the online mapping portal http://ishare.cardiff.gov.uk/

Direct link:
http://ishare.cardiff.gov.uk/mycardiff.aspx?layers=ListedBuildings&startEasting=315000&startNorthing=179000&startZoom=50000

Policy EN9 (iii): Conservation Areas in Cardiff

	Name (designation date(s))
1	Cardiff Road Conservation Area (July 1975)
2	Cathays Park Conservation Area (June 1978)
3	Cathedral Road Conservation Area (April 1972; amended June 2007)
4	Charles Street Conservation Area (October 1988)
5	Church Road, Whitchurch (August 2006)
6	Churchill Way Conservation Area (December 1991)
7	Conway Road Conservation Area (June 2007)
8	Gwaelod-y-Garth Conservation Area (Sept 1970; amended Oct 2007)
9	Insole Court Conservation Area (May 1992)
10	Llandaff Conservation Area (March 1968)
11	Melingriffith Conservation Area (Aug 1975; amended Oct 2007)
12	Mount Stuart Square Conservation Area (July 1980; amended June 2009)
13	Oakfield Street Conservation Area (February 1992)
14	Old St. Mellons Conservation Area (July 2007)
15	Pentyrch (Craig-y-Parc) Conservation Area (July 1991; amended Oct 2007)
16	Pentyrch (St. Catwg's) Conservation Area (Mar 1973; amended Oct 2007)
17	Pierhead Conservation Area (June 1984; amended June 2009)
18	Queen Street Conservation Area (May 1992)
19	Rhiwbina Garden Village Conservation Area (February 1977)
20	Roath Mill Gardens Conservation Area (January 1988)
21	Roath Park Conservation Area (January 1973)
22	Roath Park Lake and Gardens Conservation Area (November 1976)
23	St. Fagans Conservation Area (July 2007)
24	St. Mary Street Conservation Area (July 1975)
25	Tredegarville Conservation Area (March 1981 amended Dec 2008)

26	Windsor Place Conservation Area (August 1975)
27	Wordsworth Avenue Conservation Area (February 1974)

Policy EN9 (iv): Archaeologically Sensitive Areas in Cardiff

	Area
1	Llandaff
2	St Fagans/Michaelstone-super-Ely
3	The City Centre
4	The Wentloog Levels

Policy EN9 (v): Cadw / ICOMOS UK Registered Historic Parks and Gardens in Cardiff

	Site Name
1	Cardiff Castle and Bute Park
2	Cathays Cemetery
3	Cathays Park
4	Cefn Mably
5	Coryton House
6	Craig y Parc
7	Fairwood House, Cardiff
8	Grange Gardens
9	Insole Court
10	Parc Cefn Onn
11	Pontcanna Fields and Llandaff Fields
12	Roath Park
13	Rookwood Hospital
14	Sophia Gardens
15	St. Fagan's Castle
16	Thompson's Park (Sir David's Field)
17	Victoria Park
18	Waterloo and Roath Mill Gardens
19	Whitchurch Hospital

Policy EN9 (v): Cadw / NRW Registered Landscapes of Historic Interest in Cardiff

1	Gwent Levels (part City of Cardiff, part Newport CC) - Landscape of Outstanding Historic Interest

http://www.ggat.org.uk/cadw/historic_landscape/Gwent%20Levels/English/GL_Main.htm

Policy EN9 (vi): Locally Listed Buildings of Merit and other features of interest

Locally Listed Buildings: Please refer to the online mapping portal http://ishare.cardiff.gov.uk/ Direct link: **http://ishare.cardiff.gov.uk/mycardiff.aspx?layers=LocallyListedBuildings&startEasting=315000&startNorthing=179000&startZoom=50000**

Historic Environment Record (HER): The Glamorgan-Gwent Archaeological Trust's Historic Environment Record (HER) is the official register of archaeological sites in Southeast Wales. http://www.ggat.org.uk/her/her.html

Appendix 7: Designated Sites

Sites of Special Scientific Interest (SSSI)

1	Caeau Blaen-Bielly
2	Castell Coch woodlands and road section
3	Coead Y Bedw
4	Cwm Cydfin, Leckwith
5	Ely Vally
6	Fforestganol a Chwm Nofydd
7	Flat Holm
8	Garth Wood
9	Glamorgan Canal / Long Wood
10	Gwent Levels - Rumney and Peterstone
11	Lisvane Reservoir
12	Llanishen and Lisvane reservoir embankments
13	Penylan Quarry
14	Rhymney River Section
15	Rumney Quarry
16	Severn Estuary
17	Ton Mawr and Taffs Well quarries
18	Ty Du Moor

	SPA and Ramsar
1	Severn Estuary

	Special Area of Conservation (SAC)
1	Cardiff Beech Woods

2	**Severn Estuary**

	Sites of Importance for Nature Conservation (SINC)
1	**Afon Clun**
2	**Airshaft No 4 spoil tip**
3	**Beach Sidings**
4	**Blackweir & Dock Feeder**
5	**Blaen Buellai Complex**
6	**Blaengwynlais Quarry Fields**
7	**Briwnant Footpath Field**
8	**Briwnant Wood**
9	**Briwnant-Isaf Wood**
10	**Cadoxton & Trehafod Branch Line**
11	**Caerau Lane Fields**
12	**Caerau Wood**
13	**Canton Common Ditch**
14	**Cardiff Bay Wetland Reserve**
15	**Cardiff Heliport Fields**
16	**Castell Mor Craig Wood**
17	**Castell-y-Mynach Wood**
18	**Cath Cobb Wood**
19	**Cathays Cemetery**
20	**Cefn Mably Woods**
21	**Cefn Onn Amenity Grassland**
22	**Coed Gwernybwlau**
23	**Coed Pant Tawel/Coedgae-fach**
24	**Coed Rhiw'r Ceiliog**

25	Coed Transh yr Hebog
26	Coed Tre Wern
27	Coedbychan
28	Coedcochwyn
29	Coedgae Basset
30	Coedgae Fawr
31	Coedifanbychan/Coedtirhwnt
32	Coed-ty-Llwyd
33	Coed-y-Briwnant
34	Coed-y-Caeau
35	Coed-y-Creigiau
36	Coed-y-Cwar
37	Coed-y-Felin
38	Coed-y-Glyn
39	Coed-y-Goetre
40	Coed-y-Gof
41	Coed-y-Graig
42	Coed-y-Llan
43	Coed-y-Trenches
44	Coetgaepengam
45	Coetgae-sych
46	Cogan Spur
47	Coryton Heronry Wood
48	Coryton Interchange
49	Craig Llanishen
50	Craigbriwnant field
51	Craig-Llwyn Road Wood
52	Craig-y-Parc

53	Craig-y-Sianel
54	Creigiau Railway Fields
55	Cwm Farm Pond & Streamside Copse
56	Cwm Nofydd Grassland
57	Cwmffynnonau Field
58	Cwmrhyddgoed
59	Discovery Wood
60	Druidstone Road
61	Ely Northwest
62	Fairwater Park
63	Fforest-fach/Graig-goch
64	Fforest-fawr
65	Ffynnon-Dwym Wood
66	Fishpond Wood
67	Former Llantrisant No.1 Branch Line
68	Former Penrhos Branch Line
69	Former St. Fagans Branch line
70	Foxfield
71	Gabalfa Woods
72	Glan Ely Wood
73	Goitre-Fawr Ponds
74	Grangemore Park
75	Greenmeadow Wood
76	Groes Faen Fen Meadow
77	Groes Faen Wood
78	Gwern-y-Bendy
79	Gwern-y-Cegyrn
80	Hailey Park

81	Heath Wood & Pond
82	Hendre Lake
83	Hendre Lake West
84	Hendre Road
85	Henstaff Rhos Pasture
86	Lamby North
87	Lamby Salt Marsh
88	Lamby Way
89	Leckwith Pond & Marsh
90	Leckwith Woods Viaduct
91	Lisvane Reservoir Wood
92	Lisvane Station Wood
93	Llanedeyrn Woodlands Complex
94	Llanishen Brook (north)
95	Llanishen Brook (south)
96	Llanishen Reservoir
97	Llanishen Reservoir Grassland and Scrub
98	Llwyn-crwnganol Wood
99	Llwyn-y-Pia Marsh
100	Llys-y-coed
101	Lower Rookery Wood
102	M4 Junction 33 Spoil Tip
103	Maerdy Woods
104	Maes Mawr Wood
105	Malthouse Wood
106	Marshfield
107	Melingriffith & Melingriffith Feeder
108	Michaelston Marsh & Woods

109	Mynydd Woods
110	Nant Coslech
111	Nant Cwmllwydrew
112	Nant Dowlais
113	Nant Fawr (north section)
114	Nant Fawr Community Woodlands
115	Nant Fawr Meadows
116	Nant Glandulais
117	Nant Henstaff
118	Nant Mwlan Wood
119	Nant Nofydd
120	Nant Rhydlafer
121	Nant Transh yr Hebog
122	Nant Ty-draw
123	Nant Ty-draw Fach
124	Nant-y-Briwnant
125	Nant-y-Briwnant Complex
126	Nant-y-Cesair
127	Nant-y-Draenog
128	Nant-y-Felin
129	Nant-y-Fforest
130	Nant-y-Glaswg
131	Nant-y-Plac Complex
132	Ocean Park South
133	Pant Mawr Cemetery
134	Pant y Gored Wet Woodland
135	Parc Cefn Onn
136	Pencoed Wood

137	Pengam Moors
138	Pentrebane Cottages Ponds
139	Pentyrch Drove Track
140	Plymouth Great Wood
141	Pontprennau Wood
142	Radyr Community Woodlands
143	Radyr Cricket Ground and Fields
144	Rhyd-y-Pennau Complex
145	Rhymney Grassland East
146	Rhymney River Valley Complex
147	River Ely
148	River Rhymney
149	River Taff
150	Riverside Wood
151	Roath Brook
152	Roath Park Lake
153	Roath Park Wild Gardens
154	Rumney Great Wharf
155	Scott Wood
156	Slanney Woods & Garn
157	Springmeadow
158	Springmeadow Wood
159	St Fagan's
160	St Julians Forge Fields
161	Swan Mear Wood
162	Sweldon Wood
163	The Garth
164	Thornhill Primary School Pond

165	**Tidal Sidings**
166	**Tongwynlais Oldfield Rd**
167	**Tre Wern Field, Pentyrch**
168	**Twmpath Fields**
169	**Twynau Gwynion Field**
170	**Ty Llwyd Meadows**
171	**Tydu Marsh**
172	**Tyla Farm Wood**
173	**Tyn-y-Coed Complex**
174	**Waterhall Plantation & Pond**
175	**Wenallt Farm Fields**
176	**Wenallt Road Field, Rhiwbina**
177	**Wenallt Road North Fields**
178	**Wentloog Industrial Park**
179	**Wern Fawr South**
180	**Whitchurch Golf Course Pond**
181	**Whitchurch Green Fields**

Local Nature Reserve (LNR)
1 Cardiff Bay Wetlands and Hamadryad Park
2 Cwm Nofydd and Fforest Ganol
3 Flat Holm
4 Glamorganshire Canal
5 Hermit Wood
6 Howardian

Appendix 8: District and Local Centres:

Policy R4 refers to District Centres as defined on the Proposals Map: The District Centres detailed on the following plans are:

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

Policy R5 refers to Local Centres as defined on the Proposals Map: The Local Centres detailed on the following plans are:

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

Centre:
Albany Road / Wellfield Road

Designation:
District Centre

Map 1 of 2

N

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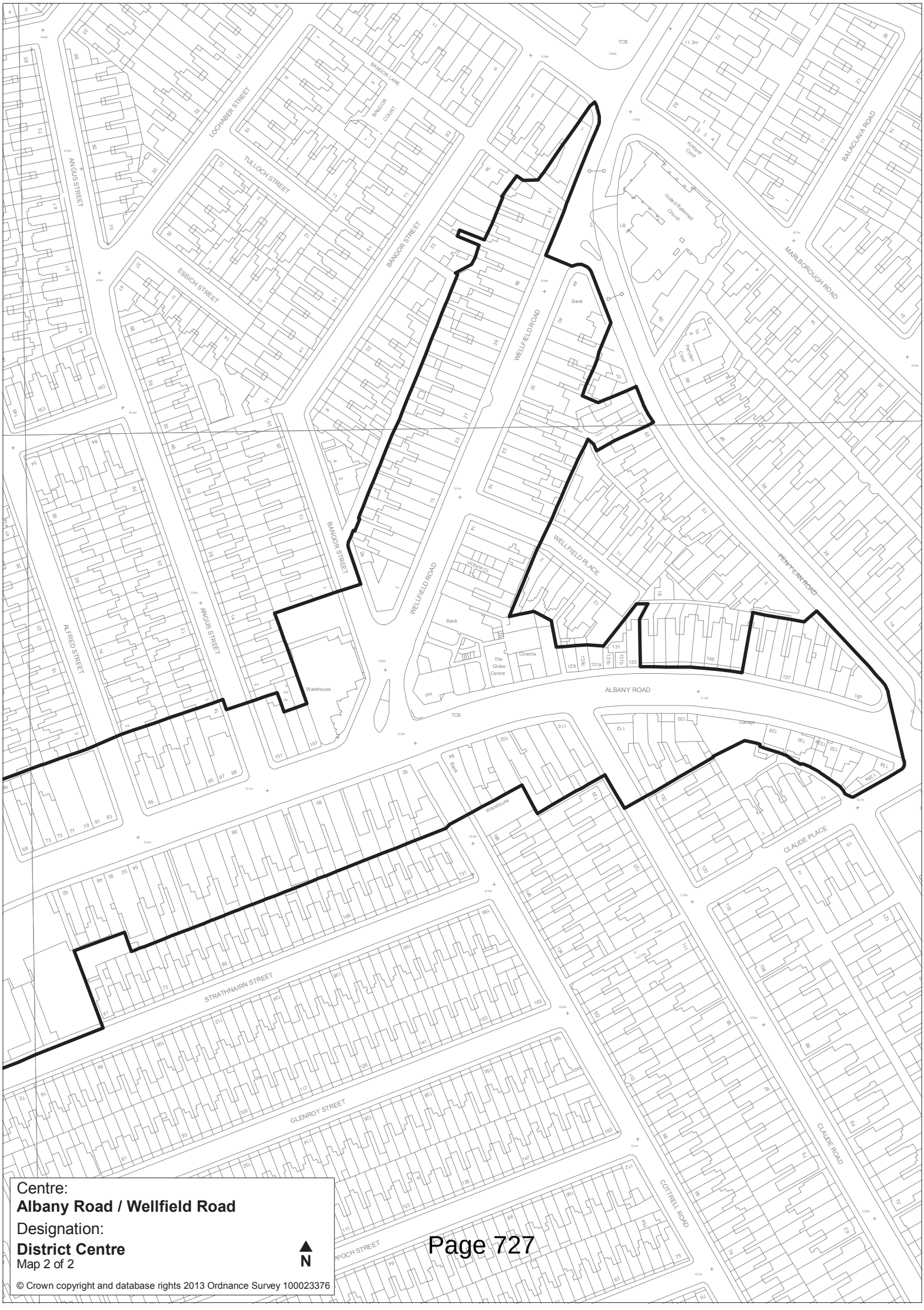

Centre:
Albany Road / Wellfield Road

Designation:
District Centre
Map 2 of 2

N

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Centre:
City Road
Designation:
District Centre
Map 1 of 2

N

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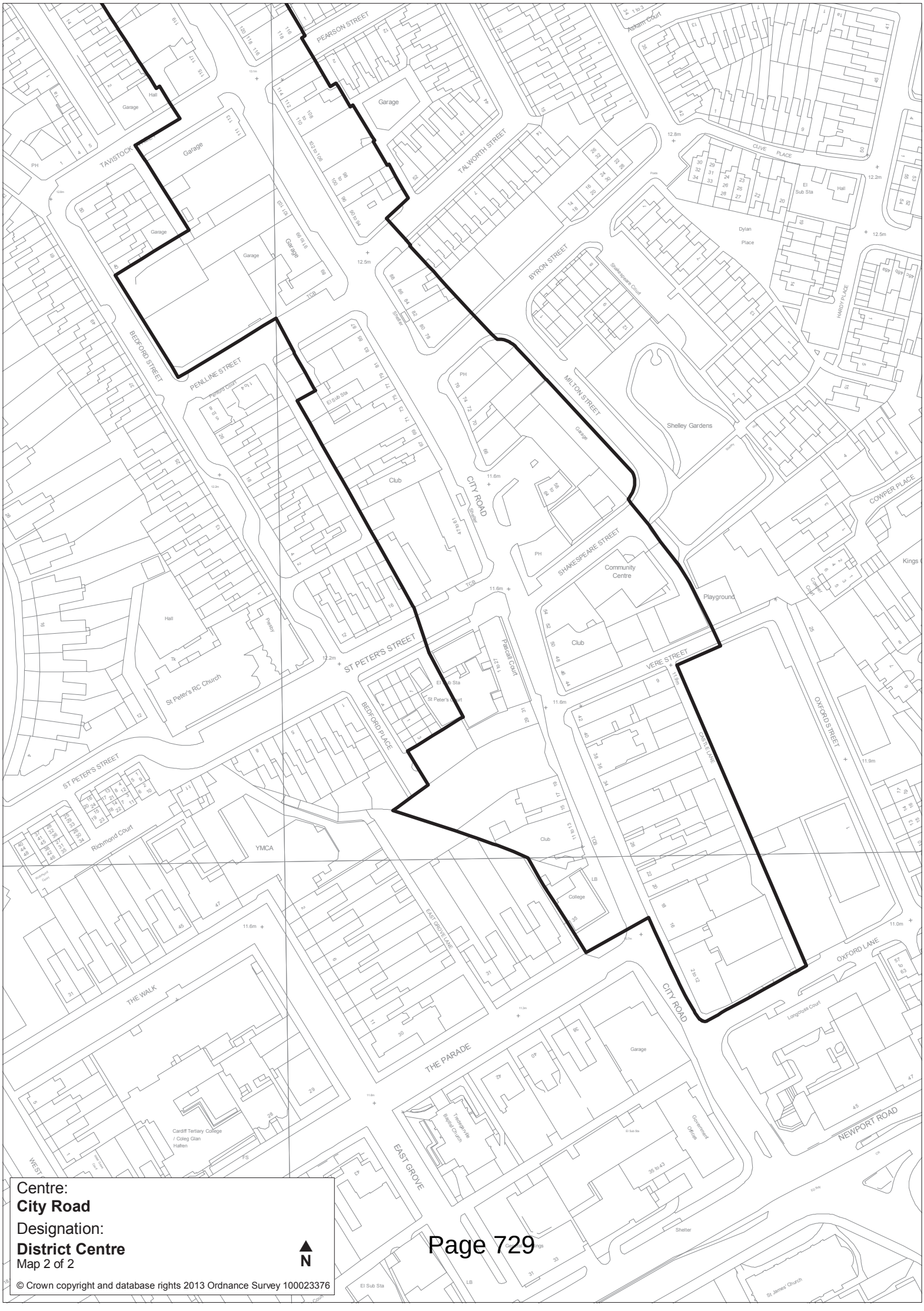

Centre:
City Road

Designation:
District Centre

Map 2 of 2

N

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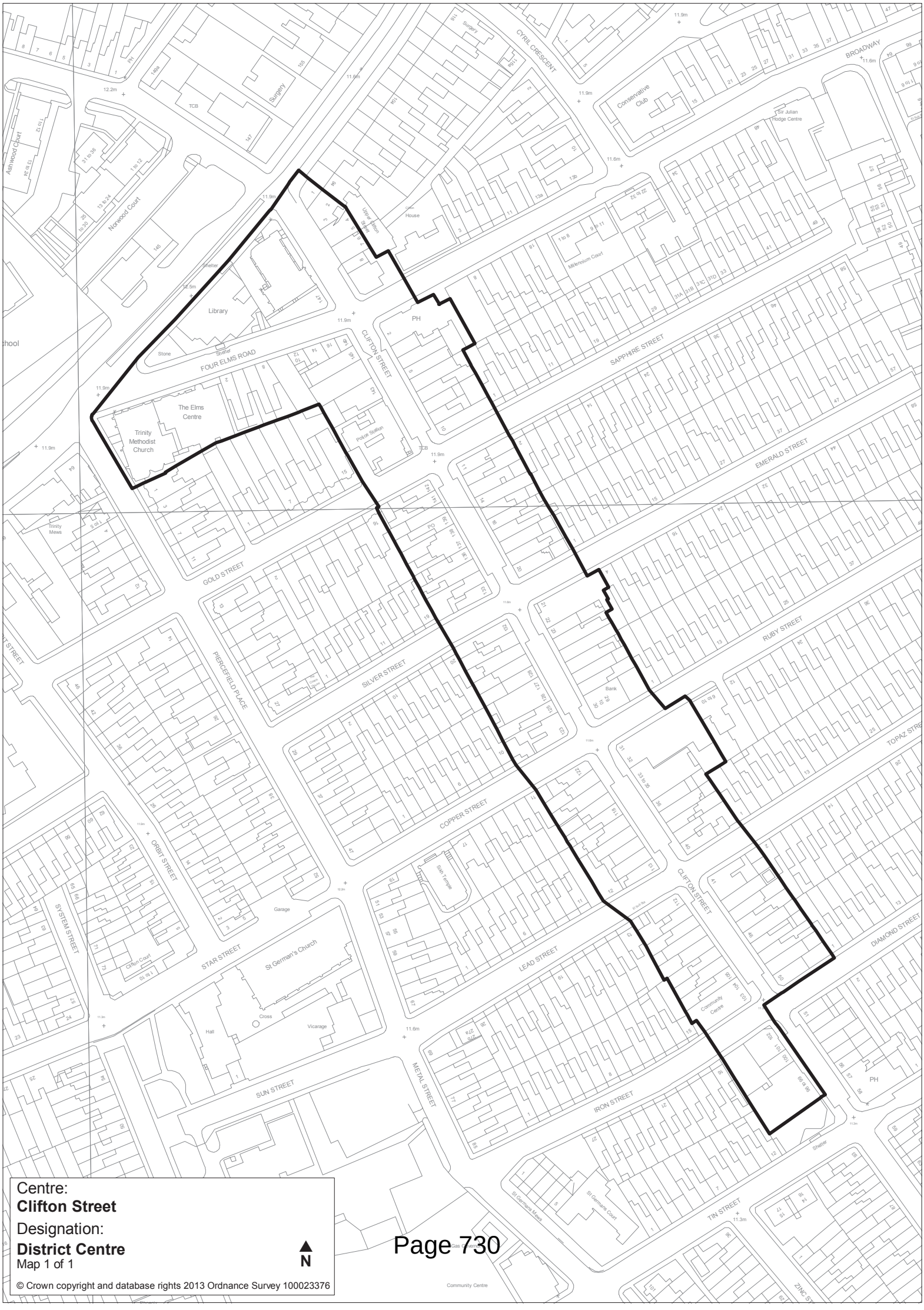

Centre:
Clifton Street

Designation:
District Centre

Map 1 of 1

N

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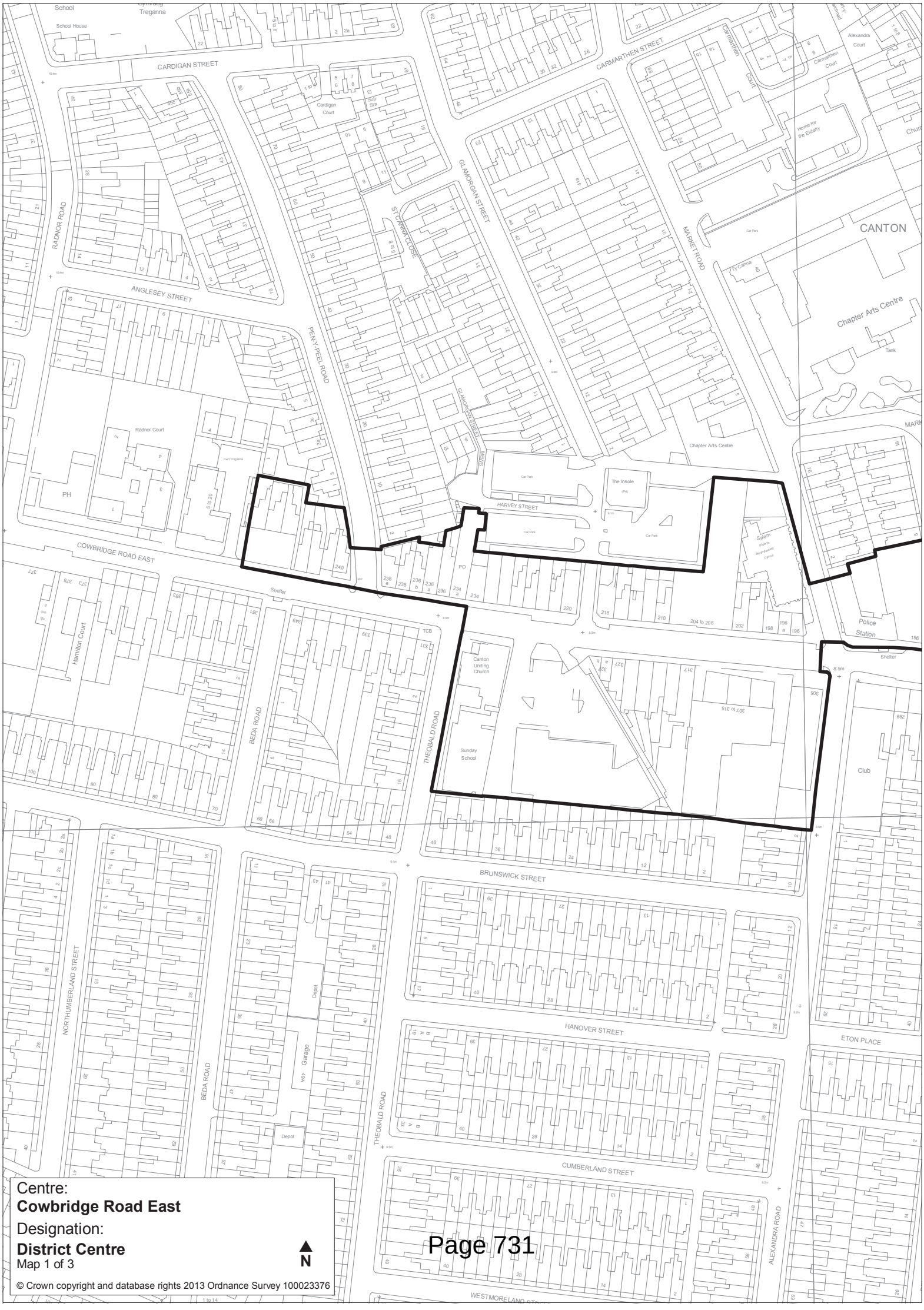

Centre:
Cowbridge Road East
Designation:
District Centre
Map 1 of 3

N

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Centre:
Cowbridge Road East
Designation:
District Centre
Map 2 of 3

N

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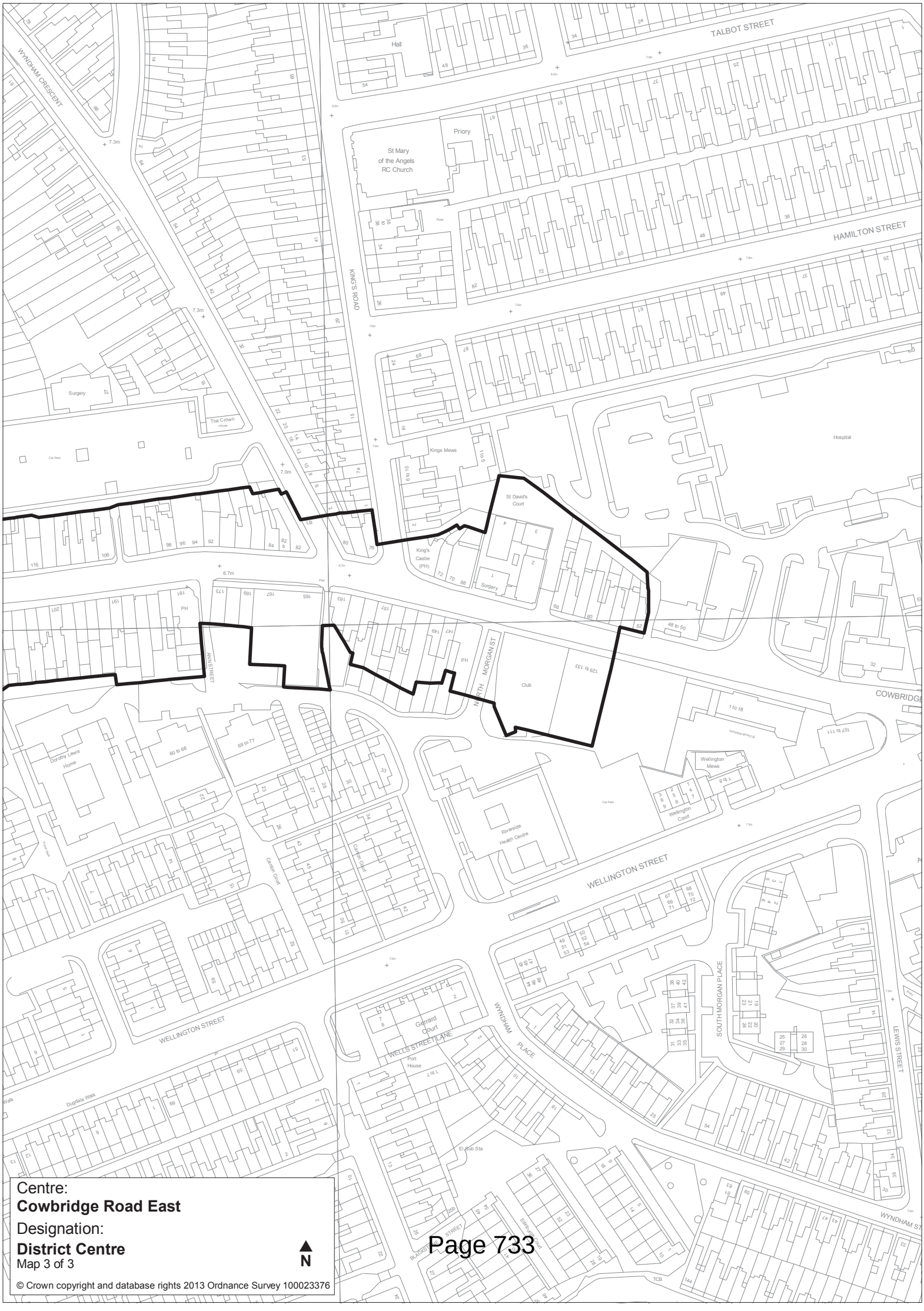

Centre:
Cowbridge Road East
Designation:
District Centre
Map 3 of 3

N

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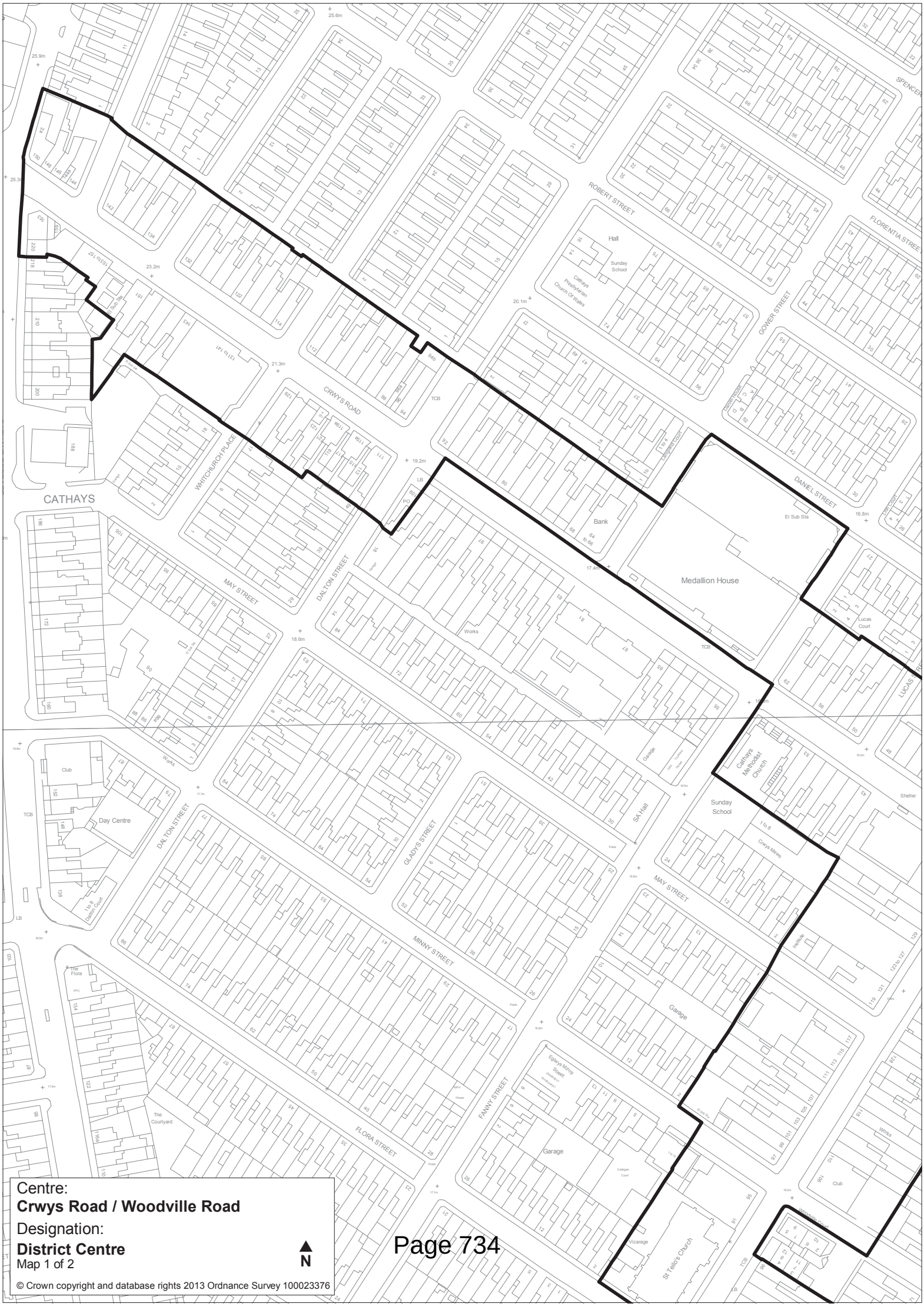

Centre:
Crwys Road / Woodville Road
Designation:
District Centre
Map 1 of 2

N

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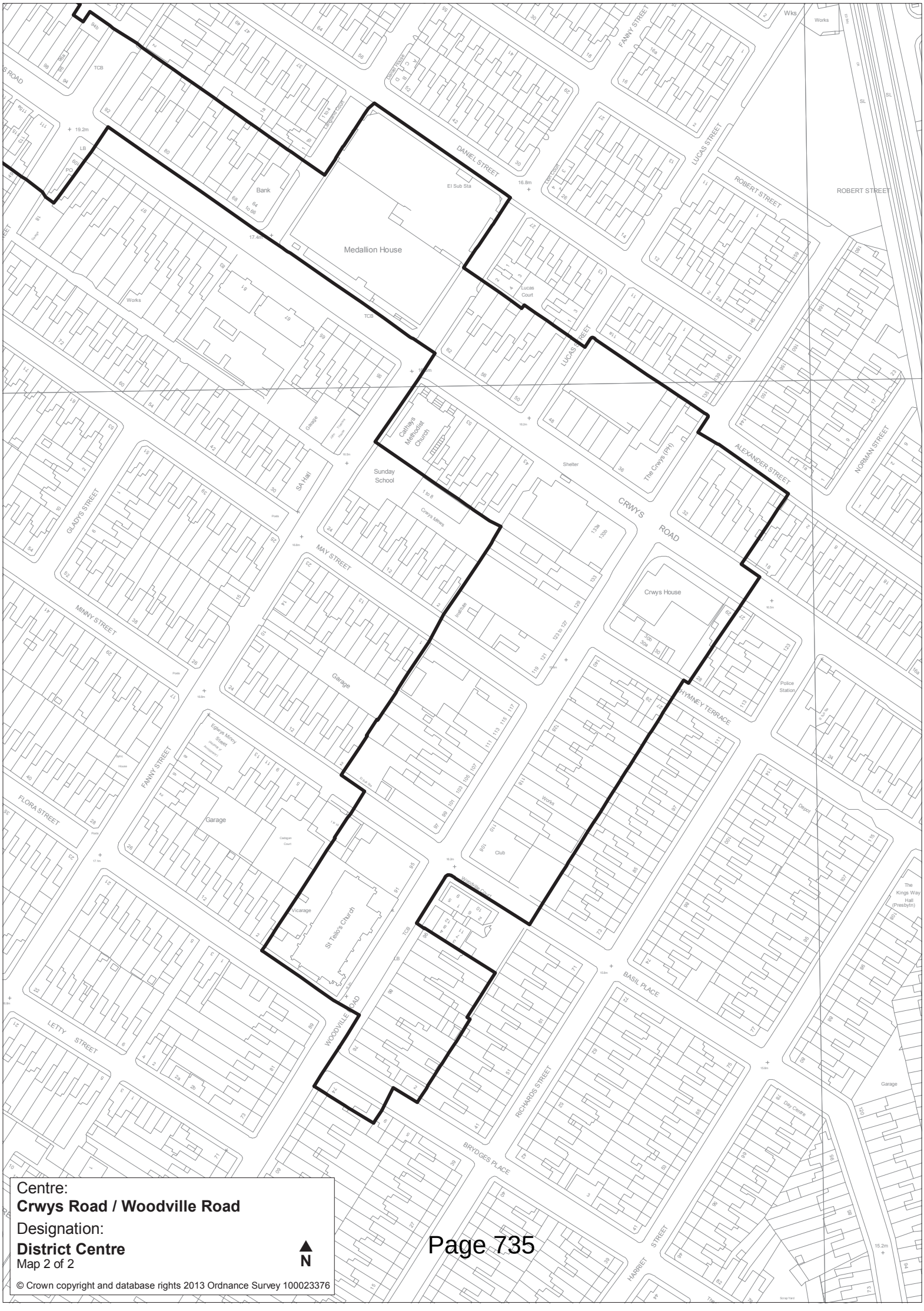

Centre:
Crwys Road / Woodville Road

Designation:
District Centre
Map 2 of 2

N

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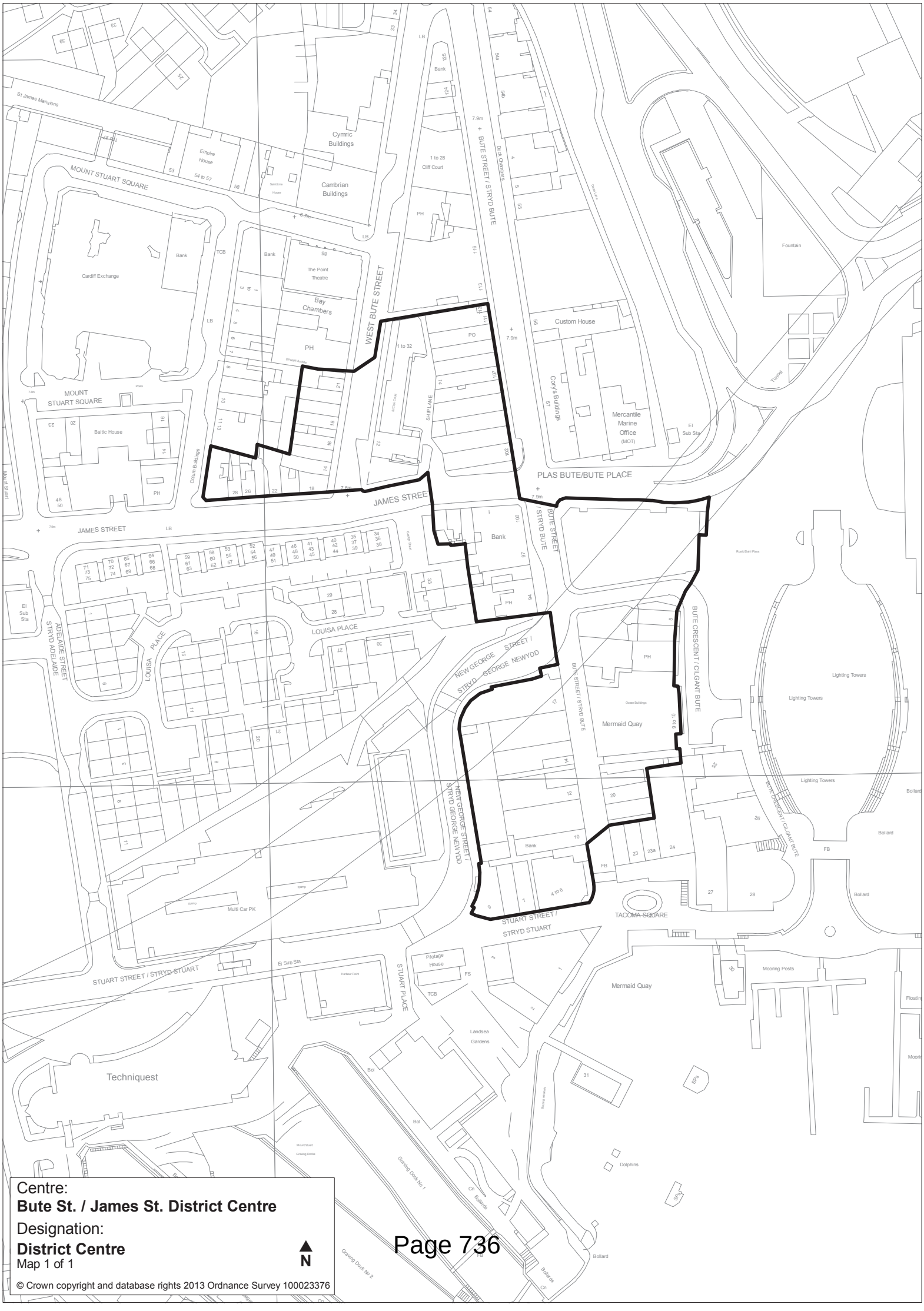
Centre:
Bute St. / James St. District Centre
Designation:
District Centre
Map 1 of 1
N
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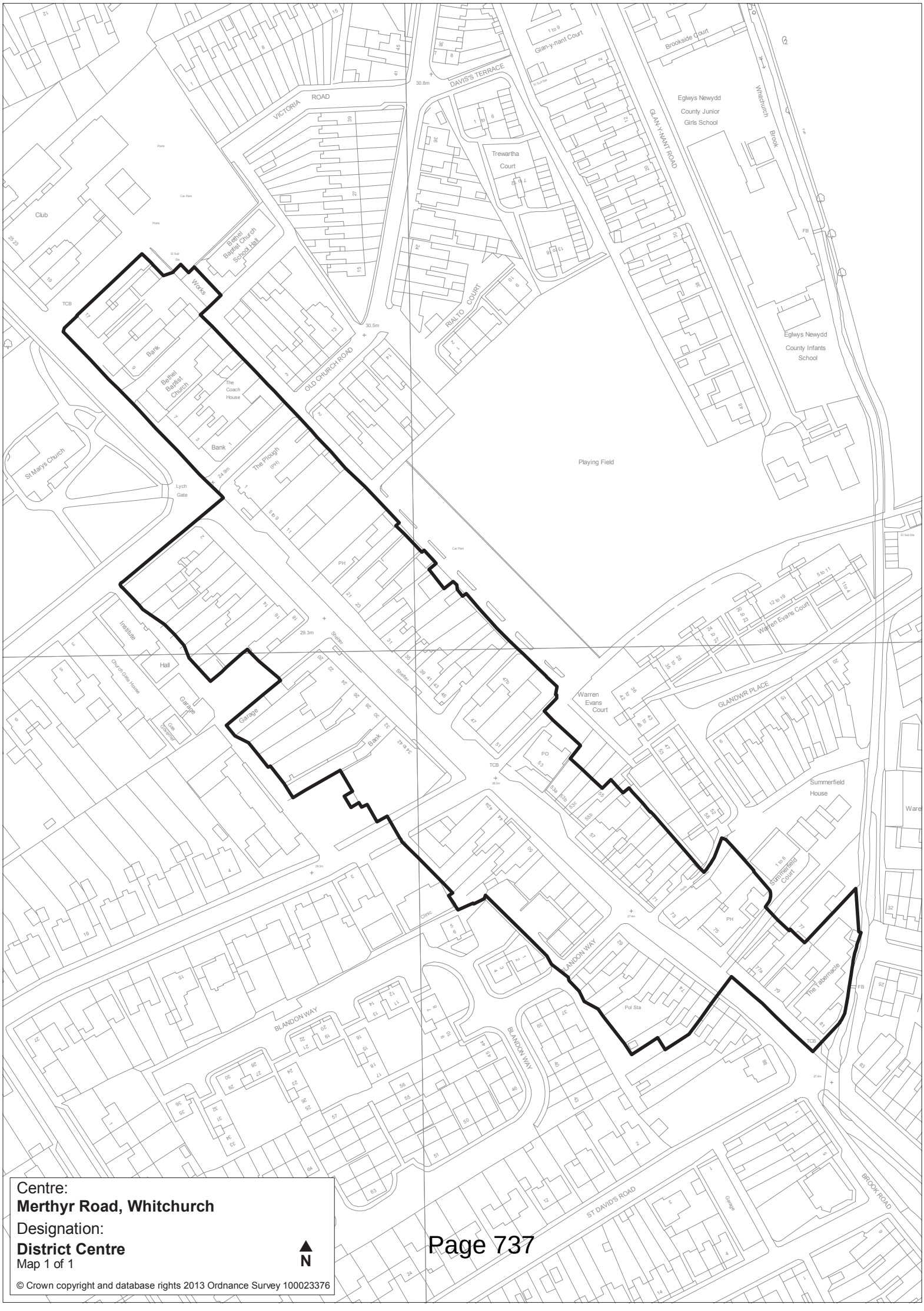
MOUNT STUART SQUARE
Cymric Buildings
Cambrian Buildings
Empire House
Cardiff Exchange
Bank
The Point Theatre
Bay Chambers
PH
WEST BUTE STREET
BUTE STREET / STRYD BUTE
1 to 28 Cliff Court
1 to 32
PO
SHIP LANE
Custom House
Cory's Buildings
Mercantile Marine Office (MOT)
PLAS BUTE/BUTE PLACE
Fountain
Baltic House
JAMES STREET
LOUISA PLACE
ADELAIDE STREET STRYD ADELAIDE
NEW GEORGE STREET / STRYD GEORGE NEWYDD
BUTE CRESCENT / CILGANT BUTE
Mermaid Quay
Lighting Towers
TACOMA SQUARE
STUART STREET / STRYD STUART
STUART PLACE
Pilotage House
Landsea Gardens
Techniquest
Multi Car PK
Mooring Posts
Dolphins
Bollard
Graving Dock No 1
Graving Dock No 2



Centre:
Merthyr Road, Whitchurch
Designation:
District Centre
Map 1 of 1

N

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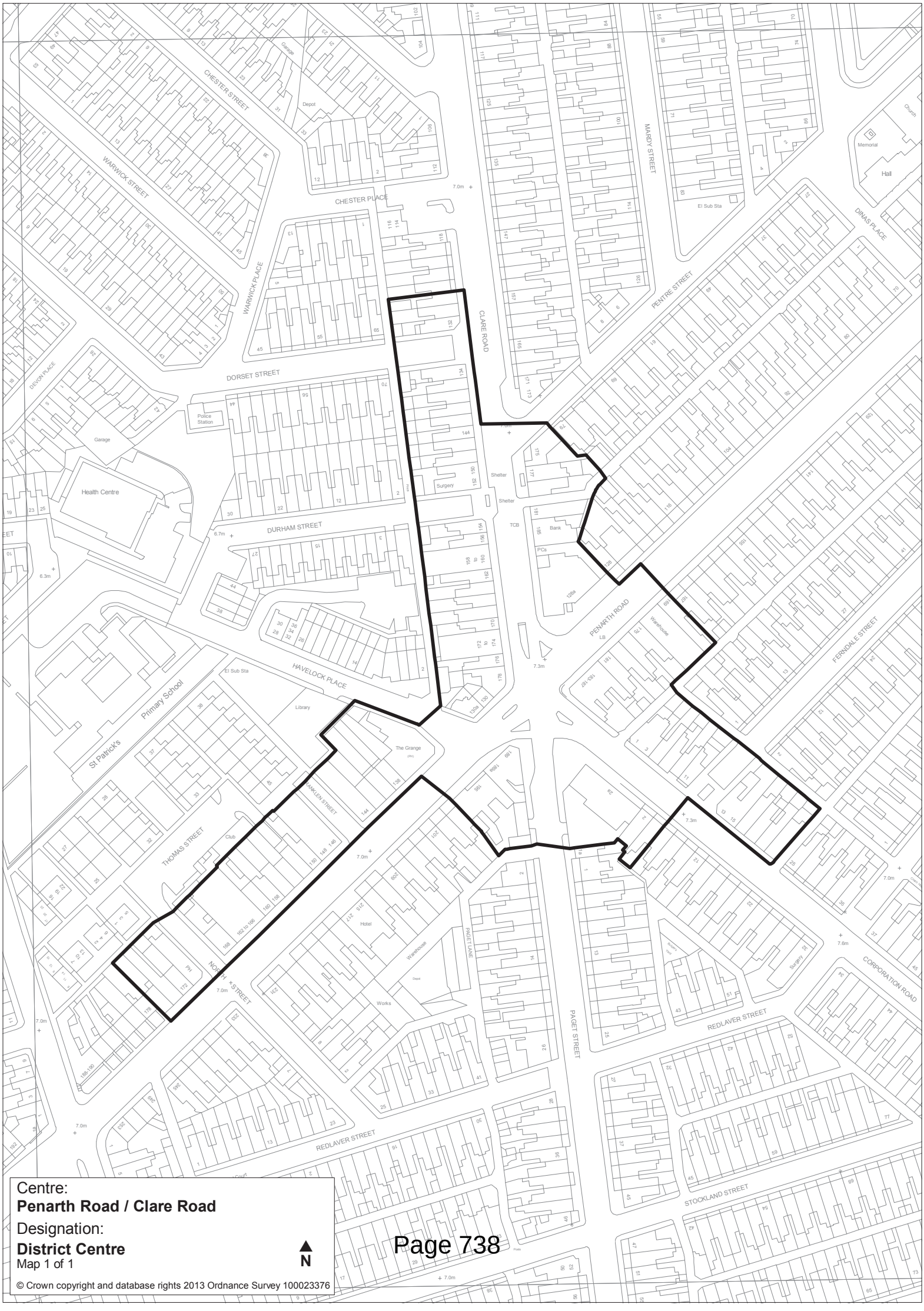

Centre:
Penarth Road / Clare Road

Designation:
District Centre

Map 1 of 1

N

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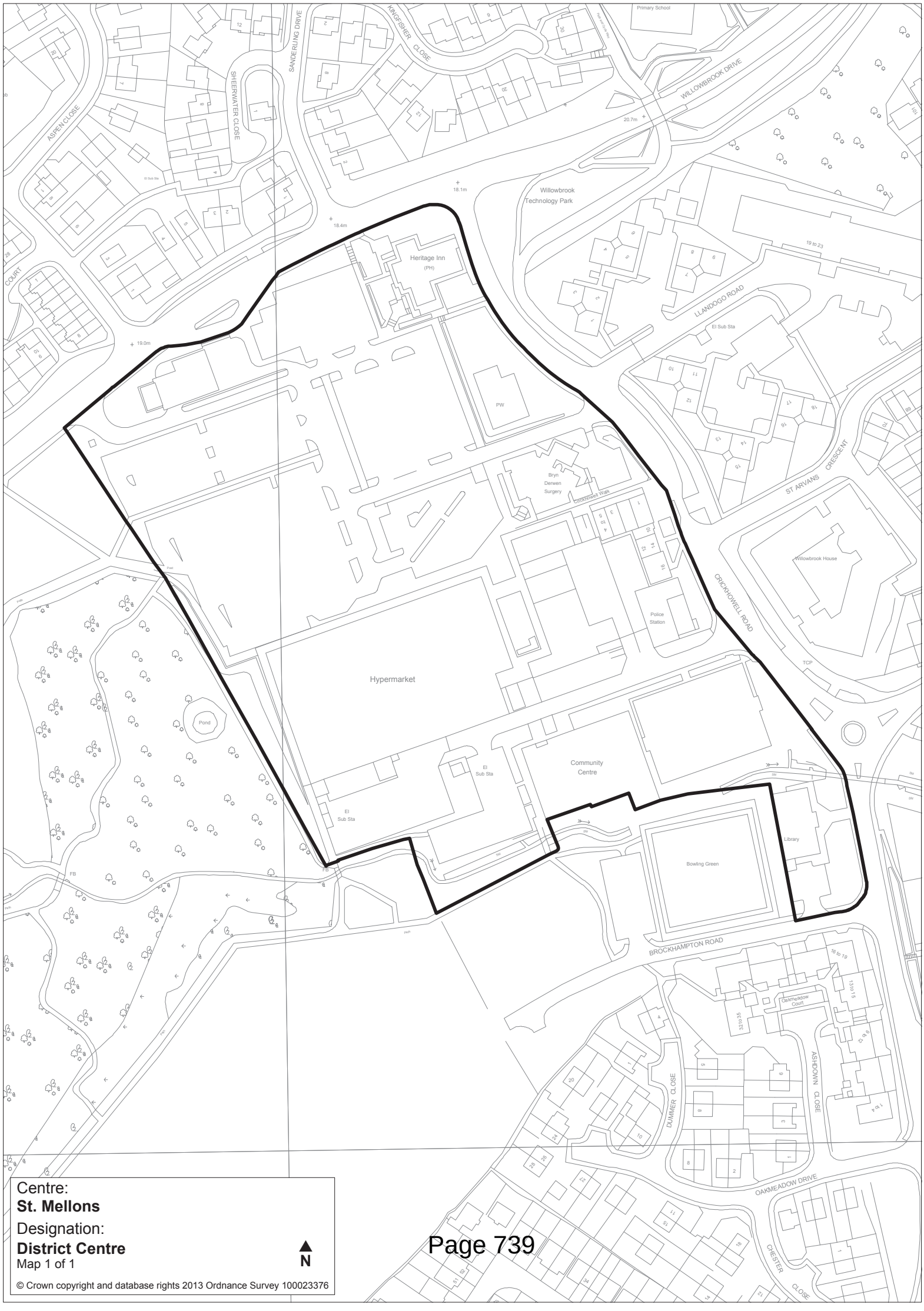

Centre:
St. Mellons
Designation:
District Centre
Map 1 of 1

N

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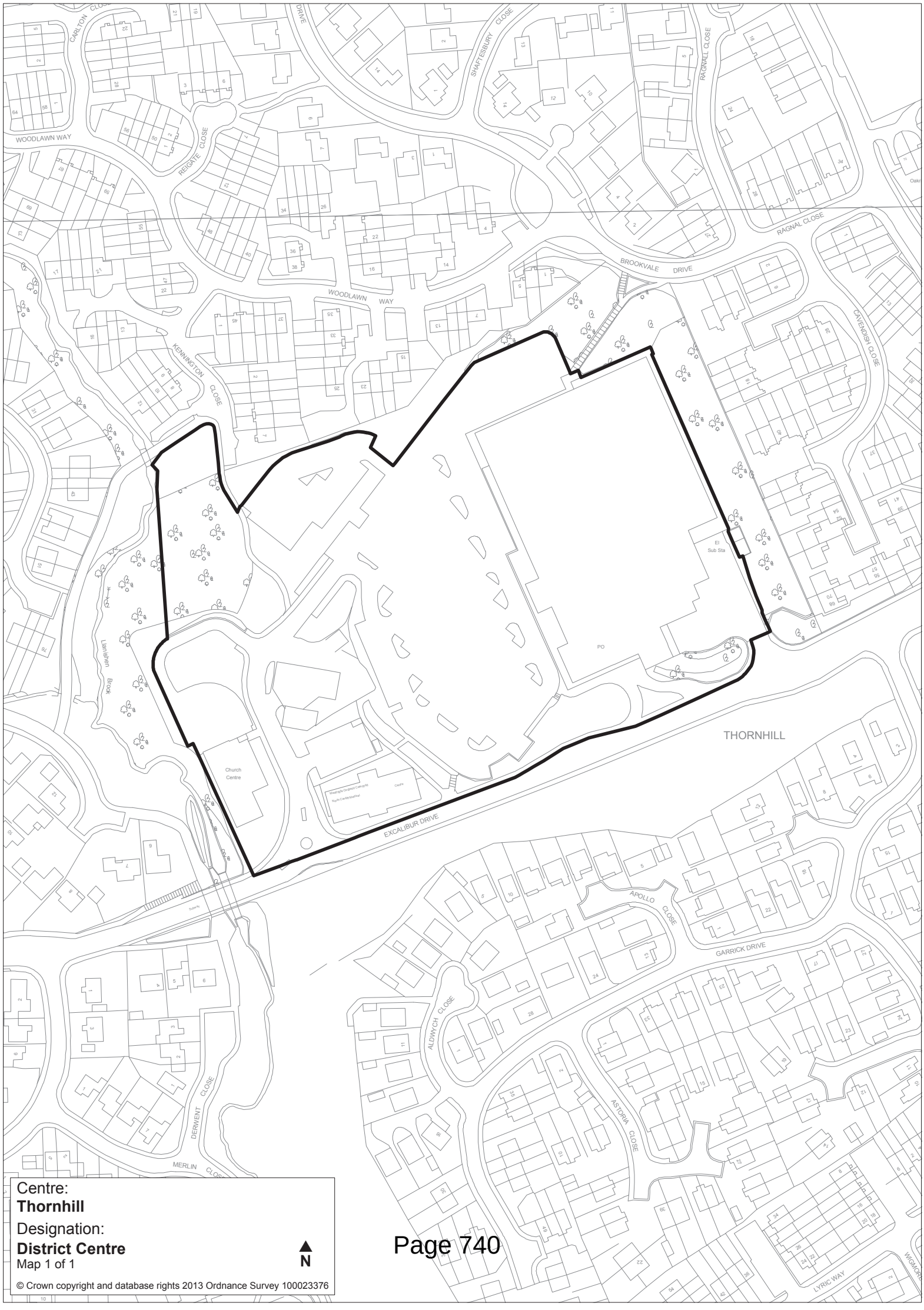

Centre:
Thornhill

Designation:
District Centre

Map 1 of 1

N

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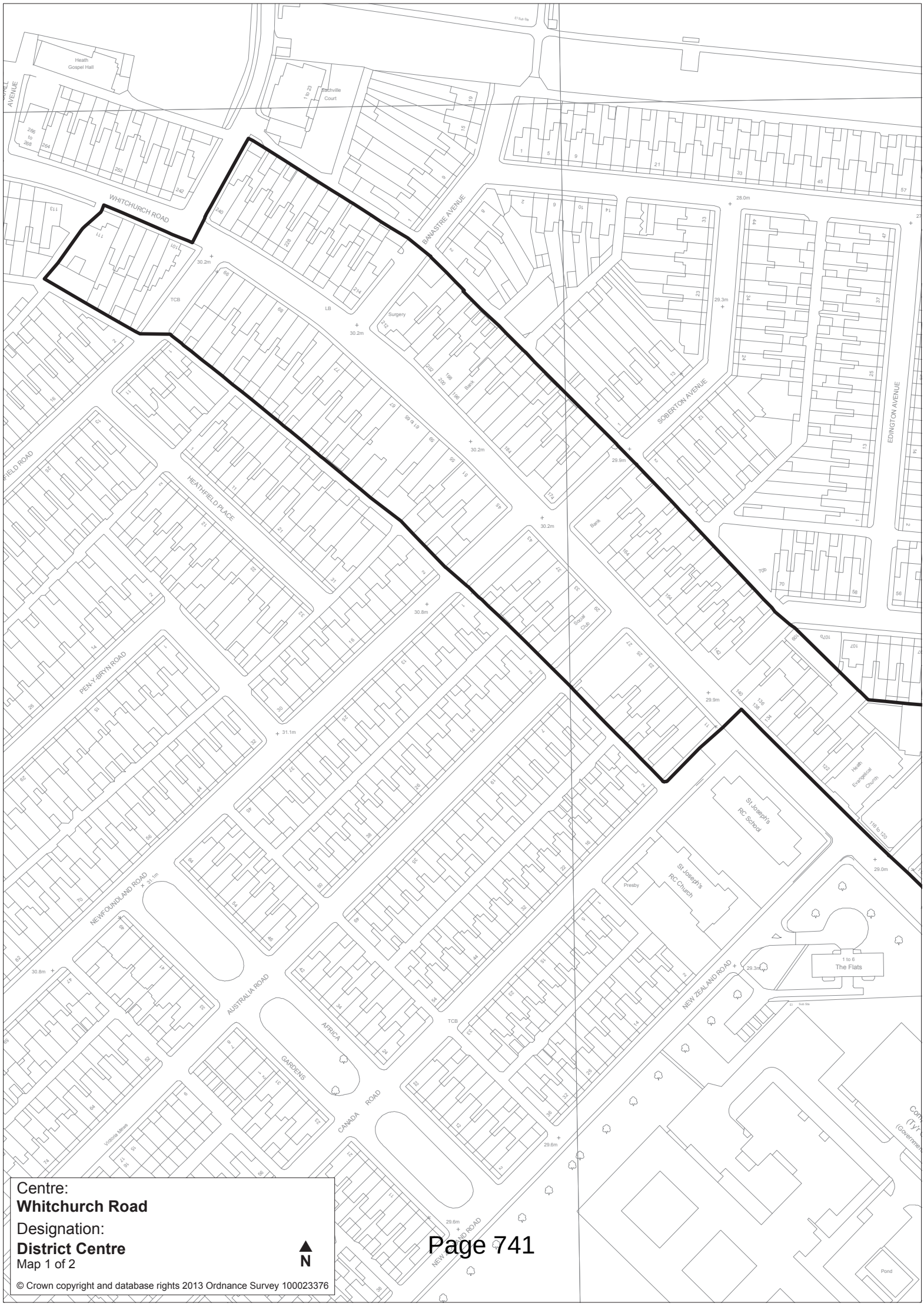

Centre:
Whitchurch Road

Designation:
District Centre
Map 1 of 2

N

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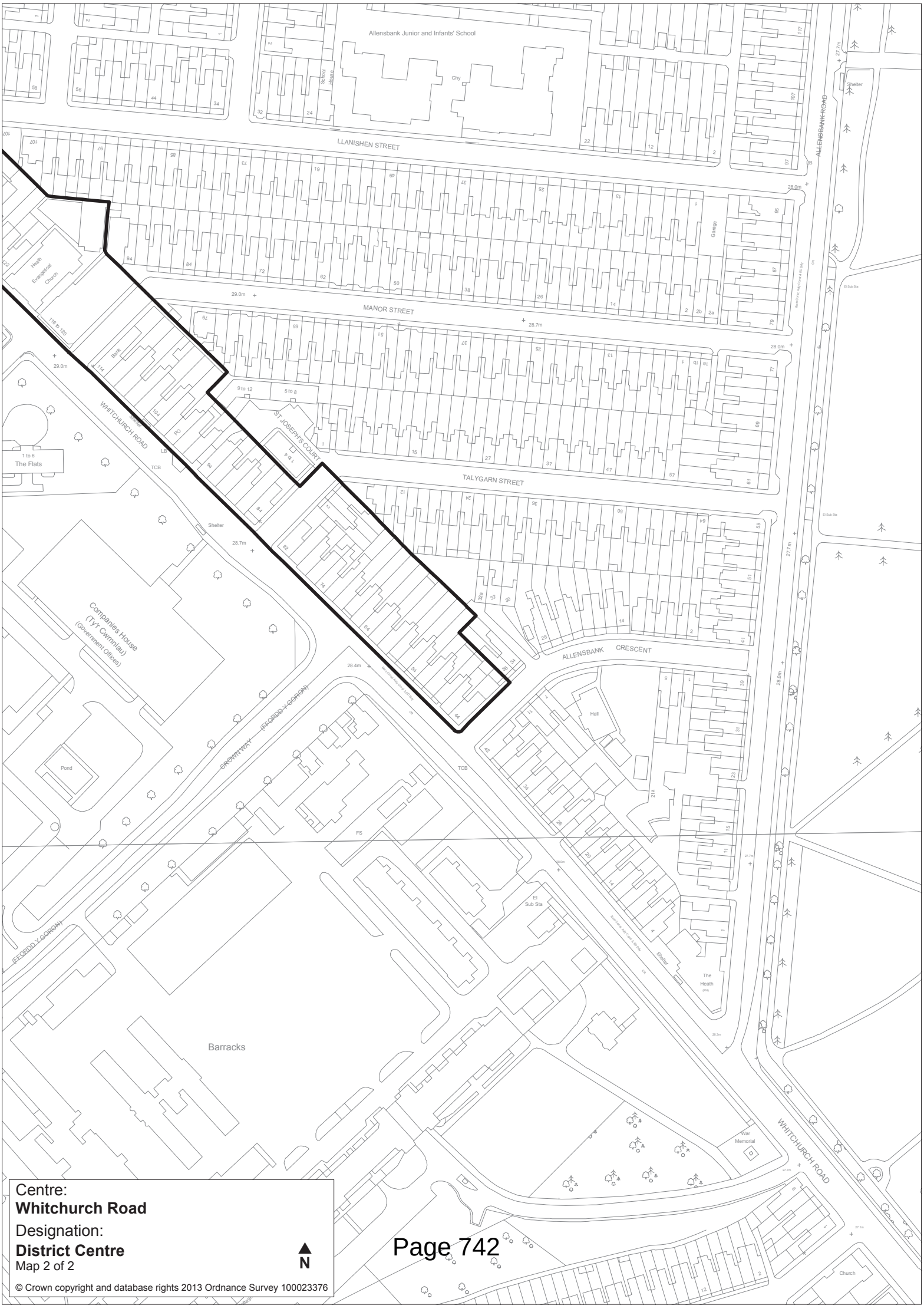

Centre:
Whitchurch Road

Designation:
District Centre

Map 2 of 2

N

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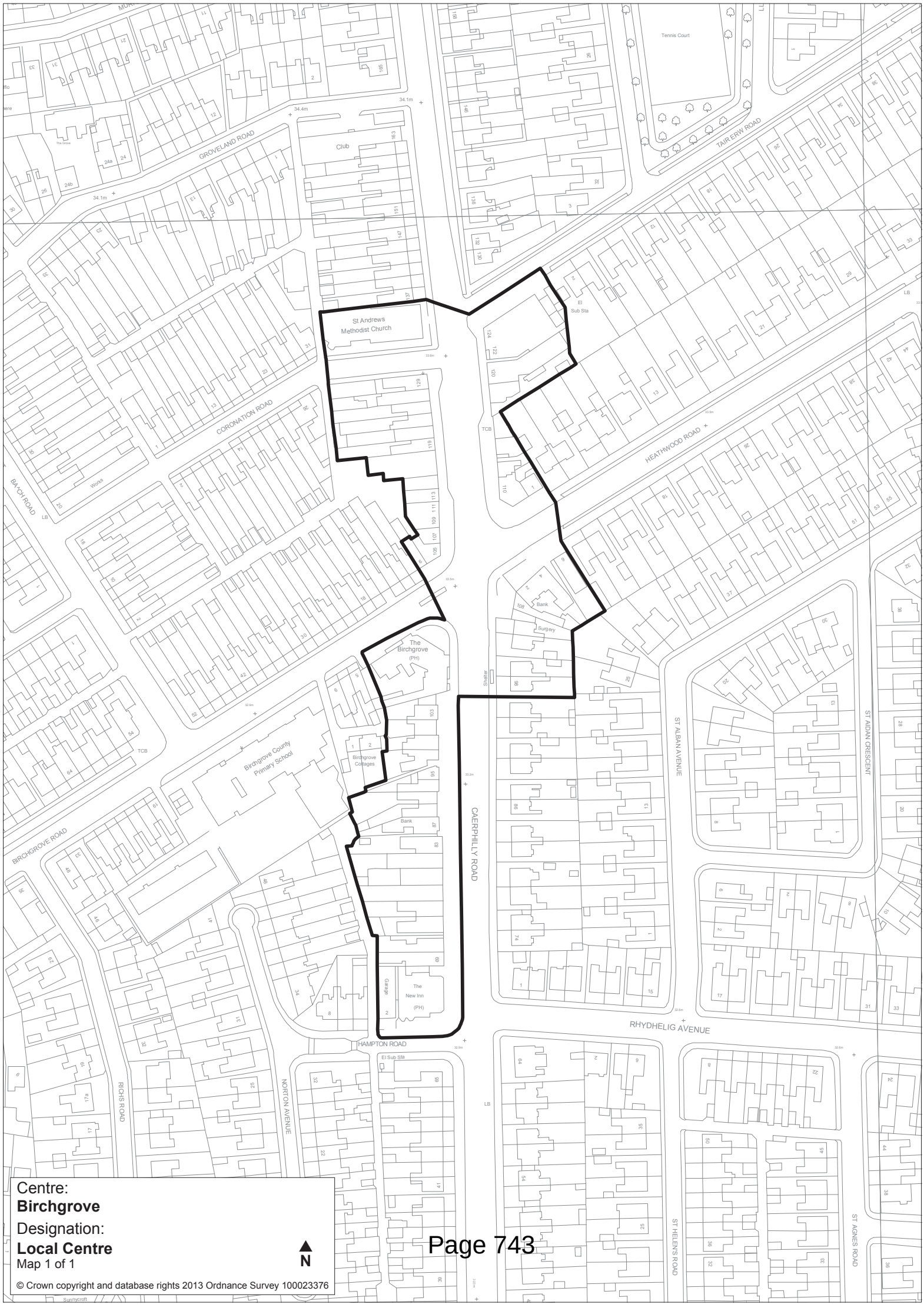

Centre:
Birchgrove
Designation:
Local Centre
Map 1 of 1

N

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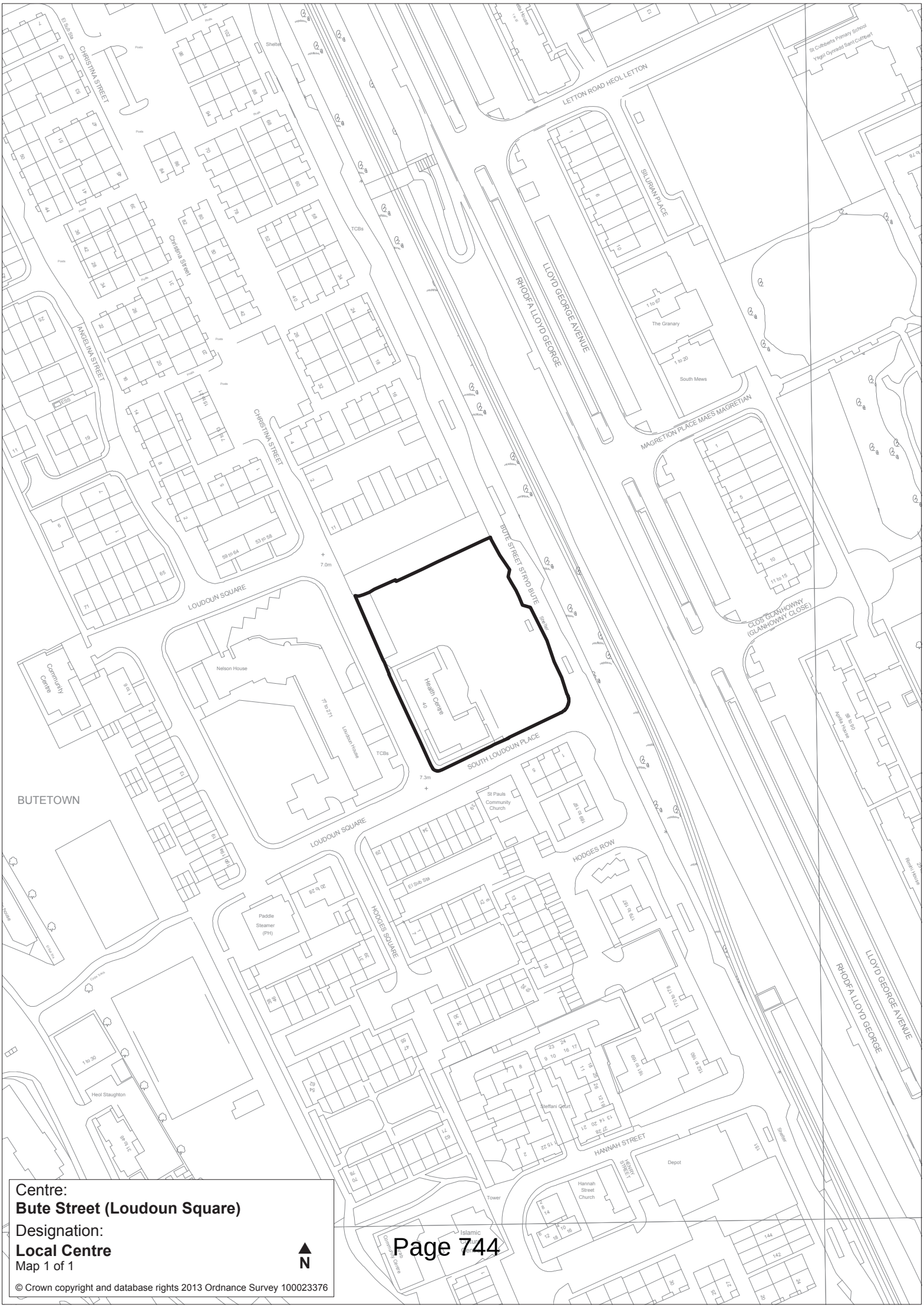

Centre:
Bute Street (Loudoun Square)

Designation:
Local Centre

Map 1 of 1

N

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Centre:
Cathedral Road

Designation:
Local Centre

Map 1 of 1

N

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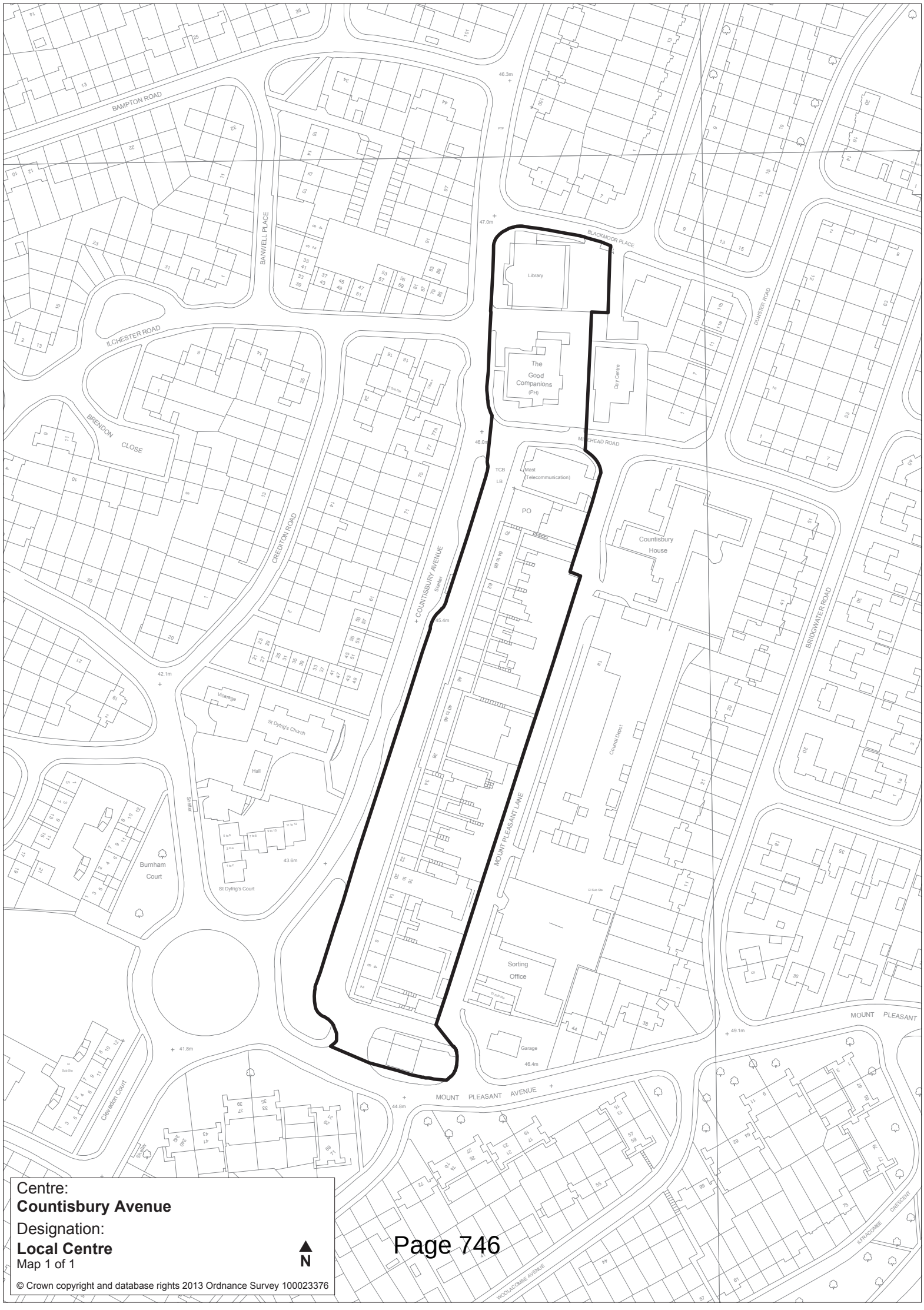

Centre:
Countisbury Avenue
Designation:
Local Centre
Map 1 of 1

N

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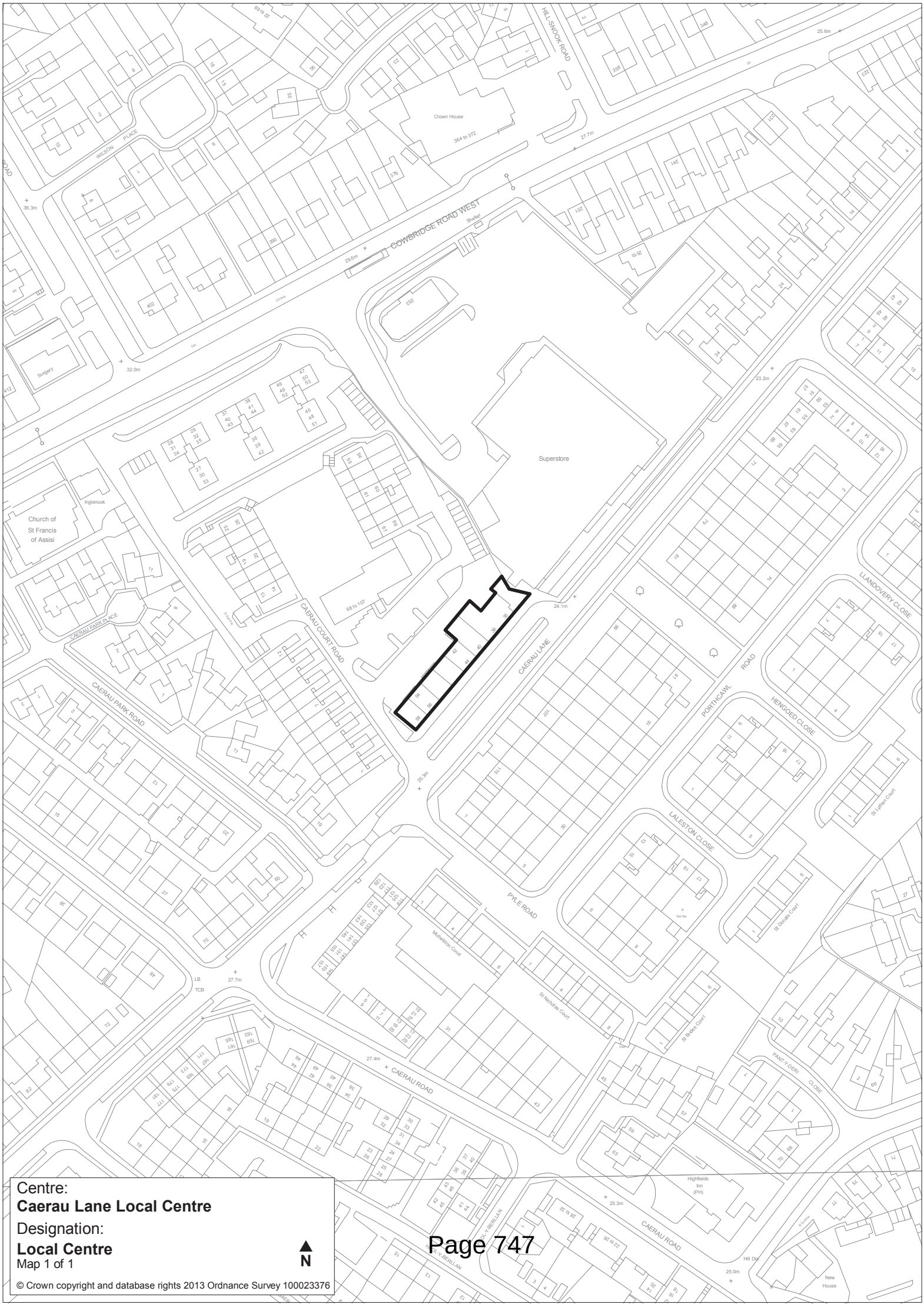

Centre:
Caerau Lane Local Centre

Designation:
Local Centre

Map 1 of 1

N

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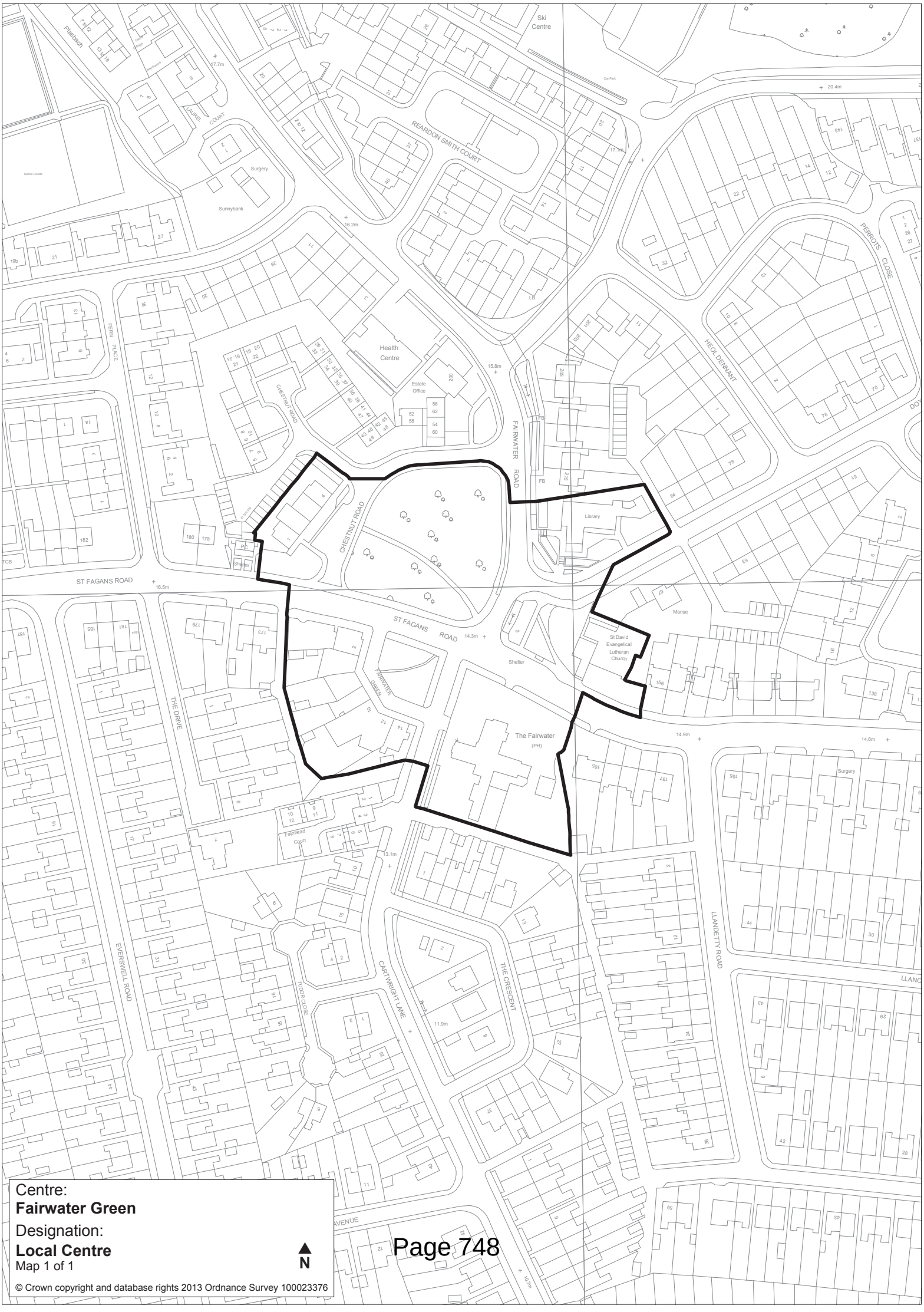

Centre:
Fairwater Green
Designation:
Local Centre
Map 1 of 1

N

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Centre:
Gabalfa Avenue

Designation:
Local Centre
Map 1 of 1

N

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Centre:
Grand Avenue

Designation:
Local Centre

Map 1 of 1

N

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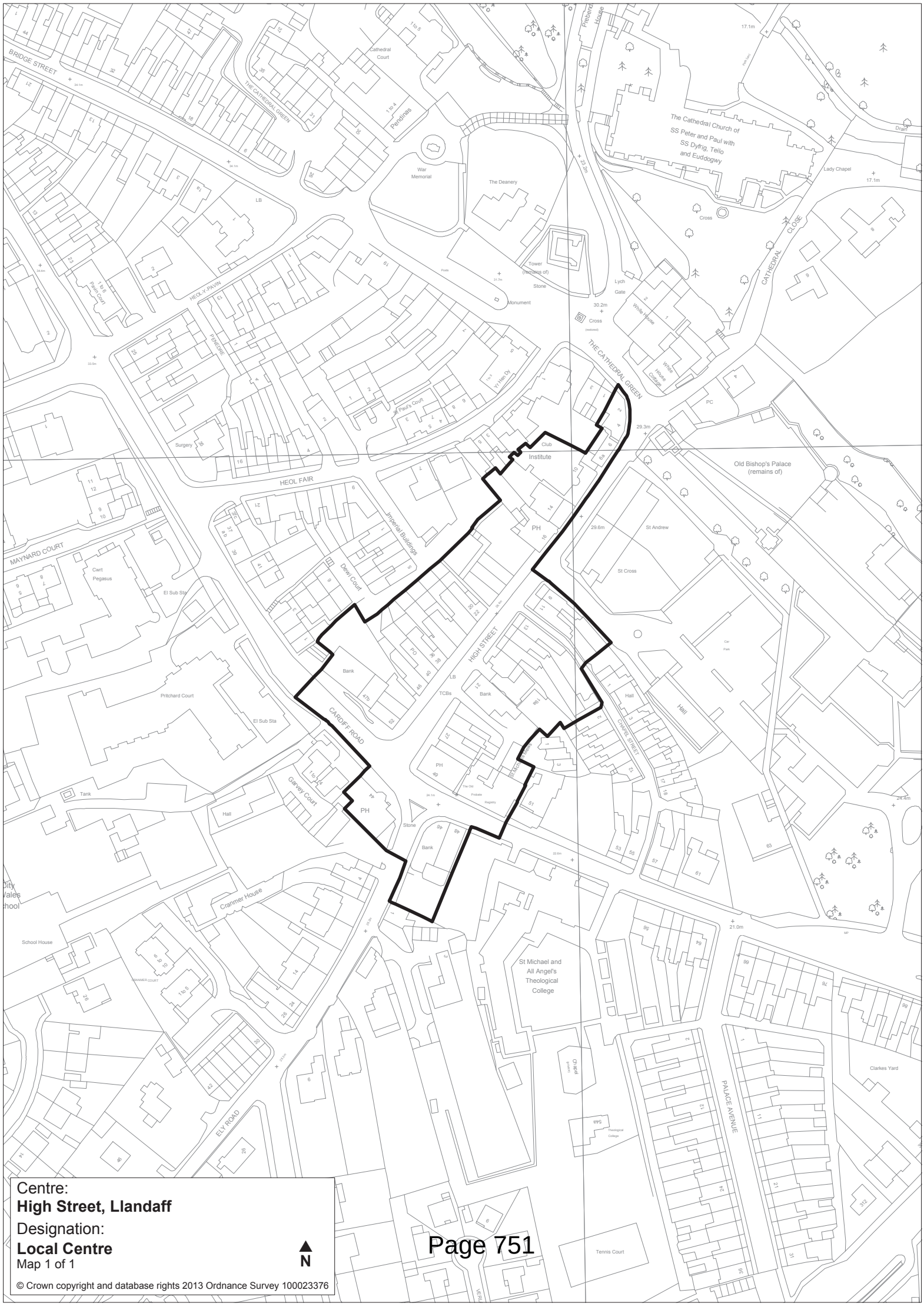

Centre:
High Street, Llandaff

Designation:
Local Centre

Map 1 of 1

N

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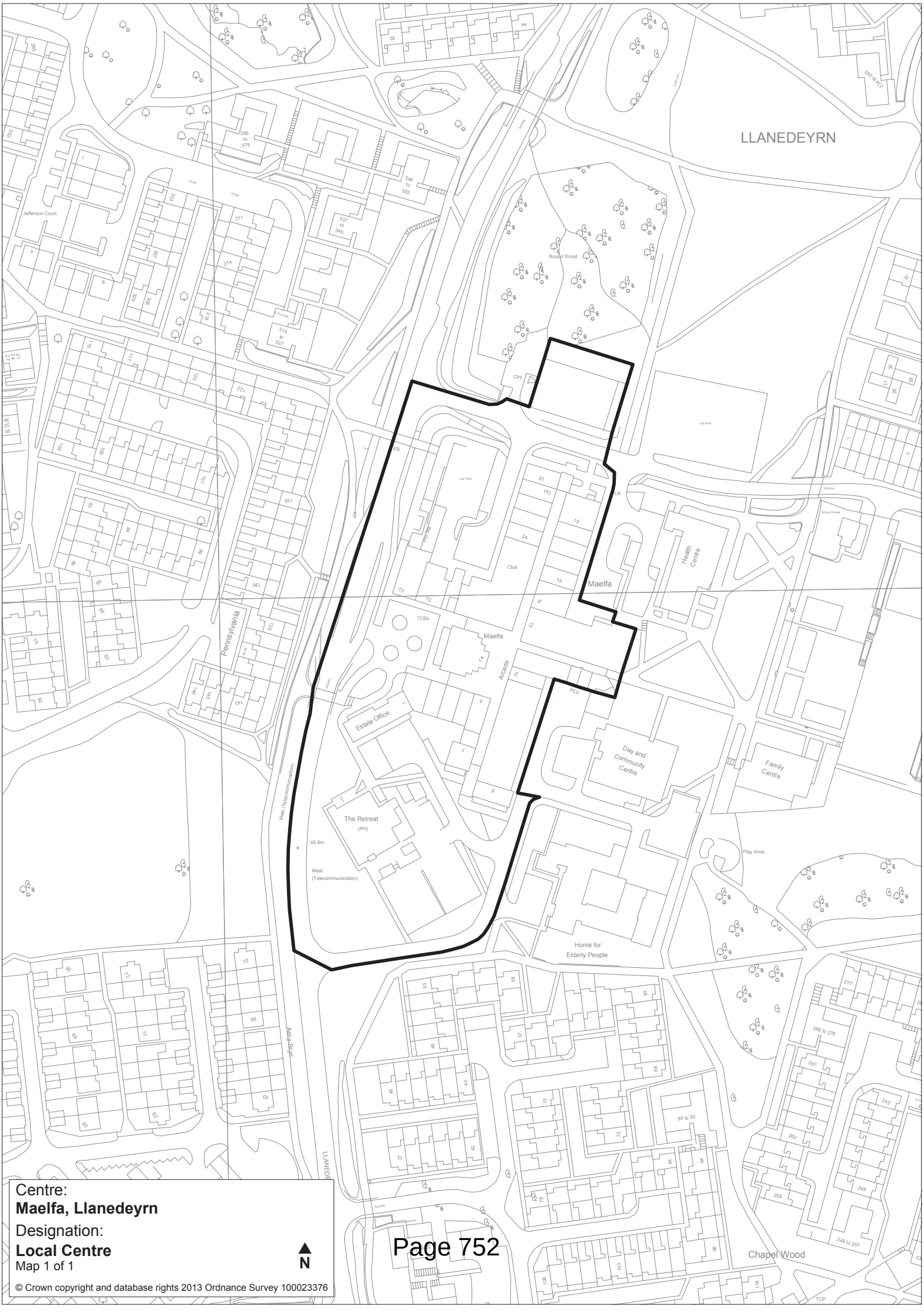

Centre:
Maelfa, Llanedeyrn

Designation:
Local Centre
Map 1 of 1

N

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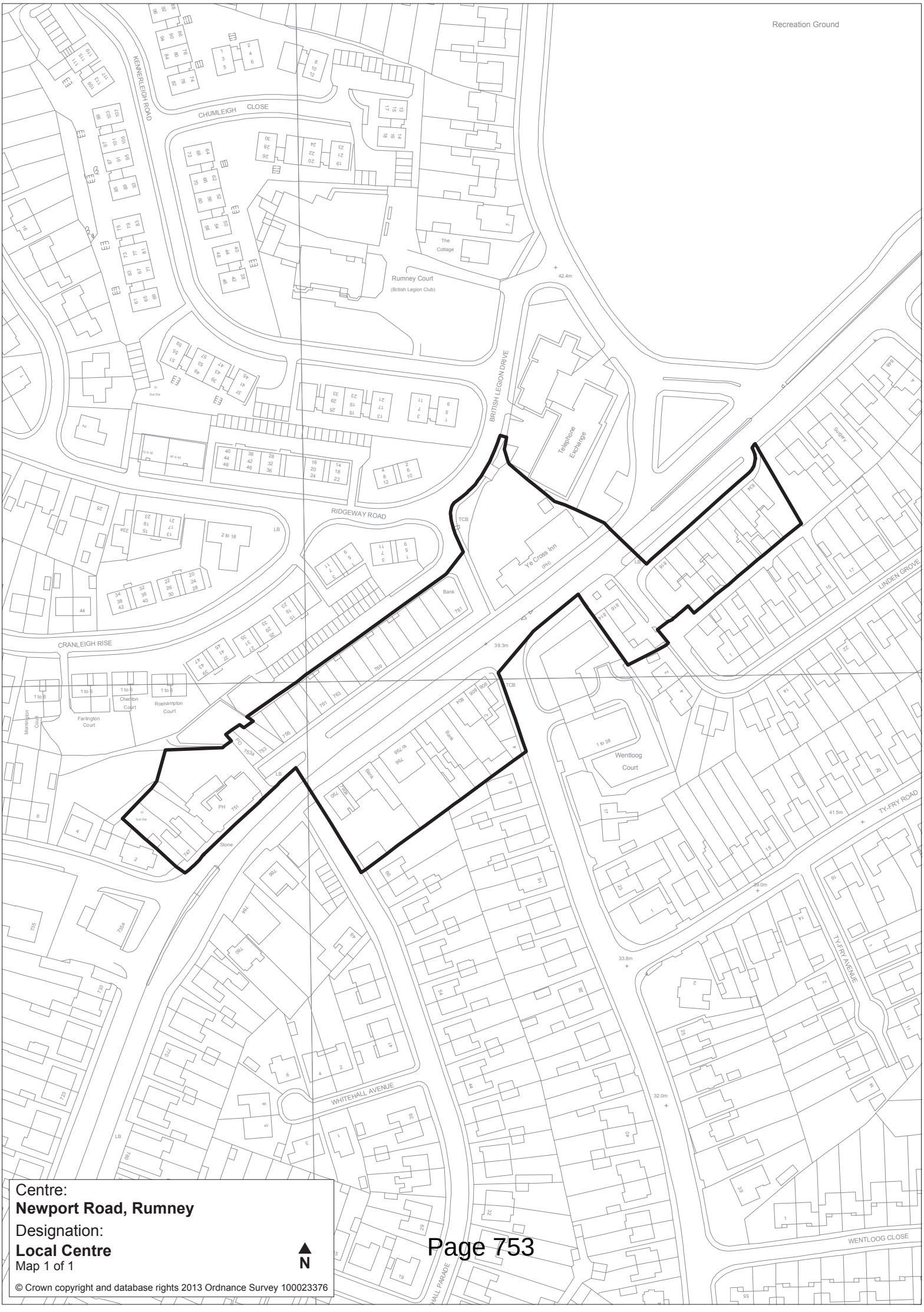

Centre:
Newport Road, Rumney
Designation:
Local Centre
Map 1 of 1

N

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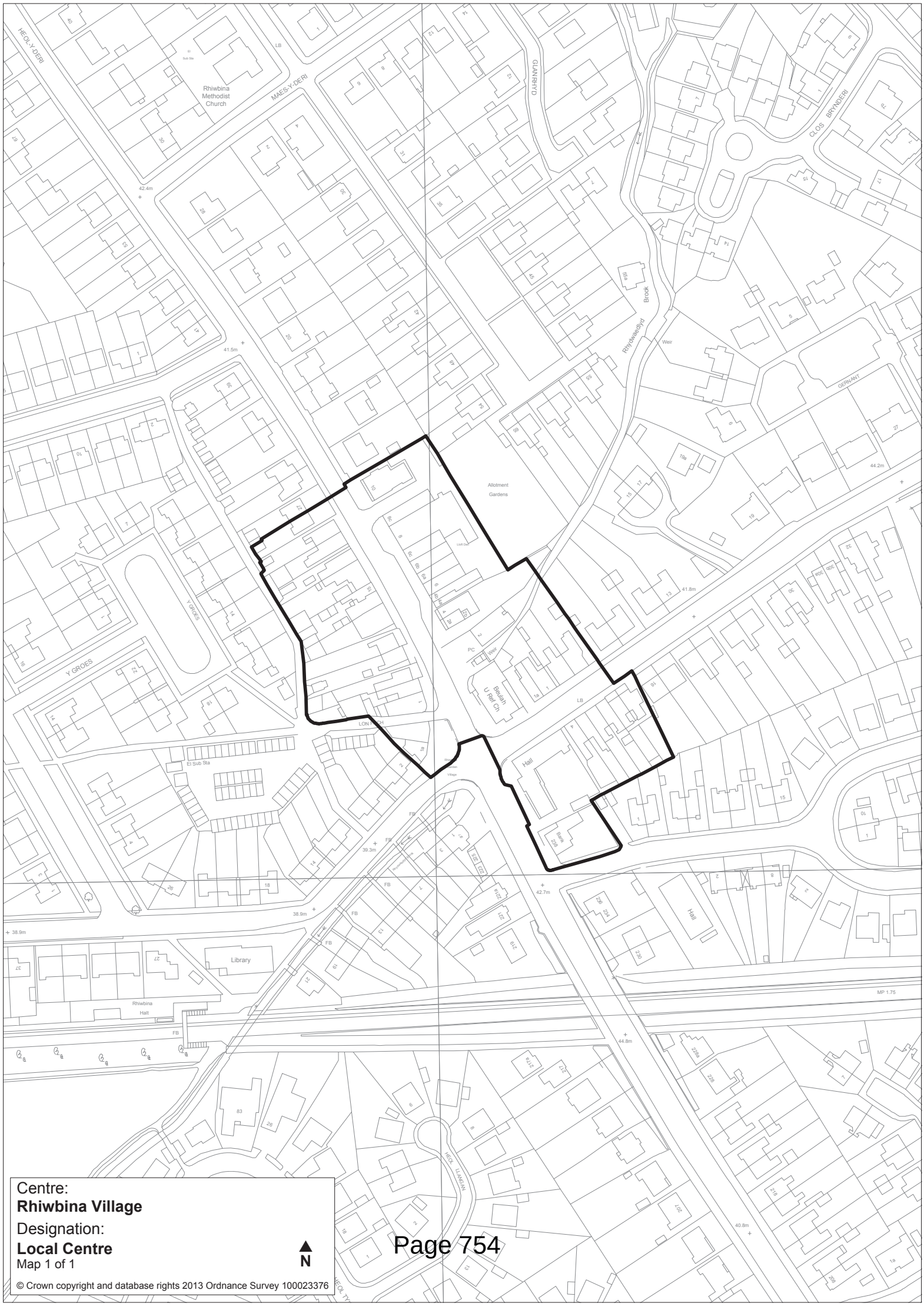

Centre:
Rhiwbina Village

Designation:
Local Centre
Map 1 of 1

N

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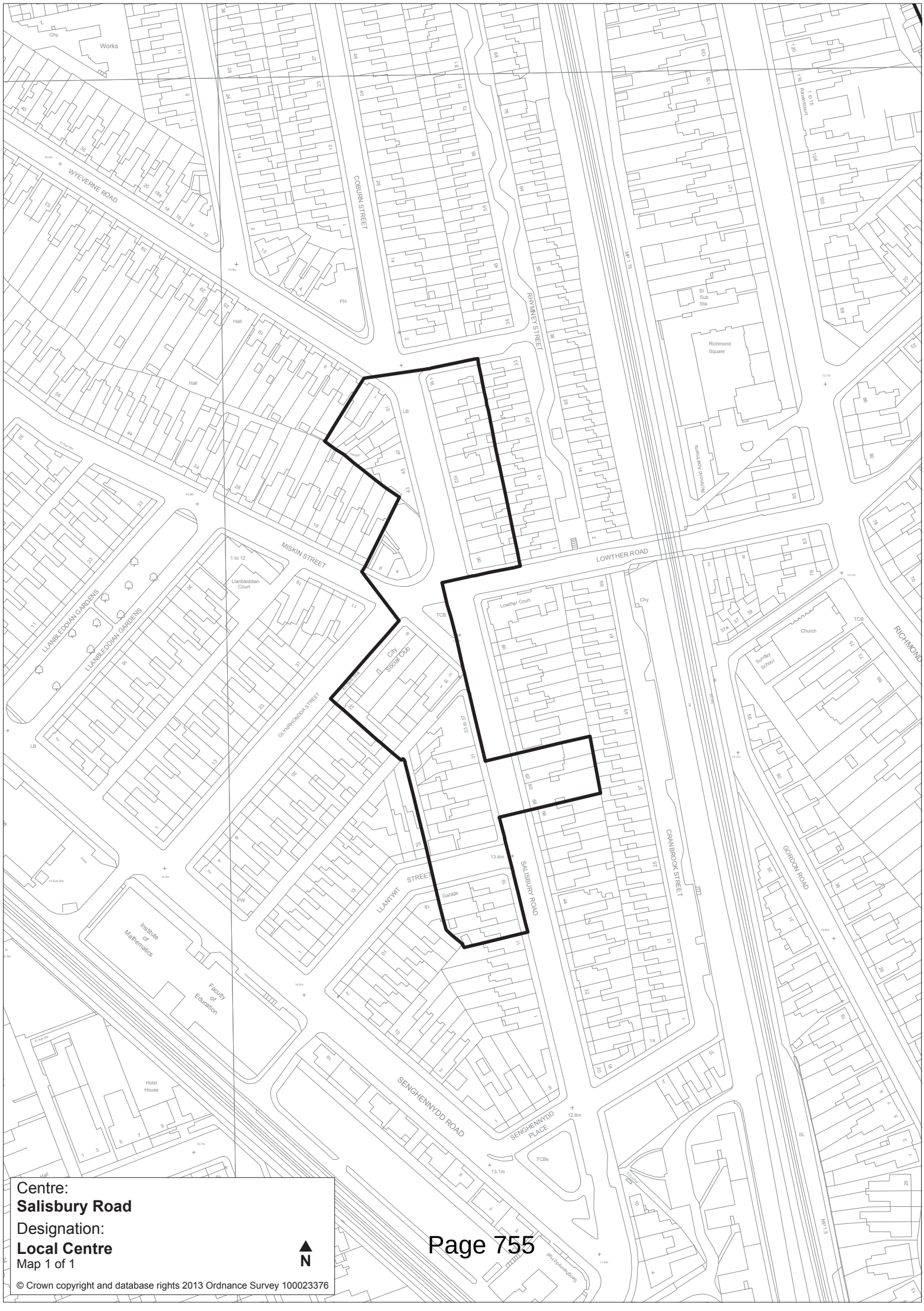

Centre:
Salisbury Road
Designation:
Local Centre
Map 1 of 1

N

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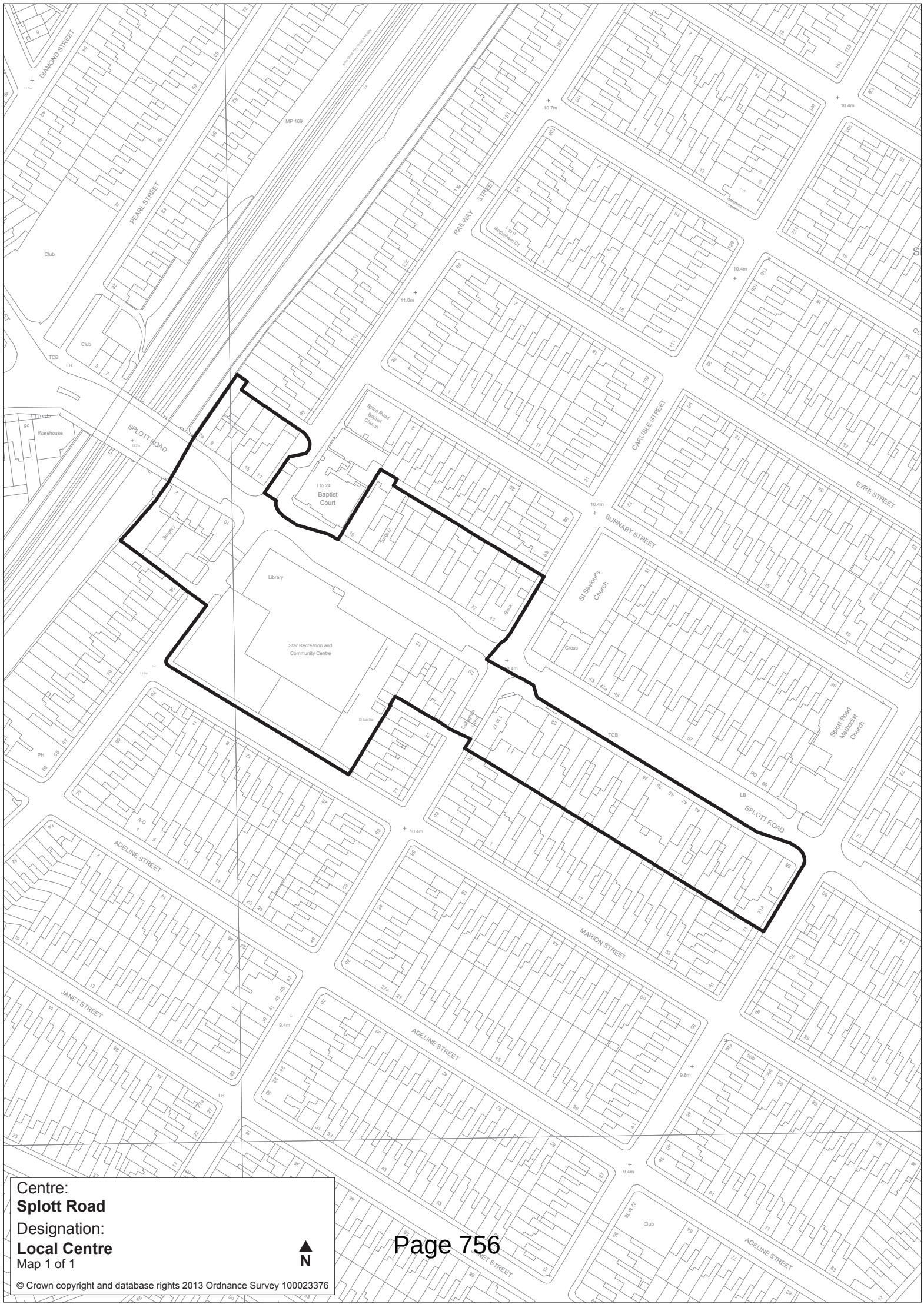

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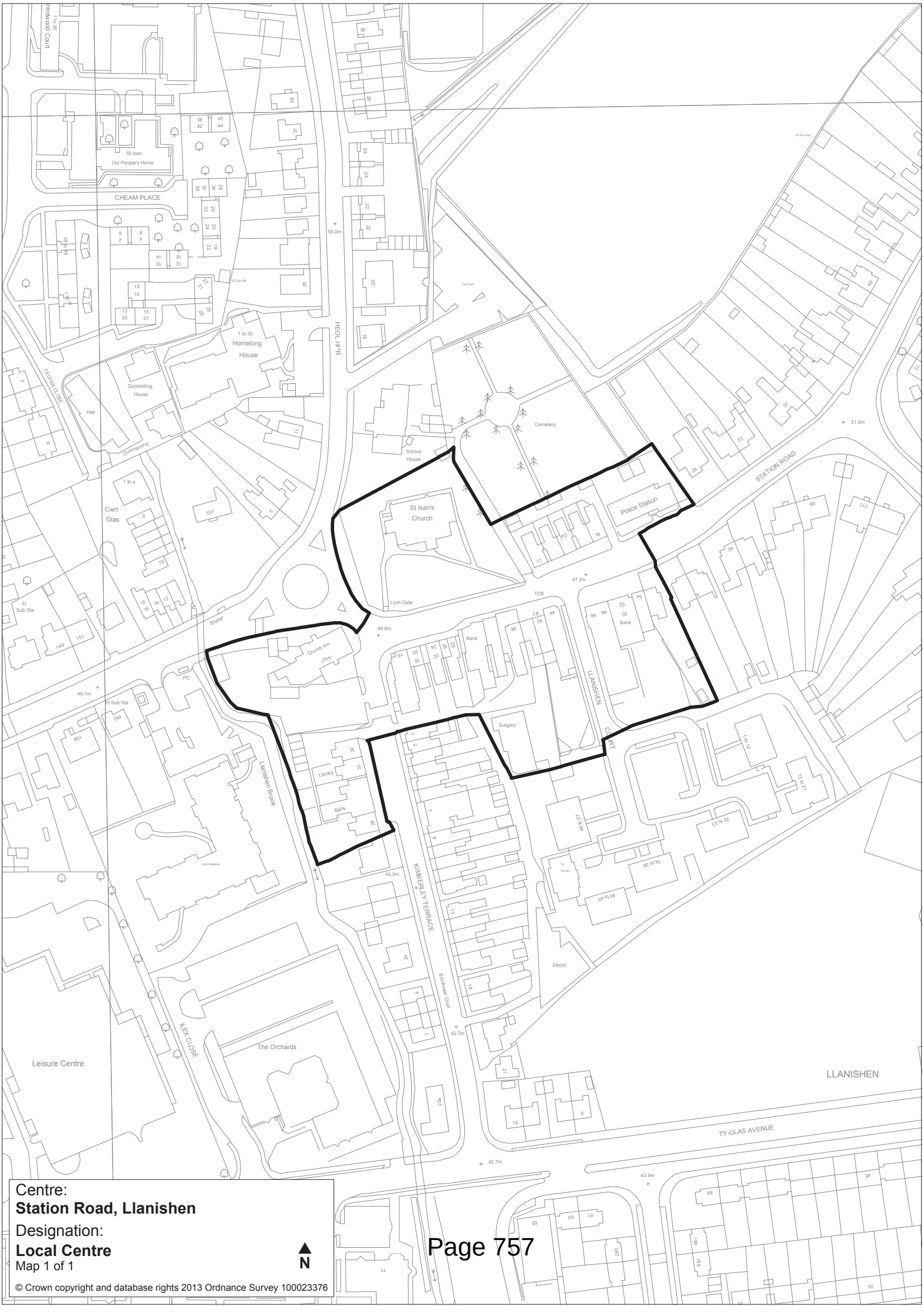

Centre:
Station Road, Llanishen

Designation:
Local Centre

Map 1 of 1

N

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Centre:
Station Road, Llandaff North

Designation:
Local Centre
Map 1 of 1

N

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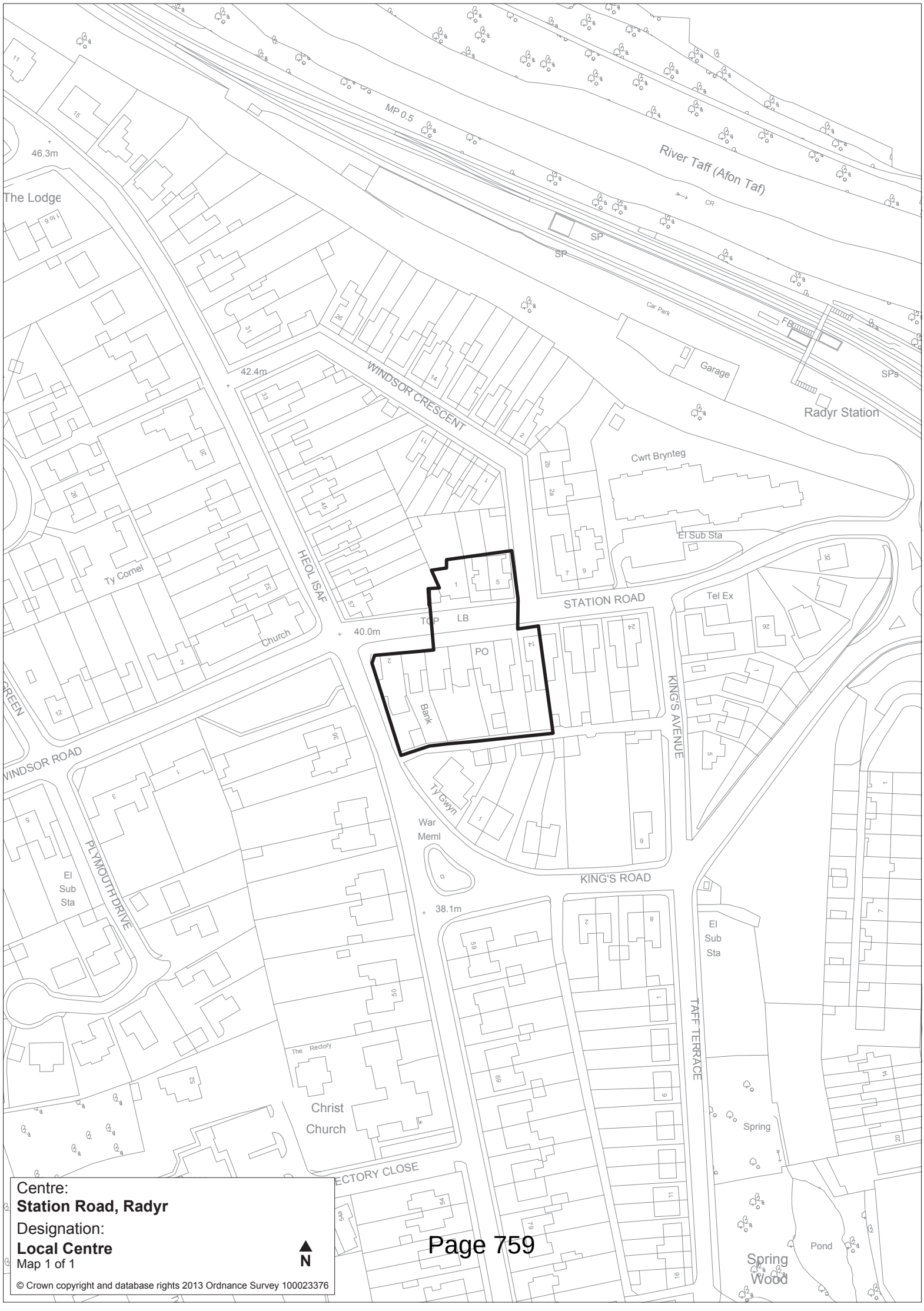

Centre:
Station Road, Radyr
Designation:
Local Centre
Map 1 of 1

N

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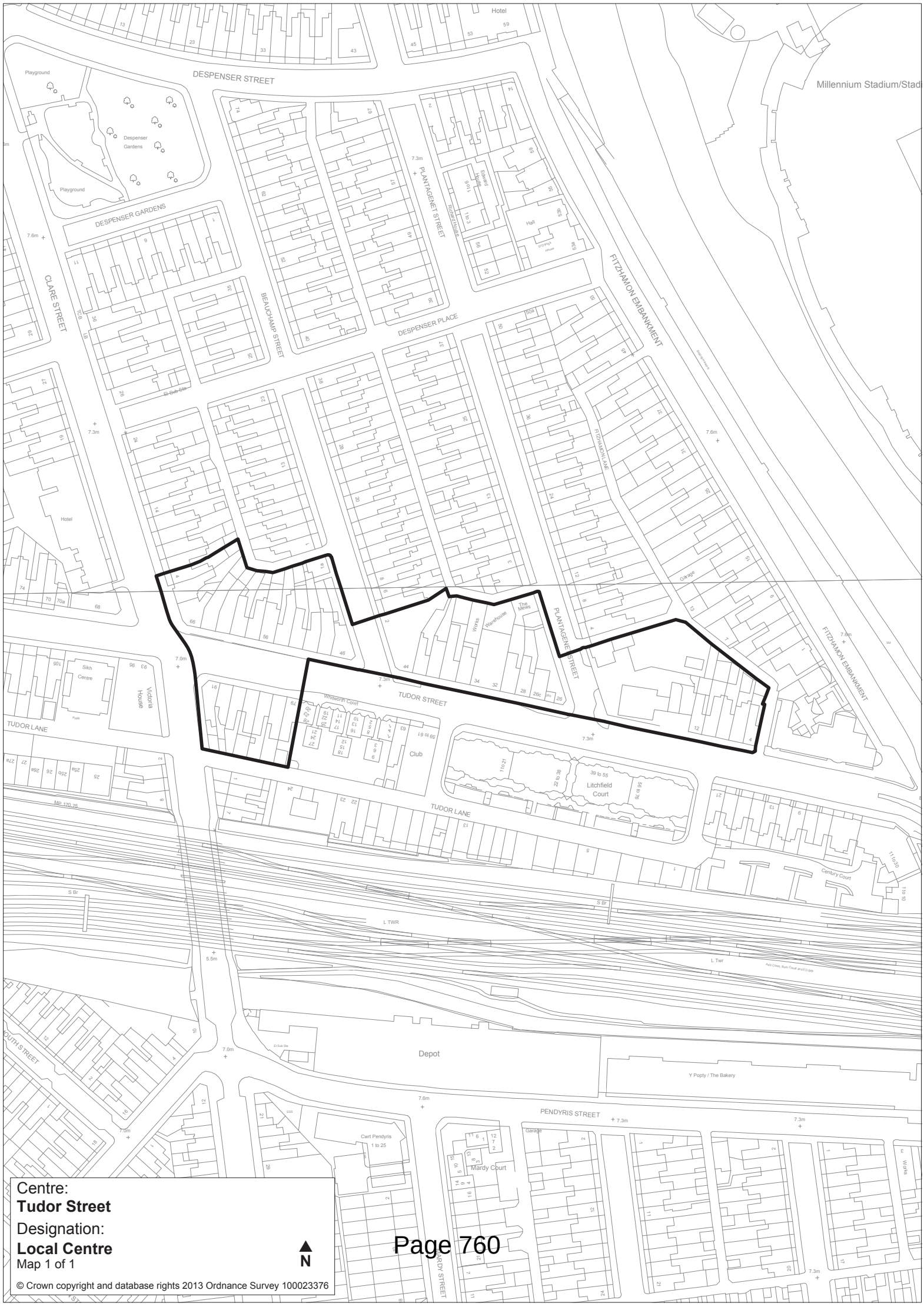

Centre:
Tudor Street

Designation:
Local Centre

Map 1 of 1

N

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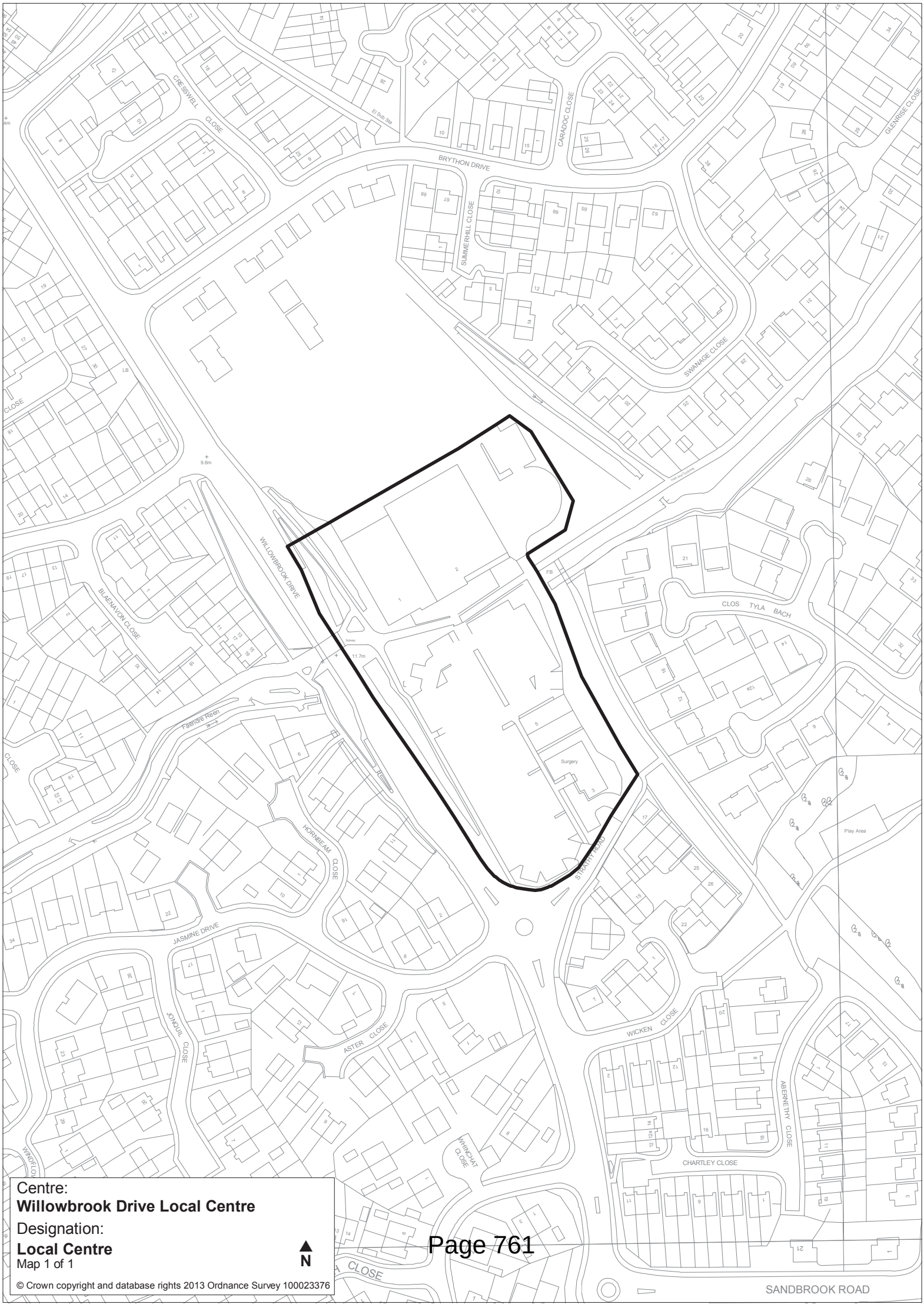

Centre:
Willowbrook Drive Local Centre

Designation:
Local Centre

Map 1 of 1

N

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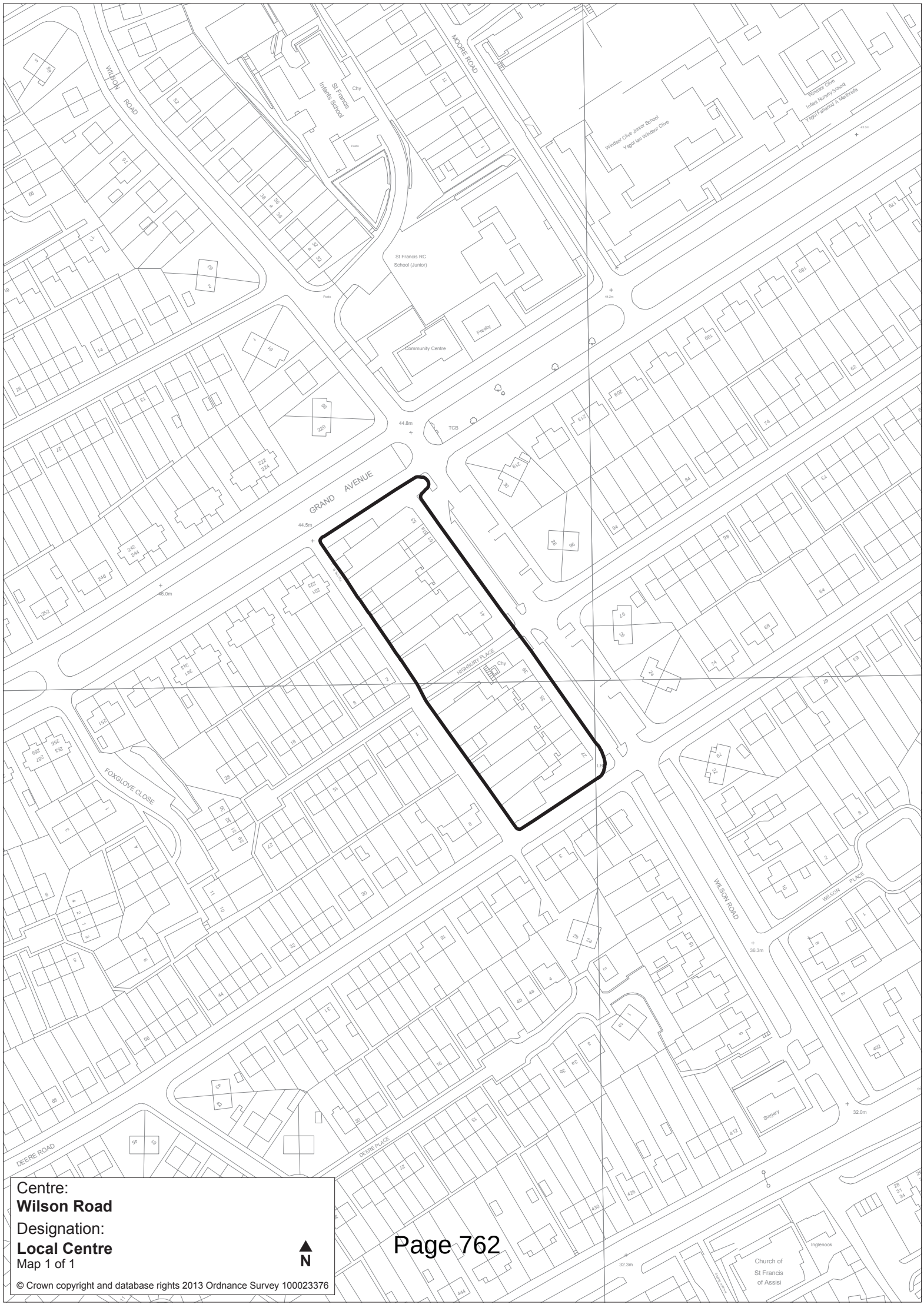

Centre:
Wilson Road

Designation:
Local Centre

Map 1 of 1

N

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Appendix 9 : Monitoring Indicators

CONTEXTUAL INDICATORS	TARGET	TRIGGER	SOURCE
Annual unemployment rate	The annual unemployment rate decreases	The annual unemployment rate increases for two or more consecutive years.	Regional Labour Market Statistics (ONS) and Stats Wales
% of population in the 100 most deprived wards in Wales	The percentage of population in the 100 most deprived wards in Wales decreases	The percentage of population in the 100 most deprived wards in Wales increases for 2 or more consecutive years	Welsh Index of Multiple Deprivation
Level of Police recorded crime in Cardiff	Police Recorded Crime rates decrease	Police Recorded Crime rates increase for two or more consecutive years.	Local Crime Statistics, Home Office (ONS)
Percentage of adults meeting recommended guidelines for physical activity	The percentage of adults meeting recommended guidelines for physical activity increases annually over the Plan period	The percentage of adults meeting recommended guidelines for physical activity decreases for two or more consecutive years	Wales Health Survey
Waste reduction rate	Waste reduction rate of 1.2% annually to 2050	The waste reduction rate falls below 1.2% for two or more consecutive years	CCC Waste Management Section

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB1 EC1	KP2, KP9, EC1-EC~~6~~7	**CORE** Employment land permitted (ha) on allocated sites as a percentage of all employment allocations	None	None	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC2	KP2, KP9, EC1- EC~~6~~7	**CORE** Annual Employment land take up	Offices (B1) = 27,000-33,400 sqm annually.	Offices (B1) = Take up is more than 10% above or	When a trigger point is activated an assessment will be	• Council Business and Industrial Monitoring Schedule

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		(based on completions) in Cardiff (including on Strategic Sites - Policy KP2)	Industrial (B1 b/c, B2, B8) = 4 to 7 ha annually	below the target for 2 or more consecutive years Industrial (B1 b/c, B2, B8) = Take up is more than 10% above or below the target for 2 or more consecutive years	undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Business Class Office Schedule
OB1 EC3	KP2, EC1-EC7	**LOCAL** Amount of employment land lost to non - employment uses in primary and local employment	No loss of employment land (Policy EC1) unless in accordance with Policy EC3	Loss of one or more occupied premises or parcel of land on primary or local employment sites (Policy EC1) unless in	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule • Council Monitoring – Planning

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		sites (Policy EC1)		accordance with Policy EC3	corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Applications and Consents
OB1 EC4	KP2(A), KP9, EC1- EC~~6~~7	**LOCAL** Employment provision on Allocated Sites – (KP2 A – Cardiff Central Enterprise Zone)	Employment densities for B1 use at least 14.5 per sqm (gross external value)	No trigger is set at present but will be revised once further details are known.	N/A	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC5	KP2(C), KP9, EC1- EC~~6~~7	**LOCAL** Employment provision on Allocated Sites – (KP2 C – North West Cardiff)	15,000 sqm (B1 & B1 (B&C)	No trigger is set at present but will be revised once further details are known.	N/A	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB1 EC6	KP2(D&E), KP9, EC1-EC~~6~~7	**LOCAL** Employment provision on Allocated Sites – (KP2 D&E – North of J33 + South of Creigiau)	3 ha by J33 plus 2.5 ha flexible local employment space	No trigger is set at present but will be revised once further details are known.	N/A	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC7	KP2(F), KP9, EC1- EC~~6~~7	**LOCAL** Employment provision on Allocated Sites (KP2 F – North East Cardiff)	6.5 ha (B1 & B1 (B&C)	No trigger is set at present but will be revised once further details are known.	N/A	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC8	KP2 (H), KP9, EC1- EC~~6~~7	**LOCAL** Employment provision on Allocated Sites – (KP2 H – South of St Mellons Business Park	80,000 to 90,000 sqm (B1(b)/(c)	No trigger is set at present but will be revised once further details are known.	N/A	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC9	KP2, KP9, EC1- EC~~8~~7	**LOCAL** Net job creation over the remaining	19,100 by 2026 or 1,736 annually. Target is set	If annual creation of new jobs falls more than 10%	When a trigger point is activated an assessment will be	• ONS (Annual Business Inquiry & Annual

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		Plan period (Total = 40,000 over whole Plan period, 20,900 jobs created between 2006 and 2015)	out 1,750 jobs annually over the remaining Plan period	below the anticipated rate of 1,750 jobs for 2 or more consecutive years	undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Population Survey
OB1 EC10	R1-R8	**LOCAL** Active A1 (retail) units within District & Local Centres remaining the predominant use	A1 units comprising 40% of all units within District & Local Centres (Base Level in 2013)	A1 units comprising less than 40% of all units within a centre.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary	• Council Monitoring/Site Surveys

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
					corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB1 EC11	R1-R8	**LOCAL** Proportion of protected City Centre shopping frontages with over 50% Class A1 (Shop) units.	100%	90%	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting	• Council Monitoring/Site Surveys

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
					guidance or whether the underlying reasons do not require changes to the Plan.	
OB1 EC12	KP10, R1-R8	**LOCAL** Percentage of ground floor vacant retail units in the Central Shopping Area, District & Local Centres	Vacancy levels are no higher than the national UK average (12%) Current vacancy levels in Cardiff are 9% (City Centre), 10% (District Centres) and 9% (Local Centres)	Vacancy levels rise above national UK average for more than 2 consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Monitoring/Site Surveys • Council City Centre Land Use Floor Space Survey • GOAD Data (Experian)

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB1 EC13	KP10, R1-R8	**LOCAL** Number of retail developments permitted outside of the Central Shopping Area and District Centres not in accordance with Policy R4 and an assessment of need and strict application of the sequential test	No retail developments permitted outside these areas (unless in accordance with Policy R4 and an assessment of need and strict application of the sequential test)	1 or more retail developments are permitted outside of the Central Shopping Area and District Centres not in accordance with Policy R4 and an assessment of need and strict application of the sequential test	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Out of Centre Monitoring Schedule • Council Monitoring – Planning Applications and Consents
OB1 EC14	KP2, KP6, KP8, T1-T~~8~~9	**LOCAL** Achievement of 50:50 modal split for all journeys by 2026	Increase the sustainable travel proportion of the modal split by 1% per	Failure to achieve an annual increase of 1% for each journey	When a trigger point is activated an assessment will be undertaken to identify the	• CCC Planning Policy/ Transportation • Infrastructure Plan

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			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)	purpose for two or more consecutive years	underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Cardiff Local Transport Plan (LTP) • Ask Cardiff Survey • Infrastructure Plan
OB1 EC15	KP2, KP6, KP8, T1- T~~8~~9	**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)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as	• Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Infrastructure Plan

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			3) Shopping (City Centre) = 16.7% (2014) 4) Shopping (Other) = 22.3% (2014) 5) Leisure = 19% (2014)		appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB1 EC16	KP2, KP6, KP8, T1- T~~8~~9	**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	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the	• Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Infrastructure Plan

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
					underlying reasons do not require changes to the Plan.	
OB1 EC17	KP2, KP6, KP8, T1- T~~8~~9	**LOCAL** Percentage of people travelling by bus (all journeys)	An annual increase of journeys made by bus for each journey purpose: 1) Work = 11.1% (2014) 2) Education = 13% (2014) 3) Shopping (City Centre) = 29.4% (2014) 4) Shopping (Other) = 8.6% (2014) 5) Leisure = 11.2(2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Infrastructure Plan
OB1 EC18	KP2, KP6, KP8, T1- T~~8~~9	**LOCAL**	An annual increase of	Failure to achieve an	When a trigger point is activated	• Transportation Surveys

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		Percentage of people travelling by train (all journeys)	journeys made by bus for each journey purpose: 1) Work = 5.8% (2014) 2) Education = 5.2% (2014) 3) Shopping (City Centre) = 10.6% (2014) 4) Shopping (Other) = 3.8% (2014) 5) Leisure = 8.7% (2014)	annual increase for each journey purpose for two or more consecutive years	an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Infrastructure Plan
OB1 EC19	KP2, KP6, KP8, T1- T~~8~~9	**LOCAL** Improvement in journey times by bus	~~An annual percentage improvement in journey times for key corridors from October 2015~~	~~Failure to achieve an annual improvement for two or more consecutive years~~	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and	• Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			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	consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan. The assessment will also identify congested pinch points and quantify specific corridor journey time and journey time reliability improvements that are required and establish appropriate revised targets	• Transport Assessments received through the Development Control process; • S106 Monitoring Requirements established through the Development Control process • Infrastructure Plan

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB1 EC20	KP2, KP6, KP8, T1- T~~8~~9	**LOCAL** Improvement in bus journey time reliability	~~An annual percentage improvement in journey time reliability for key corridors from October 2015.~~ 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 for two or more consecutive years~~ Failure to achieve an annual improvement in bus journey time reliability of 1% for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan. The assessment will also identify congested pinch points and quantify specific corridor journey	• Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Transport Assessments received through the Development Control process; • S106 Monitoring Requirements established through the Development Control process • Infrastructure Plan

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
					time and journey time reliability improvements that are required and establish appropriate revised targets	
OB1 EC21	KP2, KP6, KP8, ~~T1-T8~~T4	**LOCAL** Delivery of a regional transport hub	A regional transport hub will be delivered by 2018	Failure to deliver a regional transport hub by 2018	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not	• Cardiff Council Corporate Business Plan • Infrastructure Plan • Cardiff Local Transport Plan

					require changes to the Plan.	
OB1 EC22	KP2, KP6, KP8, T1- T~~8~~9	**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 Masterplanning principles set out in the LDP	Failure to deliver projects identified in LTP timeframes and/or failure to deliver sustainable key principles as referenced in OB4 SN12	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• CCC Planning Policy/ Transportation • Infrastructure Plan • Cardiff Local Transport Plan
OB1 EC23	R3	**LOCAL** Central Shopping Area Protected Frontages SPG		Failure to adopt SPG within 12 months of Plan adoption	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider	CCC Planning Policy

					necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB1 EC24	KP5	**LOCAL** Shop Fronts and Signs Guidance SPG		Failure to adopt SPG within 18 months of Plan adoption	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not	CCC Planning Policy

					require changes to the Plan.	
OB1 EC25	EC1, EC3	**LOCAL** Protection of Employment Land and Premises for Business, Industry and Warehousing SPG		Failure to adopt SPG within 18 months of Plan adoption	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

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OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB2 SO1	KP1	**CORE** The housing land supply	A minimum 5 year supply of land for	Less than a 5 year supply of residential land is	When a trigger point is activated an	• Council Housing

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		taken from the current Housing Land Availability Study (TAN1)	residential development is maintained throughout the Plan period	recorded for any year	assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Monitoring Survey • Joint Housing Land Availability Study
OB2 SO2	KP1	**CORE** The number of net general market dwellings built	Provide 22,555 net general market dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below:	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary	• Council Housing Monitoring Survey • Joint Housing Land Availability Study

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			2016: 2,495 2018: 4,096 2020: 4,153 2022: 4,042 2024: 4,010 2026: 3,759		corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
DB2 SO3	KP1, KP2, KP4, KP13, ~~H1-H6~~ H3	**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	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or	• Council Housing Monitoring Survey • Joint Housing Land Availability Study

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			2020: 1,224 2022: 1,191 2024: 1,181 2026: 1,108		whether the underlying reasons do not require changes to the Plan.	
OB2 SO4	KP1	**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.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Housing Monitoring Survey • Joint Housing Land Availability Study

OB2 SO5	KP1	**LOCAL** Number of windfall units completed per annum on all sites	Annual target of overall anticipated windfall contributions for the remainder of the Plan period - 488 dwellings per annum	Delivery varies by more than 10% above or below 488 dwellings per annum for any consecutive 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO6	KP3(B)	**LOCAL** Number of dwellings permitted annually outside the defined settlement boundaries that does not satisfy LDP policies	Number of dwellings permitted that are not in accordance with KP3(B)	1 or more permission that does not satisfy LDP policies	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective	Council Housing Monitoring Survey

					actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO7	H~~8~~7	**LOCAL** Keep the Seawall Road site under review for potential permanent residential Gypsy and Traveller accommodation		Site is no longer categorised within Flood Risk Zone C2	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy CCC Housing Service

OB2 SO8	H~~8~~7	**LOCAL** Provision is made for meeting identified needs for permanent Gypsy and Traveller accommodation	1. Agree project management arrangements in cluding reporting structure and representatives - July 15 2. Agree methodology for undertaking site search and assessment – December 2015 3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – Feb 2016 4. Undertake a site search and assessment and secure approval of findings – Jul 2016 5. Secure planning permission and funding (including any grant funding from Welsh Government) for identified sites(s) required to meet	Failure to achieve these targets	Yes	CCC Planning Policy CCC Housing Service

			the short term need for 43 pitches by May 2017 6. Secure planning permission and funding (including any grant funding from Welsh Government) for identified(s) required to meet the long term need for 65 pitches by May 2021			
OB2 SO9	H~~8~~7	**LOCAL** Provision is made for meeting identified needs for transit Gypsy and Traveller accommodation	1. Agree project management arrangements in cluding reporting structure and representatives - July 2015 2. Agree methodology for undertaking site search and assessment – December 2015 3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales)	Failure to achieve these targets	Yes	CCC Planning Policy CCC Housing Service

Page 789			Act 2014 – Feb 2016 4. Undertake a site search and assessment and secure approval of findings – Jul 2016 5. Secure planning permission and funding (including any grant funding from Welsh Government) for identified sites(s) required to meet short term – May 2017 6. Secure planning permission and funding (including any grant funding from Welsh Government) for identified(s) required to meet long term need – May 2021			
OB2 SO10	H~~8~~7	**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	Any net loss of existing Gypsy and Traveller pitch provision	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and	CCC Planning Policy CCC Housing Service

			pitches will be sought)		consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
PB2 SO11	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site A – Cardiff Central Enterprise Zone	2,150 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates based on the JHLAS 2014 and developer intentions: 2016: 231	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the	Council Housing Monitoring Survey

			2018: 254 2020: 405 2022: 400 2024: 400 2026: 460		underlying reasons do not require changes to the Plan.	
OB2 SO12	KP2	**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.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO13	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site C	5,000 dwellings will be delivered over the remainder of the Plan period on this Strategic	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the	Council Housing Monitoring Survey

		– North West Cardiff	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		underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO14	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site D – North of Junction 33	2,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 110	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or	Council Housing Monitoring Survey

			2018: 240 2020: 300 2022: 400 2024: 450 2026: 500		whether the underlying reasons do not require changes to the Plan.	
OB2 SO15	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site E – South of Creigiau	650 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 150 2018: 300 2020: 200	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO16	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site F –	4,500 dwellings will be delivered over the remainder of the Plan period on this Strategic	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the	Council Housing Monitoring Survey

		North East Cardiff (West of Pontprennau)	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		underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO17	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road	1,300 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 140	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or	Council Housing Monitoring Survey

			2018: 375 2020: 285 2022: 270 2024: 200 2026: 30		whether the underlying reasons do not require changes to the Plan.	
OB2 SO18	KP2, KP13	**LOCAL** Annual affordable dwellings completions of Strategic Housing Site A – Cardiff Central Enterprise Zone	414 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on the JHLAS 2014 and developer intentions: 2016: 0 2018: 100 2020: 105 2022: 68 2024: 68 2026: 69	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO19	KP2, KP13	**LOCAL** Annual affordable dwelling	100 affordable dwellings will be delivered over the remainder of		When a trigger point is activated an assessment will	

		completions of Strategic Housing Site B – Gas Works, Ferry Road	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		be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
B2 SO20	KP2, KP13	**LOCAL** Annual affordable dwelling completions of Strategic Housing Site C – North West Cardiff	1,500 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based		When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes	

			on developer intentions: 2016: 41 2018: 187 2020: 318 2022: 318 2024: 318 2026: 318		to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO21	KP2, KP13	**LOCAL** Annual affordable dwelling completions of Strategic Housing Site D - North of Junction 33	603 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with 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		When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO22	KP2, KP13	**LOCAL** Annual affordable	195 affordable dwellings will be delivered over		When a trigger point is activated an	

		dwelling completions of Strategic Housing Site E – South of Creigiau	the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 37 2018: 74 2020: 49 2022: 12 2024: 11 2026 - 11		assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO23	KP2, KP13	**LOCAL** Annual affordable dwelling completions of Strategic Housing Site F - North East Cardiff (West of Pontprennau)	1,050 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based		When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan	

			on developer intentions: 2016 : 0 2018: 114 2020: 242 2022: 242 2024: 242 2026: 210		review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO24	KP2, KP13	**LOCAL** Annual affordable dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road	390 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 42 2018: 113 2020: 86 2022: 81 2024: 60 2026: 8		When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO25	KP13, H3	**LOCAL** Changes in market value of	Provide 6,646 affordable units over the	An increase or decrease of 10% of market values	When a trigger point is activated an	HM Land Registry House Price Index

		property in Cardiff on Greenfield and Brownfield areas	remaining Plan period based on achieving 30% on Greenfield sites and 20% on Brownfield sites. Expected delivery rate to meet the target set out below: 2016: 1,408 2018: 1,408 2020: 1,408 2022: 1,408 2024: 1,410 2026: 1,410	of properties in Cardiff on Greenfield and Brownfield areas	assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	RICS Building Cost Information Service (BICS) Tender Prices Development Appraisal Toolkit
OB2 SO26	KP1	**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 ~~overall~~	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan	Council Housing Monitoring Survey

				~~anticipated completion rates at 1st and 2nd LDP review stages. Exceeding the rate will trigger allocation of additional land which can be secured through Plan revision~~	review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO27	KP13, H3	**LOCAL** Affordable Housing SPG		Failure to adopt SPG within 6 months of Plan adoption	No	CCC Planning Policy
OB2 SO28	~~C4~~H5	**LOCAL** Houses in Multiple Occupation SPG		Failure to adopt SPG within 6 months of Plan adoption	No	CCC Planning Policy
OB2 SO29	KP7	**LOCAL** Planning Obligations SPG incorporating Developer contributions for transport facilities and relevant sections from • Affordable housing		Failure to adopt SPG within 12 months of Plan adoption	No	CCC Planning Policy

		• Access, circulation and parking requirements • Open Space • Schools • Public art • PROW • Community Facilities • Trees and Development • Waste Collection and Storage Facilities • Biodiversity				
OB2 SO30	C1	**LOCAL** Community Facilities and Residential Development SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB2 SO31	C~~2~~1	**LOCAL** Childcare Facilities SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB2 SO32	C~~7~~6	**LOCAL** Health SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy

OB2 SO33	H8	**LOCAL** Gypsy and Traveller Sites SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN1	KP3(A), KP3(B), KP5, KP15, KP16, KP18, ~~EN1~~ EN14	**CORE** Amount of development (by TAN 15 paragraph 5.1 development category) permitted in C1 floodplain areas not meeting all TAN 15 tests	No permissions granted for highly vulnerable development within C1 floodplain area that does not meet TAN 15 tests	1 application permitted for development in any 1 year that does not meet TAN 15 tests	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN2	KP3(A), KP3(B), KP5, KP15, KP16, KP18, ~~EN1~~ EN14	**CORE** Amount of development (by TAN 15	No permissions granted for highly vulnerable development in	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		paragraph 5.1 development category) permitted in C2 floodplain areas.	C2 floodplain area.		be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB3 EN3	KP15, KP16, KP18, ~~EN1-~~EN4, EN10, EN11 & EN14	**LOCAL** Percentage of water bodies of good status.	No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
					corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
CB3 EN4	KP15, KP16, KP18, ~~EN1-~~EN4, EN10, EN11 & EN14	**LOCAL** Number of permissions granted where there is a known risk of deterioration in status.	No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dwr Cymru (Welsh Water)	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
					guidance or whether the underlying reasons do not require changes to the Plan.	
OB3 EN5	KP15, KP16, KP18, ~~EN1~~ EN4, EN10, EN11 & EN14	**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 Dwr Cymru (Welsh Water)	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not	CCC Planning Policy

					require changes to the Plan.	
OB3 EN6	KP18, EN11, EN14,	**LOCAL** Number of planning permissions granted contrary to the advice of the Water supplier concerning adequate levels of water quality and quantity and waste water provision	No planning consents issued where there is an objection concerning provision of water quality and quantity and waste water from water supplier	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN7	KP3(A), EN1	**LOCAL** The number of inappropriate developments permitted within the Green ~~Belt~~ Wedge that do not satisfy LDP policies	No inappropriate developments granted planning permission contrary to policies KP3 (A) and EN1	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider	CCC Planning Policy

					necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB3 EN8	EN3	**LOCAL** The number of planning permissions granted contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas	No development granted planning permission contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not	CCC Planning Policy

					require changes to the Plan.	
OB3 EN9	EN8	**LOCAL** Ancient Semi-Natural Woodland	No inappropriate development granted planning permission contrary to Policy EN8	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN10	EN1-EN8	**LOCAL** The number of planning permissions granted on SSSI or SINC designated areas.	No planning permissions granted permission that would result in an unacceptable impact which could not be mitigated against	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider	CCC Planning Policy

			on an SSSI or SINC that does not satisfy LDP policies		necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB3 EN11	EN1-EN8	**LOCAL** Number of planning applications granted which have an adverse effect on the integrity of a Natura 2000 site	Ensure protection of European designated sites as required by paragraph 5.3.9 in Planning Policy Wales, Annex 3 in TAN 5 and policies	1 application permitted contrary to the advice of NRW or the authority's ecologist	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not	CCC Planning Policy

					require changes to the Plan.	
OB3 EN12	EN1-EN8	**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	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN13	KP16, KP18, C5~~3-C6~~	**LOCAL** Achievement of functional open space requirement across Cardiff as set out in Policy C5~~4~~	2.43 Ha functional open space per 1,000 population	Less than 2.43 Ha functional open space per 1,000 population	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider	CCC Planning Policy

					necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	

OB3 EN14	EN13	**LOCAL** Number of Air Quality Management Areas	No more than 4 current AQMA in action	One or more additional AQMA	No	Environmental Protection Monitoring
OB3 EN15	C4&C5	**LOCAL** Open Space SPG		Failure to adopt SPG within 6 months of Plan adoption	No	CCC Planning Policy
OB3 EN16	T1	**LOCAL** Public Rights of Way and Development SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB3 EN17	EN8	**LOCAL** Trees and Development SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy

OB3 EN18	EN5, EN6, EN7	**LOCAL** Biodiversity SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB3 EN19	EN14	**LOCAL** Flooding SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy
OB3 EN20	KP16, EN3-EN8	**LOCAL** Natural Heritage Network SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy
OB3 EN21	KP17, EN9	**LOCAL** Archaeologically Sensitive Areas SPG		Failure to adopt SPG within 18 months of adoption of the Plan.	No	CCC Planning Policy

OBJECTIVE 4 – TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB4 SN1	EN12	**LOCAL** The number and capacity of renewable energy developments permitted	An increase in the number of renewable energy schemes permitted	No increase in the number of renewable energy schemes permitted for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN2	~~KP11~~KP12, W2	**LOCAL** Maintain a sufficient amount of land and facilities to cater for	Maintain a sufficient capacity to cater for Cardiff's waste (to be confirmed at a	No trigger	When a trigger point is activated an assessment will be undertaken to identify the	CCC Waste Management Section

OBJECTIVE 4 – TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		Cardiff's waste capacity	regional level in accordance with TAN21)		underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	

OB4 SN3	KP12, W1, W2, ~~W3~~	**LOCAL** Amount of household waste recycled	Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by 2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025 Maximum level of energy from	Minimum Overall Recycling - Less than 58% by 2016, 64% by 2020 and 70% by 2025, Maximum Landfill = n/a by 2016, less than 10% by 2020 and 5% by 2025	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as	CCC Waste Management Section

			waste = 42% by 2016, 36% by 2020 and 30% by 2025. Biodegradable landfill allowance = 41,692t by 2016, 33,557t by 2020 and n/a by 2025.	Maximum level of energy from waste = less than 42% by 2016, 36% by 2020 and 30% by 2025. Biodegradable landfill allowance = less than 41,692t by 2016, 33,557t by 2020 and n/a by 2025.	appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB4 SN4	KP12, W1, W2~~, W3~~	**LOCAL** Applications received for waste management uses on B2 sites	Maintain a sufficient range and choice of waste management facilities	1 or more applications refused in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying	CCC Planning Policy

					reasons do not require changes to the Plan.	
OB4 SN5	KP11, M7	**LOCAL** Maintain a minimum 10 year landbank of crushed rock reserves	10 year supply	Less than 10 year supply	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	SWRAWP Annual Reports
OB4 SN6	KP11, M6	**LOCAL** Amount of development within Sand Wharf Protection Area	No permanent development which would prejudice the ability to land marine dredged sand and gravel	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying	CCC Planning Policy

			will be permitted within the safeguarded sand wharfs which is contrary to Policy M6.		causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB4 SN7	~~MX~~K11, M7	**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 x of the Plan.	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the	CCC Planning Policy

					underlying reasons do not require changes to the Plan.	
OB4 SN8	M2	**LOCAL** Number of planning permissions permitted for extraction of aggregate mineral not in line with Policy M2	0 planning permissions permitted	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN9	M4	**LOCAL** Number of planning permissions for inappropriate development e.g. dwellings/mineral	1 planning permission permitted	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying	CCC Planning Policy

		working, permitted in Minerals Buffer Zones contrary to Policy M4.			causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB4 SN10	M3	**LOCAL** Number of prohibition orders issued on dormant sites	Ensure that those dormant sites deemed not likely to be re-worked in the future (as part of the annual review) are served with prohibition orders	LPA fails to serve prohibition orders on sites that are deemed not likely to be re-worked in the future.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the	CCC Planning Policy

					underlying reasons do not require changes to the Plan.	
OB4 SN11	KP17, EN9	**LOCAL** Number of applications permitted contrary to Policy EN9 that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas	No developments permitted over the course of the Plan where there is an outstanding objection from statutory heritage advisors or that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas	1 application permitted for development in any 1 year where there is an outstanding objection from statutory heritage advisors	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN12	KP1, KP2, KP4, KP8, KP13, H1-H6, C1-C7~~9~~, T1-T9~~8~~	**LOCAL** Delivery of each key principle from the Strategic Sites Masterplanning Framework as	Failure of any key principles being effectively delivered in accordance with details which are approved	1 (or more) key principles not delivered	When a trigger point is activated an assessment will be undertaken to identify the underlying	CCC Planning Policy

		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	through the Development Management process (e.g. S106 obligations & planning conditions)		causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB4 SN13	KP6	**LOCAL** Preparing an annual Infrastructure Plan and Infrastructure Plan Delivery Report update.	Update the Infrastructure Plan and Infrastructure Plan Delivery Report annually to reflect the latest available information with regard to key infrastructure, costs/funding and estimated timescales.	Failure to update the Infrastructure Plan and Infrastructure Plan Delivery Report annually.	No	Place Making Team (Development Management)

OB4 SN14	T5	**LOCAL** Design and Parking Guidance SPG (incorporating Access, Circulation and Parking Requirements SPG and sustainable design guidance)		Failure to adopt SPG within 6 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN15	W1, W2	**LOCAL** Locating Waste Management Facilities SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN16	KP5	**LOCAL** Infill Sites Design Guidance SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN17	KP5	**LOCAL** Tall Buildings Guidance SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN18	KP5	**LOCAL**		Failure to adopt SPG within 18	No	CCC Planning Policy

		Householder Design Guidance SPG		months of adoption of the Plan		
OB4 SN19	KP5	**LOCAL** Public Art SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN20	~~R7~~R8	**LOCAL** Food Drink and Leisure Uses + Premises for Eating, Drinking and Entertainment in Cardiff City Centre SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN21	~~W3~~ W1,W2	**LOCAL** Waste Collection and Storage Facilities SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN22	H5	**LOCAL** Design Guidance and Standards for Flat Conversions SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN23	EN12	**LOCAL**		Failure to adopt SPG within 12	No	CCC Planning Policy

		Renewable Energy Assessments SPG		months of adoption of the Plan		

Appendix ~~6~~ 10 : Summary of LDP process including glossary of technical terms

Summary of LDP Process

Introduction

4.1 As Wales has a plan-led system, it means that the LDP will be very important when making planning decisions. It sets out the Council's proposals and policies for future development and use of land in its area. Once the plan has been adopted, decisions on planning permissions will be mostly based on the LDP. The LDP will therefore provide a measure of certainty about what kind of development will and will not be permitted during the plan period.

Stage 1: Delivery Agreement

4.2 The Delivery Agreement sets out how and when you can contribute to the LDP preparation process. It has two parts:
• A timetable for producing the LDP; and
• A Community Involvement Scheme - this explains how developers, the public and interested groups can contribute to plan preparation. It also explains how responses will be treated and what feedback you will receive.
4.3 A revised version of the Delivery Agreement was agreed by the Welsh Government in December 2011 and can be viewed on the Council's website (http://www.cardiff.gov.uk/ObjView.asp?Object_ID=19592) or is available for public inspection at County Hall.

Stage 2: Gathering evidence base

4.5 The LDP needs to be a sound document. This means that it *shows good judgement and can be trusted*. In order to achieve a sound plan, the Council has gathered economic, social and environmental information in order to provide an evidence base for the plan. The evidence base is set out in Appendix ~~7~~ 13 and has informed the development of the vision and objectives for the plan and the Preferred
Strategy.

Stage 3: Preferred Strategy

4.6 The Preferred Strategy outlines the overall objectives for the plan and the strategy for growth or change, including preferred options for major development sites. The Preferred Strategy is informed by the evidence base for the plan and consultation undertaken in 2010/11 on the vision and objectives and strategic options and sites. The Council consulted on the Preferred Strategy in November/December 2012.

Stage 4: Deposit plan

4.7 The Deposit Plan (a full draft of the LDP) will be based on the evidence base for the plan and will be informed by comments received in response to the Preferred Strategy. This Deposit Plan presents the Preferred Strategy as agreed or amended, proposals for key areas of change, regeneration or protection and specific sites to be used for particular purposes and other specific policies and proposals. It will be accompanied by a Consultation Report outlining how comments at the previous stage have influenced the plan. Once the LDP is placed on 'Deposit' for six weeks consultation the Council cannot change it. Any changes to the plan are a matter for an Independent Inspector who will examine the plan to determine whether it is 'sound'. This is the stage the plan has now reached and there will be a six week consultation period to allow comments to be made on the plan.

Stage 5: Alternative Sites

4.8 During the six week consultation period on the Deposit Plan objectors may suggest alternative sites or boundaries for development to be considered. After this consultation period the Council will publish any alternative sites or boundaries that have been suggested and a further six week consultation period will be allowed for people to comment on the alternative sites and boundaries.

Stage 6: Examination of the plan

4.9 Once the consultation periods are over, the Council will consider the representations and produce a final Consultation Report. Each of the main issues raised will be summarised in this report. Then the Planning Inspectorate (on behalf of the Welsh Government) will examine the report, all of the deposit representations, the Deposit Plan with its background evidence and the Sustainability Appraisal Report. The examination ensures that the LDP is based on 'sound' information and thinking, and that the views of those with concerns about the plan have been considered. The Inspector will decide what issues will be discussed at the examination and how they will be heard. The LDP is due to be submitted for examination in August 2014.

Stage 7: Inspector's Report

4.10 After the examination, the Inspector will review all the relevant information and consider what changes the Council should make to the LDP. He or she will then publish the Inspector's Report outlining these changes and explaining the reasons for them. The Inspector's views are binding, the local planning authority must make any changes recommended. ~~The Inspectors report is due to be published in August 2015.~~

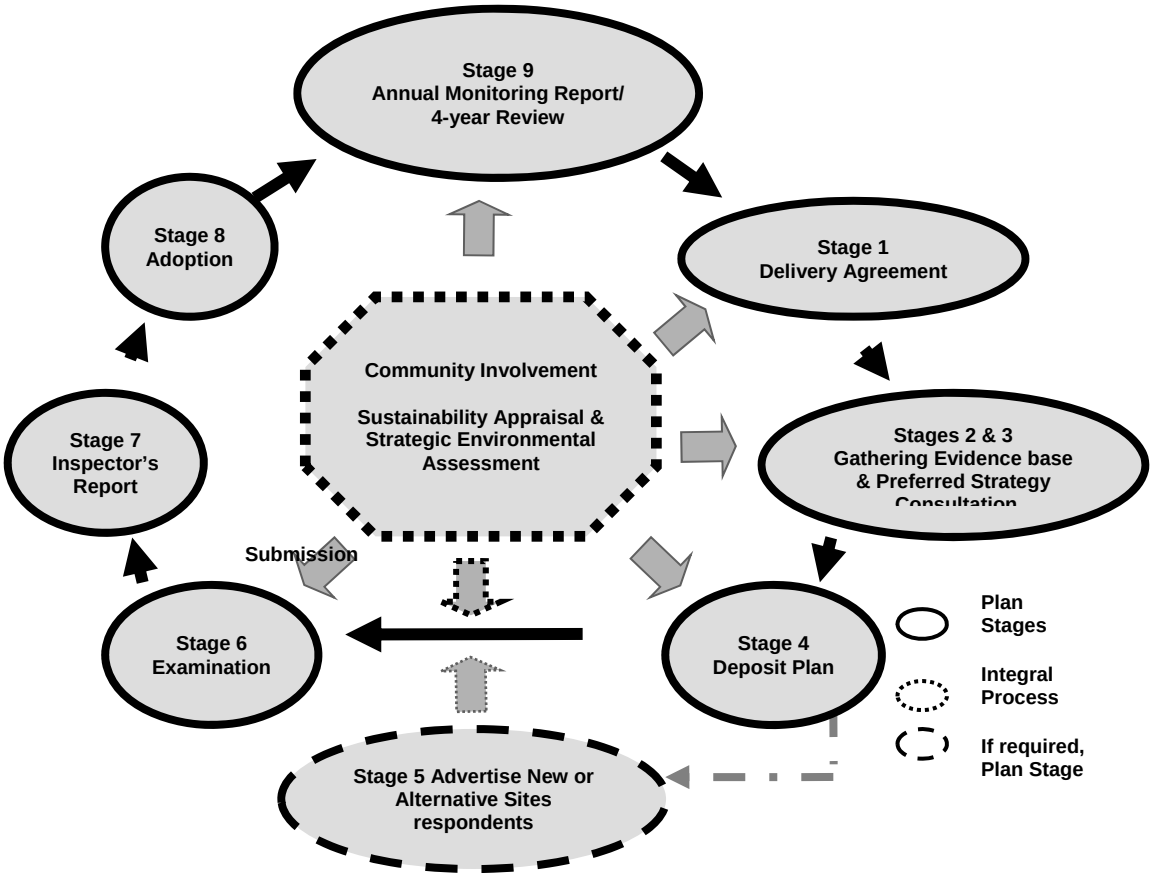
Stage 8: Adoption

4.11 Within eight weeks of receiving the Inspector's Report the Council must advertise the fact that the LDP has been adopted and where it can be inspected. From the date of adoption, the High Court allows six weeks for anyone to challenge it on legal grounds. ~~The LDP is due to be adopted October 2015.~~

Stage 9: Monitoring and review

4.12 Once the Local Development Plan is adopted, the Council must send an Annual Monitoring Report to the Welsh Government each year. This will consider how successful the LDP has been in meeting the plan's objectives and means that the Council will be able to compare the actual effects of the LDP against what was intended. There will be a major review of the LDP at least every four years. This may involve rewriting sections of the plan, or replacing it.

Diagram showing LDP Preparation Process



Glossary of Technical Terms

Adopted Plan
The final, statutorily approved legal version of the Local Development Plan.

Adoption
The final confirmation of a development plan status by a local planning authority (LPA).

Affordable Housing
Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.

Annual Monitoring Report (AMR)
A report submitted to the Welsh Government by the local planning authorities which assess the effectiveness of the LDP against a set of indicators and targets.

Air Quality Management Area (AQMA)
The Environment Act 1995 requires local authorities to review and assess the quality of air in the areas against national air quality standards and objectives. Where the UK air quality objectives are not being met and members of the public are affected they are required to declare an AQMA.

Baseline
A description of the present state of the area against which to measure change.

Biodiversity
A term used to describe the variety of life on Earth, including the wide variety of ecosystems and living organisms, animals, plants, their habitats and their genes

Brownfield Land / Site
Land which is, or was, previously occupied by a permanent structure (excluding agriculture or forestry buildings) and associated fixed surface infrastructure. This includes the curtilage of development, defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made.

Candidate Sites
The LDP Manual (Welsh Government 2006) recommends that local planning authorities engage with developers and landowners at the evidence gathering stage of the LDP process to obtain information about potential development sites that may be included in the plan. Accordingly, in November 2010, the Council formally invited developers, landowners,

agents, Council departments and others with an interest in land to submit sites they wished to be considered for development or reuse through the LDP, for a range of uses, including housing, employment, retail, leisure, waste, transport (e.g. park and ride sites), open space and other community uses.

Citizens Panel
The Citizens Panel is made up of a representative sample of over 1,000 local residents from across Cardiff who have agreed to give their views on a number of consultation topics throughout the year. Panel members share their views by completing surveys and occasionally taking part in other activities like focus groups, workshops, or forums.

Climate Change
Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption.

Commitments (or committed development)
All land with current planning permission or allocated in adopted development plans for development (particularly residential development).

Community
People living in a defined geographical area, or who share common interests.

Community Involvement Scheme (CIS)
The CIS identifies how the LPA intends to involve consultation bodies and the public in the preparation of the LDP. The CIS is submitted to the Welsh Government as part of the Delivery Agreement for its agreement.

Community Infrastructure Levy (CIL)
CIL is a method of securing generalised contributions from developers. The Government legislated for CIL in the 2008 Planning Act. Implementing Regulations followed, and CIL came into force in England and Wales on 6 April 2010.

Community Strategy
Local authorities are required by the Local Government Act 2000 to prepare these, with the aim of improving the social, environmental and economic well being of their areas.

Consultation
Formal process where comments are invited on a particular topic or set of topics, or a draft document.

Conservation Area

Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

Conservation Area Character Appraisal
A published document defining the special architectural or historic interest that warranted the area being designated.

Conversions
Generally means the physical work necessary to change of use of a building from a particular use, classified in the use classes order, to another use. Can also mean the sub-division of residential properties into self-contained flats or maisonettes.

Delivery Agreement
A document comprising the local planning authorities timetable for the preparation of the LDP together with its Community Involvement Scheme, submitted to the Welsh Government for agreement.

Deposit
A formal stage of consultation in which comments are invited on the full draft LDP.

Deposit LDP
A full draft of the Local Development Plan which undergoes a formal consultation period.

Development
Development, as it is defined in planning law is the 'carrying out of building, engineering, mining or other operations in, on, over or under land.' (Section 55 of the 1990 Planning Act as amended).

Employment Land / Site
Land used for employment purposes by one or more of the following: offices, manufacturing, research and development, storage and distribution.

Enterprise Zones
A specially designated area within which businesses are granted numerous advantages and incentives such as income tax credits, equipment tax refunds and property tax credits. At its core, the enterprise zone is a means to targeting a specific geographical area for economic revitalisation. Creating an enterprise zone encourages investment and promotes economic growth in that area.

Evidence Base

The information and data gathered by the LPA to justify the "soundness" of the policy approach set out in the Local Development Plan, including physical, economic, and social characteristics of an area.

Examination
Examination is carried out by the Planning Inspectorate on behalf of the Welsh Government and involves the examination of the report, all the deposit representations, the Deposit Local Development Plan with its background evidence and the Sustainability Appraisal Report. It ensures that the LDP is based on sound information and thinking, and that the views of those with concerns about the plan have been considered.

Expressions of Interest
Representations or comments on the development plan, including requests for alteration, inclusion or removal of policies or sites for development.

Final Sustainability Report
A term used to refer to the Sustainability Appraisal Report, produced at the deposit stage. It shows how SA/SEA has informed the preparation of the LDP and details the methodology, process and results of the LDP against the Sustainability Objectives identified in the SA/SEA Scoping Report.

Greenfield Land/Site
Land that has not been previously developed, usually farmland, grassland or heath.

Gross Value Added (GVA)
This is a measure in economics of the value of goods and services produced in an area, industry or sector of an economy.

Habitat Regulation Assessment (HRA)
A HRA is a requirement of European Directive 92/43/EEC which assesses the potential effects a Local Development Plan may have on one or more European sites (Natura 2000 sites). The assessment should conclude whether or not a proposal or policy in a Development Plan would adversely affect the integrity of the site in question.

Housing Land Availability (HLA)
The total amount of land reserved for residential use awaiting development.

Infrastructure
Infrastructure includes services such as roads, transport facilities, water supplies, sewerage and associated waste water treatment facilities, waste management facilities, energy supplies (electricity and gas) and distribution networks and telecommunications infrastructure. Soft infrastructure includes ICT and telecommunications.

Initial Sustainability Appraisal Report
A term used to refer to the Sustainability Appraisal Report, produced at the Preferred Strategy stage. This assesses the LDP options against the Sustainability Appraisal framework. The report is then expanded at the Deposit LDP stage and finalised alongside the Adoption Statement.

Inspector's Report
The findings of the Inspector, following an independent examination of the LDP, set out in a report that is binding upon the LPA.

Key Diagram
The diagrammatic interpretation of the LDP's spatial strategy.

LANDMAP
LANDMAP is the national information system, devised by the Countryside Council for Wales, for taking landscape into account in decision-making (http://landmap.ccw.gov.uk/).

Listed Building
A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures.

Local Development Plan (LDP)
The required statutory development plan for each local planning authority area in Wales under Part 6 of the Planning and Compulsory Purchase Act 2004. A land use plan that is subject to independent examination, which will form the statutory development plan for a local authority area. It should include a vision, strategy, area wide policies for development types, land allocations, and where necessary policies and proposals for key areas of change and protection.

Local Development Plans Wales (LDPW)
Planning policy guidance document from the Welsh Government on the preparation of Local Development Plans.

Local Listing (or Building of Local Importance).
A locally important building valued for contribution to local scene or for local historical situations but not meriting listed building status.

Local Nature Reserve (LNR)
Non-statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged.

Local Planning Authority (LPA)

A planning authority responsible for the preparation of the LDP.

Master Planning
In land-use planning, a government entity's plan for the overall utilisation of a particular area, including its allocation for residential or manufacturing uses and the corresponding environmental impacts.

Minerals Aggregates Technical Advice Note (MTAN1)
This was issued by the Welsh Government in March 2004. MTAN1 and sets an overarching objective which seeks to ensure a sustainably managed supply of aggregates (which are essential for construction), striking the best between environmental, economic and social costs.

Mitigation
Measures to avoid, reduce or offset significant adverse effects.

Mixed Use
Developments or proposals comprising more than one land use type on a single site.

National Vocational Qualifications (NVQs)
NVQs are work based awards that are achieved through assessment and training.

Objectives and Indicators
Objectives are what the LDP is trying to achieve, and indicators are measures that show whether or not objectives are being achieved. They can be used to help show whether planning policy is effective, or be used in helping to conduct a Sustainability Appraisal.

Office of National Statistics (ONS)
The **ONS** is the executive office of the UK Statistics Authority, a nonministerial department which reports directly to the Parliament of the United Kingdom.

Open Space
All space of public value including public landscaped areas, playing fields, parks and play areas, and also including areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.

Participation Phase
Period prior to the pre-deposit Local Development Plan when stakeholders and the public will have the opportunity to influence the issues, options and policies for future growth and development to be included.

Phasing

The development of a site in gradual stages over a period of time rather than all at once.

Planning Gain
The benefits or safeguards, often for community benefit, secured by way of a planning obligation as part of a planning approval and usually provided at the developer's expense. For example, affordable housing, community facilities or mitigation measures.

Planning Obligations and Agreements
Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. For example, the provision of highways. Sometimes called "Section 106" agreements.

Planning Policy Wales (PPW)
Issued by the Welsh Government setting out its national land use policies on different areas of planning.

Population Projection
The prediction of future populations based on the present age-sex structure, and with the present rates of fertility, mortality and migration.

Pre Deposit proposals documents
These include the vision, strategic options, preferred strategy, key policies, and the Sustainability Appraisal report

Pre deposit stage
The strategic Options and Preferred Strategy stage of LDP preparation.

Proposals Map
A component of the Local Development Plan showing the location of proposals on an Ordnance Survey base map.

Prosiect Gwyrdd
Prosiect Gwyrdd is a partnership between, Caerphilly Borough County Council, The County Council of the City and County of Cardiff, Monmouthshire County Council, Newport Council and Vale of Glamorgan Council The combined municipal waste of the five authorities makes up 40% of the total municipal waste of Wales. Prosiect Gwyrdd is committed to looking for the best environmental, cost effective and practical solution for waste after recycling and composting has been maximised in each area (http://www.caerphilly.gov.uk/prosiectgwyrdd/english/home.html).

Protected Species
Plants and animal species afforded protection under certain Acts and Regulations.

Ramsar Sites
Sites designated under the Ramsar Convention to protect wetlands that are of international importance, particularly as waterfowl habitats.

The Regional Technical Statement (RTS)
The RTS is produced by the South Wales Regional Aggregates Working Party and sets out a regional plan for aggregate provision in south Wales and is a requirement of the Minerals Aggregates Technical Advice Note (MTAN1).

Regional Transport Plan (RTP)
Regional Transport Plan prepared by Sewta

Representations
Comments in support of, or in opposition, to the deposit Local Development Plan.

United Kingdom Biodiversity Action Plan (UKBAP)
This is the governmental response to the Convention on Biological Diversity signed in 1992. As of 2009 1,150 species and 65 habitats are identified as needing conservation and greater protection and are covered by UK BAPs.

Unitary Development Plan (UDP)
A plan prepared under the previous plan making system which reached Deposit stage in Cardiff.

Scheduled Ancient Monument
Nationally important monuments usually archaeological remains, that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

Scoping SA
The process of deciding the scope and level of detail of a Sustainability Appraisal, including sustainability effects and options which need to be considered, the assessment methods to be used, and the structure and contents of the SA Report.

Section 106 Agreement
A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

South Wales Regional Aggregates Working Party (RAWP)

The SWRAWP is a technical working group with membership drawn from officers of the 18 Mineral Planning Authorities in South Wales, representatives of the Quarry Products Association, British Aggregates Association, Environment Agency Wales, Countryside Council for Wales, Welsh Assembly Government, Office of the Deputy Prime Minister, Cuddy Demolition, Welsh Environment Trust and British Geological Survey (http://www.swrawpwales.org.uk/).

South East Wales Economic Forum (SEWEF)
The Forum is a regional partnership bringing together the ten local authorities, the Welsh Government, the private sector, universities and the third sector to discuss and address the regional economic matters of south east Wales (http://www.sewales-econforum.co.uk/home).

South East Wales Strategic Planning Group (SEWSPG)
Membership of the group comprises officer and political representation from the ten local authorities in the South East Wales area. The principal aim of the Group is to meet to discuss regional issues and provide an interface between the Wales Spatial Plan strategy and individual authority development plans.

South East Wales Transport Alliance (Sewta)
Sewta is a consortium established on 1st April 2003 by the ten authorities in south east Wales to carry out their functions in relation to public transport and some other transport matters. Sewta works in close liaison with partners representing public transport operators and users (http://sewta.net/).

Sites of Importance for Nature Conservation (SINC)
Locally important sites of nature conservation adopted by local authorities for planning purposes. (See also Local Nature Reserve).

Site of Special Scientific Interest (SSSI)
A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features.

Soundness
To be considered sound, a Local Development Plan must be justified (founded on robust and credible evidence and be the most appropriate strategy) and effective (deliverable, flexible and able to be monitored). There are ten tests of soundness set out in guidance issued by the Welsh Welsh Government and the Planning Inspectorate against which the LDP will be assessed.

Special Area Of Conservation (SAC)

A site designated under the European Community Habitats Directive, to protect internationally important natural habitats and species.

Special Protection Areas (SPA)
Sites classified under the European Community Directive on Wild Birds to protect internationally important bird species.

Stakeholders
Interests directly affected by the LDP (and/ or SEA) - involvement generally through representative bodies.

Strategic Environmental Assessment (SEA)
Generic term used to describe environmental assessment as applied to polices, plans and programmes. The SEA Regulations require a formal "environmental assessment of certain plans and programmes, including those in the field of planning and land use.

Strategic Opportunity Area (SOA)
Strategic Opportunity Areas (SOAs) offers potential regional benefits from its sustainable development. SOAs are intended to bring greater coherence to their development, and enable public transport links to be strengthened.

Submission
Formal stage when the LDP is submitted to the Welsh Government for independent examination by a government-appointed planning inspector.

Supplementary Planning Guidance (SPG)
Supplementary Planning Guidance may cover a range of issues, both thematic and site specific and provide further detail of policies and proposals in a development plan.

Sustainability Appraisal (SA)
A tool for appraising policies and proposals to ensure they reflect sustainability development objects (i.e. social, environmental and economic factors). Each LPA is required by S62(6) of the Act to undertake an SA of the LDP. This form of SA fully incorporates the requirements of the SEA Directive. The term used in the LDP includes Strategic Environmental Assessment, unless otherwise made clear.

Sustainable Development
Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Transport
Often meaning walking, cycling and public use of transport (and in some circumstances 'car sharing'), which is considered to be less damaging to

the environment and contributes less to traffic congestion than one-person car journeys.

Technical Advice Notes (TANS)
Documents produced by the Welsh Assembly Government to supplement Planning Policy Wales, which give detailed technical guidance to Local Planning Authorities on particular planning issues. They should be taken into account by LPAs in the development plan preparation process.

Transport Corridor
An area of land in which at least one main line for transport, (road, rail, canal etc) has been built. Often new transport lines are built alongside existing ones to minimise the area affected by pollution

Transport Hub
A place where passengers and cargo are exchanged between vehicles or between transport modes. Public Transport Hubs include train stations, rapid transit stations, bus stops, tram stop, airports and ferry slips

Travel Plan
A travel plan is a package of actions designed by a workplace, school or other organisation to encourage safe, healthy and sustainable travel options. By reducing car travel, Travel Plans can improve health and wellbeing, free up car parking space, and make a positive contribution to the community and the environment

Wales Spatial Plan (WSP)
A plan prepared and approved by the Welsh Government under S60 of the Act, which sets out a strategic framework to guide future development and policy interventions, whether or not these relate to formal land use planning control. Under S62 (5) (b) of the Act a local planning authority must have regard to the WSP in preparing an LDP.

Welsh Index of Multiple Deprivation (WIMD)
The official measure of deprivation in small areas in Wales. It is a relative measure of concentrations of deprivation at the small area level. It looks at issues such as income, housing, employment, access to services, health, environment, education and community safety.

Windfall Site
A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context.

Appendix ~~8~~ 11 : Tests of Soundness Self-Assessment

11.1 When the Council has finalised its LDP, it must place it on deposit for public inspection and the submission of representations, and then submit it to the Welsh Government for examination by an independent inspector. The inspector appointed by the Welsh Government (WG) must determine whether the plan is fundamentally sound having regard to ten test of soundness set out in guidance issued by the Welsh Government and the Planning Inspectorate *A Guide to the Examination of Local Development Plans, Planning Inspectorate Wales, 2007*.

11.2 The following table sets out the ten tests of soundness and the Council's assessment of its progress to date in meeting each of them.

Procedural Tests		
P1	**It has been prepared in accordance with the Delivery Agreement including the Community Involvement Scheme**	The Delivery Agreement (DA) contains a timetable for LDP production and the Community Involvement Scheme (CIS) that sets out how and when stakeholders and the community can contribute to preparing the LDP and its Sustainability Appraisal (SA). Cardiff's DA was originally approved by Council on 23rd September 2010 and agreed with the WG on 15th October 2010. The DA is kept under continual review. On 5th December 2011 WG agreed amendments to the timetable for preparing and adopting the plan. Consulting on the Deposit Plan in October 2013 fully accords with the adopted timetable. Additionally, it should be noted that the procedural requirements of the Town and Country Planning (Local Development Plan) (Wales) Regulations have been conformed with in preparing the plan. In accordance with the DA, the Council engaged with a wide range of groups, organisations and the wider public to assist developing a consensus on the generation of alternative strategies and options together with identifying key issues. Specific measures undertaken included: • Invitation to submit Candidate Sites - December 2010: Invitations were sent out inviting developers, landowners and others with an interest in land to submit sites they wished to be considered for development or reuse through the LDP. In addition a notice was placed in the South Wales Echo and placed on the Council website;

- Consultation on SA/SEA Scoping Report - November/December 2011;

- Consultation on vision and objectives – November/December 2010: In order to inform the preparation of LDP vision and objectives an extensive consultation and engagement exercise was carried out. This included:

    - A Stakeholder Consultee Conference which was held on 25th November 2010:
    - 4 Public Consultee Conferences held at venues around the city;
    - Questionnaire contained in the November Capital Times;
    - Questionnaire available on-line via the Council's website;
    - 'Ask Cardiff' random postal questionnaire to 5,000 households;
    - Citizens' Panel questionnaire to 1,000 households; and
    - E-mail responses to website and other publicity.

- Consultation on strategic options and sites – May/June 2011: In order to inform the preparation of the Preferred Strategy a consultation exercise on strategic options and sites was undertaken between 9th May and 10th June 2011. During this period members of the public and stakeholders were asked to give views on a series of strategic growth options for housing and employment and on candidate sites that had been put forward by developers and landowners to deliver this growth. The consultation included:

    - A Stakeholder Consultee Conference which was held on 16th May 2011:
    - 13 Public Consultee Conferences held at venues around the city;
    - Publicity in Capital Times;
    - Representation form available on-line via the Council's website;
    - Citizens' Panel questionnaire to 1,000 households; and

		o E-mail responses to website and other publicity. Consultation on the Preferred Strategy – November/December 2012. In accordance with Regulation 15 of the Local Development Plan Regulations the Council undertook 6 weeks consultation on the Preferred Strategy and the Initial Sustainability Appraisal between 1st November and 14th December 2012. During this period members of the public and stakeholders were asked to give views on how the Preferred Strategy proposed to address the key environmental, economic and social issues affecting the city and how development needs will be met including the proposed broad locations of new housing, employment and other strategic requirements. o A Stakeholder Consultee Conference which was held on 2nd November 2012: o 4 Public Consultee Conferences held at venues around the city; o 14 drop-in exhibitions at venues throughout the city; o Publicity in Capital Times; o Representation form available on-line via the Council's website; o Citizens' Panel questionnaire to 1,000 households; and o E-mail responses to website and other publicity. • Consultation on Masterplanning principles – March 2013. A series of consultation events were held during March 2013 to seek feedback from stakeholders, developers and members of the public on the LDP Masterplanning Approach. • Engagement with key stakeholders through the preparation of various local and regional strategies –ongoing; • Deposit Plan consultation arrangements: When the Deposit Plan is issued, extensive consultation arrangements have been put in place including the facility for on-line representations using the Objective

		Publishing system, public exhibitions, centre-page insert into, 'The Capital Times' that is delivered to every house in Cardiff, production of a user-friendly leaflet that provides a non-technical summary of the LDP and how to make representations, and relevant documents will be made available via the website.
P2	**The Plan and its policies have been subjected to Sustainability Appraisal including Strategic Environmental Assessment**	Following stakeholder engagement and consultation, a Scoping Report for Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the Cardiff LDP was adopted by the Council's Executive and published in January 2011. An Initial Sustainability Appraisal Report was prepared in October 2012 to accompany the Preferred Strategy Consultation and assessed the Preferred Strategy against the Sustainability Objectives identified in the SA/SEA Scoping Report. A Full Sustainability Appraisal Report has been prepared and published for consultation as part of the Council's Deposit proposals. It sets out an assessment of the Deposit Plan against the Sustainability Objectives identified in the SA/SEA Scoping Report. The SA/SEA work has been undertaken in-house using its Sustainable Development Unit and employed Levett-Therivel Sustainability Consultants to quality assure the work undertaken (process and content), and provide advice at key stages including how to comply with the strategic Environmental Assessment Regulations.

Consistency Tests		
C1	**It is a land use plan which has regard to other relevant plans, policies and strategies relating to the area or adjoining areas**	The Deposit Plan has regard to other relevant plans, policies and strategies. Section 2 of the Plan specifically identifies the national, regional and local policy framework within which it has been prepared. The Deposit Plan also has regard to the plans of adjoining authorities, namely the adopted Newport

		and Vale of Glamorgan Unitary Development Plan and adopted Caerphilly and Rhondda Cynon Taff Local Development Plan. Technical Appendix 1 of the SA/SEA Scoping Report includes a review of plans, policies and programmes from all levels of government (European, national, regional and local) that have been considered in undertaking SA/SEA of the Preferred Strategy. The Deposit Plan Strategy identifies and takes account of those aspects that are of significance. The Deposit Plan has regard to national policy set out in the Wales Spatial Plan which places Cardiff at the centre of the South East - 'Capital Network' - area of Wales. In this regard the plan recognises that it is important for Wales as a whole that Cardiff becomes significant internationally and that, to achieve this, the City needs to be the focal point of a coherent and successful urban network in South East Wales. In order to ensure the region functions in this way the Plan recognises that it is important to provide an integrated transport solution for the region linked to an appropriate balance of development throughout the region.
C2	**It has regard to national policy**	The Deposit Plan is consistent with national planning policy. Section 2 of the Preferred Strategy identifies the main elements of national policy which the Council has had regard to in its preparation. Technical Appendix 1 of the SA/ SEA Scoping Report includes a review of all national plans, policies and programmes that have been considered in undertaking SA/SEA of the Plan. The Deposit Plan takes account of those aspects of national policy that are of significance.
C3	**It has regard to the Wales Spatial Plan**	The Deposit Plany is considered to be consistent with the Wales Spatial Plan. Section 2 of the LDP directly references People Places Futures: The Wales Spatial Plan.

		The Deposit Plan reflects the Spatial Plan's vision, strategy, propositions and actions for Cardiff and the South East Wales Area (The Capital Network). The level of growth in jobs and housing proposed in the plan together with transportation improvements will help deliver the Spatial Plan's vision to place Cardiff at the centre of the South East - 'Capital Network' - area of Wales, helping to spread prosperity within the area and benefiting other parts of Wales.
C4	**It has regard to the Community Strategy**	The Deposit Plan has full regard to the Council's Community Strategy. Section 3 (Vision and Objectives) of the Plan directly references the 'What Matters' Strategy 2010-2020', and Section 3 and the Plan builds upon it. In particular, the Preferred Strategy vision is based on the economic, social and environmental vision for Cardiff as set in the Strategy. These high level visions have been translated into spatial priorities to deliver the vision and provide the context for the strategic objectives and sub objectives that lie at the heart of the plan. The Deposit Plan sets out the means of delivering these objectives.

Coherence and Effectiveness Tests		
CE1	**The plan sets out a coherent strategy from which its policies and allocations clearly flow and, where cross boundary issues are relevant, it is compatible with the development plans prepared by neighbouring authorities**	Section 4 of the Deposit Plan sets out a coherent Strategy which flows from the key issues identified through the review of the national, regional and local policy framework, including the Wales Spatial Plan and the Community Strategy, and the evidence base. The strategy takes into account work undertaken at the regional level with neighbouring local authorities on spatial plan area groups and studies. This includes, the recommendations of the Collaborative working Group, the Regional Waste Plan and Regional Transport Plan. This process ensures that cross boundary issues for the Deposit Plan Strategy

		are consistent with the development plans prepared by neighbouring authorities. In particular, the overall Strategy and level of growth proposed is considered to strike the right balance having regard to the evidence base and also taking account of Cardiff's wider regional responsibilities in adopting an approach that still allows other authorities to fulfil their objectives, and those set out in the Wales Spatial Plan.
CE2	**The strategy, policies and allocations are realistic and appropriate having considered the relevant alternatives and are founded on a robust and credible evidence base**	The Deposit Plan is considered realistic and appropriate having considered all reasonable alternatives (in accordance with the SEA Regulations). A multitude of options and alternatives have been considered as part of the SA/SEA process. The Deposit Plan is founded on a robust and credible evidence base and draws upon the available evidence base, including the national regional and local policy context. The key Issues section of the Deposit Plan sets out the assumptions and background to which the Plan's policies and proposals are based. The Deposit Plan is supported by evidence from the evidence base and background technical papers Technical Appendix 2 of the SA/SEA Scoping Report also includes a review of the evidence base that has been considered in undertaking the SA/SEA of the Deposit Plan. The preparation process has also been participative, with the views of key stakeholders being tested through a series of consultation events and the Council's Citizens Panel. The extensive process of collecting relevant evidence has demonstrated that it is not always possible to reach absolute consensus on all issues and in some cases, different evidence sources may point to different conclusions. However, the Deposit Plan has taken full account of all relevant information available and where judgements have made been made, full reasoning is set out within the document and supporting information to demonstrate how

		conclusions are realistic and appropriate having regard to the evidence base.
CE3	**There are clear mechanisms for implementation and monitoring**	The Annual Monitoring Report is the principle mechanism through which the implementation of policies in the LDP are measured. The general approach to this is set out in Appendix 8 to the Deposit Plan.
CE4	**It is reasonably flexible to enable it to deal with changing circumstances**	The Deposit Plan has been specifically designed to provide a flexible policy framework. It is considered sufficiently flexible to deal with unexpected changes in circumstances and has been prepared during a period that has seen economic changes, thereby allowing consideration of the flexibility of the policy response. Finally, the AMR provides a key mechanism to monitor the delivery of the LDP. This will be used to assess whether a review is necessary in case of a change in circumstances.

Appendix ~~1~~ 12: List of Supporting Documents

Background Technical Papers and Assessments

1. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 1 Population and Housing – September 2013
2. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 2 Urban Capacity Study – September 2013
3. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 3 Green Belt – September 2013
4. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 4 Economic – September 2013
5. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 5 Transportation – September 2013
6. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 6 Infrastructure Plan – September 2013
7. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 7 District and Local Centres
8. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 8 City Centre Protected Shopping Frontage Assessment – September 2013
9. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 9 Minerals – September 2013
10. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 10 Waste – September 2013
11. Cardiff Deposit Local Development Plan 2006-2026 Final Sustainability Report - September 2013
12. Cardiff Deposit Local Development Plan 2006-2026 Habitat Regulations Assessment Report – September 2013
13. Cardiff Deposit Local Development Plan 2006-2026 Health Impact Assessment Report – September 2013
14. Cardiff Deposit Local Development Plan 2006-2026 Equalities Impact Assessment Report – September 2013
15. Cardiff Deposit Local Development Plan 2006-2026 Initial Consultation Report – September 2013
16. Cardiff Deposit Local Development Plan 2006-2026 Masterplanning Framework – General Principles, Strategic Framework & Site Specific Frameworks for larger sites – September 2013
17. Cardiff Deposit Local Development Plan 2006-2026 Summary of cross boundary working – September 2013

Evidence Base Studies

18. Edge Analytics Report on Population & Household Forecasts
19. Local housing Market Assessment

20. Affordable Housing Viability Assessment
21. Gypsy & Traveller Study Needs Assessment
22. Gypsy and Traveller Study Sites Assessment
23. Strategic Flood Consequences Assessment
24. Landscape Study Supporting Documents: Review of Landscape Character Areas (February 2008), Review of Special Landscape Areas (August 2008)
25. Renewable Energy Assessment

Appendix ~~7~~ 13: List of the Evidence Base

Topic	Title	Author	Date
Housing and Population	• Cardiff Gypsy & Traveller Accommodation Assessment	ORS	Apr-13
	• Cardiff Gypsy, Traveller and Travelling Showpeople Sites Study	Peter Brett Associates	Jul-13
	• Affordable Housing Viability Study	Peter Brett Associates	Aug-13
	• Cardiff Local Development Plan Population and Household Projections Phase 1 Report	Edge Analytics	Mar-11
	• Cardiff Local Development Plan Population and Household Projections Phase 2 Report	Edge Analytics	Jun-11
	• Cardiff Population and Household Forecasts – Updating the Evidence	Edge Analytics	Jun-13
	• Cardiff Housing Monitoring Schedule	CCC	Mar-13
	• Local Housing Market Assessment Update	HDH Planning and Development	July -13
Economy and Employment	• Cardiff Employment Land Study Stage 1: Supply Audit	DTZ	Apr-11
	• Cardiff Employment Land Study Update Stage 2: Assessing Future Requirements	DTZ	Jun-11
	• Strategic Area Appraisals	Savills	Jun-11

Topic	Title	Author	Date
	• Cardiff Employment Land and Commercial Property Strategy	GVA Grimley	Mar-09
	• Business and Industrial Land bank Monitoring	CCC	Jul-11
	• Business Class Office Development Monitoring	CCC	Jul-11
	• Cardiff Employment Land and Property Study Stage 3: Gap Analysis	Hardisty Jones Associates	Apr-12
	• Economic Bulletin Edition 18 Autumn 2010	CCC	Autumn 2010
	• Monthly Unemployment Statistics	Cardiff Research Centre	Ongoing
Retail	• District and Local Centre Floorspace Survey	Colliers	Sep-08
	• Cardiff Out of Centre Retail Stores	CCC	Jan11
	• Retail Capacity Study	Colliers	Mar-09
	• Retail Capacity Study Update Volume 1: Consultants Report	Colliers	Mar-11
Biodiversity	• Cardiff Biological Database	CCC	Ongoing
Habitats Regulations Assessment	• Screening Report	CCC	Oct-12
Landscape	• The Landscape Study of Cardiff 1999	CCC	1999
	• The 2007 Landscape Study of Cardiff	CCC	2007
	• The Review of Landscape Character Areas Study	CCC	2008
Conservation and Design	• Conservation Area Appraisals	CCC	Ongoing

Topic	Title	Author	Date
Flooding & Flood risk	• Cardiff Strategic Flood Consequences Assessment: Report on Phase 1 (Scoping Study)	Atkins	June-09
	• Cardiff Strategic Flood Consequences Assessment: Phase 2 Part 1	Atkins	Nov-11
	• Cardiff Strategic Flood Consequences Assessment: Phase 2 Part 2	Atkins	Jul-11
	• Cardiff Strategic Flood Consequences Assessment: Phase 3	Atkins	Aug-12
	• Cardiff Strategic Flood Consequences Assessment: - Addendum Report	Atkins	Oct-11
Open Space	• Cardiff Open Space Survey 2009	CCC	Sept-09
	• Cardiff Accessible Natural Greenspace Survey 2008	CCC	Mar-08
Renewable Energy	• Renewable Energy Assessment	CCC	Aug 13
Regional	• Strategic Planning for the Cardiff City Region	Roger Tym & Partners	Oct-11
	• Report of Findings	Cardiff LDP Collaborative Working Group	Apr-12

Appendix ~~10~~ 14 : Bibliography

• STEAM Report 2010	Cardiff Council
• Cardiff Annual Traffic Flow Surveys	Cardiff Council
• Cardiff Annual Patronage Surveys 2010	Cardiff Council
• Ask Cardiff Surveys: Between 2010 and 2012	Cardiff Council
• 'What Matters' The Ten Year Strategy (2010-2020)	Cardiff Council
• European Directive 2009/28/EC: The Promotion of t use of energy from renewable sources	EU
• Cardiff and Wales Crime 2009 - 2011	Home Office
• Employee Jobs Business Register and Employment Survey 2012	ONONS
ONS GVA Statistics 2011	ONS
• Claimant Count	ONS
• Population and Household growth estimates	ONS
• Guide to the Examination of Local Development Plai 2006	Planning Inspectorate
• Hotting Up? : An Analysis of Low Carbon Plans and Strategies for UK Cities 2011	RICS
• The South East Wales Regional Waste Plan, First Review (RWP) (2008)	South East Wales Regional Waste Group (SEWRWG)

• A Regional Transport Plan (RTP) (2010)	South East Wales Transport Alliance (SEWTA)
• The South Wales Regional Technical Statement for Aggregates (2008)	South Wales Regional Aggregates Working Party (SWRAWP)
• Annual Population Survey 2011	Welsh Government
• Local Development Plans Wales 2005	Welsh Government
• Local Development Plan Manual 2006	Welsh Government
• Planning Policy Wales (Edition 4) 2011	Welsh Government
• Mineral Planning Policy Wales 2011	Welsh Government
• People Places Futures: The Wales Spatial Plan 2008	Welsh Government
• Environment Strategy for Wales 2006	Welsh Government
• One Wales, One Planet 2009	Welsh Government
• Economic Renewal: A New Direction 2010	Welsh Government
• One Wales: Connecting the Nation – The Wales Transport Strategy 2008	Welsh Government
• National Transport Plan 2010	Welsh Government
• Minerals Technical Advice Note 1: Aggregates (MTAN1) 2004	Welsh Government
• Welsh Health Survey 2010	Welsh Government
• Circular 30/2007 – Planning for Gypsy and Traveller caravan sites	Welsh Government
• Welsh Index of Multiple Deprivation 2011	Welsh Government

Appendix 5

Cardiff Local Development Plan

2006 – 2026

The LDP Inspectors have authorised the Council to make outstanding typographical and factual errors, together with any other presentational matters and consequential changes flowing from agreed Matters Arising Changes (MACs) and recommended Inspectors Matters Arising Changes (IMACs) such as altered policy cross-references, map title amendments, site area or numerical changes and paragraph numberings. Whilst this final version of the Plan has sought to pick up all such changes there may be others identified and corresponding changes made during final publication of the document

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Foreword

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

A new Plan for Cardiff is all the more vital given the fact that the previous Local Plan was approved in 1996- some 19 years ago. The lack of an up-to-date Plan has had serious negative consequences with insufficient land being brought forward to meet urgent housing needs.

Put quite simply, not having a plan in place does not stop development. All that happens is that development still takes place, but in a policy vacuum where the Council and its residents have limited control. Appeals have been lost for development in the open countryside and also left the Council on the back foot in terms of securing supporting infrastructure and community facilities. A plan-led approach is the only way forward where the Council sets out a clear strategy for the future.

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

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

Overall, the Plan provides a balanced response to meeting social and economic needs, but in a manner which best protects our valued open spaces, river corridors and countryside backdrop.

An exciting new era in Cardiff's development unquestionably lies ahead. In coming years we will see the new BBC headquarters and transport interchange in the heart of our city. Other brownfield regeneration schemes continue to come forward including council-led affordable housing projects alongside new greenfield opportunities set out in the Plan. On a city-region scale, there are significant opportunities ahead through the Metro and City Deal.

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

Councillor Ramesh Patel
Cabinet Member Transport, Planning & Sustainability

Summary

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

1. Making provision for new homes and jobs

- Cardiff has a significant need for new homes including family homes, affordable homes together with catering for the whole range of needs.
- Cardiff also plays a key role as economic driver of the wider city-region, providing much needed jobs for the whole region.
- The Plan aims to respond to these evidenced social and economic needs in a balanced way - respecting environmental qualities, providing a framework to manage delivery and provide new infrastructure together with carefully managing impacts.
- The overall level of growth is considered to represent the most robust, balanced and appropriate approach taking into account all relevant factors and the advice of independent population forecasting experts.
- It sets out a Strategy to deliver 41,100 new dwellings and 40,000 new jobs over the Plan period including ways to provide flexibility should build rates be higher than anticipated.
- This level of growth is considered appropriate to deliver Wales Spatial Plan objectives, the Council's overall vision and the LDP objectives.
- New homes, jobs and supporting facilities will be provided from numerous sources including:
    - Those already built since the start of the Plan period in 2006;
    - Minor adjustments to existing housing stock- taking account of anticipated demolitions and changes of use based on past rates;
    - Commitments- Sites with the benefit of an existing planning consent or resolution to grant subject to the signing of a legal agreement;
    - Anticipated windfall provision- Those sites likely to come forward over the Plan period through natural change in an urban area the size of Cardiff; and
    - New allocations including brownfield sites, greenfield sites of different scales and land use combinations.

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

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

Policies and mechanisms have been put in place to provide a framework to effectively manage future growth. Areas to be kept free from development are made explicit avoiding the current climate of uncertainty created by not having an adopted Plan in place. Protected areas include the designation of Green Wedge North of the M4 Motorway together with the tight settlement boundaries policy county-wide and protection of river valleys and open spaces. Collectively, these policies protect vast tracts of Cardiff's valued countryside, river valleys and open spaces. The master planning approach provides an over-arching framework for the development of new areas setting out key requirements relating to land use, densities, community facilities, transportation, open spaces and phasing. Further work on the detailed master planning of areas will be carried out within this over-arching context. Design policies and guidance set out expectations encouraging more sustainable forms of development.

3. Bringing forward new infrastructure

New development will clearly create the need for new infrastructure. The Plan sets out an approach which requires the timely provision of new infrastructure including community facilities, transportation and other services. Whilst it is recognised that some significant elements of

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

4. Delivering sustainable transportation solutions

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

5. Responding to evidenced economic needs

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

6. Responding to evidenced social needs

Cardiff experiences some significant social needs, with particularly high housing demand projected to continue over the Plan period. The Strategy aims to positively respond to these needs by providing a wide range and

choice of sites to respond to the full diversity of needs, including those from the Gypsy and Traveller community as required in national policy and guidance. Overall, the Plan promotes more sustainable communities where emphasis is placed on supporting District & Local Centres, encouraging the full range of accessible social, health and educational facilities, together with supporting regeneration initiatives and utilising the potential positive benefits which new developments can bring to adjoining areas.

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

Cardiff possesses a unique and particularly distinctive natural and built heritage. The Plan delivers sustainable development by meeting social and economic needs, but in a managed way which retains, manages and enhances important features of the natural and built heritage. Central to this approach is the designation of a Green Wedge to the North of the M4 Motorway, a strict settlement boundary policy together with protection of the river valleys and open spaces. In this way, Cardiff's distinctive environmental qualities can be successfully maintained with further opportunities to enhance their management and increase public enjoyment. Detailed policies provide clear guidance relating to important elements of Cardiff's biodiversity, landscape and built heritage.

Introduction

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

1.1. Cities change. Cardiff is no exception and has grown year on year for generations. This has seen Cardiff become the Capital City of Wales and centre of a wider city-region providing an important source of jobs and services for the whole of South East Wales.

1.2. New homes, jobs, supporting transportation and other facilities are required to meet the needs of future generations. These needs must be carefully balanced against environmental and quality of life factors.

1.3. The adopted Cardiff Local Development Plan (LDP) is the tool to address these issues. It represents a 'plan-led' approach to meeting future needs.

1.4. The adopted LDP provides the statutory framework for the development and use of land within Cardiff over the Plan period (2006-2026). This fulfils the requirements of The Planning and Compulsory Purchase Act 2004 which requires the Council to prepare a LDP. It replaces existing Structure Plans and Local Plans relating to Cardiff and will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications.

1.5. The Plan has been prepared in accordance with formal regulations and the 'LDP Delivery Agreement' which sets out a timetable for its preparation along with details of consultation as the Plan progressed. This was agreed with the Welsh Government on 5th December, 2011.

1.6 The Plan contains the following sections:

- Foreword;
- Summary;
- Introduction;
- LDP Vision & Objectives;
- Strategy, Key Policies and Key Diagram;
- Detailed Policies;
- Monitoring and Implementation;
- Proposals Map and Constraints Map;
- Appendices.

Monitoring and Review

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

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

Supplementary Planning Guidance (SPG)

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

Assessment processes that have informed the Plan

1.10 In addition to the overall independent examination of the LDP, the Plan has also been subject to two further formal assessment processes. The Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) processes - these are required by the Planning and Compulsory Purchase Act 2004 and the SEA Regulations to ensure that the LDP policies reflect sustainability principles and take into account impacts upon the environment and The Habitat Regulations Assessment (HRA) - this process is required to determine the likely significant effects of the Plan on European Sites of nature conservation importance.

1.11. Furthermore, the adopted LDP has been subject to the following additional assessments designed to further scrutinise the Plan contents: Health Impact Assessment - a process involving relevant stakeholders in assessing the health implications of the Plan; and Equality Impact Assessment - a process involving relevant stakeholders in assessing the equality implications of the Plan.

1.12. The importance of Welsh culture and heritage is recognised in the Plan however having assessed the densities of Welsh language use across the City it is not considered to be an issue which requires addressing in the Plan. As a result the proposals contained in the LDP are not considered to have a detrimental impact on the Welsh language and

culture or materially affect the linguistic balance of Cardiff or communities within Cardiff.

The Cardiff Context and Key Issues the Plan must address

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

The Cardiff Context

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

Key social trends and issues

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

- Cardiff performs well compared to Wales and the UK average in attaining high-level skills and 39% of its workforce educated to degree level or above.

Key economic trends and issues

- Cardiff accounts for 32% of total employment in South East Wales and its economy is generally strong and buoyant.
- Cardiff's employment workforce totals nearly 189,000 with 88% of jobs being in the service sector.
- Cardiff & the Vale of Glamorgan generate 22% of the Welsh GVA (Gross Value Added).
- Unemployment in Cardiff was 4.5% in March 2013.
- The recession has caused the loss of approximately 4,700 jobs between 2008-2010.
- Cardiff has one of the highest percentages of high growth firms in the UK between 2002-2010.
- Inward investment trends are improving but continue to trail other leading core cities.
- The City Centre and Cardiff Bay remain the principal office locations complemented by out of centre sites but Cardiff lacks a large supply of Grade A office space and the Plan supports the on-going regeneration of the Bay Business Area, including Mount Stuart Square.
- The total industrial stock in Cardiff is approximately 19.2 million square feet and mainly concentrated in the south/eastern area of the city but only 6.1% of the stock is less than 5 years old.
- Cardiff City Centre is the main shopping centre for South East Wales and is ranked the 6th top retail centre in the UK.
- The leisure and tourism sector generates significant economic and cultural benefits for the city.

Key transportation trends and issues

- Traffic on Cardiff's roads grew by 9% between 2002-2012.
- 56% of Cardiff's residents travel to work by car.
- Nearly 77,900 people commute into Cardiff each day by all modes (37% of Cardiff's workforce). The 2001 Census indicates that approximately 80% of commuters travel to Cardiff by car.

- Travel on rail services has increased considerably - the use of Cardiff Central and Queen Street Stations has risen by 82% between 2001-2011.
- Cycle use has increased 10% between 2001-2011 but bus use has fallen slightly over the same period.
- Cardiff International Airport is located within the Vale of Glamorgan providing the closest international links to Cardiff.
- The operational port in Cardiff performs an important role in terms of freight movement.

Key environmental trends and issues

- Cardiff is located within a well-defined landscape setting with prominent ridges to the west and north and Severn Estuary to the south.
- The countryside and urban area contains a wealth of natural and historic interests. For example, there are almost 1,000 Listed Buildings, 27 Conservation Areas, 2 sites noted for their international biodiversity (Cardiff Beechwoods SAC and Severn Estuary SAC/SPA/RAMSAR)
- The city has a particularly rich Victorian and Edwardian legacy.
- Cardiff has over 400 hectares of recreational open space and 2000 hectares of amenity space. The four river valleys of the Ely, Taff, Rhymney and Nant Fawr provide extensive and continuous corridors running from the countryside and through the urban area.
- Good quality agricultural land is known to exist in some areas.
- Flooding is known to pose a risk in relation to fluvial, tidal and surface water.
- Detailed studies have been undertaken to assess the extent of this risk and inform the Plan.
- The main source of CO2 emissions in Cardiff are from industry (45%) with domestic sources contributing 30%.
- The main source of emissions affecting air quality is road traffic (nitrogen oxide the main pollutant).
- Current production of renewable energy in Cardiff is low.
- Over the past 10 years, recycling rates in Cardiff have risen from 4% to 55%.
- Cardiff possesses a significant and good quality of mineral reserves.
- Water quality in the main rivers is improving but still falls below the requirements of the Water Framework Directive.

LDP Vision and Objectives

Background

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

Vision

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

"By 2020...Cardiff will be a world class European capital city with an exceptional quality of life and at the heart of a thriving city-region".

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

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

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

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

People in Cardiff are healthy

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

People in Cardiff have a clean, attractive and sustainable environment

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

People in Cardiff are safe and feel safe

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

Cardiff has a thriving and prosperous economy

- Build strong futures for children and young people by focusing on education, training and employment opportunities;
- Improve opportunities for the creation of quality and sustainable employment; and

- Create an environment that develops, attracts and retains skilled workers, businesses and entrepreneurs to Cardiff.

People in Cardiff achieve their full potential

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

Cardiff is a great place to live, work and play

- Provide the level of urban design infrastructure and connectivity required to make Cardiff a great place to work and do business;
- Support and maintain strong safe and sustainable neighbourhoods;
- Ensure the provision of high quality sustainable and affordable housing; and
- Develop world-class leisure, cultural and sporting facilities – that reflect the wants of citizens and visitors.
- Cardiff is a fair, just and inclusive society
- Enable all people in Cardiff to meaningfully engage and participate in decision making processes;
- Mainstream equality issues at strategic and operational levels; and
- Reduce inequalities through a joined-up, targeted approach.

Objectives

3.6. The LDP objectives set out in more detail how the LDP vision can be addressed through the planning system. They respond to spatial elements contained in the vision together with the economic, social and environmental strands set out in the strategic outcomes.

3.7. In spatial terms, the vision recognises the key role that Cardiff plays as being the heart of a thriving city-region. Nearly 77,900 people commute into the city each day which demonstrates the important economic and social role Cardiff plays in relation to the wider region.

3.8. The vision fully recognises economic, social, environmental, as well as sustainability issues. It is the aim of the LDP objectives to respond to the evidenced economic and social needs but in a way that is co-ordinated, respects and enhances Cardiff's environment and sets out a framework for delivering the sustainable neighbourhoods of the future. This is delivering sustainable development locally and improving the long term economic, social and environmental wellbeing of people and communities in Cardiff. In this way, the LDP can help create sustainable neighbourhoods that form part of a sustainable city that lies at the heart of a sustainable city-region.

3.9. The objectives are set out under 4 main headings:

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

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

a. To effectively respond to Cardiff's role as capital city for Wales, seat of the National Government and centre of the city-region in terms of providing a range and choice of economic opportunities that will drive the prosperity of the region.

b. To maximise the economic potential of the city centre of Cardiff as a major financial and service sector opportunity that builds upon its position next to a transport hub of national and regional significance and is readily accessible from all areas within the city and well connected to other UK cities.

c. To maintain and enhance the vitality, attractiveness and viability of the city centre as a major retail and cultural destination and as a place to work, visit and live.

d. To continue the successful regeneration of the Cardiff Bay area, maximising opportunities for quality commercial buildings and further development, particularly water and river frontage developments that can provide attractive and distinctive environments.

e. To promote clusters of specialist sectors and research & development expertise including the following key sectors:
   - ICT;
   - Energy and environment;
   - Advanced materials and manufacturing;
   - Creative industries;
   - Life sciences; and
   - Financial and professional services.

f. To ensure a range and choice of employment land and business premises at sustainable locations across the city is provided to assist economic competiveness, encourage entrepreneurship, promote the growth of indigenous businesses of all types and size and attract inward investment.

g. To assist the promotion of Cardiff as a major tourist destination including the provision of the development of a variety of high quality tourist facilities and visitor accommodation.

h. To create a physical and economic environment that develops, attracts and retains skilled workers, businesses and entrepreneurs to Cardiff together with maximising links with Universities and supporting indigenous skills and enterprises.

i To quantify critical strategic infrastructure required to realise development aspirations and set out clear mechanisms for delivery including sustainable transport solutions for strategic sites.

j. To establish Cardiff as a sustainable travel city by reducing the need to travel, increasing the use of sustainable travel modes and networks (particularly walking and cycling), decreasing private car use and improving the city's key transport hub based at the adjacent central bus and train stations.

k. To protect existing mineral resources and ensure an adequate supply of limestone aggregates in the north west of the city for the construction industry and to promote their efficient and appropriate usage, including the use of recycled aggregates where possible.

l. To support sustainable collection and recycling methods for Municipal Waste by maintaining and improving an integrated network of facilities in Cardiff.

m. To lead and participate in securing regional facilities for the sustainable treatment and disposal of Municipal Waste in accordance with the Regional Waste Plan and in a manner that follows the waste hierarchy which seeks to maximise the reduction of waste in the first place and thereafter reusing, recovering and recycling options before the disposal of waste material is considered.

n. To facilitate an integrated network of commercial and industrial sustainable waste management facilities consistent with the needs of the South East Wales area and in a manner that follows the waste hierarchy which seeks to maximise the reduction of waste in the first place and thereafter reusing, recovering and recycling options before the disposal of waste material is considered.

2. To respond to evidenced social needs.

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

b. To provide a range and choice of new homes of different tenure, type and location that meets specific needs such as the provision of affordable housing, family accommodation, housing for the elderly, the disabled and students and pitches for the gypsy and traveller community.

c. To maximise the use of the existing building stock through refurbishment, retro-fitting and empty homes initiatives.

d. To bring about changes to Cardiff's environment and neighbourhoods that help to tackle health inequalities, promote good health and enable healthier lifestyles to be led by the city's population in line with Cardiff's status as a World Health Organisation, 'Healthy City'.

e. To bring about changes to Cardiff's environment that create a safer city and reduce the likelihood, fear and consequences of crime.

f. To create an environment that is made more accessible to all groups in society so that the employment opportunities, facilities and services of the city can be more readily used and enjoyed by all.

g. To maximise the multi-functional role played by Cardiff's parks, open spaces and allotments together with improving their accessibility for the whole community.

h. To recognise, support and enhance the key role played by existing District, Local and Neighbourhood Centres as accessible local hubs providing community services, local shops, healthy food choices, businesses, employment and access to public transport.

i. To support the regeneration of local neighbourhoods including reducing inequalities, particularly areas experiencing high levels of deprivation, areas vulnerable to decline and areas with opportunities for change.

j. To ensure that the necessary education and training facilities are provided and are accessible to all: to build strong futures for children, provide a diverse range of learning opportunities for all and assist economic progress through the development of required skills.

k. To develop new cultural, leisure and sporting facilities to meet needs and enhance Cardiff's role as a premier cultural and sporting destination.

l. To ensure that the necessary community and cultural facilities (community centres, shops with healthy food choices, youth facilities, child care, faith buildings, health centres, etc.) are provided that are accessible to all, especially in areas that are deprived.

m. To address rising unemployment and provide accessible local job opportunities, particularly in areas of greatest need.

n. To promote social inclusion, equality of opportunity and access for all.

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

a. To mitigate the effects of climate change through reducing energy demand and increasing the supply of renewable energy.

b. To ensure that Cardiff adapts to the full anticipated impacts of climate change and that new development and infrastructure is designed to be resilient to possible consequences.

c. To protect, manage and enhance Cardiff's natural environmental assets, including:
   - The parks, open spaces and allotments in the city that are highly valued by local communities and an important component of Cardiff's quality of life;
   - The strategically important river valleys of the Ely, Taff, Nant Fawr and Rhymney that link the city to the countryside and provide a valuable recreational, biodiversity and amenity resource;
   - Cardiff's countryside, particularly its areas of high landscape value and the coast that provide an important setting to the urban area, provide an agricultural resource and opportunity for recreation;
   - The city's biodiversity, its internationally, nationally and locally designated sites, wildlife habitats and features that contain important species and networks that link together areas of value;
   - Natural resources including geodiversity, the best soils, water and air quality including, the reduction of pollution; and
   - The role that vegetation plays in combating climate change by providing shading, cooling and carbon sinks.

d. To conserve and enhance Cardiff's built and historic assets that define distinctive character and reflect its past development including:
   - The city's 27 Conservation Areas;
   - Its Listed Buildings and Ancient Monuments;
   - Registered Historic Landscapes and areas of archaeological importance; and

- Other valued public places and spaces, including parks and amenity spaces, that provide local distinctiveness.

e. In identifying new sites to meet economic/social needs, to follow a sequence of firstly maximising the contribution of brownfield sites, then identifying greenfield sites that are considered to represent the most appropriate and sustainable locations to accommodate new development.

f. To have full regard to flood risk when considering the acceptability of development proposals and considering mitigation and adaptation measures.

g. To maximise opportunities to create a cleaner and more attractive environment that enhances the quality of life and helps Cardiff to become a world-class European capital city.

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

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

avoid unnecessary wastage and minimise rapid run-off. To seek opportunities to maximise the positive amenity and biodiversity benefits that sustainable drainage solutions can offer;

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

b. To take opportunities to apply the above principles to existing neighbourhoods in order to create a more sustainable city.

Strategy, Key Policies and Key Diagram

Overview

4.1**.** This section sets out the overall LDP Strategy to deliver the Plan's vision and objectives. The Strategy contains the 7 elements described below together with a Key Diagram summarising the main spatial components of the Strategy. Collectively, these elements deliver the over-arching Plan vision and objectives set out in the previous section. They provide a coherent and evidence-based approach to meeting economic and social needs in a manner which respects Cardiff's environmental qualities and encourages the development of sustainable neighbourhoods as part of a sustainable city.

4.2**. Main elements of Strategy:**

1. Making provision for new homes and jobs.
2. Putting in place a framework to manage future growth and encourage high quality, sustainable design.
3. Bringing forward new infrastructure.
4. Delivering sustainable transportation solutions.
5. Responding to evidenced economic needs.
6. Responding to evidenced social needs.
7. Respecting Cardiff's environment and responding to climate change.

4.3**.** Overall, the LDP Strategy responds to the clear evidenced need to make provision for new homes and jobs. It sets a level of growth considered to represent the most robust, balanced and appropriate approach taking into account all relevant factors including the recommendations made by independent population forecasting experts. This approach directly responds to needs from within Cardiff but the delivery of new jobs also helps spread prosperity beyond administrative boundaries. In this respect, the Strategy aims to build upon Cardiff's key role as centre of the city-region which evidence shows is of critical importance to the wider well-being of South East Wales.

4.4. However, the Strategy sets out clear policies and mechanisms which provide a framework designed to effectively manage future growth and encourage high quality and sustainable design. This includes adopting a masterplanning approach based on the sustainable neighbourhood objectives to the development of new sites supported by more detailed design guidance. Additionally, the approach strategically manages growth by designating a Green Wedge and tight settlement boundaries policy to protect large areas of countryside. In this way, new development can be

planned for in a phased manner and designed in a more sustainable way to minimise negative impacts.

4.5. The provision of new infrastructure is an important element of the Strategy as it is recognised that new development must bring with it the timely provision of new supporting community facilities and necessary services. Whilst it is recognised that some significant elements of infrastructure may take many years to complete, the Strategy seeks to ensure that each phase of new development is tied to the provision of necessary infrastructure with each stage of development being able to demonstrate an acceptable level of supporting facilities. This may include the early provision of new facilities along with maximising the potential contribution of existing nearby facilities providing there is capacity and acceptable accessibility.

4.6. The Infrastructure Plan sets out future requirements. Further dialogue and consultation findings will help further develop a detailed list of required infrastructure along with funding opportunities including the roles of Community Infrastructure Levy (CIL) contributions for strategic projects, Section 106 Agreement contributions for local priorities together with identifying other potential funding streams from the public and private sectors.

4.7. Putting in place a Strategy to enable the delivery of more sustainable transportation solutions is also integral to the overall approach. This recognises that development in Cardiff must be integrated with transport infrastructure, that travel demand must be minimised along with providing a range of measures and opportunities which reduce reliance on the car. This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole. This approach will bring with it significant social benefits by reducing current barriers between homes, jobs and other trips and help spread prosperity around the entire city-region.

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

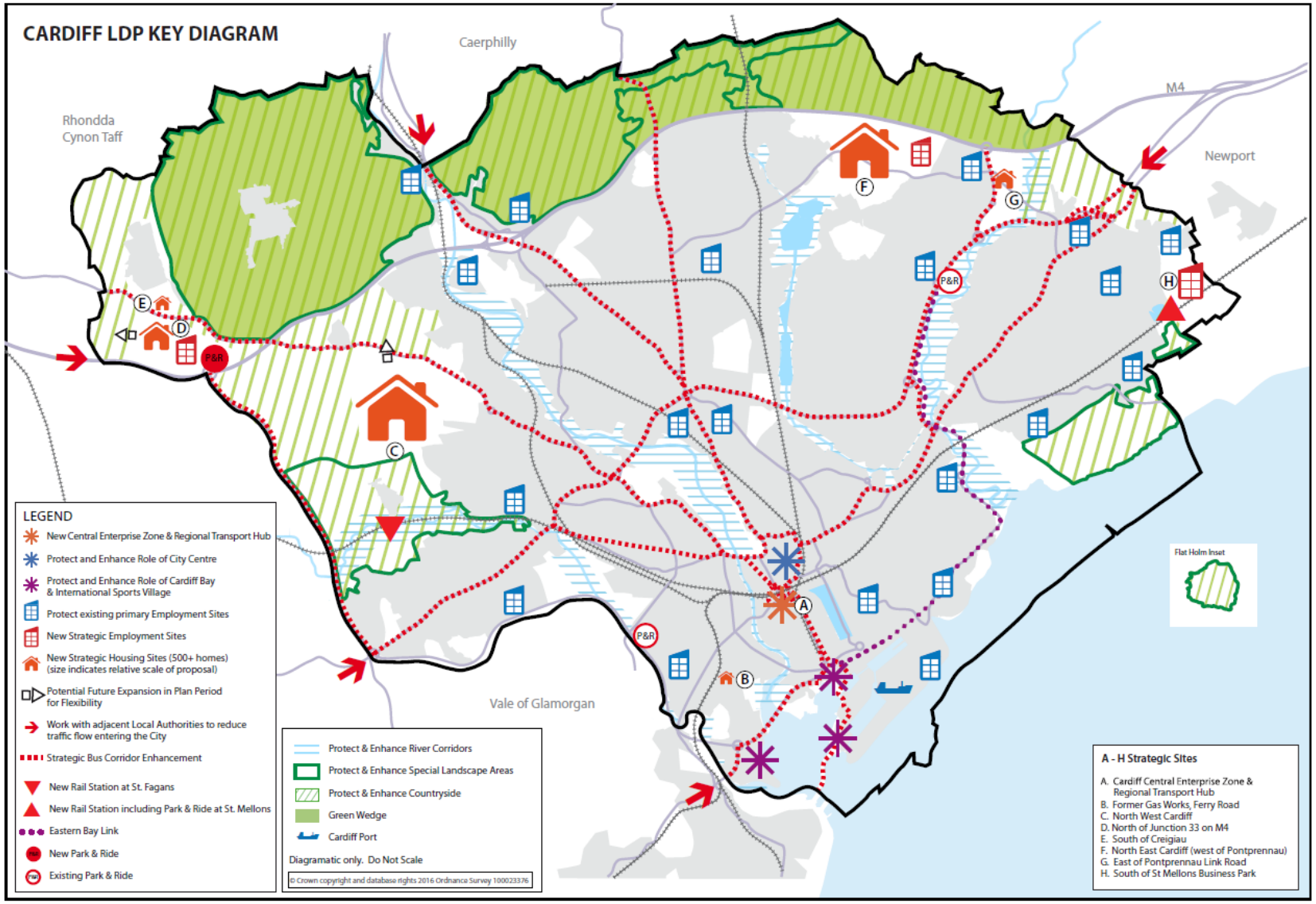
4.9. Cardiff experiences some significant social needs, with high housing demand projected to continue over the Plan period. The Strategy aims to

positively respond to these needs by providing a wide range and choice of sites. Importantly, the approach looks to cater for specific needs so targets have been set for the provision of affordable housing, different locations help provide diversity of offer and the needs of the Gypsy and Traveller community are also directly addressed in accordance with national policy and guidance.

4.10. The Strategy also addresses wider social issues and has benefited from the Health and Equality Impact Assessments into the Plan. The approach is very much about promoting more sustainable communities where emphasis is placed on supporting District & Local Centres, encouraging the full range of accessible social, health and educational facilities, together with supporting regeneration initiatives, utilising the potential positive benefits which new developments can bring to adjoining areas.

4.11. Cardiff possesses a unique and particularly distinctive natural and built heritage. The Strategy delivers sustainable development by meeting social and economic needs, but in a managed way which retains, manages and enhances important features of natural and built heritage. Central to this approach is the designation of a Green Wedge to the North of the M4 Motorway, a strict settlement boundary policy together with protection to the river valleys and open spaces. In this way, Cardiff's distinctive environmental qualities can be successfully maintained with further opportunities to enhance their management and increase public enjoyment.

CARDIFF LDP KEY DIAGRAM



Key Policies

1. Making provision for new homes and jobs

KP1: LEVEL OF GROWTH

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

4.12. As the LDP has progressed through its numerous stages of preparation, various level of growth options have been considered, consultations have been carried out and expert advice has been sought. The level of growth set out within this Key Policy is considered to best reflect an analysis of all relevant factors. Importantly, it is based on the most up-to-date information reflecting matters raised during the examination process and makes provision (including the flexibility allowance) to deliver the level originally set out in the Preferred Strategy.

4.13. All relevant factors, as set out in Planning Policy Wales and summarised below, have also been carefully considered. In this respect, it should be noted that national guidance states that the official projections should form the starting point for setting levels of growth in LDPs and makes it clear that any departure from these figures should be fully justified by demonstrable evidence. These official figures show a 42% rise in Cardiff's population for the period 2008-2033 and a 33% rise for the Plan period 2006-26 for which the Plan makes provision.

4.14. No other material factors are considered to possess sufficient weight to warrant departure from this level of growth which is considered to:

- Accord with the Wales Spatial Plan aims by supporting Cardiff's role as centre of a networked city-region but not to excessive levels which could prejudice regeneration objectives elsewhere;

- Accord with the Council's vision and LDP objectives;

- Effectively respond to the regional collaborative dialogue which recognised the dangers of artificially restricting growth in Cardiff - there was a clear recognition of the positive 'ripple effects' of providing jobs and homes in Cardiff which improved prosperity in the wider city-region;

- Effectively respond to the clear evidenced need to provide for a significant number of new homes and jobs. The Plan makes provision to deliver the official projections and is considered to strike the right balance having regard to the full range of factors;

- Deliver necessary homes and jobs, but in a managed and controlled manner protecting key elements of Cardiff's environment;

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

- Respond in an evidence-based manner to the divergence of views expressed in consultation processes.

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

Table 1: Housing Provision over the Plan Period			
Row	**Topic/Factor**	**Note/Source**	**Dwellings**
	NEW DWELLING REQUIREMENT 2006 – 2026		
1	**2006-2026 Dwelling Requirement**	As referenced in Policy KP1	**41,415**
2	2006-2026 Dwelling Requirement per year (20 years)	Row 1 divided by 20 years	**2,071**
	CHANGE IN DWELLINGS 2006 to 2014 AND RESIDENTIAL LANDBANK AT 1st APRIL 2014		
3	Change in Council Tax Dwellings 31 March 2006 to 31 March 2014 (8 years) (138,735 to 150,990)	Official data from ONS/ Valuation Agency http://www.voa.gov.uk/corporate/Publications/statisticsCouncilTax.html	**12,255**
4	Current Landbank (Under Construction, Not Started and Sites subject to Legal Agreement).		**10,885**
	ADJUSTMENTS FOR CHANGE IN CURRENT DWELLING STOCK		
5	Adjustments (Demolitions, Change of Use from Residential to Other Uses and Residential Conversions)		**242**
	ALLOWANCES		
6	Windfalls (including Change of Use Gains)		**5,850**
7	15% Flexibility Allowance for possible reduced dwelling yield on Brownfield sites in landbank and some S106 sites not coming forward		**-1,043**
	LDP STRATEGIC SITES*		
8	Units on LDP Strategic Sites	Excludes Strategic Site A - existing commitment in the landbank	**13,950**
	LDP NON-STRATEGIC SITES*		
9	Units on LDP Non-Strategic Sites		**572**
	*Allowance to avoid double counting on Strategic and Non-Strategic sites in the landbank at 31st March 2014:		**-1,256**
10	**Total Supply**		**41,456**
11	**Additional 10% flexibility allowance, as referenced in KP1.**		**4,000**

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

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

4.17. In terms of the provision of new homes, brownfield sites still contribute over half of the provision, but this is supplemented by new greenfield opportunities offering a fuller range and choice. This provides a much needed catalyst to the local housing market which has seen a recent shortage of greenfield sites and can help meet a growing latent demand. Furthermore, greenfield sites can play a key role in bringing forward high levels of affordable and family housing. Evidence has shown that site viability factors make it difficult for brownfield sites to consistently provide high levels of affordable housing.

4.18. It should also be noted that Cardiff has a finite supply of brownfield sites and that the previous LDP was withdrawn due to the Inspector's concerns that it was a 'brownfield only' Strategy.

4.19. The Plan recognises that there is a limited supply of acceptable brownfield land. It also recognises that not all existing brownfield sites with planning permission will be developed due to changed economic/market conditions.

4.20. However, brownfield sites will continue to play an important role and windfall provisions will form part of the provision for new homes as land uses within the city continue to evolve. For example, the Council is currently strategically assessing its land holdings which, over the Plan period, is likely to generate a wide range and choice of brownfield housing opportunities across the city.

4.21. The provision of a full range and choice of housing options also fully supports the delivery of the Economic Strategy - new homes and supporting community facilities can help attract new investment to the city and stimulate more movement in the housing market. Associated construction jobs would provide an additional benefit to the local economy.

4.22. New greenfield releases also bring with them the ability to contribute towards the wider provision of strategic infrastructure to the benefit of the city and wider city-region as a whole. For example, the delivery of sustainable transportation solutions will have positive

implications for the wider community. In this respect, there are clear benefits of the locations of the strategic sites which offer the opportunity of a joined-up approach to deliver strategically important infrastructure in the North West and East/North East corridors. This assists in prioritising infrastructure provision in a planned and focussed manner.

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

4.24. The Plan is considered sufficiently flexible to respond to changing conditions. This will be kept under review in the Annual Monitoring Reporting process allowing future reviews to address the need for change. Should demand be lower than anticipated, the sequence of provision will remain in place, thereby controlling development in an orderly manner and linking it in with infrastructure provision. However, this scenario would result in the trajectory being followed over a longer period allowing either Plan review or the next Plan to make appropriate judgement on future provision at that time.

4.25. Consideration also needs to be given to demand being higher than expected. This is considered to be a less likely possibility. However, the LDP tests of soundness demand that Plans are sufficiently flexible to be able to positively respond to changes in circumstances. This Policy therefore has a built-in 10% flexibility allowance.

4.26. In this way, if a need is identified in the Annual Monitoring Report before the end of the Plan period, additional land can be brought forward for residential purposes at that point in time in a Plan review. The Plan

demonstrates a clear commitment to a long term direction of travel by identifying geographically defined areas which have been subject to SA/SEA analysis and are well positioned to meet such need, if required.

4.27. Work undertaken as part of this process has shown that there is limited scope for further development areas due to the environmental and other constraints around the city together. There is considered merit in focussing potential additional areas based upon proposed Strategic Sites where there is land available to take advantage of the comprehensive provision of new community and transportation infrastructure and minimising impact on areas of higher environmental sensitivity including land proposed for Green Wedge designation.

4.28**.** Three areas have been identified to provide ~~good~~ flexibility as just one option may limit the scope for dwellings being delivered should problems be encountered on a particular site. It should also be noted in this respect that each area offers a large gross area with the combined potential to deliver more than just an additional 10% flexibility. The masterplanning of adjoining Strategic Sites will ensure that suitable access is secured and future Plan monitoring will trigger any future detailed consideration of infrastructure and masterplanning requirements should the need for the early release of the identified Search Areas be triggered within the Plan period.

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

I. Land North of the North West Cardiff Strategic Site - Up to 57 hectares of land located between Llantrisant Road and the M4 Motorway bounded by the edge of Radyr to the East and the recent development on the former Rhydlafar Hospital to the West. This is a gross figure with the net developable area likely to be a significant reduction due to natural and infrastructure constraints within the site. This could provide a minimum of an extra 1,250 dwellings if required in the later phases of the Plan period but further masterplanning addressing long-term capacity is likely to demonstrate a higher figure is possible and the land is indicated as Search Area A on the Proposals Map;

ii. Land West of the Strategic Site North of Junction 33 - Up to 41 hectares of land represents a logical extension of this site which

falls between the M4 Motorway and Llantrisant Road. This could provide a minimum of an extra 1,250 dwellings if required in the later phases of the Plan period but further masterplanning addressing long-term capacity is likely to demonstrate a higher figure is possible. The land is indicated as Search Area B on the Proposals Map; and

iii. North West Cardiff Strategic Site - the overall capacity of this site is considered to be in the order of 6,500-7,000 dwellings depending on the precise configuration of land uses and housing densities. Work undertaken to date suggests that a figure of 5,000 dwellings is appropriate for homes being delivered within the Plan period (by 2026). However, should build rates be faster than anticipated, this site represents an ideal opportunity to help meet any additional need within the Plan period and benefits from the comprehensive masterplanning of the area as a whole which is shown as an allocation in its entirety.

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

4.31. This approach responds to Cardiff's role as the main economic driver of the city-region accounting for 32% of total employment in South East Wales. At the heart of this approach is recognition that the Cardiff city-region clearly forms a natural economic area and it has consistently made a major positive contribution to the economic growth of Wales. In core city analysis, Cardiff performs well and there is an opportunity to build further on this through continuing to enhance Cardiff's role and also improve linkages and connectivity within the city-region. It is also recognised that there are significant benefits for adjoining areas from Cardiff's success in achieving economic growth.

4.32. The Plan provides a framework for delivering a wide range and choice of employment sites in different locations and for different sectors including the key market sectors of ICT, energy and environmental technologies, advanced materials and manufacturing, creative industries, life sciences and financial and professional services. The range of new sites ensures that Cardiff can deliver the stated level of growth for new

jobs. Importantly, different sites will perform different roles in the strategy. For example, Porth Teigr (Roath Basin) has the potential to become an important location for media and creative industries. Other locations may be better suited to small out of centre employment sites, including offices, creative industries, small workshops, and starter units.

4.33. The geographical spread of the 'Cardiff offer' also addresses the need to provide jobs in accessible locations. In this respect, the key strategic proposal relating to the Cardiff Central Enterprise Zone and Regional Transport Hub represents a highly sustainable and accessible location, close to areas of high unemployment in the city but also readily accessible to the wider region via sustainable modes of transport.

KP2: STRATEGIC SITES

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

Brownfield Strategic Sites:

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

Greenfield Strategic Sites:

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

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

4.35**.** The purpose of this Policy is to help bring forward appropriate land in sustainable locations to satisfy the identified need for housing, employment and other uses.

4.36**.** This range and choice of strategic sites brings significant benefits of providing a genuine range and choice, critical to overall Plan delivery. Furthermore, the scale of sites enables more comprehensive solutions to be delivered which can bring about significant infrastructure improvements for the wider city and city-region.

4.37. The anticipated number of dwellings capable of being delivered from each strategic site is summarised in Table 1 (paragraph 4.15) together with Table 2.

Table 2: SUMMARY OF STRATEGIC SITES		
Ref	**Site**	**Proposed Use**
A	Cardiff Central Enterprise Zone and Regional Transport Hub	**Major employment-led initiative including a Regional Transport Hub together with other mixed uses in Cardiff city centre in order to fulfil Cardiff's role as economic driver of the city-region, provide major employment opportunities focused on financial and business services and maximise the advantages of its location adjacent to the Central Station and Cardiff Bus Station.** Due to existing commitments which new proposals will update, current evidence suggests no net gain in units to avoid double counting. However any additional units over and above commitments will count as windfalls
B	Former Gas Works, Ferry Road	Housing-based scheme of 500 homes and other associated community uses
C	North-West Cardiff	Comprehensive development of approximately 5,000 homes within the Plan period including employment and other associated community uses
D	North of Junction 33 on M4	Mixed use of approximately 2,000 homes, employment, other associated community uses and a strategic park and ride site
E	South of Creigiau	Housing-based scheme of approximately 650 homes representing a southern extension of the existing village
F	North-East Cardiff (West of Pontprennau)	Comprehensive development of approximately 4,500 homes, employment and other associated community uses
G	East of Pontprennau Link Road	Housing-based scheme of approximately 1,300 with associated community uses
H	South of St Mellons Business Park	Strategic employment site

4.38. The combination of development on these sites will result in the delivery of approximately 13,950 new dwellings together with a range and choice of employment opportunities and a significant amount of supporting infrastructure and community facilities.

4.39. A summary of the key infrastructure requirements relating to the Strategic Sites are provided within KP2(A) to KP2(H). This information will be cross-referenced in the Cardiff Infrastructure Plan which is a, 'living document' sitting alongside the LDP. The Infrastructure Plan is directly linked to the LDP Monitoring Framework and regularly updated in order to effectively respond to changes in baseline information, procedures and legislation. Estimated costs of infrastructure provision and details of estimated square footages of facilities are referenced within the Infrastructure Plan based on current considerations, requirements, and information available at a point in time so represent indicative figures. Future updates to the Infrastructure Plan will allow such information to be regularly updated to reflect prevailing circumstances and show more detail when it is known. Policies KP6 and KP7 relating to new infrastructure and planning obligations provide further policy guidance with regard to the delivery of new infrastructure and are also linked to the Infrastructure Plan and Annual Monitoring Framework.

4.40. Infrastructure requirements for these sites will primarily be delivered through planning obligations/ Section 106 Agreements with policies KP6 and KP7 providing the policy framework. Policy KP6 also outlines other potential funding sources which may be required in addition to developer contributions. Further details as they emerge will be incorporated into the Infrastructure Plan as it is updated in future years as part of the formal LDP monitoring process.

4.41. The masterplanning and good quality & sustainable design principles set out in KP4 and KP5 will be used to provide a framework to consider planning applications relating to all Strategic Sites along with other development as defined in the policies. In addition, the site-specific masterplanning requirements for each Strategic Site are identified within KP2(A) to KP2(H) and depicted, where appropriate, on the indicative Schematic Frameworks. Although only for illustrative purposes, the Schematic Frameworks should be read in conjunction with relevant policies to provide an over-arching context for the future development of the Strategic Sites.

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

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

Essential/ Enabling Infrastructure

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

- **Provide secure cycle parking and associated facilities in locations which encourage cycling to the city centre and integration with public transport services;**
- **Improve connections to Millennium Stadium including Gate 5;**
- **Create continuous river walk on Taff East bank.**

Necessary Infrastructure

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

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

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

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

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

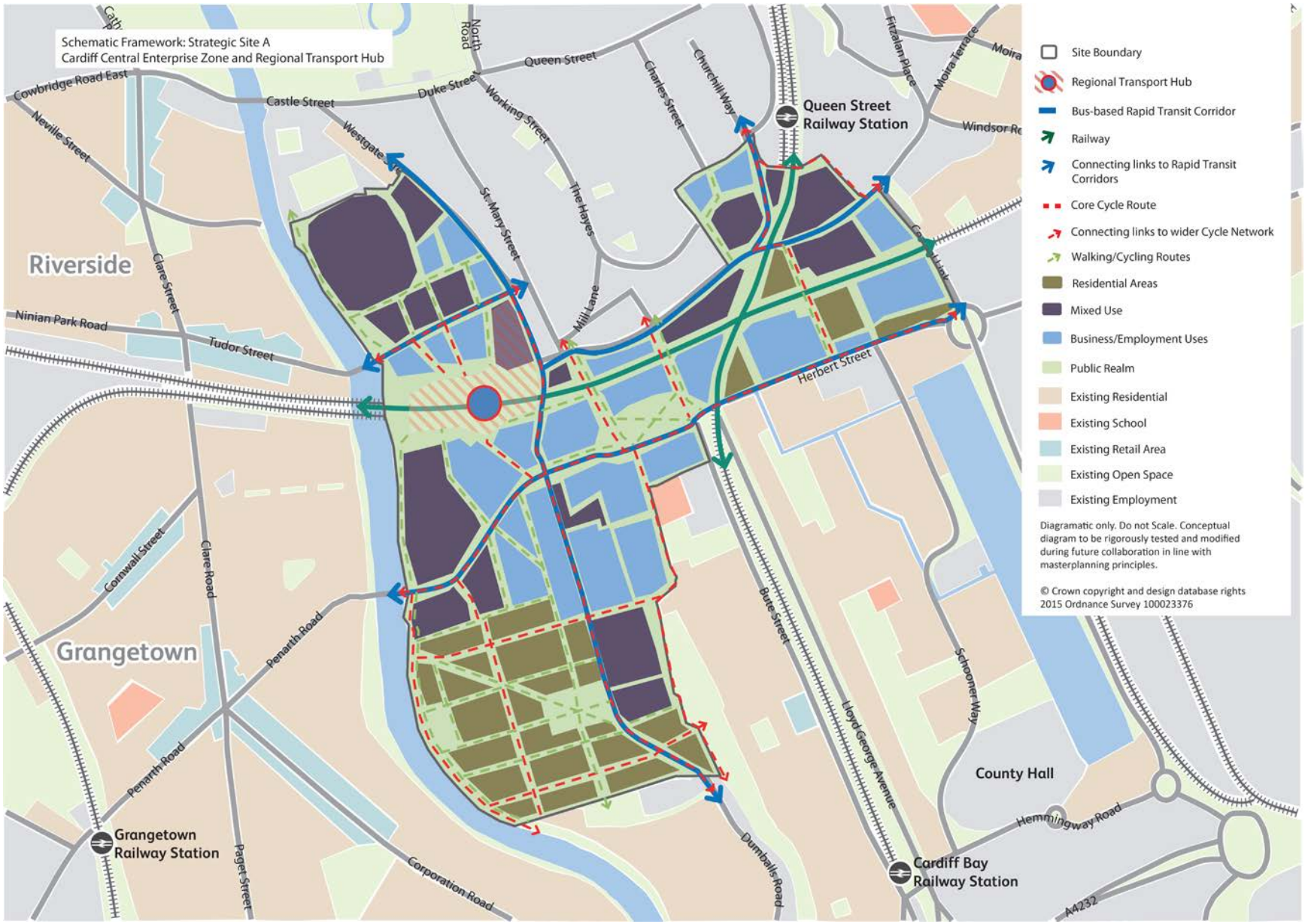
4.43. The land is owned by numerous landowners and will be delivered by a number of different developers operating out of different sites. This policy, together with other relevant policies, will provide the overarching masterplanning and infrastructure planning framework for landowners

and developers to prepare Parameter Plans and Masterplans which will inform he Development Management process. In this respect it should be noted that different potential projects in the area are operating to different timescales so an over-prescriptive approach would not be appropriate.

4.44. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision.

4.45. The site is in a central location with a good level of accessibility by non-car based travel. The transport sustainability of the site will be further enhanced through the development of the regional transport hub linking different sustainable forms of transport and the wider improvements to the strategic public transport network and the walking and cycling networks that will be secured in conjunction with the development of other Strategic Sites and through the Council's own infrastructure programmes.

4.46. Although details of the mode and potential alignments of the Metro are not yet known it is likely that the project will provide access to this Strategic Site. Work undertaken to date by the Welsh Government has not firmed up detailed proposals and there is no current certainty on any detailed alignments so it would be inappropriate to allocate a precise alignment on the Proposals Map but there is a need to ensure future options are not prejudiced. Therefore, this policy references the potential future need to safeguard land required for the Metro project once any land requirements are known. Future Plan reviews and the annual monitoring framework linked to the 'living' Infrastructure Plan provide mechanisms to ensure the LDP process can be further updated in this respect.


Schematic Framework: Strategic Site A
Cardiff Central Enterprise Zone and Regional Transport Hub
Site Boundary
Regional Transport Hub
Bus-based Rapid Transit Corridor
Railway
Connecting links to Rapid Transit Corridors
Core Cycle Route
Connecting links to wider Cycle Network
Walking/Cycling Routes
Residential Areas
Mixed Use
Business/Employment Uses
Public Realm
Existing Residential
Existing School
Existing Retail Area
Existing Open Space
Existing Employment
Diagramatic only. Do not Scale. Conceptual diagram to be rigorously tested and modified during future collaboration in line with masterplanning principles.
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Riverside
Grangetown
County Hall
Queen Street Railway Station
Grangetown Railway Station
Cardiff Bay Railway Station
Cowbridge Road East
Neville Street
Castle Street
Duke Street
Queen Street
North Road
Working Street
Westgate
St. Mary Street
The Hayes
Mill Lane
Charles Street
Churchill Way
Fitzalan Place
Moira Terrace
Windsor Rd
Herbert Street
Ninian Park Road
Tudor Street
Clare Street
Cornwall Street
Clare Road
Penarth Road
Paget Street
Corporation Road
Bute Street
Dumballs Road
Lloyd George Avenue
Schooner Way
Hemmingway Road
A4232

KP2(B): FORMER GAS WORKS, FERRY ROAD

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

Essential/ Enabling Infrastructure

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

Necessary Infrastructure

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

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

- **Densities will be maximised to make efficient use of this brownfield site with high density residential accommodation of at least 50 dwellings per hectare considered appropriate and in keeping with the characteristics of the area;**
- **The density, design, scale and layout at the northern end of the site should respond effectively to the adjacent Ikea building;**
- **The layout should relate effectively to the railway line forming the western boundary of the site including mitigating any acoustic impacts;**

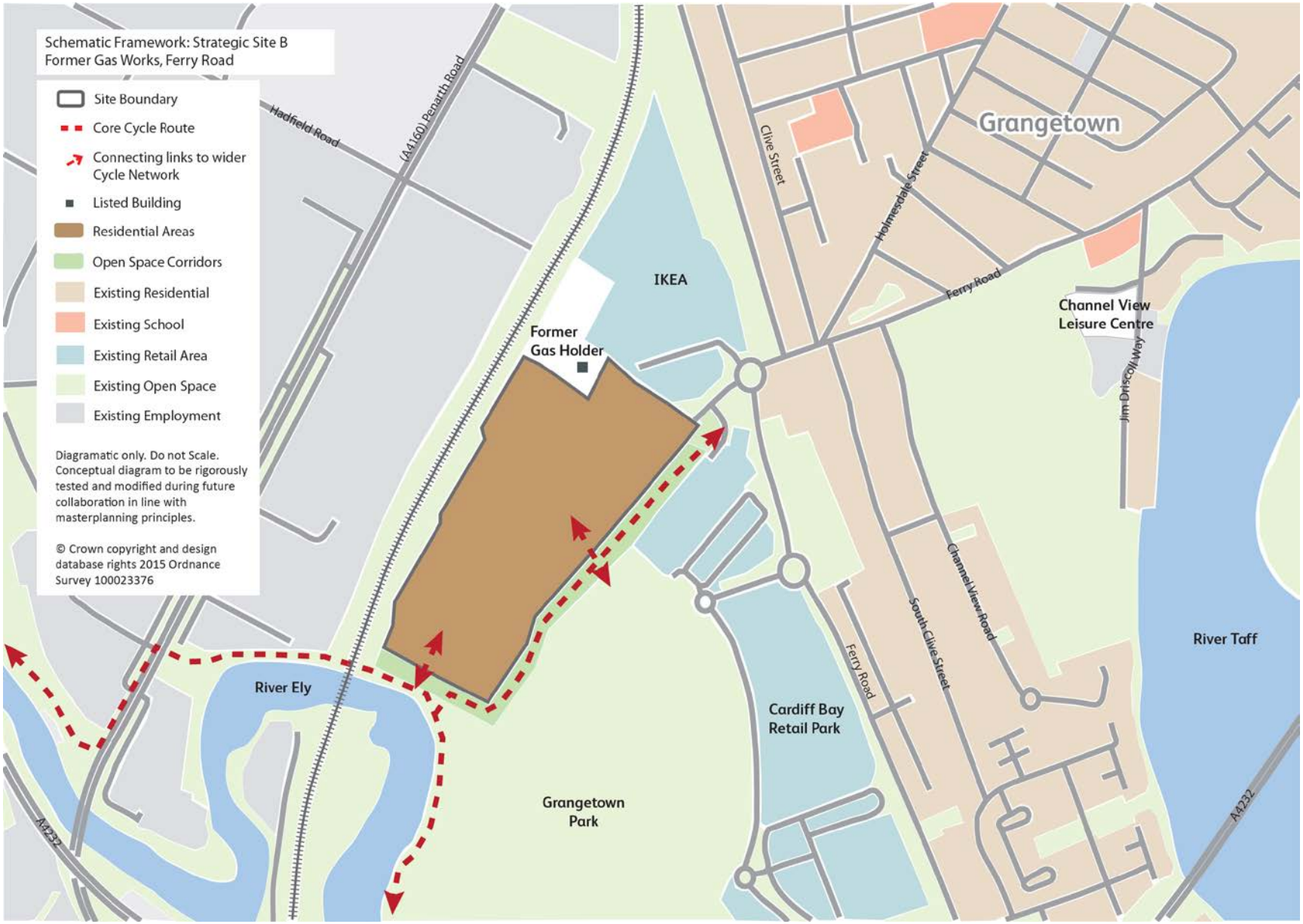
- **Ensure that the cycle trail linking the Ely Trail to Ferry Road is retained and that the layout provides a safe and overlooked solution;**
- **Maximise the relationship between the site, the River Ely and Grangemoor Park including extending the park along the river frontage to create a riverside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

4.47. The former Gas Works, Ferry Road, is one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It is a brownfield site (9.9 ha) well-located within the urban area adding to the range and choice of housing offer in the Plan.

4.48. The land is owned by a single landowner and will be delivered in a comprehensive manner. This policy, together with other relevant policies, will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process.

4.49. The relative scale of the site allows for a maximum of 2 outlets at any time with full delivery of the 500 units anticipated between 2017 and 2024. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision in relation to completion of new homes.

4.50. Due to the accessible location of the site and proximity to existing social/ community facilities in the area it is considered appropriate to secure developer contributions to improve nearby facilities as outlined in the policy.


Schematic Framework: Strategic Site B
Former Gas Works, Ferry Road
Site Boundary
Core Cycle Route
Connecting links to wider Cycle Network
Listed Building
Residential Areas
Open Space Corridors
Existing Residential
Existing School
Existing Retail Area
Existing Open Space
Existing Employment
Diagramatic only. Do not Scale. Conceptual diagram to be rigorously tested and modified during future collaboration in line with masterplanning principles.
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Hadfield Road
(A4160) Penarth Road
Clive Street
Holmesdale Street
Grangetown
IKEA
Ferry Road
Former Gas Holder
Channel View Leisure Centre
Jim Driscoll Way
Channel View Road
South Clive Street
Ferry Road
River Taff
River Ely
Cardiff Bay Retail Park
Grangetown Park
A4232
A4232

KP2(C): NORTH WEST CARDIFF

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

Essential/ Enabling Infrastructure

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

Necessary Infrastructure

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

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

- **Provide a range of densities with high density (minimum of 45-50+ dwellings per hectare) mixed-use development within District/Local Centres and medium to high density (35-50+ dwellings per hectare) along the Rapid Transit Corridors;**
- **Initial phases towards the east and along Llantrisant Road, middle phases towards the centre of the site and later to the west;**
- **Ensure that the potential future delivery of the 'Metro' is not precluded by keeping a corridor alongside and including the disused rail line running through the site (as depicted on the schematic framework) safeguarded from development and also ensuring that land uses, densities and layouts respond positively to its potential future provision;**
- **District/ Local Centres to be accessible by walking, cycling and public transport and accommodate a range of services including convenience goods floorspace plus other retail of a scale and nature which accord with Plan retail policies with the anchor food store to be located within the District Centre towards the east of the site;**
- **Employment provision (B1 & B1(b)(c)) to be located in and adjoining the District/Local Centres amounting to approximately 15,000sqm;**

-	**New Schools to be located in and adjoining the District/Local Centres;**

- **Provide good land use and transportation integration with the adjoining areas of Pentrebane, Fairwater and Radyr;**
- **Providing an active frontage onto Pentrebane and Llantrisant Roads;**
- **Effectively respond to landscape and biodiversity assets by:**
- **Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:**
- **Links between retained woodlands at Coed y Trenches, Coed y Gof, Waterhall, Halfwrt and Coedbychan;**
- **Corridor along the valley through the middle of the site;**
- **Links to the countryside to the west and south-west;**
- **Linking corridors where possible between the above to provide a good network**
- **Ensuring that there is no detriment to the maintenance of the favourable conservation status of Great Crested Newts on the site including protection of the existing 2 ponds in the Pentrebane Cottages SINC and provision of a minimum of 2 additional ponds in the locality;**
- **Providing suitable buffers to retained woodlands referred to above and other habitats including hedgerows and streams;**
- **Effectively respond to heritage assets by:**
- **Assessing and effectively addressing potential impacts on the St Fagans Conservation Area (retain woodland/ hedgerow buffers together with provision of new planting) and the Listed Buildings (together with their settings) within and adjacent to the site;**
- **Effectively respond to other constraints including Radyr Golf Course (ensuring no conflict with errant golf balls) and existing easements (overhead pylons and underground infrastructure); and**
- **Ensuring that that development does not adversely affect the water quality of the Nant Rhydlafar.**

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

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

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

4.54. Rapid Transit Corridors within the site will be bus-based and of sufficient width and otherwise designed, including the control of car parking, to allow the safe two-way passing of the largest vehicles. Bus priority measures will be provided at appropriate locations within the site to allow bus rapid transit to avoid queuing traffic. Bus-based Rapid Transit Corridors will link the site to the Western Bus Corridor with off-site bus priority measures provided to assist the flow of buses. Further off-site corridor enhancements will be provided on the Western Bus Corridor as shown on the Proposals Map and consistent with Policy T2 in order to support delivery of the increased frequency and reliability of services. The integration of housing and supporting services and community infrastructure provides the opportunity for a high proportion of short, local trips to be made by walking and cycling. This will be made possible by integrating networks of high quality walking and cycling routes within development layouts and ensuring that the design of roads, streets, junctions and public spaces accommodate the natural ‘desire lines’ of people making trips on foot and by bicycle.

4.55. Although details of the mode and potential alignments of the Metro have yet to be defined, it is important that the development of this site does not preclude the potential delivery of this strategic project. Work undertaken to date by the Welsh Government suggests that the disused rail line running through the middle of the site forms the most likely option in this locality but there is currently no certainty on the detailed

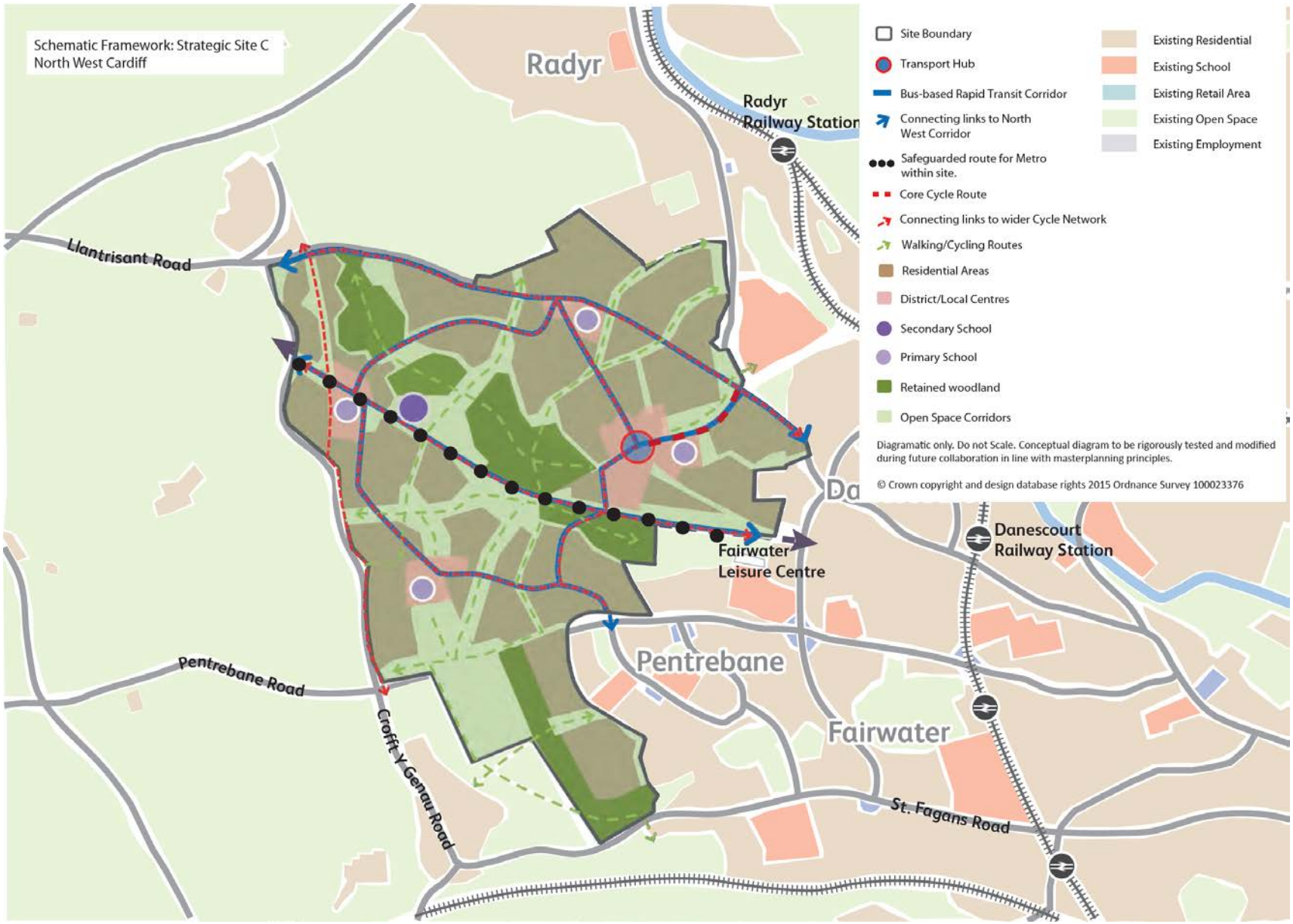
alignment. For example, there is uncertainty of the future mode and whether the route would be based on the existing disused rail line or whether it would be better located either alongside to the north or to the south.

4.56. Therefore, it would be inappropriate to allocate a precise alignment on the Proposals Map but there is a need to ensure future options are not prejudiced. This policy ensures that land is safeguarded from development along the potential Metro corridor and also that land uses, densities and layouts are developed to take account of the potential delivery of this strategic transportation project.

4.57. District and Local Centres will be the focus for community uses and activities including Schools in close proximity. The precise number of Primary Schools (3/4) will depend on the outcomes of future monitoring and delivery options relevant when the details of later phases are being assessed through the Development Management process.

4.58. It should be noted that it is anticipated that the delivery of this large site will extend beyond the plan period (some 1,500 homes are anticipated being delivered post 2026). In this respect, whilst the Schematic Framework relates to the total geographical extent of the overall site area to ensure a high-level consistent approach to addressing site-specific factors, the infrastructure requirements as set out in this policy relate to the number of homes proposed during the plan period (for 5,000 new homes). Future annual monitoring, Plan reviews and ongoing updates to the Infrastructure Plan will ensure that any infrastructure requirements for homes post-2026 are captured at the appropriate juncture and consequently inform any future Development Management activity with regard to homes over and above the 5,000 proposed during the plan period.

4.59. Search Area A (north of Llantrisant Road) is not included within the Strategic Site allocation. This would only be triggered if necessary through future Plan review following annual monitoring indicating that the provision of new homes is proceeding beyond anticipated rates and justifies such a release within the last years of the plan period. Therefore, it is considered premature to factor in potential detailed infrastructure and masterplanning matters at this juncture relating to this land. The formal monitoring framework provides an evidence-based process to inform any decisions on potential release in the last years of the plan period.


Schematic Framework: Strategic Site C
North West Cardiff
Radyr
Radyr Railway Station
Llantrisant Road
Fairwater Leisure Centre
Danescourt Railway Station
Pentrebane
Pentrebane Road
Croft-Y-Genau Road
Fairwater
St. Fagans Road
Site Boundary
Transport Hub
Bus-based Rapid Transit Corridor
Connecting links to North West Corridor
Safeguarded route for Metro within site.
Core Cycle Route
Connecting links to wider Cycle Network
Walking/Cycling Routes
Residential Areas
District/Local Centres
Secondary School
Primary School
Retained woodland
Open Space Corridors
Existing Residential
Existing School
Existing Retail Area
Existing Open Space
Existing Employment
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KP2(D & E): NORTH OF JUNCTION 33 ON M4 AND SOUTH OF CREIGIAU

Land is allocated:
(i). North of Junction 33 on the M4, as defined on the Proposals Map, for a mixed-use development of approximately 2,000 homes, employment, other associated community uses and a strategic park and ride site; and
(ii). South of Creigiau, as defined on the Proposals Map, for a housing-based scheme of approximately 650 homes representing a southern extension to the village.

Essential, enabling and necessary supporting infrastructure will be delivered in a phased manner with specific details formally tied into planning consents including:

Essential/ Enabling Infrastructure

- **Transport & Highways:**
- **Provision of new bus-based Rapid Transit Corridors through the site North of Junction 33 linking directly to the Western Bus Corridor;**
- **Off-site infrastructure including bus priority measures to develop bus-based Rapid Transit Corridors integrating with the site, the Western Bus Corridor and other routes within the North West Rapid Transit Corridor;**
- **Off-site infrastructure including bus priority enhancements on the Western Bus Corridor and measures to improve linkages into Rhondda Cynon Taf;**
- **Extend bus networks and increase the frequency and reliability of services to serve the site with public transport options for a wide range of journeys including a combination of limited stop and local bus services;**
- **Strategic park and ride facility North of Junction 33 linked to the Rapid Transit Corridor and public transport node including Bus Gate to provide priority for public transport and limit unauthorised access by car to Junction 33;**
- **Public transport node in close proximity to the employment uses, Park & Ride facility and Local Centre to the south of the site;**
- **Improve the Llantrisant Road/ Cardiff Road junction**

- **Walking and cycling:**
- **On and off-site measures to provide a network of high quality, safe, attractive and convenient routes within the site and linking to key local services, facilities and destinations including the new neighbourhood centre from the north, improved pedestrian/ cycling links to existing and proposed schools;**
- **Provide a safe crossing of Llantrisant Road;**
- **Creating an east-west connection between Public Rights of Way (Footpaths numbered 10 & 18)**

Necessary Infrastructure

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

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

- **Provide a range/ gradient of densities across the site with the highest density (minimum of 45-50+ dwellings per hectare) around the Local Centre to the south of the site. Medium density housing (35-45+ dwellings per hectare) will be provided on land close to Llantrisant Road and adjacent to the Rapid Transit Corridors and to the west of the land south of Creigiau. Lower densities will be provided on the elevated land west of Cardiff Road and to the west of the site North of Junction 33;**
- **Layouts on Sites D and E should reflect the interrelationships between the sites with delivery considered acceptable in tandem through different outlets with initial phases**

including the provision of the park and ride facility together with public transport enhancement measures;

- **Ensure that the potential future delivery of the 'Metro' is not precluded by keeping a corridor through the sites (as depicted on the schematic framework) safeguarded from development and also ensuring that land uses, densities and layouts respond positively to its potential future provision;**
- **Exclude vehicular access onto the M4 except for part of the park and ride facility and part of the business area situated adjacent to the junction;**
- **Exclude through-traffic between both sites;**
- **Provide future vehicular, walking/ cycling access from the site North of Junction 33 to the 'flexibility allowance land' to the west;**
- **Facilitate interchange between local bus and rapid transit services;**
- **Local Centre to be located north of the business land and adjacent to the rapid transit interchange and Primary School and to include convenience goods floorspace plus other retail use of a scale and nature which accords with Plan retail policies;**
- **High quality business uses to reflect the strategic location of the site (excluding B8 uses) to be located adjacent to Junction 33 and an additional flexible local employment space to be located adjacent to the Motorway to the south west of the site;**
- **Provide a landscape buffer between employment and residential uses and along the boundary of the M4 to reduce impact;**
- **Provide safe and convenient pedestrian/ cycle links between the site and Creigiau village including links with existing Public Rights of Way;**
- **Effectively respond to landscape and biodiversity assets by:**
- **Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:**
  - **Links between retained ancient woodland at Castell y Mynach, marshy area to the north and young woodland buffer strip alongside Llantrisant Road;**

- **Links from the Nant Henstaff, through Coed Gwenybwlau, linking to the disused rail line and Pencoed Wood;**
- **Enhancing the disused rail line as a walking/ cycling and ecological corridor;**
- **Links to the countryside to the west;**
- **Linking corridors where possible between the above to provide a good network.**

- **Ensuring that there is no detriment to the maintenance of the favourable conservation status of Great Crested Newts and Dormouse on the site including protection of the existing watercourses and provision of suitable compensatory planting to supplement existing retained habitats;**
- **Providing suitable buffers to retained woodlands and streams referred to above and other habitats including hedgerows within the sites;**
- **Effectively respond to heritage assets by:**
  - **Assessing and effectively addressing potential impacts on known assets including the Listed Buildings of Pencoed House, Church of St Elldeyrn and the Old Forge.**

4.60. North of Junction 33 on the M4 and South of Creigiau are two of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. As the sites are adjacent and separated only by Llantrisant Road, there is considered logic in setting out masterplanning and infrastructure requirements in a comprehensive manner but also including addressing site-specific issues for each site. The sites amounting to 141ha will help bring forward new homes, jobs and supporting infrastructure including a new strategic park and ride facility.

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

4.62. This policy, together with other relevant policies, will provide the masterplanning and infrastructure planning framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process.

4.63. The scale of the sites allows numerous outlets to be operating at any one time and will provide a wide range and choice of housing offer

and opportunities for a variety of different tenures. Planning conditions and Planning Obligations (Section 106 Agreements) will be used to formally tie in the phased delivery of necessary supporting infrastructure with trigger mechanisms and thresholds used to ensure timely provision in relation to completion of new homes.

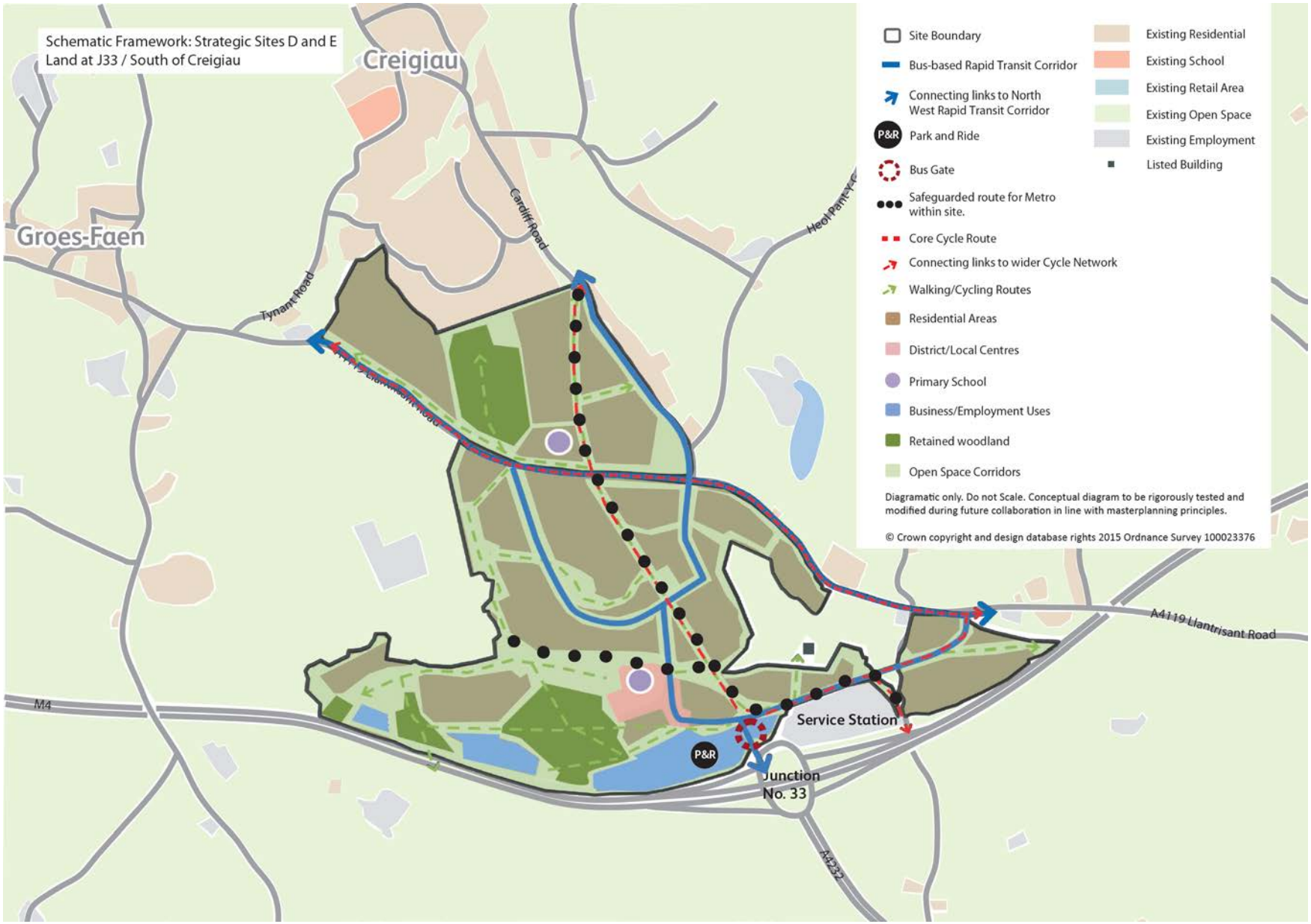
4.64. Rapid Transit Corridors within the site North of Junction 33 will be bus-based and of sufficient width and otherwise designed, including the control of car parking, to allow the safe two-way passing of the largest vehicles. Bus priority measures will be provided at appropriate locations within the site to allow bus rapid transit to avoid queuing traffic. Bus-based Rapid Transit Corridors will link the site to the Western Bus Corridor with off-site bus priority measures provided to assist the flow of buses. Further off-site corridor enhancements will be provided on the Western Bus Corridor as shown on the Proposals Map and consistent with Policy T2 in order to support delivery of the increased frequency and reliability of services. The integration of housing and supporting services and community infrastructure provides the opportunity for a high proportion of short, local trips to be made by walking and cycling. This will be made possible by integrating networks of high quality walking and cycling routes within development layouts and ensuring that the design of roads, streets, junctions and public spaces accommodate the natural 'desire lines' of people making trips on foot and by bicycle.

4.65. Although details of the mode and potential alignments of the Metro have yet to be defined it is important that the development of these sites does not preclude the potential delivery of this strategic project. Work undertaken to date by the Welsh Government suggests numerous potential options in this area and there is currently no certainty on the detailed alignment. For example, there is uncertainty of the future mode and whether the route would be based on the existing disused rail line or whether it would be better routed elsewhere.

4.66. Therefore, it would be inappropriate to allocate a precise alignment on the Proposals Map but there is a need to ensure future options are not prejudiced. This policy ensures that land is safeguarded from development along the potential Metro corridor and also that land uses, layouts and densities are developed to take account of the potential delivery of this strategic transportation project.

4.67. The new Local Centre on Site D and new Primary School to be located within or adjoining it will be a focus for community uses and activities. Facilities will also be improved in the existing neighbourhood centre in Creigiau to provide new facilities for existing and new residents. The precise number of Primary Schools (1/2) will depend on the outcomes of future monitoring and delivery options relevant when the details of later phases are being assessed through the Development Management process. Specifically, consideration will be given to the merits of extending the existing Primary School at Creigiau as an alternative to the provision of a second new school.

4.68. Search Area B (to the west of the site North of Junction 33) is not included within the Strategic Site allocation. This would only be triggered if necessary through future Plan review following annual monitoring indicating that the provision of new homes is proceeding beyond anticipated rates and justifies such a release within the last years of the plan period. Therefore, it is considered premature to factor in potential detailed infrastructure and masterplanning matters at this juncture relating to this land although the schematic framework identifies potential access to the site. However, as a minimum, this policy sets out the need to provide potential future vehicular, walking and cycling access from Site D to the ‘flexibility allowance land’ to the west. The formal monitoring framework provides an evidence-based process to inform any decisions on potential release in the last years of the plan period.


Schematic Framework: Strategic Sites D and E
Land at J33 / South of Creigiau
Creigiau
Groes-Faen
Cardiff Road
Tynant Road
A4119 Llantrisant Road
M4
Service Station
P&R
Junction
No. 33
A4232
Site Boundary
Bus-based Rapid Transit Corridor
Connecting links to North West Rapid Transit Corridor
Park and Ride
Bus Gate
Safeguarded route for Metro within site.
Core Cycle Route
Connecting links to wider Cycle Network
Walking/Cycling Routes
Residential Areas
District/Local Centres
Primary School
Business/Employment Uses
Retained woodland
Open Space Corridors
Existing Residential
Existing School
Existing Retail Area
Existing Open Space
Existing Employment
Listed Building
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KP2(F): NORTH EAST CARDIFF (WEST OF PONTPRENNAU)

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

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

Necessary Infrastructure

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

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

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

-	**Employment provision (B1 & B1(b)(c)) to be located in and adjoining the District Centre and adjacent to Cardiff Gate Business Park amounting to approximately 6.5ha;**
-	**Provide good land use and transportation integration with the adjoining areas of Lisvane and Pontprennau;**
-	**Effectively respond to landscape and biodiversity assets by:**
-	**Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:**
-	**Utilising the stream network (particularly the Nant Ty Draw, Nant Glandulais and Nant y Draenog) as core elements of new ecological corridors through the site;**
-	**Links from the Nant Fawr corridor south west of the site ensuring the corridor links to other open space corridors within the site;**
-	**Links to access points to the countryside to the north west at Lisvane and underpasses below the M4;**
-	**Linking corridors where possible between the above to provide a good network;**
-	**Ensuring that there is no detriment to the maintenance of the favourable conservation status of Dormouse on the site including provision of suitable compensatory planting to supplement existing retained habitats including Malthouse Woods, other woodlands and hedgerows;**
-	**Providing suitable buffers to the Llanishen Reservoir SSSI, retained woodlands and streams referred to above and other habitats including hedgerows within the site;**
-	**Effectively respond to heritage assets by:**
-	**Assessing and effectively addressing potential impacts on known assets including Listed Buildings within and near to the site;**
-	**No development to take place within the C2 flood zone area forming part of the Nant Glandulais valley.**

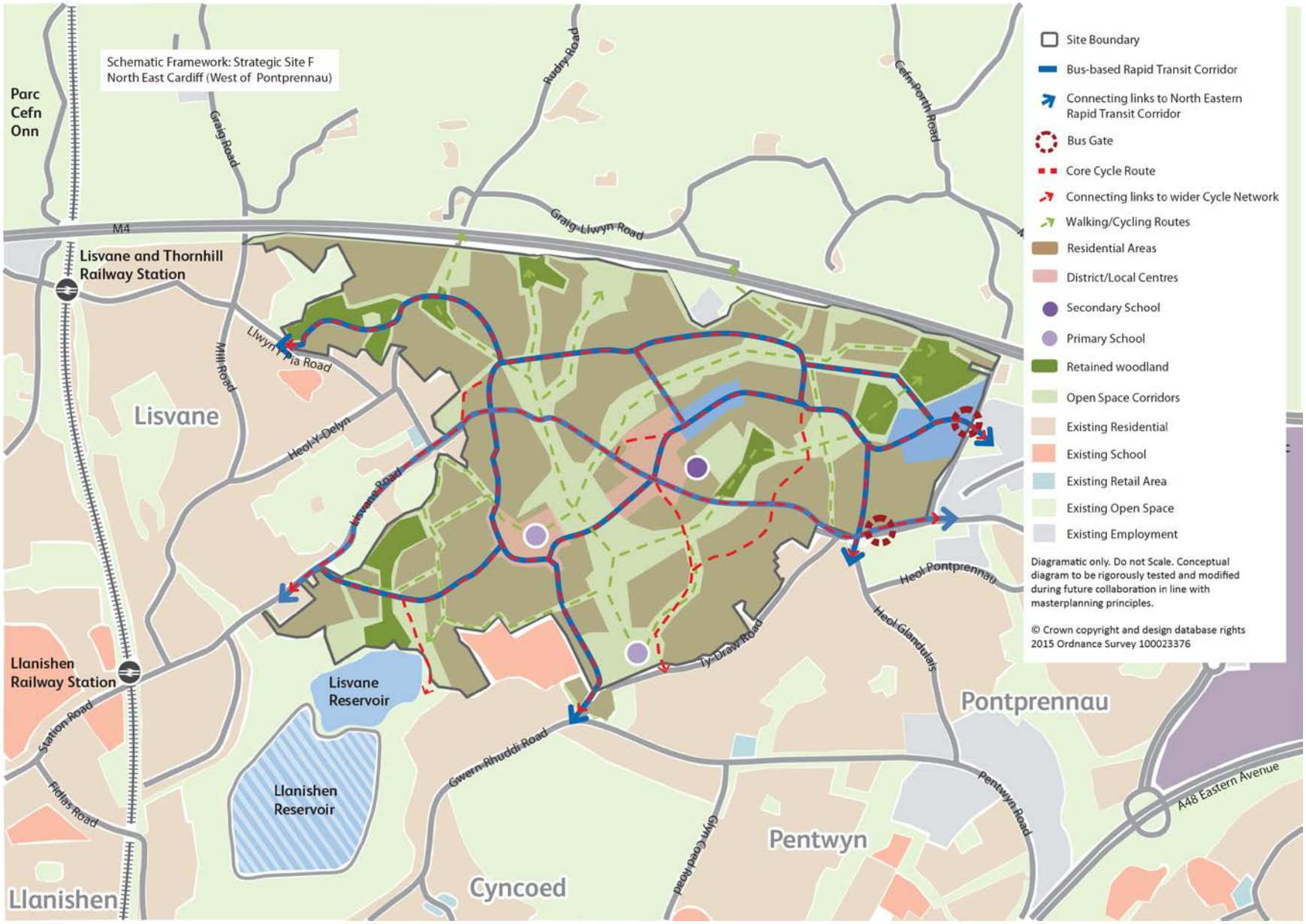
4.69. North East Cardiff (West of Pontprennau) is one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It is the second largest Strategic Site (237 ha) within the Plan and relates to countryside located between Lisvane to the west, Pontprennau to the east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

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

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

4.72. Rapid Transit Corridors within the site will be bus-based and of sufficient width and otherwise designed, including the control of car parking, to allow the safe two-way passing of the largest vehicles. Bus priority measures will be provided at appropriate locations to allow bus rapid transit to avoid queuing traffic. Bus-based Rapid Transit Corridors will link the site to the Northern and Eastern Bus Corridors with off-site bus priority measures provided to assist the flow of buses. Further off-site corridor enhancements will be provided on the Northern and Eastern Bus Corridors as shown on the Proposals Map and consistent with policy T2 in order to support delivery of the increased frequency and reliability of services. The integration of housing and supporting services and community infrastructure provides the opportunity for a high proportion of short, local trips to be made by walking and cycling. This will be made possible by integrating networks of high quality walking and cycling routes within development layouts and ensuring that the design of roads, streets, junctions and public spaces accommodate the natural ‘desire lines’ of people making trips on foot and by bicycle.

4.73. District and Local Centres will be the focus for community uses and activities including schools in close proximity. They will be well located in relation to sustainable transportation options and also link into the network of green corridors largely based on the existing stream network.


Schematic Framework: Strategic Site F
North East Cardiff (West of Pontprennau)
Parc Cefn Onn
Graig Road
Rudry Road
Cefn Porth Road
Graig Llwyn Road
M4
Lisvane and Thornhill Railway Station
Llwyn Y Pia Road
Mill Road
Lisvane
Heol-Y-Delyn
Lisvane Road
Llanishen Railway Station
Station Road
Ridlas Road
Llanishen
Lisvane Reservoir
Llanishen Reservoir
Gwern Rhuddi Road
Cyncoed
Glyn Coed Road
Ty Draw Road
Heol Pontprennau
Heol Glandulais
Pontprennau
Pentwyn Road
Pentwyn
A48 Eastern Avenue
Site Boundary
Bus-based Rapid Transit Corridor
Connecting links to North Eastern Rapid Transit Corridor
Bus Gate
Core Cycle Route
Connecting links to wider Cycle Network
Walking/Cycling Routes
Residential Areas
District/Local Centres
Secondary School
Primary School
Retained woodland
Open Space Corridors
Existing Residential
Existing School
Existing Retail Area
Existing Open Space
Existing Employment
Diagramatic only. Do not Scale. Conceptual diagram to be rigorously tested and modified during future collaboration in line with masterplanning principles.
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KP2(G): EAST OF PONTPRENNAU LINK ROAD

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

Essential/ Enabling Infrastructure

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

- **Enhance subway under A48, south of St Edeyrn's Church;**

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

Necessary Infrastructure

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

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

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

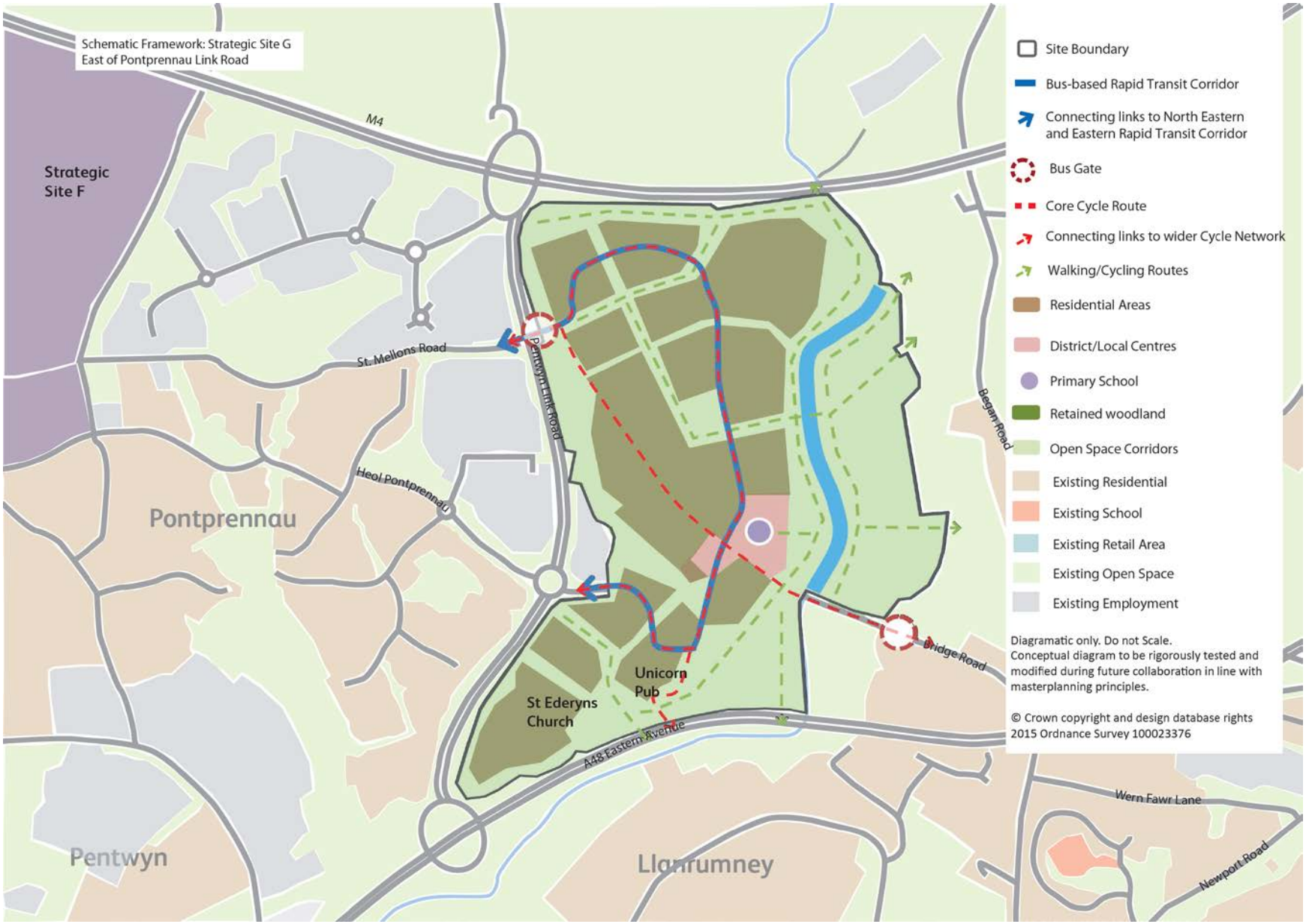
- **Creating a riverside park incorporating the Rhymney Trail and other Public Rights of Way on an extensive area of land to the east f the site with links running west into the site;**
- **Retaining the green buffer along the A4232 (primarily as an ecological resource and landscape role);**
- **Links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

4.74. Land East of Pontprennau Link Road forms one of eight Strategic Sites which collectively play a crucial role in delivering the Plan Strategy. It amounts to 80.7 ha and is located in countryside located between the

Pontprennau Link Road to the West, River Rhymney valley to the east, the A48 to the south and the M4 Motorway to the north.

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

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


Schematic Framework: Strategic Site G
East of Pontprennau Link Road
Strategic Site F
M4
St. Mellons Road
Pentwyn Link Road
Heol Pontprennau
Pontprennau
Pentwyn
Llanrumney
Unicorn Pub
St Ederyns Church
A48 Eastern Avenue
Bedwyn Road
Bridge Road
Wern Fawr Lane
Newport Road
Site Boundary
Bus-based Rapid Transit Corridor
Connecting links to North Eastern and Eastern Rapid Transit Corridor
Bus Gate
Core Cycle Route
Connecting links to wider Cycle Network
Walking/Cycling Routes
Residential Areas
District/Local Centres
Primary School
Retained woodland
Open Space Corridors
Existing Residential
Existing School
Existing Retail Area
Existing Open Space
Existing Employment
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KP2(H): SOUTH OF ST MELLONS BUSINESS PARK

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

Essential/ Enabling Infrastructure

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

Necessary Infrastructure

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

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

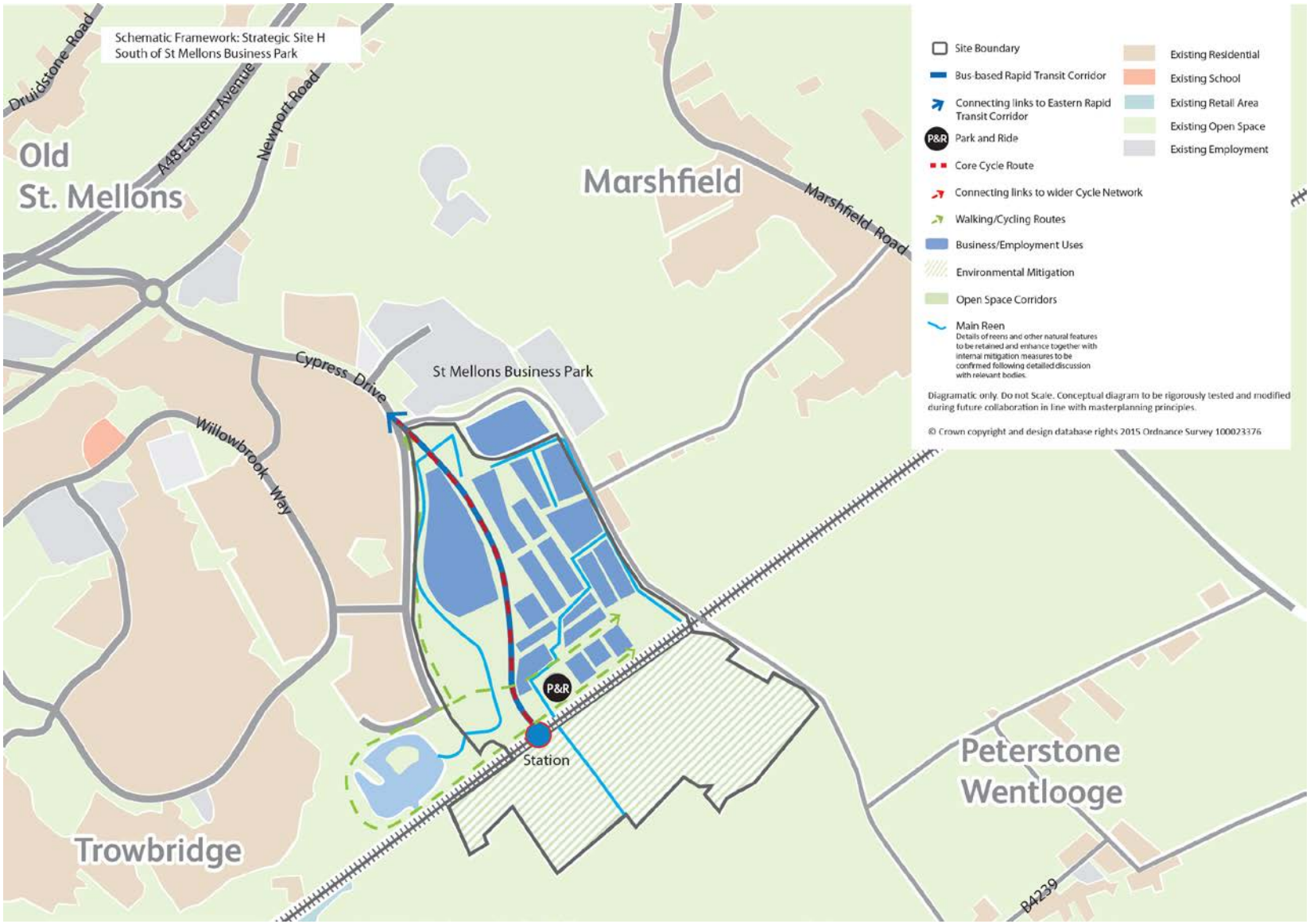
- **Provide 44 ha of business land capable of accommodating up to 90,000 square metres campus style high quality development similar to existing business park at St Mellons in a location which benefits from Assisted Area Status;**
- **Integrate the site with local facilities in the surrounding area;**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

Sensitive Area and registered Landscape of Outstanding Historic Interest;

4.77. This is an important employment site which contributes to the necessary range and choice of types of employment opportunities in the city. Its location is particularly well placed to provide accessible job opportunities to areas of known deprivation and its position adjacent to the main rail line offers significant opportunities for a new station together with supporting sustainable transportation infrastructure. This proposal is a long-standing proposal in the Regional Transport Plan, is identified in the emerging work on the South Wales Metro concept and has Welsh Government support. However, the precise location of the station is yet to be defined so it would be premature to show a specific allocation for this use on the Proposals Map but it is shown within the Schematic Framework and referenced within the policy.

4.78. It is recognised that the area possesses environmental and flood risk constraints. In terms of environmental issues, the majority of the area is a Site of Special Scientific Interest with the reens forming the major interest. Run-off will enter the River Severn Estuary, a European designated site so drainage and potential disturbance to birds will need to be suitably addressed. The land also meets the qualifying criteria using the LANDMAP landscape methodology for Special Landscape Area status. Furthermore, there are significant historic interests and the land is designated as a Historic Landscape and Archaeologically Sensitive Area.

4.79. These environmental and flood risk constraints have been carefully examined so that the mitigation and enhancement measures embedded within this policy provide an appropriate framework at this level to address these issues. These measures will provide a framework for landowners and developers to prepare Parameter Plans and Masterplans which will inform the Development Management process. In this way, the significant social and economic benefits brought forward by this allocation can be delivered whilst carefully responding to and putting in place the policy framework to effectively address the known constraints relating to the site.


Schematic Framework: Strategic Site H
South of St Mellons Business Park
Druidstone Road
A48 Eastern Avenue
Newport Road
Old
St. Mellons
Marshfield
Marshfield Road
Cypress Drive
St Mellons Business Park
Willowbrook Way
P&R
Station
Trowbridge
Peterstone
Wentlooge
B4239
Site Boundary
Bus-based Rapid Transit Corridor
Connecting links to Eastern Rapid Transit Corridor
Park and Ride
Core Cycle Route
Connecting links to wider Cycle Network
Walking/Cycling Routes
Business/Employment Uses
Environmental Mitigation
Open Space Corridors
Main Reen
Details of reens and other natural features to be retained and enhance together with internal mitigation measures to be confirmed following detailed discussion with relevant bodies.
Existing Residential
Existing School
Existing Retail Area
Existing Open Space
Existing Employment
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2. Putting in place a framework to manage future growth and encourage high quality, sustainable design

KP3(A): GREEN WEDGE

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

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

4.81 PPW provides specific guidance on the consideration of planning applications within the Green Wedge designation.

KP3(B): SETTLEMENT BOUNDARIES

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

4.82. Cardiff's settlement boundaries are a key mechanism for helping to manage growth by defining the area within which development would normally be permitted, subject to material planning considerations. This Policy compliments the Green Wedge Key Policy (KP3(A)) set out above. The policy will impose a strict control on development of all countryside in

Cardiff outside the identified settlement boundaries as shown on the Proposals Map. Detailed Policy EN1 provides more guidance on the interpretation of this Policy approach.

4.83. Cardiff's countryside is a valuable and finite resource which is under increasing pressure from all kinds of development due to its proximity to the urban area, including farm diversification and equine-related proposals, and because of the large number of properties and small parcels of land in different ownerships spread throughout the countryside. Whilst it is necessary to encourage sensitive proposals that support a working countryside, Cardiff's countryside is particularly vulnerable to the cumulative impact of insensitive new developments that may harm its character and appearance together with 'suburbanising' attractive landscapes. Where it can be demonstrated that development outside settlement boundaries is acceptable in principle, other detailed LDP policies provide the framework to consider the merits or otherwise of proposals along with national planning policy including TAN 6: Planning for Sustainable Rural Communities.

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

KP4: MASTERPLANNING APPROACH

Major development should accord with:

(i) The following Masterplanning General Principles:

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

9. Sympathetically integrate existing landscape, biodiversity and historic features of the site into the development taking opportunities to protect, enhance and manage important features along with mitigation and enhancement measures to provide satisfactory compensatory measures;

10. Innovative and creative energy, management of surface water and waste management solutions are adopted to make new developments more environmentally sustainable ; and

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

4.85. In order to more effectively manage the form, uses, transportation solutions, phasing and appearance of major new developments, the LDP sets out a 'masterplanning approach'. This will provide greater certainty to developers, the public and all other interested parties. The overall aim will be for the Council to set out a broad framework at the outset which will provide an overarching context for more detailed design and implementation work to follow. This Policy relates to all strategic sites and any other major new developments which may emerge over the Plan period.

4.86. With regard to Strategic Sites, policies KP2(A) to KP2(H) set out the infrastructure and masterplanning requirements for each of the sites which are shown indicatively, where appropriate, on Schematic Frameworks. To avoid repetition and unnecessarily long policies, only site-specific and not generic requirements have been articulated and embedded in the policy relating to each Strategic Site.

4.87. The infrastructure requirements contained within policies KP2(A) to KP2(H) reflect the level of detailed information known. Future updates to the Infrastructure Plan will allow such information to be regularly updated to reflect prevailing circumstances and show more detail when it is known. It would be premature and unhelpful to include overly prescriptive directions in the Plan where detailed matters are more appropriately considered through the Development Management process but within the context of the framework embedded within the Plan. In this way, the maximum possible certainty can be given without setting out unsupported aspirations.

4.88. This policy, in conjunction with other relevant policies, will provide the masterplanning framework for landowners and developers to prepare Parameter Plans and Master Plans for major new development proposals, which will inform the Development Management process.

KP5: GOOD QUALITY AND SUSTAINABLE DESIGN

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

i. Responding to the local character and context of the built and landscape setting so that layout, scale, form, massing, height, density, colour, materials, detailing and impact on the built and natural heritage are all addressed within development proposals;

ii. Providing legible development which is easy to get around and which ensures a sense of continuity and enclosure;

iii. Providing a diversity of land uses to create balanced communities and add vibrancy throughout the day;

iv. Creating interconnected streets, squares and spaces as distinctive places, which are safe, accessible, vibrant and secure and incorporate public art where appropriate;

v. Providing a healthy and convenient environment for all users that supports the principles of community safety, encourages walking and cycling, enables employment, essential services and community facilities to be accessible by sustainable transport and maximises the contribution of networks of multi-functional and connected open spaces to encourage healthier lifestyles;

vi. Maximising renewable energy solutions;

vii. Achieve a resource efficient and climate responsive design that provides sustainable water and waste management solutions and minimise emissions from transport, homes and industry;

viii. Achieving an adaptable design that can respond to future social, economic, technological and environmental requirements;

ix.	**Promoting the efficient use of land, developing at highest practicable densities and where appropriate achieving the remediation of land contamination;"**
x.	**Ensuring no undue effect on the amenity of neighbouring occupiers and connecting positively to surrounding communities;**
xi.	**Fostering inclusive design, ensuring buildings, streets and spaces are accessible to all users and is adaptable to future changes in lifestyle; and**
xii.	**Locating Tall buildings in locations which are highly accessible through walking and public transport and within an existing or proposed cluster of tall buildings.**

4.89. High quality sustainable design is vital if Cardiff is to meet the objectives set out in the Vision and develop as a world-class capital. More specifically, good design plays a number of significant roles: tackling climate change; protecting and enhancing Cardiff's natural and built environment; protecting local distinctiveness; attracting investment and promoting social inclusion, health and quality of life.

4.90. Good design therefore goes beyond traditional aesthetic considerations and should be an aim for all development proposals within Cardiff, regardless of their scale. Together with the masterplanning approach set out in Key Policy KP4, above, and relevant detailed policies, it is considered that the Plan provides a sound policy framework to ensure the best possible design solutions are secured as the Plan is implemented. Implementation of this Policy, which is aimed in part at improving water resource use efficiency, will ensure adequate water supply without adverse impacts on the River Usk and River Wye SACs, thereby helping to avoid the likelihood that this Plan will have a significant effect upon European designated sites. Implementation of this Policy will also reduce emission of air, water and ground pollutants, thereby offsetting increases in pollution arising from implementation of other policies in the Plan. This would contribute to avoiding significant effects upon European Sites.

4.91. A range of design-related SPG for different forms of development. will be updated and consolidated as summarised in Appendix 4 to provide full guidance on the detailed interpretation of this Policy.

3. Bringing forward new infrastructure

KP6: NEW INFRASTRUCTURE

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

Essential / Enabling Infrastructure:

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

Necessary Infrastructure:

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

4.92. Policy KP6 seeks to ensure that new developments, irrespective of their size, location, or land use, make appropriate provision for infrastructure. Specific infrastructure requirements will vary in different locations and be dependent upon the scale and nature of proposed

development. Infrastructure may be required to facilitate development (essential/enabling) or can be required to make a development acceptable (necessary). For example, it may include elements from the list contained as part of the Policy, which is not exhaustive, but gives an indication of the potential scope of infrastructure which may be required.

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

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

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

4.94. With regard to Strategic Sites, policies KP2(A)-KP2(H) provide clear guidance on the Council's infrastructure and masterplanning

requirements. This information will be cross-referenced to the Cardiff Infrastructure Plan which is a 'living document' sitting alongside the LDP. The Infrastructure Plan is directly linked to the LDP Monitoring Framework and will be regularly updated, so as more details are established they can be incorporated into the document.

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

4.96. Within larger sites, which are the subject of detailed masterplanning and phasing, it is likely that necessary infrastructure can be delivered as part of comprehensive mixed-use development. This infrastructure could be delivered through planning obligations or by direct intervention from service/infrastructure providers. In all cases, the early identification of infrastructure requirements and a commitment from developers and

service providers to work in partnership will help ensure that all necessary infrastructure can be planned, delivered and managed in an orderly and timely manner.

4.97. The provision of flexible, multi-functional buildings and places will allow for essential services to be provided, whilst allowing communities define and re-define their infrastructure requirements over time. A strong commitment to shared community buildings, services, their management and maintenance will ensure that facilities are at the heart of the community, whilst reducing overall costs to both developers and service providers. The principle of community buildings integrated within multi-function "hubs" (for example, the @Loudoun development in Butetown) is a trend which is set to continue. The Infrastructure Plan provides further information regarding potential opportunities for shared premises as well as an indication of compatible uses and services.

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

KP7: PLANNING OBLIGATIONS

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

4.99. Planning obligations are a means of overcoming obstacles to the grant of planning permission. They are attached to planning permissions and are commitments by developers to undertake necessary works or make financial contributions that cannot be secured by condition or other statutory means.

4.100. New development often generates additional demands upon existing services, facilities, infrastructure and the environment. Planning obligations are a means of seeking contributions from developers towards these demands, as well as negotiating benefits that improve the standard

of development proposals by providing necessary infrastructure and community benefits.

4.101. The legislative and policy framework governing the use of planning obligations is provided in PPW, Community Infrastructure Levy Regulations 2010 (as amended) and Welsh Office Circular 13/97 'Planning Obligations' (or subsequent versions).

4.102. The CIL Regulations require there to be no overlap between infrastructure funded from CIL and what can be delivered through planning obligations. To avoid duplication, and to provide clarity to developers, the Authority will publish a list (Regulation 123 List) of the infrastructure which will be funded through the CIL. For infrastructure not included on the Regulation 123 List, it may be appropriate to secure necessary infrastructure through planning obligations.

4.103. Obligations will be sought from a developer to:

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

4.104. They will be sought where they are:

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

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

4. Delivering sustainable transportation solutions

KP8: SUSTAINABLE TRANSPORT

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

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

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

4.107. The location and form of developments are major determinants of the distance people travel, the routes they take and the modes of transport they choose. Much of the growth in car travel in recent decades can be attributed to developments which have been poorly integrated with the transport network Integration of land use and transport provision can help to manage travel demand, avoid developments which are car dependent and make it easier to facilitate movements by sustainable modes.

4.108. The purpose of this Key Policy, therefore, is to ensure that developments are properly integrated with the transport infrastructure

necessary to make developments accessible by sustainable travel modes and achieve a necessary shift away from car-based travel.

4.109. In order to mitigate transport impacts and achieve the 50:50 modal split target, the development of strategic sites will be integrated with provision of transport and highways infrastructure referred to in Policy KP6 (New Infrastructure). Such infrastructure will include:

- the walking and cycling infrastructure supported by Policy T1;
- the strategic rapid transit, bus corridor enhancements and wider improvements to the city's bus network supported by Policy T2;
- Transport Interchanges supported by Policy T3; and
- the Regional Transport Hub supported by Policy T4.

4.110 Policies KP2 (A) to KP2 (H) list the 'Essential' and 'Enabling infrastructure' required to support the development of each strategic site's contribution to the delivery of the county-wide 50:50 modal split target.

4.111. Currently (2011) 64% of all weekly journeys (work and non-work related) are made by car, whilst 36% are made by other modes. A central aim of the transport strategy supporting the LDP is to achieve a 50:50 split between travel by car and sustainable travel. This target is not simply a policy aspiration; local knowledge of the transportation network and research of travel behaviour, patterns and trends in combination with modelling work carried out by the Council has shown that achieving this ratio is necessary for the transport network to accommodate movements associated with the growth envisaged within this plan in a way which avoids unmanageable levels of congestion on the highway network.

4.112 A transport model was developed to assess the overall impact of proposed development sites on the highway network in Cardiff in 2026. The model is based on the morning peak periods when pressures on the highway network are greatest. Peak period flows have been modelled on a 2010 base and then compared with 2026 based on the following increases in housing and employment:

- A 25% increase in housing (from 142,382 to 178,594)
- A 20% increase in jobs (from 198,400 to 238,400)

4.113. The 2026 model was based on the 2010 highway network and assumes no changes have been made to accommodate the additional vehicle movements from the development sites; this approach is known as a 'business as usual' scenario. This has enabled the impact of the LDP Strategy to be fully quantified. The key outcomes of the modelling exercise illustrate that:

- The demand for travel by car would increase by 41%;
- 10% of new demand would be unable to travel on the highway network due to lack of capacity so there would be a 32% net increase in traffic;
- Average journey speeds would decrease; and
- Journey times would increase by approximately 41% or 7 minutes (average).

4.114. The Council's modelling assessment demonstrates that the growth projected in the LDP will result in major increase in transport movements generally including significant additional trips on the highway network. Furthermore, that in order to accommodate the additional vehicular trips on the highway network, it will be necessary that at least 50% of all trips on Cardiff's transport network are made by sustainable modes by the end of the Plan period in 2026.

4.115. The results of the modelling and assessment work show that in order to achieve a 50:50 split between car-based and non car-based travel, development proposed in the LDP will need to be supported by significant new transport infrastructure, improvements to existing transport facilities, and measures to manage travel demand and encourage use of sustainable transport both within existing and new communities in Cardiff. In light of the scale of transport impacts highlighted in the transport evidence base, it is essential that in considering planning applications, the Council seeks to secure measures which maximise the accessibility of development schemes by sustainable modes.

4.116. It is accepted that for some development sites it may not be possible to achieve a 50:50 modal split, at least in the short term. However, in light of the scale of transport impacts highlighted in the transport evidence base, it is essential that in considering planning applications, the Council seeks to secure measures which maximise the accessibility of development schemes by sustainable modes.

4.117. For smaller schemes, this could include accommodating through-pedestrian or cycle movements within the development layout or positioning access to the site where it could minimise the walking distance to the nearest bus stop.

4.118. For larger development schemes which have significant transport implications, more substantial measures will be required to address travel impacts and maximise sustainable access. It is important to clarify that achieving the 50:50 modal split target will not be a matter of requiring all new developments within the plan period to achieve a 50:50 modal split. Rather, the target will be achieved by the Council seeking to secure through the development process measures which maximise the possible share of trips made by sustainable modes for all sites. It is accepted that for some developments a 50:50 modal split may not be achievable, at least in the short term. However, for other development sites the Council will seek to secure a higher than 50% share of trips by sustainable modes.

4.119. Planning applications for development schemes at or above the size thresholds specified in TAN18: Transport will need to be supported by a Transport Assessment (TA). The TA will provide the basis for assessing all the potential travel impacts of developments including their effect on the highway network and the likely modal split of the trips that would be generated. This assessment will help establish the gaps in existing transport provision and the measures necessary to make a development accessible by sustainable modes.

4.120. Such measures will be secured as a condition of planning consent and/or by way of planning obligation. In all cases, the nature of the measures sought will be in proportion with the scale of the development and the impacts requiring mitigation.

4.121. For planning applications relating to the LDP strategic sites, the Council will seek to secure the on-site and off-site transport infrastructure identified within Policy KP2. Implementation of this Policy will help to reduce pollution arising from road traffic. This will counteract increases in atmospheric pollution as a result of the Plan, thereby avoiding significant effects upon internationally designated sites.

4.122. The transport aspects of all development proposals will be considered with regard to this key Policy and the detailed transport policies.

5. Responding to evidenced economic needs

KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS

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

4.123. This Policy responds to Cardiff's role as the main economic driver in South East Wales and its operation as a city-region which effectively increases the population to around 1.4 million reflecting its position as capital of Wales and seat of Welsh Government and accounting for 32% of total employment in South East Wales. It delivers the strategic aspirations for economic development in Cardiff through the identification and protection of employment land and premises and opportunities to deliver the key economic growth sectors relating to ICT, energy and environmental technologies, advanced materials and manufacturing, creative industries, life sciences and financial and professional services.

4.124. At the heart of this approach is recognition that the Cardiff city-region clearly forms a natural economic area and it has consistently made a major positive contribution to the economic growth of Wales. In core city analysis, Cardiff performs well and there is an opportunity to build further on this through continuing to enhance Cardiff's role and also improve linkages and connectivity within the city-region. It is also recognised that there are significant benefits for adjoining areas from Cardiff's success in achieving economic growth.

4.125. The economic strategy for the LDP supports inward investment and new business requirements through striking a balance between the supply and demand for employment land and continuing to provide a diverse range of job opportunities. Critical to the economic strategy for the city is an appreciation of the changes in population, labour market and employment base together with achieving the appropriate balance between the provision of new jobs and homes.

4.126. A number of key issues and messages emerge from the supply and demand studies which have implications for Cardiff's economic performance and therefore are critical elements of the economic strategy for the LDP. The evidence points to the need for a Strategy that addresses these three issues:

- Providing a range and choice of new employment land;
- Cardiff Central Enterprise Zone as a core element of the strategy; and
- Recognising the role of existing employment land and premises.

4.127. In terms of providing for new employment land, the LDP sets a framework for delivering a wide range and choice of employment sites in different locations and for different sectors including the key market sectors of ICT, energy and environmental technologies, advanced materials and manufacturing, creative industries, life sciences and financial and professional services. The range of new sites ensures that Cardiff can deliver the stated level of growth for new jobs. Importantly, different sites will perform different roles in the strategy. For example, land at Junction 33 may be better suited to ICT, life sciences, energy and environmental technologies whilst Porth Teigr (Roath Basin) is becoming an important location for media and creative industries. Land south of St Mellons Business Park is also allocated to provide a strategic employment site capable of attracting inward investment opportunities for high value service and knowledge based sectors.

4.128. The provision of employment land as part of wider housing-led comprehensive developments at North West Cardiff, North East Cardiff, Arjo Wiggins and Roath Basin provides an important role in terms of the overall supply and mix of employment land offering a good range and choice of small out of centre employment sites, including offices, creative industries, small workshops, and starter units. This will be essential to

ensure the continued provision of local employment opportunities and address the geographical employment disparities across the county.

4.129. The geographical spread of the 'Cardiff offer' also addresses the need to provide jobs in accessible locations. In this respect, the key strategic proposal relating to the Cardiff Central Enterprise Zone and Regional Transport Hub represents a highly sustainable and accessible location, close to areas of high unemployment in the city but also readily accessible to the wider region via sustainable modes of transport.

4.130. This key site is an integral part of the Council's economic vision to establish Cardiff as a leading European business city over the next two decades and will underpin and promote the financial and professional services sector and create a platform for investment. It will greatly assist promoting Wales' share of UK inward investment which has fallen from previous rates of 20% to just 2%.Furthermore, the scale of this proposal relating to Grade A office space is potentially a real 'game changer' for Cardiff and Wales to compete more effectively with other UK cities.

4.131. It is a long-term proposal which seeks to revitalise up to 140 acres of brownfield city-centre land adjacent to Cardiff Central railway station. It will focus on enhancing Cardiff's growing reputation as a financial and professional services cluster and is a key sustainable regeneration project.

4.132. Integrated transport sits at the heart of the Cardiff Central Enterprise Zone with Central Square becoming the hub of the Enterprise Zone. The proposal represents the next phase of redevelopment of Cardiff city centre and aims to create a modern and high quality gateway to the city whilst extending the function of the city centre south of the railway line, creating a better link between the city centre and Bay and providing a new convention centre to attract business, tourism and promote the city for business. The Cardiff Central Enterprise Zone is one of 7 new Enterprise Zones in Wales designated by the Welsh Government and the only Zone focused on financial and professional services. The Zone came into effect on 1st April 2012 and has a lifespan of 5 years.

4.133. It is important to ensure that a range and choice of employment land and business premises are provided to maintain and improve the competitiveness of the city, promote and protect indigenous business and attract inward investment. There has been growing pressure over recent

years for the development and redevelopment of employment land and premises for alternative uses (predominantly residential), whether still occupied or where current operations have ceased, which offer a greater level of return for investors. Such development proposals can result in significant losses to the county's stock of employment land and premises.

4.134. The loss of employment land can be incremental with the loss of one site setting the precedent for the loss of a series of others in a similar location, leading to a gradual erosion of an employment area. Sometimes alternative uses can also fragment a larger business area or sever links between employment uses in an area. Over time pressure for alternative uses result in a cumulative loss of employment sites to the detriment of the local economy. In addition many existing industrial areas are located within the 'southern arc' of deprivation in areas of greatest need for jobs and it is important to retain employment in these locations due to their accessibility.

4.135. The Strategy seeks to protect existing business and industrial and warehousing land (B1b/c, B2 and B8 uses) to ensure their continued important contribution to providing accessible sources of employment in the city. Similarly, there will be a strong presumption in favour of retaining existing high quality and accessible office accommodation. However, consideration will be given to the change of use (to housing for example) of lower quality office and industrial premises which do not perform an important strategic or local role in terms of the overall range and choice of premises. Where alternative use of land is considered appropriate, priority will be given to mixed-use development comprising employment, housing and community facilities or, where that is not feasible, housing. (This policy position will also help to support future windfall provision over the Plan period) Other proposals will need to demonstrate why a mixed-use of housing and employment schemes cannot be achieved on a site.

4.136. It is also important to recognise the role of the sea port, ABP and its tenants in South Wales directly and indirectly supports over £1.7 billion of gross output in Wales. There are therefore opportunities to continue to support the role of the port, particularly its potential to generate new industry and services (Competitive Capital – The Cardiff Economic Strategy 2007 to 2012, Cardiff Council).

4.137. In addition, in order to maximise the contribution to providing jobs from existing sites and promote the efficient use of land, the strategy seeks to encourage the intensification and refurbishment of existing employment land and premises which are under used, vacant or in decline. The Strategy supports the regeneration of land and property for employment purposes such as Mount Stuart Square as a focus on innovative business.

KP10: CENTRAL AND BAY BUSINESS AREAS

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

i. New offices, residential and commercial leisure uses within the Central and Bay Business Areas;

ii. Enhanced retail and complementary facilities within the Central Shopping Area; and

iii. Other uses most appropriately located in city centres.

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

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

centre. The area has the diversity and attractiveness befitting a European capital city.

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

4.141. New and improved leisure, recreation and tourist facilities are important for the future development of Cardiff. These uses are major employers in the city centre and generate significant benefits to the local economy. By improving the quality and range of sporting, recreation and leisure facilities, the area is made a more attractive place in which to live, work and visit, thereby helping to attract inward investment and regeneration. These attractions are also important for city marketing and the branding of Cardiff as a major cultural, sporting and leisure destination. Furthermore, it is recognised that these facilities are an important factor in improving the well-being and quality of life of our local communities.

4.142. The Central and Bay Business Areas also contain a significant number of residential premises including high-rise apartment blocks, student accommodation and residential uses above commercial premises. Although the city centre and bay areas have experienced a large increase in residential development over the past 20 years, there remains the potential for further residential development. New residential development within the Central and Bay Business areas will support the delivery of balanced, mixed use areas where, by virtue of their proximity to public transport, leisure, employment and community facilities, can create sustainable urban neighbourhoods and contribute to the daytime and evening economy.

4.143. A series of City Centre Strategies have been prepared since 1997, providing the framework for the strategic regeneration and management

of the city centre. A new Strategy is to be prepared alongside a series of Area Action Plans to define the regeneration activity and infrastructure necessary to deliver, sustain and manage the development of the city centre for present and future generations.

KP11: CRUSHED ROCK AGGREGATES AND OTHER MINERALS

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

i. Promoting and supporting the efficient use of minerals and use of alternatives to naturally occurring minerals including the re-use of secondary aggregates;

ii. Protecting existing mineral reserves and safeguarding potential resources of limestone, coal and sand and gravel from development that would preclude their future extraction;

iii. Maintaining a minimum 10 year land bank of permitted crushed rock aggregate reserves in line with national guidance;

iv. Supporting appropriate applications for sand and gravel extraction; and

v. Safeguarding wharves from development that would prevent their use for landing marine dredged sand and gravel.

4.144. Mineral resources are a valuable but finite resource. An adequate and steady supply of minerals is essential to the national, regional and local economy and their exploitation makes a significant contribution to our economic prosperity and quality of life. Cardiff is one of the largest producers and consumers of minerals in the region and those worked in Cardiff at present provide the essential raw materials for our buildings, infrastructure and maintenance. Natural minerals include quarried hard rock (carboniferous limestone and dolomite) and dredged sand landed in Cardiff Docks.

4.145. Crushed rock production in the past has averaged 1 million (mt.) per annum, broadly similar to the County's consumption. In addition approximately 0.3 mt. of sea dredged sand is landed at Cardiff Docks every year. The majority of natural mineral production is used in the construction industry as crushed rock aggregates. Secondary materials,

such as construction and demolition waste, are also used as substitutes for natural aggregates. Cardiff is also an important source of dolomitic and high purity limestone for industrial use in the local steelmaking process. The Regional Technical Statement 1st Review (August 2014) produced by the North and South Wales Regional Aggregates Working Parties states that Cardiff should make provision for 0.86 million tonnes of crushed rock aggregates per year up to 2036, resulting in a total apportionment of 21.5 million tonnes. This requirement is based on average annual production for the period 2001 to 2010 and compares with the existing landbank of 41 million tonnes (as at 31st December 2010) of crushed rock reserves meaning Cardiff, based on current information, has a surplus of permitted reserves when compared to the requirements set out in the Regional Technical Statement 1st Review. This Policy recognises that Cardiff is an important regional provider of minerals and provides for the continuation of its present contribution to regional demand.

4.146. The Policy promotes the increased use of alternatives to naturally occurring minerals. The re-use or recycling of construction and demolition material and industrial waste serves not only to reduce the amount of waste produced but also conserves scarce non-renewable natural mineral resources and minimises environmental damage.

4.147. However, allowing for improvements in recycling and re-use, there will remain a need for primary minerals. It is recognised that natural mineral resources can only be replenished over geological timescales and that they need to be protected for future generations. As minerals can only be worked where they exist, it is important to protect them from inappropriate development, which could effectively sterilise them. The Policy precludes inappropriate development on mineral reserves and resources themselves and allows for buffer zones within which sensitive development will be prevented.

KP12: WASTE

Waste arisings from Cardiff will be managed by:

i. Promoting and supporting additional sustainable waste management facilities, measures and strategies in accordance with the Collections, Infrastructure and Markets Sector Plan (2012) and TAN 21 (2014) in a

	manner that follows the waste hierarchy and the principles of an integrated and adequate network of waste installations; nearest appropriate installation; self-sufficiency and protection of human health and the environment;
ii.	**Encouraging the provision of in-building treatment facilities on existing and allocated areas of general industry;**
iii.	**Supporting the provision and maintenance of sustainable waste management storage and collection arrangements in all appropriate new developments; and**
iv.	**Supporting waste prevention and reuse and the provision of facilities that use recycled or composted products.**

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

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

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

6. Responding to evidenced social needs

KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS

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

i. **Providing a range of dwelling sizes, types and affordability including seeking to provide a target of 6,646 affordable dwellings over the remaining 12 years of Plan period;**

ii. **Supporting the vitality, viability and attractiveness of existing District and Local Centres and their regeneration, including retail and other commercial development and housing of an appropriate scale;**

v. Encouraging the provision of a full range of social, health, leisure and education facilities and community infrastructure for both existing and new communities that are accessible to all by walking and cycling and public transport;

vi. Supporting the regeneration of deprived communities within the city and maximising the additional benefits that new communities can bring to adjoining or surrounding communities;

vii. Encouraging the enhancement of communities through better equality of access to services for all, promoting cultural and wider diversity for all groups in society, and creating places that encourage social interaction and cohesion;

viii. Developing new cultural and sporting facilities to build upon Cardiff's role as a major tourist, cultural and sporting destination for visitors and residents alike; and

ix. Designing out crime and creating communities which are safer and feel safer.

4.151. PPW promotes sustainable communities. In delivering sustainable communities, the Council will seek to ensure a range of dwelling sizes, types and affordability is provided in terms of both market and affordable housing to meet identified needs (including supported and sheltered housing and other special needs where appropriate), in safe neighbourhoods. In Cardiff, in line with national trends, average

household size has been declining and in general this has been reflected in an increasing proportion of 1 and 2 bedroom flats in schemes with residential consent.

4.152. Whilst the provision of flats does cater for those seeking smaller units of accommodation, and this may free up other larger units of existing housing, there will still be a need for a range of dwelling types and sizes to be provided on sites that come forward during the Plan period. Whilst flats may be appropriate on some sites, the Council will seek to ensure, particularly in larger schemes, that a range of dwelling types and affordability is provided.

4.153. The affordable housing target (6,646 or 554 units per annum) identifies the number of affordable housing units that it is anticipated will be provided over the remainder of the Plan period 2014 to 2026. The target takes into account the current landbank of affordable units (less an allowance for flexibility) and expected contributions from strategic and non-strategic sites, windfall sites change of use schemes based on the affordable housing target percentages (30% for greenfield sites and 20% for brownfield sites) outlined in Policy H3.. It is also likely that some affordable housing will also come forward from sources other than by the use of planning obligations, for example on sites or in dwellings acquired by social housing providers.

4.155. The Cardiff LHMA assessment sets a requirement over the period 2013-2018 of 3,989 affordable units per year or a total of 19,945. Clearly, the affordable housing target over the Plan period will not meet the need figure as set out in the LHMA and it is not expected to as it is only one of a variety of means to achieving a supply of affordable housing.

4.155. The Plan also supports the viability and attractiveness of District and Local Centres which form an important part of Cardiff's retail hierarchy and of its social, economic and physical fabric. In addition to their primary function of providing local shopping facilities they also accommodate a range of accessible services facilities and employment. This Policy aims to support the retention and provision of local shopping facilities, which remains the primary role of centres and underpins their vitality, attractiveness and viability. Such facilities are also accessible to the local community by public transport, walking and cycling thereby supporting the sustainable transportation objectives set out in the Plan.

Furthermore, the Policy also seeks to encourage investment and renewal of the physical fabric of centres.

4.156. Providing a range of community, health, religious and educational facilities which are accessible to as many people as possible is an essential requirement in order to secure sustainable communities. Such facilities are significant local employers and can contribute towards the regeneration of local areas. Additionally, these services are essential to maintain and improve the quality of life of people living and working in Cardiff.

4.157. The masterplanning approach which has been adopted to provide a framework for the development of strategic sites fully recognises the potential benefits that new development can bring to adjoining areas. Opportunities can be taken to deliver the aims of this Policy by new development enhancing the quality and range of existing provision of a range of facilities and services.

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

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

KP14: HEALTHY LIVING

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

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

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

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

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

- Active travel such a walking and cycling;
- Access to well-maintained open spaces for physical activity and food growing; and
- Access to health care facilities.

4.164. Such measures will assist in:

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

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

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

KP15: CLIMATE CHANGE

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

i. Reducing carbon emissions;

ii. Protecting and increasing carbon sinks;

iii. Adapting to the implications of climate change at both a strategic and detailed design level;

iv. Promoting energy efficiency and increasing the supply renewable energy; and

v. Avoiding areas susceptible to flood risk in the first instance in accordance with the sequential approach set out in national guidance; and

vi Preventing development that increases flood risk.

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

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

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

4.169. As far as practicable, trees should be retained and protected, and land kept as functioning vegetated soil open to the fall of organic matter, with new trees and shrubs provided by developers wherever possible. Where trees and shrubs cannot be surrounded by open soil, hard surfaces should not be used unless there is an overriding need, and areas that are not needed for pedestrian or vehicle use should be retained for soft landscape. Cardiff's open spaces, trees and soils play a crucial role in mitigating the effects of climate change at the local level. Open vegetated soils absorb rainfall and runoff.

4.170. Adapting to the implications of climate change will require buildings which are able to cope with the likely increased temperature ranges, more frequent and severe flooding and increased extreme weather events. Buildings and related infrastructure should be designed to be flexible not only to climatic change but also to accommodate a variety of uses over their lifetime rather than being suitable for one sole application. Landscape will be a critical issue with trees providing protection both by shading and active cooling. This cooling will be required particularly in the city centre and District Centres, and where the young children, older people, and people with mobility impairments gather.

4.171. The Council will require high standards of energy efficiency in new development. Implementation of this Policy, which promotes incorporation of renewable energy generation, will also reduce emission of aerial pollutants, thereby offsetting increases in aerial emissions arising from implementation of other policies in the Plan. This would contribute to avoiding significant effects upon European Sites.

4.172. Avoiding unnecessary flood risk will be achieved by strictly assessing the flood risk implications of development proposals within

areas susceptible to tidal or fluvial flooding and preventing development that unacceptably increases risk. In accordance with TAN15: Development and Flood Risk no highly vulnerable development will be permitted in development advice zone C2. Development will only be considered in other areas at high risk of flooding where it can be demonstrated that the site can comply with the justification and assessment requirements of TAN15 (2004 – Section 6, 7 and Appendix 1). Policy EN14 relating to Flood Risk sets out a range of criteria which will be considered when assessing development proposals in areas of high risk of flooding.

KP16: GREEN INFRASTRUCTURE

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

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

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

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

viii. Growing spaces including allotments, community orchards and larger gardens; and
ix. Holistic integrated surface water management systems (EN10).

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

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

4.175. Where development is permitted, planning conditions and/or obligations will be used to protect or enhance the natural heritage network. New developments should incorporate new and / or enhanced green infrastructure of an appropriate size, type and standard to ensure no fragmentation or loss of connectivity.

4.176. Where the benefits of development outweigh the conservation interest, mitigation and/or compensation measures will be required to offset adverse effects and appropriate planning obligations sought. The implementation of policies designed to provide and protect public open space throughout Cardiff would also serve to offset any increase in recreational pressure on the Cardiff Beech Woods SAC, thereby helping to avoid likely significant effect upon that site.

4.177. Management of Cardiff's green infrastructure network should be in place prior to development, and appropriate planning obligations sought. SPG on this topic will more fully outline the extent of Cardiff's green infrastructure and how this policy can be implemented in more detail.

Policy KP17: BUILT HERITAGE

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

4.178. This Policy affords strategic policy protection for Cardiff's historic environment as required by legislation and PPW. The historic environment enriches people's lives and the visual appearance of the city. It reflects the diversity and culture of the communities that have formed it over time, provides evidence of Cardiff's past and helps define its present identity and character. An understanding of the historic and cultural significance of the city can provide a context for managing change and creates a backdrop for innovation in the design of new development to shape the future of the city.

4.179. There are currently 28 Scheduled Ancient Monuments in Cardiff. This Policy affords appropriate protection to these monuments and others that may be scheduled over the Plan period, as well as other important archaeological remains identified within the Historic Environment Record. SPG on Archaeologically Sensitive Areas will provide further guidance on four areas of the city where significant finds have been recorded.

4.180. There are currently almost 1,000 buildings in Cardiff on the statutory List of Buildings with Special Architectural or Historic Interest, designated by Cadw on behalf of the Welsh Government. Along with the legislation referred to above, This Policy affords appropriate protection to these statutory listed buildings and others that may be added to the list by Cadw over the Plan period.

4.181. The Council also holds a Local List of Buildings of Merit. This Policy identifies the significance of these locally listed buildings (and others that may be added to the list by the Council over the Plan period) have in forming the character of the area. Welsh Office Circular 61/96 identifies the weight their designation may have in the assessment of development proposals.

4.182. There are currently 27 conservation areas in Cardiff, as identified on the Constraints Map. Along with the legislation referred to above. This

Policy affords appropriate protection to these and other areas that may be designated by the Council over the Plan period. The Policy should be read in conjunction with the adopted Conservation Area Appraisal prepared for each area, including the enhancement proposals included within them.

4.183. Finally, there are currently 19 historic parks and gardens and 1 historic landscape (the Wentloog Levels) included on the Cadw/ICOMOS 'Register of Historic Landscapes Parks, and Gardens'. This Policy affords appropriate protection to these and other historic parks, gardens and landscapes that may be added to the register by Cadw/ICOMOS over the Plan period.

4.184. In seeking to respond to the presence of heritage assets, developers are encouraged to follow a sequence of investigation and assessment to identify the cultural and historic significance of a place before developing proposals for change or alteration. In this way appropriate approaches can be developed to preserve and enhance the historic environment through proposals that respond to and complement their context. The process is commended within Circular 61/96 and advice within BS Standard 7913, 2013.

KP18: NATURAL RESOURCES

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

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

4.185. The best and most versatile agricultural land (grades 1, 2 and 3a of the Agricultural Land Classification) is a finite resource. Once lost to development it is rarely practicable to return such land to best quality agricultural production.

4.186. There is no up-to-date definitive map of agricultural land quality for Cardiff as a whole but the best and most versatile agricultural land is known to exist in parts of the west, north and east of Cardiff. In meeting the needs to provide new homes and jobs in this Plan, some high quality land will be lost but taking account of all relevant factors, this loss is considered justified. Moreover, by putting in place a planned and managed approach to meeting future economic and social needs, this adds strength to the protection of good quality land outside these areas.

4.187. Cardiff's rivers, lakes, ponds and water bodies are important for a wide range of uses and users. Development has the potential to affect water quality and quantity. It is important that development is only allowed where there would be no unacceptable harm to the quality or quantity of water resources and where provision can be made for any infrastructure required to safeguard water quality and quantity. New developments should have an adequate water supply and sewerage system to serve the development. This policy, which is aimed in part at improving water resource use efficiency, will ensure adequate water supply without adverse impacts on the River Usk and River Wye SACs, thereby helping to avoid the likelihood that this LDP will have a significant effect upon European designated sites.

4.188. Poor air quality can affect people's health, quality of life and amenity and can impact on nature conservation and built heritage interests. Development has the potential to cause air pollution, or sensitive developments can be affected by existing air quality problems in an area. In Cardiff, transport emissions are one of the main contributors to poor air quality. Development will not be permitted if it would cause or result in unacceptable harm due to air pollution. Implementation of this Policy will also help to counteract any increase in atmospheric pollution as a result of the Plan, thereby helping to avoid the likelihood that this LDP will have a significant effect upon internationally designated sites.

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

Detailed Policies

1. HOUSING

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

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

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

H2: CONVERSION TO RESIDENTIAL USE

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

i. Adequate servicing and security can be maintained to the existing commercial use(s);

ii. Appropriate provision can be made for parking, access, pedestrian access, amenity space, and refuse disposal together with any appropriate external alterations and;

iii. The residential use does not compromise the ground floor use.

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

H3: AFFORDABLE HOUSING

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

i. Contain 5 or more dwellings; or

ii. Sites of or exceeding 0.1 hectares in gross site area; or

iii. Where adjacent and related residential proposals result in combined numbers or site size areas exceeding the above thresholds, the Council will seek affordable housing based on the affordable housing target percentages set out above.

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

5.4. The aim of this Policy is to assist the Council to meet evidenced housing need by seeking an appropriate affordable housing contribution from new residential developments in the city.

5.5. The Policy will help provide a range and mix of sustainable affordable housing, in line with Policy KP13.

5.6. PPW recognises that a community's need for affordable housing is a material planning consideration. It also promotes mixed and inclusive communities. More detailed guidance in TAN2: Planning and Affordable Housing requires local authorities to include affordable housing policies in their LDPs where a Local Housing Market Assessment (LHMA) has provided the evidence base to support policies to deliver such housing through the planning system. The Cardiff LHMA update (2013) indicates an annual shortfall of 3,989 affordable dwellings per annum.

5.7. The Policy applies to all proposed housing developments covered by the policy thresholds, including proposals on previously undeveloped land, redevelopment schemes, schemes providing specialised accommodation (except those in which residents require a significant element of care), conversions, changes of use, and mixed-use developments containing housing. It responds to the evidenced need for the planning system to help play its part in securing land and units for affordable housing. However, housing specifically designated to cater for students would not be required to contribute an affordable housing element.

5.8. In accordance with Welsh Government guidance, affordable housing encompasses both social rented and intermediate housing where there are secure mechanisms in place to ensure that it is accessible to those who cannot afford market housing, both on first occupation and for subsequent occupiers. In addition, the Council has a duty to have regard to the needs of disabled people and chronically sick, the majority of whom are best housed in the community. Where there is evidence of need for affordable special needs housing it may, subject to Council agreement, be provided as all, or part of, the affordable housing requirement.

5.9. The Council will provide evidence of need based upon the latest Cardiff Local Housing Market Assessment Update, supplemented by current Council and Registered Social Landlord waiting lists and other relevant information. In order to create mixed and balanced communities, provision for affordable housing will be sought 'on site' unless the Council considers that this is impractical or inappropriate. In such exceptional circumstances, affordable housing may either be provided on another site, (location to be agreed with the Council), or a financial contribution may be provided to address affordable housing requirements elsewhere in Cardiff, in any case, provision should address the need identified in relation to the proposed development.

5.10. The targets set out in the Policy are derived from the findings of an affordable housing viability study undertaken by Peter Brett Associates. This study assessed the viability of a range of housing scenarios (including a calculation for necessary infrastructure which could be achieved through S106 and/or CIL, consistent with Policy KP6: New Infrastructure for different development types with varying levels of affordable housing. In order to demonstrate viability, and take account of the higher costs associated with the development of brownfield sites the study recommended a two tiered affordable housing target. The Report confirms that affordable housing is viable at 30% on greenfield sites and at 20% on brownfield sites (based on indicative tenure mixes of 40% social rented, 40% intermediate rented and 20% Low Cost Home Ownership). This is consistent with the recommendations of the Cardiff Local Housing Market Assessment and the Economic Viability Reports of 2013 and 2014 in seeking an appropriate mix of tenures to address evidenced housing need over the Plan period

5.11. In negotiating affordable housing, each proposal's actual contribution will depend on that scheme's capacity for provision. This will ensure that the affordable housing contribution in itself will not make the scheme unviable. The Council will work with developers to agree a contribution in an open and transparent manner. In cases where agreement cannot be reached, an independent assessment will be commissioned to be paid for by the applicant/developer. The assessment should include details and costs of the necessary infrastructure to be delivered either wholly or in part to support the delivery of sustainable neighbourhoods.

5.12. Detailed guidance on the scale, tenure and nature of the affordable housing to be sought, along with information regarding what will be required as part of independent viability assessments, will be set out in the Affordable Housing SPG. The Policy will normally be implemented by the use of a planning obligation in accordance with Policy KP7.

H4: CHANGE OF USE OF RESIDENTIAL LAND OR PROPERTIES

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

i. The premises or their location are no longer suitable for residential use; or

ii. The proposal is for a community use necessary within a residential area.

iii. There would be no unacceptable impact on residential amenity.

5.13. This Policy identifies the circumstances in which proposals for the conversion or redevelopment of residential properties outside the Central and Bay Business Areas and District and Local Centres identified on the Proposals Map, to other use will be permitted.

5.14. As acknowledged in PPW, offices, retail, entertainment and other uses that attract a significant number of visitors, whether by vehicle or on foot, are generally best located in centres where they are most widely accessible, particularly by public transport and have least harmful impact on residential amenity. Within Cardiff, these centres are the Central and Bay Business Areas, Central Shopping Area and District and Local centres identified on the Proposals Map. A range of Plan policies seeks to direct appropriate uses to these centres.

5.15. Outside these centres, proposals for the conversion or redevelopment of residential properties to other use will only be permitted in line with Policy H6 and if no unacceptable harm will be caused to the amenity or health of remaining residences in line with Policy H6.

5.16. There is a range of community uses that are appropriate and necessary, in principle, within residential areas. These include doctors' and dentists' surgeries, residential homes and child-care facilities. Further guidance on the conversion of residential properties to childcare facilities will be set out in SPG.

5.17. In order to safeguard the amenity of residential areas, there will be a general presumption in favour of permitting the range of commercial and community uses in the Central and Bay Business Areas and District and Local Centres identified on the Proposals Map - including by the conversion or redevelopment of existing residential accommodation - subject to relevant policies. Within the Central and Bay Business Areas, proposals will be assessed having regard to Policy KP10 District and Local Centres, proposals will be assessed having regard to Policies R4 & R5.

H5: SUB-DIVISION OR CONVERSION OF RESIDENTIAL PROPERTIES

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

i. The property is of a size whereby the layout, room sizes, range of facilities and external amenity space of the resulting property would ensure an adequate standard of residential amenity for future occupiers.

ii. There would be no material harm to the amenity of existing, nearby residents by virtue of general disturbance, noise or overlooking.

iii. The cumulative impact of such conversions will not adversely affect the amenity and/or the character of the area.

iv. Does not have an adverse effect on local parking provision

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

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

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

5.20. The objectives of the Policy are:

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

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

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

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

5.24. Further information will be given in SPG.

H6: CHANGE OF USE OR REDEVELOPMENT TO RESIDENTIAL USE

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

i. There is no overriding need to retain the existing use of the land or premises and no overriding alternative local land use requirement;

ii. The resulting residential accommodation and amenity will be satisfactory;

iii. There will be no unacceptable impact on the operating conditions of existing businesses;

iv. Necessary community and transportation facilities are accessible or can be readily provided or improved; and

v. It can be demonstrated that the change of use to a more sensitive end use has been assessed in terms of land

contamination risk and that there are no unacceptable risks to the end users.

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

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

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

5.27. Assessment of whether land or premises are redundant or need to be retained in their former use (criterion '(i)') will include tests identified in relevant policies, notably Policy EC3 Alternative Use of Sites and Premises relating to the protection of employment land and premises.

5.28. Considerations under criterion '(ii)' will include the compatibility of neighbouring uses, preventing insensitive or inappropriate infilling, privacy/amenity, size, density, aspect, scale, layout and requirements for security and amenity space.

5.29. Criterion '(iii)' is intended to ensure that the introduction of residential use into an area or building does not unduly restrict the operating conditions of existing businesses.

5.30. Criterion '(iv)' may involve contributions being sought from developers towards the provision of necessary community and other facilities, in accordance with Policy KP7, delivering necessary infrastructure.

5.31. Where there is a change of use or redevelopment of commercial/industrial units to residential, there needs to be an appropriate assessment for the presence of land contamination. The land contamination standards set for commercial/industrial use are not suitably protective for residential use and therefore unacceptable risks to the end users may be present and will require appropriate remediation, where residential use is proposed.

H7: SITES FOR GYPSY AND TRAVELLER CARAVANS

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

i. Necessary physical, transport and social infrastructure are accessible or can be readily provided;

ii. Environmental factors including flood risk, ground stability, land contamination and proximity of hazardous installations do not make the site inappropriate for residential development;

iii. The site is designed with reference to both the Welsh Government Good Practice Guide in Designing Gypsy Traveller Sites and the views of local Gypsies and Travellers;

iv. There would be no unreasonable impact on the character and appearance of the surrounding areas including impact on residential amenity of neighbouring occupiers or the operating conditions of existing businesses; and

v. In the case of a transit or touring site, it has good access to the primary highway network.

5.32. This Policy provides a framework for assessing proposals for both new and extensions to existing sites whether for permanent or transit sites.

5.33. Cardiff currently has two Gypsy and Traveller sites, at Rover Way and Shirenewton, providing a total of 80 permanent pitches. To date these two sites have accommodated natural population growth, with some

overcrowding. The latest Gypsy and Traveller Needs Assessment was undertaken in April 2013 and showed a need for 108 permanent Gypsy and Traveller pitches. Local authorities are required to assess the accommodation needs of Gypsy families (Housing (Wales) Act 2014 and submit the assessment to the Welsh Government for approval by March 2016. PPW says that it is important for LDPs to have policies for the provision of sites. Welsh Government Circular 30/2007 indicates that where there is an assessment of unmet need for Gypsy and Traveller accommodation, sufficient sites should be allocated in the LDP to meet needs. A criteria based policy for Gypsy and Traveller sites must also be included in order to meet future need.

5.34. This updated assessment will inform a wider site selection process which will progress over the next two years to meet the short and long term need for Gypsy and Traveller pitches. This process is referenced in the Monitoring Framework and includes the following key outputs and timescales. Sites that come forward through this process, together with any other proposals will be assessed against this policy.

- Agree methodology and project management arrangements by end of 2015
- Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 by February 2016
- Undertake a site search and assessment and secure approval of findings by October 2016
- Secure planning permission and funding (including any grant funding from Welsh Government) for identified sites(s) required to meet the short term need for 43 pitches by May 2017
- Secure planning permission and funding (including any grant funding from Welsh Government) for identified(s) required to meet the long term need for 65 pitches by May 2021

2. ECONOMY

EC1: EXISTING EMPLOYMENT LAND

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

activities as referred to in Policy EC2) as described in the table below.

Site Ref	Site Name	Primary Use / Activity	Status
EC1.1	Ocean Park	B1, B2, B8	Primary
EC1.2	Cardiff Port (& Heliport and surrounds)	B1, B2, B8	Primary (Port related activities)
EC1.3	Rover Way (Celsa Steel Works, Tremorfa Industrial Estate, Seawall Road)	B2, B8	Primary
EC1.4	Wentloog Road (Capital Business Park, Lamby Way Industrial estate, Wentloog Corporate Park, Rail Freight Terminal)	B1, B2, B8	Primary
EC1.5	St Mellons Business Park	B1, B2, B8	Primary
EC1.6	Cardiff Gate Business Park	B1 (offices), ancillary B2	Primary
EC1.7	Cardiff Business Park & Land North of Maes y Coed Road, Llanishen	B1, B2, B8	Primary
EC1.8	Forest Farm, Longwood Drive	B1, B2, B8	Primary
EC1.9	Green Meadow Springs	B1 (offices)	Primary
EC1.10	Penarth Road Area (includes Hadfield Road, Sloper Road, Bessemer Road)	B1, B2, B8	Primary
EC1.11	Ty Nant Road	B1, B2, B8	Local
EC1.12	Crown Way (Companies House)	B1 (offices)	Local
EC1.13	Wentloog Road (North of railway line)	B1, B2, B8	Local
EC1.14	Pentwyn (Panasonic Plant, Avenue Industrial estate)	B1, B2, B8	Local
EC1.16	Eastern Business Park	B1 (offices)	Local
EC1.17	Willowbrook Business Technology Park	B1 (science, research and development)	Local

EC1.18	Excelsior Rod	B1, B2, B8 & complementary trade counter	Local
EC1.19	Norbury Road Industrial Estate	B1, B2, B8	Local
EC1.20	Wroughton Place, Ely	B1, B2, B8	Local
EC1.21	Argyle Way, Caerau	B1, B2, B8	Local
EC1.22	Garth Industrial Estate	B1, B2, B8	Local
EC1.23	Land around Volvo Garage	B1, B2, B8	Local
EC1.24	Alexandra Gate Business Park	B1	Local

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

5.36. A key role for the LDP is to ensure the provision of a portfolio of an appropriate range, quantity and quality of employment land and premises to meet the current and future needs of the city and the city's workforce. One of the main strategies to achieve this aim is the protection of existing employment sites across the city.

5.37. One of the key recommendations of the GVA Grimley Report 'Cardiff Employment Land and Commercial Review' (2009) and Hardisty Jones Associates/Origin 3 Study 'Cardiff Employment Land and Property Study' (April 2012) was to introduce policies to protect nearly all of the remaining employment locations (or allocations that were made in the Local Plan) either because of the important economic role they currently play in the overall employment land portfolio for the city or because of the distribution of this land across the city.

5.38. A critical factor in Cardiff maintaining a supply of employment land will be the ability to protect land and premises for employment from being lost to alternative uses. There has been growing pressure over recent years for the development/redevelopment of employment land and premises for other uses (predominantly residential), whether still occupied or where current operations have ceased. Such development proposals can result in significant losses to the county's stock of employment land and premises.

5.39. The loss of employment land can be incremental with the loss of one site setting the precedent for the loss of a series of others in a similar location, leading to a gradual erosion of an employment site. Sometimes alternative uses can also fragment a larger business area or sever links between employment uses in an area. Over time pressure for alternative uses result in a material aggregate loss of employment sites to the detriment of the local economy.

5.40. The employment sites identified in Policy EC1 display strong potential to continue playing an important economic role, whether this is to provide local employment on smaller sites within key neighbourhoods or whether the sites are more strategic in size, position and function.

5.41. Due to the time that has elapsed since the completion of the GVA Study, the employment sites identified for protection have been reviewed. Some sites have experienced further pressure for alternative uses with additional losses of employment land and their B use class employment function has been all but eroded. These sites, for example North and South of Newport Road and Colchester Avenue are therefore no longer identified for protection for employment purposes. Similarly Cathedral Road and offices adjacent to the River Taff which are characterised by low grade offices with a high level of vacancy are no longer identified for protection and a change of use to housing for example will be given consideration.

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

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

Provision for open space, public realm, leisure, food and drink, and child-care facilities will be appropriate in office, industrial and warehousing developments, provided, the facility is of an appropriate scale and nature intended primarily to meet the needs of workers in the vicinity, therefore not attracting significant

levels of visitor traffic into the area, or exacerbating existing traffic conditions.

5.43. This Policy seeks to enable the provision of appropriate complementary leisure, food and drink, and childcare facilities in existing and new office, industrial and warehousing areas and helps to deliver Plan objectives. Employees in such areas may require good access to a range of facilities, including food and drink, leisure/recreation and child-care. The absence of such facilities in an employment area can increase travel demand and make the areas less attractive to employers and employees.

5.44. In existing employment areas, change of use of existing premises will be considered for appropriate complementary facilities, including food and drink, leisure and child-care.

5.45. Where new employment areas are proposed, the need for such facilities should be considered as part of the overall development scheme.

5.46. In all cases, only facilities of an appropriate nature and scale to meet the needs of employees will be permitted. Appropriate leisure facilities may include fitness centres/clubs and indoor sports facilities. Provision for accessible open space or public realm improvements may also be appropriate.

EC3: ALTERNATIVE USE OF EMPLOYMENT LAND AND PREMISES

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

i. The land or premises are no longer well located for business, industrial and warehousing use; or

ii. There is no realistic prospect of employment use on the site and/or the property is physically unsuitable for employment use, even after adaption/refurbishment or redevelopment; or

iii. There is no need to retain the land or premises for business, industrial or warehousing use, having regard to the demand for such land and premises and the requirement to provide for a range and choice of sites available for such use; and

iv. There will be no unacceptable impact on the operating conditions of existing businesses.

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

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

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

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

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

- Whether and for how long land or premises have been vacant and actively marketed and the expressions of interest during this period;
- Whether the site offers particular benefits not generally available within the overall land bank;
- Whether the site is within an area of high unemployment and offers realistic prospects of use for appropriate employment purposes;
- Whether the relocation of existing occupiers to other suitable accommodation will be facilitated;
- Whether the proposed development would retain an element of industrial, office or warehousing floorspace; and
- Whether the proposed use need to be accommodated on business, industrial or warehousing land (e.g. transport depots).
- Other priorities, such as housing need, override more narrowly focussed economic considerations.

5.50. Where alternative use of land is considered appropriate, priority will be given to mixed-use development comprising employment, housing and

community facilities or, where that is not feasible, housing. Other proposals will need to demonstrate why a mixed-use of housing and employment schemes cannot be achieved on
the site.

5.51. It is also important to ensure that the introduction of residential or other uses into an industrial or warehousing area does not unduly restrict the operating conditions of remaining businesses.

5.52. Where employment land and premises are under development pressure from non-employment uses and it is considered that there still exists an opportunity to make a contribution towards longer term economic development and job retention and growth within an area, developers will be requested to make provision for an appropriate contribution towards bringing forwards compensatory employment opportunities elsewhere in the County in line with Policy KP7 Planning Obligations.

5.53. Where there is the potential to develop residential units on areas previously identified for commercial/ industrial use, there needs to be an appropriate assessment for the presence of land contamination. The land contamination standards set for commercial/industrial use are not suitably protective for residential use and therefore unacceptable risks to the end users may be present which will require appropriate remediation.

5.54. Further guidance on the application of this Policy will be set out in the Protection of Employment Land and Premises for Business, Industry and Warehousing SPG.

EC4: PROTECTING OFFICES IN THE CENTRAL AND BAY BUSINESS AREAS

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

5.55. This Policy aims to ensure that office sites within the Central and Bay Business Areas identified on the Proposals Map, whether occupied,

vacant, or with permission are protected from inappropriate changes of use. Any proposal involving the loss of offices will need to demonstrate that there is a sufficient range and choice of commercial office floorspace to meet the city's office requirement up to 2026.

5.56. When considering proposals for the alternative use of office accommodation, the following issues will be considered:

- Whether, and for how long the premises have been vacant and actively marketed for office use;
- Whether the development of the site for appropriate uses will facilitate the relocation of existing office occupier/s to other suitable accommodation within the Central or Bay Business Area;
- Whether the proposed development would retain a significant element of office floorspace;
- Whether the proposed use is complementary to an employment use; and
- Whether the proposed development can demonstrate wider economic, social and regeneration benefits.

5.57. The Central and Bay Business Areas contain a wide range of office premises, including modern Grade A accommodation (e.g. Callaghan Square and Assembly Square); high-rise accommodation built in the 1960s and 1970s (e.g. Newport Road); office accommodation above commercial premises (e.g. St. Mary Street and Greyfriars Road); and converted historic villas in the north of the city centre (e.g. Park Place and Windsor Place). Over time, and as the needs of businesses change, premises can fail to meet modern occupier requirements. This has been evidenced recently with changes of use from offices to residential and hotel uses, resulting in a significant reduction in office vacancy levels within the city centre.

5.58. To ensure that Cardiff continues to attract and retain quality businesses, the City Centre must contain sufficient land for new office accommodation, as well as providing a range and choice of office premises for existing and future occupiers, including large Grade A offices, small and medium sized enterprises, incubator units and live-work premises. The Cardiff Central Enterprise Zone along with other planned employment areas provides a range and choice of new business locations.

5.59. It is acknowledged that some office vacancy is necessary to allow for the turnover of businesses and the renovation of premises to meet modern business needs. However, long-term vacancy can have a damaging impact upon the vitality and viability of commercial centres. Office premises that, despite active marketing, have remained unoccupied for over two years will be considered more favourably for changes of use to other, appropriate uses.

5.60. Mixed-use redevelopment proposals that retain a significant element of commercial office floorspace, or those that do not result in any net loss in the level or quality of office accommodation within the City Centre, are likely to be more favourably considered.

5.61. Where proposals involve the loss of office accommodation, they will only be permitted where they do not harm, and are complementary to, the primary office role and function of the area and accord with other Plan policies. Such uses could include childcare facilities, training, tertiary education, residential development, commercial leisure and hotels.

EC5: HOTEL DEVELOPMENT

Proposals for hotel development will be permitted:

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

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

5.62. This Policy favours hotel development at appropriate locations within the Central and Bay Business Areas.

5.63. The conversion of existing properties to hotels or guest houses contributes to the range of accommodation available for tourists and other visitors to the city. In assessing such proposals, 'appropriate locations' are likely to be on main roads into the city and close to tourist

or business areas, and 'suitable properties' are likely to be larger houses and vacant low grade offices, able to accommodate parking requirements. In terms of both the proposed property and its location, importance will be attached to the need to safeguard amenity of residential areas. Proposals for the change of use of converted hotels in residential areas to uses other than residential or uses acceptable within a residential area will be resisted.

EC6: NON-STRATEGIC EMPLOYMENT SITE

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

5.64. This non-strategic site is considered acceptable for university related research and development uses given its close proximity to the existing Cardiff University campus. Dialogue with the University has indicated the merits of university related research and development uses for this site, which can assist in the long term development of Cardiff University and other academic institutions within the city together with wider economic benefits for the region.

5.65. The allocation of the site for university research and development uses supports the LDP vision and the economic objectives which seek to promote clusters of research & development expertise. It also supports policies KP1 and KP9 which promote the provision of range and choice of new employment sites for different types of employment. The site is directly adjacent to the existing Cardiff University and in an accessible location which reduces the need to travel, a key component of developing sustainable communities. The precise nature of research and development uses will be subject to further detailed work.

EC7 EMPLOYMENT PROPOSALS ON LAND NOT IDENTIFIED FOR EMPLOYMENT USE

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

i. The proposal cannot reasonably be accommodated on existing employment land and in the case of offices in the Central Enterprise Zone (Policy KP2) and the Central and Bay Business Areas (Policy EC4);

ii. The site falls within the settlement boundary and has no specific policy designation;
iii. The use is compatible with uses in the surrounding area and;
iv. The proposal is well related to the primary highway network and accessible to sustainable modes of transport

5.66. Policy EC7 provides guidance on how the Council will determine applications for employment development on sites not identified for employment and ensure a sequential approach to site selection is followed, thereby steering employment allocations to the most appropriate locations consistent with national policy (PPW para. 10.2.9 and 10.2.11). This policy is intended to support the economy by allowing for future economic growth which sustains and provides job opportunities within Cardiff which is considered essential in responding to economic uncertainty and fulfils the LDP economic evidenced needs.

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

3. ENVIRONMENT

Countryside Protection

EN1: COUNTRYSIDE PROTECTION

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

5.68. The countryside in Cardiff is land located outside the settlement boundaries as identified on the LDP Proposals Map. Cardiff's countryside is a valuable and finite resource which is under pressure from all kinds of development. The aim of this Policy is to ensure that development within the countryside is strictly controlled to protect and enhance Cardiff's natural heritage and setting. It further seeks to manage and enhance this rich asset in order to maintain Cardiff's unique distinctiveness whilst helping to mitigate against climate change and also aims to ensure that those uses that do not need to be located in the countryside will be resisted.

5.69. It should be read in conjunction with Policy KP3A and KP3B and aims to ensure that those uses that do not need to be located in the countryside will be resisted. Whilst KP3A provides strict controls in the Green Wedge area for the reasons given, this policy provides further guidance on uses appropriate in the countryside as a whole.

5.70. Although farming and forestry comprise a relatively small part of Cardiff's economy, the economic viability of the countryside around Cardiff remains crucial, with agriculture and forestry playing an important role in both the management and conservation of the countryside. As such, the Council will adopt a positive approach to supporting the rural economy. Development proposals relating to rural diversification and enterprise will be assessed against, (PPW 2014) and TAN 6: Planning for

Sustainable Rural Communities. Farm diversification schemes should remain linked to the existing farm business and maybe subject to planning obligations in accordance with TAN 6: Planning for Sustainable Rural Communities (2010 Para 3.7) and Policy KP7.

5.71. Close proximity to a large urban population brings many pressures to Cardiff's countryside, including outdoor recreation. Whilst its importance for local recreational purposes and tourism is accepted, it is essential to ensure that both these uses, and any built development associated with them, do not cause unacceptable harm to the character and quality of the countryside. Small scale, low impact development associated with activities which need to be located in the countryside, or encourage access to and enjoyment of the countryside, may be acceptable subject to the tests set out in national guidance.

5.72. Planning permission is normally required for the use of land for keeping horses and for equestrian activities, unless they are kept as "livestock" or the land is used for "grazing. The keeping of horses in Cardiff is very widespread, so that land used for grazing, recreation and associated development such as stabling, ménages, fencing, lighting, and car parking is already having a considerable impact on the character of Cardiff's countryside. Whilst it is accepted that these horse related uses can only be accommodated in the countryside, not all locations within the countryside are necessarily appropriate. The overall impact of such proposals will be assessed against the criteria set out in national guidance.

5.73. Additionally there has been an increase in the number of applications for kennels and catteries. Applications for the siting of kennels and catteries outside the curtilage of a dwelling house i.e. in a separate field or paddock will also be subject to the tests set out in national guidance.

5.74. There is continuing pressure on the countryside in terms of residential development; however the LDP has identified sufficient land to meet the foreseeable residential need over the Plan period. As such, new residential development will not normally be permitted in the countryside unless it is justified for agricultural or forestry purposes or other rural enterprises. In these instances, applicants should refer to PPW, 2014 and

TAN 6: Planning for Sustainable Rural Communities (paragraph 4.3 – 4.4).

5.75. Any new development in the countryside should be designed and located to minimise their impact, usually within existing clusters of buildings or farm complexes and/or close to existing infrastructure and public transport. The use of outdoor space associated with development including hard and soft landscaping, means of access, car parking and the treatment of boundaries can all have a significant detrimental effect on the character and quality of the countryside and will therefore be strictly controlled.

5.76. Supplementary information may need to accompany planning applications, explaining how the proposal has considered and responded to criteria outlined in the Policy. Where relevant, information should also be submitted to show how the proposals respond to National Guidance, including TAN 6 Planning for Sustainable Rural Communities. Where appropriate, this information should also explain the reasons for locating the development in the countryside. Significant development proposals in the countryside will be expected to include a landscape assessment and landscaping scheme in accordance with Policy EN3.

EN2: CONVERSION, EXTENSION AND REPLACEMENT BUILDINGS IN THE COUNTRYSIDE

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

a. The proposed conversion is demonstrated to:

i. Be structurally sound and capable of being made so without major alterations, reconstructing or extensions;

ii. Be possible without materially changing the existing character of the building or have a harmful effect on the countryside;

iii. Not give rise to a demand for additional buildings; and

iv. Be suitable for the proposed re-use.

The proposed extension is demonstrated to:

i. Be the subordinate part of the existing building; and

ii. Respect the scale, character and design of the original part of the building within its countryside and landscape setting.

c. The proposed replacement building is demonstrated to:

i. Not result in any greater impact on the quality and character of the surrounding area in terms of its proposed scale and design, including any residential curtilage;

ii. Be on the footprint of the existing building unless relocation can be justified in terms of either being part of an existing group or improving the countryside or landscape setting; and

iii. Not replace any building of architectural, historic or visual merit.

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

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

5.78. The Policy contributes towards Plan objectives which supports the re-use and adaption of existing rural buildings to help meet the needs of commercial and industrial development, as well as for tourism, sport and recreation. Reference should also be made to KP3A with regard to the consideration of proposals in the Green Wedge area.

5.79. The scale and design of some individual buildings is already having a detrimental effect on the character and quality of Cardiff's countryside. Although small-scale extensions, conversions and replacement buildings may be acceptable, all development in the countryside will be strictly controlled to prevent unacceptable harm. Where permissions are granted, permitted development rights may also be removed.

5.80. With regard to conversions, it is recognised that many buildings have and continue to fall into disrepair meaning that they become unfit for the original purpose they were intended for. Whilst the re-use and adaptation of such buildings may prevent existing building stock from going to waste, a balance is required to protect the character and quality of the countryside. However, proposals for the conversion of rural buildings will only be permitted where they conform to the criteria set out above and the other relevant policies of the Plan. In addition to this, any access, hard-standing, boundary treatment, landscaping or other external

features associated with the proposals should not result in the loss of fields or have a detrimental impact on the character of the surrounding area.

5.81. In the case of proposed residential conversions, the applicant should demonstrate that they have made every effort to secure suitable business re-use and that the application is supported by a statement of the efforts they have made. The creation of new gardens and garden extensions will not normally be considered appropriate due to their individual and cumulative detrimental impact on the quality and character of the countryside and landscape.

5.82. Extensions to existing buildings will also be strictly controlled to limit their individual and cumulative impact. Proposals for extensions should ensure that the existing building remains the dominant form. In the case of buildings that have had previous extensions, the proposals should have regard to the scale and character of the original part of the building. The tendency to seek successive extensions to individual buildings will be resisted.

5.83. The demolition and replacement of buildings will generally only be permitted on the footprint of an existing building or relocated elsewhere on the site where their scale and design, including residential curtilage, does not result in any greater impact on the quality and character of the area. The replacement of non-residential buildings with dwellings will be resisted. In general, the re-use or adaptation of existing buildings will normally be favoured in preference to new development.

EN3: LANDSCAPE PROTECTION

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

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

i. St Fagans Lowlands and the Ely Valley;
ii. Garth Hill and Pentyrch Ridges;
iii. Fforest Fawr and Caerphilly Ridge;

iv. Wentloog Levels; and
v. Flat Holm.
vi.
A landscape assessment and landscaping scheme will be required for significant development proposals.

5.84. The aim of this Policy is to ensure that those features of the landscape that contribute to its character, value, distinctiveness, sense of place, and quality, with particular priority given to SLAs (as identified on the Proposals Map) are protected from inappropriate development. It seeks to manage and enhance this rich asset in order to maintain Cardiff's unique distinctiveness whilst helping to mitigate against climate change.

5.85. This Policy applies to the whole county, acknowledging that the urban area also contains features of landscape importance. When dealing with planning applications that affect Cardiff's landscape, unacceptable harm will be assessed in relation to:

- The impact of the proposed development on key features of the landscape in terms of physical character, vegetation and habitats, land use and settlement patterns, visual character, historical character and cultural associations;
- The need for the proposed development in relation to its impact;
- The availability of alternative locations; and
- The ability to provide appropriate mitigation measures.

5.86. Wherever possible, development will be expected to maintain and strengthen positive attributes of the landscape and seek to mitigate or remove, rather than compound negative influences. Reference should also be made to KP3A with regard to the consideration of proposals in the Green Wedge area.

5.87. The scale, location and design of development proposals should respect their landscape context. Where large scale development is proposed, or where development may impact significantly on the landscape character or key features of an area, a landscape assessment should be submitted with the planning application and, where appropriate, a landscaping scheme.

5.88. Where landscape assessments or landscaping schemes are required they should set out the impact of the development on key features,

landscape character and qualities and should explain how the design solution proposed addresses both its positive and negative attributes and associated landscape and visual impacts effects, including cumulative effects where appropriate. Assessments and schemes should include the landscape baseline information from all five LANDMAP[1] layers and should

[1] Further information can be found at http://landmap.ccw.gov.uk/map/Map.aspx

focus on the relevant aspect areas, their descriptions, and evaluations. Design solutions should clearly demonstrate how the strategic landscape assessment and site appraisal have informed the detailed design and location of the development and planting proposals. Schemes should generally be implemented prior to all or part of the site coming into beneficial use. The management of landscape features of importance will also be encouraged.

5.89. TACP Consultants were appointed by the Council in September 2007 to undertake a review of the existing proposed Special Landscape Areas (SLAs) and Landscape Character Areas (LCAs) previously defined as Combined Aspect Areas, based on the original Landscape Study of Cardiff undertaken by Atlantic Consultants, using the LANDMAP methodology developed by the Countryside Council for Wales. In addition, the St Fagans Lowlands and Ely Valley proposed boundary took into account the detailed work undertaken by Wardell Armstrong in 2006.

5.90. The 2008 reviews used the updated LANDMAP information methodology system established in 2003 and as recognised in PPW. A key output from this exercise has been the preparation of supplementary advice on SLAs including evidence satisfying the selection and extent of candidate SLA areas with a description of key landscape characteristics and consideration of five discrete aspect topic layers: geological landscapes, landscape habitats, visual and sensory landscapes, historic landscapes and cultural landscapes based upon an all-Wales set of criteria.

5.91. SLAs are designated to protect areas that are considered to be important to the overall landscape of the County due to their visual and sensory, geological, cultural, historical and habitat landscapes. They are intrinsic to the overall character of the area and provide a living history of the evolution of the area's landscape as well as a cultural backdrop and visual setting.

5.92. Development proposals within SLAs will be assessed against the same criteria as those set out above. However, greater weight will be given to landscape consideration within SLAs and to the special character and quality of the particular area. Development proposals will also be required to address any relevant key issues identified in the Review of Special Landscape Areas and Landscape Character Areas. In addition landscape assessments and schemes are more likely to be required to accompany applications for development in these areas.

5.93. Although, SLA designations will not unduly restrict acceptable development in the countryside, there will be a presumption against urban expansion or other development within SLAs that would cause unacceptable harm to the character and quality.

5.94. Quarries, for example, have been included within proposed designations because they reflect the underlying geology as well as the history of mining within the area and form a distinctive element of the areas, but settlements lying within SLAs have been excluded from the proposed designations. Development proposals within these settlements, or within close proximity to an SLA including allocations will need to have regard to their potential impact on the character and quality of the SLA.

EN4: RIVER CORRIDORS

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

5.95. The Policy provides a planning framework within which the Council can protect, promote and enhance the river corridors.

5.96. It will be used as a mechanism to implement the Council's aims with regards to the river corridors. The Policy helps to deliver Plan objectives relating to social needs and natural environment together with according with PPW (Para 5.1, 5.4 and 5.5) which values the importance of the natural heritage of Wales including non-statutorily designated sites and seeks to conserve and enhance this heritage in ways which bring benefits to the local community.

5.97. Cardiff contains the four river corridors of the Taff, Ely, Rhymney and Nant Fawr. They make a unique contribution to the character and form of the city providing continuous green corridors between the Severn Estuary and the countryside beyond the urban edge. The watercourses and adjoining open spaces possess high recreational, biodiversity, historic, cultural and landscape value. Additionally, they are located close to local communities and offer excellent opportunities for off-road access routes that can provide part of the wider strategic recreational routes and everyday network of routes.

5.98. This Policy aims to protect and enhance the features of Cardiff's river corridors, whilst also facilitating sustainable access and recreation opportunities.

5.99. The extent of Cardiff's river corridors within the urban area are illustrated on the Proposals Map. They include the rivers together with adjoining open space and other predominantly open land that together form the strategically important corridor of mixed open spaces that run through the heart of the urban area. The Policy also applies to the river corridors outside the urban area (as defined by the settlement boundaries). Such land is protected from inappropriate development through other Policies. However, this Policy will also apply and aims to ensure the strategic role played by the river corridors is continued from the urban area, through the surrounding countryside up to the County boundary. In this respect it is considered inappropriate to designate an arbitrary boundary to a notional river corridor running through farmland. Any proposals will be assessed to ensure the aims of this Policy are met and not prejudiced.

5.100 This Policy provides a planning framework within which the Council can protect, promote and enhance the river corridors. It will be used as a mechanism to implement the council's aims with regards to the river corridors and will be used in conjunction with the River Valleys Initiative that was established in 2004/ 05 in order to develop a more joined up approach to the planning and management of Cardiff's river valleys. The River Valleys Initiative brings together a wide range of organisations who have roles to undertake within the river valleys. One of the key outcomes of this process to date is an agreement to develop Action Plans for each of the three main river valleys. Action Plans have been prepared and are implemented, monitored and reviewed in partnership with a wide range of

organisations, overseen by a steering group. There are River Corridor Action Plans for the Ely Valley, Taff Corridor and Rhymney Valley and Nant Fawr Corridor. Projects that implement the objectives set out in the Action Plans, and Cardiff's Countryside Strategy are undertaken by a variety of organisations, individually and in partnership using funding from a range of sources, including the partnership programme with the Natural Resources Wales, other Cardiff Council funding and planning obligations.

5.101. Proposals for development within the river corridors will be assessed against other relevant policies in the Plan. New development within, or adjacent to the river corridors may be required to contribute to projects which help to achieve the objectives set out in the River Corridor Action Plans. Where appropriate, planning obligations may be required in accordance with Policies relating to the provision of new infrastructure.

5.102. Progress on achieving this Policy will be monitored through the existing River Valley Action Plans process which can in turn inform the wider LDP monitoring.

EN5: DESIGNATED SITES

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

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

5.103. The purpose of Policy is to ensure that the Council fulfils its obligations in respect of protecting sites of nature conservation importance from harmful development.

5.104. Where development is proposed which may have an effect on a site of international or national importance for nature conservation, sufficient information will be required of all applicants to enable a full assessment of the proposal to be carried out. The need for such assessments will not be limited to development located within the designated areas as, depending on the nature of the development and of the nature conservation interest, significant effects may occur even if the development is some distance away.

5.105. Assessment of unacceptable harm will be in accordance with the criteria set out in the legislation which establishes the sites of international or national importance for nature conservation, and which are expanded upon in Chapter 5 of Planning Policy Wales (2012) and Sections 5.3, 5.4 and Annex 3 of Technical Advice Note (Wales) 5: Nature Conservation and Planning (2009).

5.106. In the case of developments required to be assessed under the Conservation of Habitats & Species Regulations 2010 (as amended), where an initial determination of likely significance has indicated that the proposal may be likely to have a significant effect, or the decision as to whether or not the development would have a significant effect on the designated site is inconclusive, an appropriate assessment under Regulation 61(1) will be required and further information may be required from the applicant or other parties.

5.107. Where development proposals may be likely to result in disturbance or harm to a European or UK protected species or its habitat, additional information will be requested of applicants

5.108. If planning permission is granted it may be the subject of appropriate conditions, or management agreements or planning obligations will be sought to secure appropriate protection, monitoring, mitigation or compensation and favourable management.

5.109. The network of SSSIs/SACs/SPAs and Ramsar Sites alone is not sufficient to maintain the biodiversity of Cardiff. It is therefore important to identify other locally designated wildlife sites such as Sites of Importance for Nature Conservation (SINC's) and Local Nature Reserves (LNR's). Cardiff currently has 177 SINC's and 6 LNR's.

5.110. Geological and geomorphological sites of importance that do not merit notification as a SSSI may also be designated as a SINC or Regionally Important Geological Site (RIGS). Such sites define the most important places for geology and geomorphology outside those that are statutorily protected. Geological sites within Cardiff will be designated during the Plan period. The aim of this Policy is to protect the LNRs, SINCs and RIGS referred to above.

5.111. The Policy will contribute to the protection and enhancement of Biodiversity interests in accordance with Policy EN6 and will work towards delivering the Plan's objective of protecting and enhancing features of Cardiff's natural environment and heritage.

5.112. Chapter 5 of PPW and TAN 5 provide guidance on planning policies to protect biodiversity interests. In accordance with this guidance, the Council will carefully assess proposals for development affecting non-statutory and locally designated sites by evaluating whether:

- the need for the proposed development is considered to outweigh the importance of the particular nature conservation interest and any harm likely to be caused to it;
- the proposed development can be more satisfactorily accommodated elsewhere; and appropriate mitigation or compensation measures are proposed.

5.113. Where development is proposed which may have an effect on a non-statutory or locally designated site, sufficient information will be required from all applicants to enable a full assessment of the proposals to be carried out. The need for such assessments will not be limited to development located within the designated areas as, depending on the nature of the development and the nature conservation interest, significant effects may occur even if the proposed development is located some distance from the conservation interest. The required assessments, including ecological surveys, will need to be undertaken at the appropriate time of the year. Further guidance will be available in the Biodiversity SPG.

5.114. Where planning permission is granted, it may be the subject of appropriate conditions or management agreements to ensure suitable protection, monitoring, mitigation or compensation and favourable

management. Where compensatory provision is required, it should be of the same standard and size to that lost as a result of the development. In such cases, details of the type and level of provision will be provided, and agreed by the case officer, prior to determination of the planning application. This may also be required for outline planning applications where appropriate. Where necessary, planning obligations may be sought in accordance with Policy KP7.

5.115. SINCs will be measured in accordance with the annual review of SINCs and additionally reported on in the LDP Annual Monitoring Report.

5.116. The Designated Sites identified in this Policy are defined on the Constraints Map and listed in Appendix 7. (It should be noted that although this information is accurate at the time of adoption, potential changes to designated areas are possible over the plan period. The Council will keep an up to date record of the boundaries of all designated sites which can be accessed via the Council website.

EN6: ECOLOGICAL NETWORKS AND FEATURES OF IMPORTANCE FOR BIODIVERSITY

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

i. Landscape features of importance for wild flora and fauna, including wildlife corridors and 'stepping stones' which enable the dispersal and functioning of protected and priority species;

ii. Networks of importance for landscape or nature conservation.

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

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

5.118. Wild species, whether legally protected or not, are often widely dispersed in the landscape, with significant populations being isolated from each other. In such cases, landscape features may provide wildlife corridors for some species, as well as links or 'stepping-stones' between habitats. Whilst it is crucial to maintain and enhance a network of sites to safeguard current levels of biodiversity, this cannot be achieved without also safeguarding and managing the intervening habitats and areas.

5.119. The protection, management and enhancement of ecological networks are identified as being particularly important in Article 10 of the EU Habitats Directive. Regulation 39(3) of The Conservation of Habitats and Species Regulations 2010 (as amended) requires planning authorities to encourage the positive management of landscape features which make up this network and are of importance for wild flora and fauna. This is also reinforced in PPW and the associated Companion Guide (2006) in that it advises LDP's to safeguard and manage landscape features of major importance for nature conservation.

5.120. For the purposes of this Policy, features of the landscape which are of importance for wild flora and fauna are those, by virtue of their linear and continuous structure (such as rivers with their banks or the traditional systems of marking field boundaries) or their function as stepping stones (such as ponds or small woods), that are essential for the migration, dispersal and genetic exchange of wild species.

5.121 Where development is proposed which may cause unacceptable harm to such networks or features, information will be required of all applicants to enable a full assessment of the proposal to be carried out. Such assessments, including ecological surveys will need to be undertaken at the appropriate time of year. . Further guidance will be available in the Biodiversity SPG.

5.122. If there are overriding material planning considerations in favour of development, then the Council will seek to secure reasonable measures from developers to minimise or offset any impacts or loss of habitat features or species present on a site. Such measures will be agreed prior to the commencement of development and will be secured through appropriate planning conditions and/or planning obligations. Planning Obligations will be secured in accordance with Policy KP7.

EN7: PRIORITY HABITATS AND SPECIES

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

i. The need for development outweighs the nature conservation importance of the site;

ii. The developer demonstrates that there is no satisfactory alternative location for the development which avoids nature conservation impacts; and

iv. Effective mitigation measures are provided by the developer.

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

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

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

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

5.126 In considering any significant adverse effect on the Priority Habitat or Species, the Council will look at:

- The current distribution and status of the priority habitat or species within Cardiff as informed by the Cardiff Biological Database as well as other sources of data that may be relevant, accurate and practical to use for such purposes in the future;
- Whether the development proposals are likely to have a significant effect on the priority habitats/ species; and
- Whether effective mitigation measures have been provided.

5.127 Where planning permission is granted, the Council may attach conditions or enter into agreements that would overcome the potentially damaging effects of development on the habitats or species of conservation importance. The Council will encourage the applicant to identify and include measures that contribute to the restoration or expansion of important habitats, and these will be set out in the landscaping and planting conditions that accompany the planning permission. Any planning obligations required will be in accordance with Policy KP7.

5.128 Where there is a significant adverse effect on a significant population of the Priority Habitat or Species and where planning

conditions and/ or planning obligations cannot adequately protect the interest, it may be necessary to refuse development proposals.

5.129 Priority Habitats and Species are monitored as part of the 3 yearly review of the UK and Local Biodiversity Action Plans.

EN8: TREES, WOODLANDS AND HEDGEROWS

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

5.130 The purpose of the Policy is to protect trees, woodlands and hedgerows with natural heritage or amenity value.

5.131 It responds to Plan objectives relating to the natural environment and climate change and accords with PPW which emphasises the protection and preservation of trees and woodlands against inappropriate development.

5.132 Trees, woodlands and hedgerows offer multiple benefits, including visual amenity, defining a sense of place, providing places for relaxation and recreation, habitats for wildlife, improved health and wellbeing and mitigating the effects of climate change. To maintain these benefits, the protection and enhancement of a sustainable urban forest is critical. A sustainable urban forest adapted to meet the challenges of climate change and exotic pest and disease outbreaks will contain a diverse age range and species mix of trees, though large, long-lived trees will be favoured for protection and planting due to the increased benefits they offer in mitigating the effects of climate change.

5.133 In order to determine unacceptable harm to trees, woodland and hedgerows within or bounding a site, applicants must assess them in accordance with the current British Standard 5837. The assessment must inform design, and in considering hedgerows, regard will be given to their landscape, historical and ecological value, as well as their function as boundaries. Further guidance and advice will be contained in SPG relating to Trees and development.

5.134 The value of trees, woodlands and hedgerows in sequestering carbon and mitigating the effects of climate change will be ascertained partly by the British Standard 5837 assessment, and partly by how effectively they are integrated into a sustainable urban forest as defined in paragraph 5.83.

5.135 To prevent damage to trees, woodlands and hedgerows during development, schemes of protection will normally be required, in accordance with the current British Standard 5837.

5.136 Trees are the largest and longest living organisms in Cardiff. When considering developments that may affect them, regard will be given to potential short and long-term impacts. Where trees are lost, new planting will be sought that is provided with sufficient usable soil volume, aeration and irrigation to ensure healthy long-term growth. Although younger trees are more easily replaced, the Council will seek to ensure that sufficient young trees survive to maturity, having regard to the number of developments that may occur during their natural lifespan. Proposals that create spaces for larger tree species to grow to maturity will be favoured over proposals for scattered smaller trees.

5.137 Ancient woodlands are irreplaceable habitats of high biodiversity value which will be protected from development that would result in significant damage. Veteran trees and ancient hedgerows cannot be recreated and developments will be expected to retain them. Where appropriate, Tree Preservation Orders will be served to protect important amenity trees from removal or harm. The amenity value of trees will be assessed in accordance with government guidance and nationally recognised systems of amenity evaluation.

The Historic Environment

EN9: CONSERVATION OF THE HISTORIC ENVIRONMENT

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

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

5.138. This Policy aims to set out the criteria against which proposals affecting Cardiff's heritage assets will be assessed. The Heritage assets identified in this Policy are defined on the Constraints Map and in Appendix 6 with the exception of Statutory Listed Buildings and Locally Listed Buildings of Merit which can be viewed on the Council website.
5.139. It should be noted that although this information is accurate at the time of adoption, potential changes to designated areas are possible over the plan period. The Council will keep an up to date record of the boundaries of all designated sites which can be accessed via the Council website.

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

Scheduled Ancient Monuments

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

Listed Buildings

5.142. Once a building is listed (or is subject to a Building Preservation Notice) no work to the interior or exterior of the building, or to structures within its curtilage, that would affect the special architectural or historic interest of the building can be undertaken without Listed Building Consent. This can include work that would not require planning permission under the provisions of the Planning Acts.

5.143. Listed building control is subject to the provisions of the Planning (Listed Buildings & Conservation Areas) Act 1990. Advice is set out in Circular 61/96 (scheduled to be replaced by a Technical Advice Note within the plan period). There is no statutory requirement to have regard to the provisions of the development plan when considering an application for listed building consent. It is strongly recommended, however, that owners or developers seek early advice from the Council prior to undertaking any works or making an application for listed building consent.

5.144. Where Policy EN9 is particularly relevant is in the case of development that affects the setting of a listed building or in the consideration of an associated planning application for a change of use.

5.145. Listed building consent is not required if the development is beyond the curtilage of the listed building and only affects its setting. However, considerable damage can be done to the architectural or historic interest of the listed building if the development is insensitive in design, scale or positioning. The setting of a listed building is often an essential feature of its character. The setting may be limited to the immediate surroundings, but it can extend for a considerable distance. A proposed development might affect the gardens or parkland of a major house, the rural characteristics of a farmstead or the street setting of an urban building that forms an important visual element of that street. Policy EN9 requires that development proposals take full account of the setting of any listed building in the vicinity and that developers demonstrate that the setting will not be harmed.

5.146. In terms of associated planning applications for changes of use of a listed building, the Council will expect applicants to demonstrate how their proposals have been arrived at in the context of the PPW aim to identify the optimum viable use that is compatible with the character and setting of the listed building.

Conservation Areas

5.147. The adopted series of Conservation Area Appraisal (CAA) documents seek to provide a sound basis for managing development proposals and for progressing initiatives to preserve and enhance each conservation area, in line with advice in PPW and Circular 61/96. The documents were adopted following extensive local consultation and provide a clear and agreed definition of those elements which contribute to the special character and historic interest of the area.

5.148. The findings of the CAAs need to be fully taken into account when considering development proposals. The design and access statement accompanying any application for planning permission should, where relevant, clearly set out how the development preserves or enhances the conservation area. In the assessment of planning applications, the Council will wherever feasible seek to enhance the special character of each area as defined and promoted by each adopted CAA.

5.149. It is recommended that owners or developers seek early advice from the Council prior to making an application for demolition or development within a conservation area.

5.150. The Council will continue to review its conservation area designations, boundaries and CAAs as required and against recognised national criteria in PPW and Circular 61/96, in addition to those characteristics identified within the approved Conservation Area Strategy (Sept 1997) to determine whether an area is of special interest.

Archaeologically Sensitive Areas

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

Registered Historic Landscapes Parks and Gardens

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

Locally Listed Buildings of Merit and other historic features of interest

5.153. Many buildings, structures and archaeological remains that do not meet the very special criteria to merit scheduling or inclusion on the statutory list are nevertheless of value to the identity of the city for their contribution to local built character and/or social and historical associations.

5.154. Heritage and culture is an important social aspect and contributes to creating places where people want to live and work. Historic assets can create focal points and are useful in identifying the vernacular characteristics of an area that create distinctive places. Restoration and re-use is also a basic principle of developing sustainably. Standing buildings represent an investment of material and embodied energy that should not be ignored. Their removal, disposal and subsequent site works require further energy and creates waste.

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

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

Natural Resources

EN10: WATER SENSITIVE DESIGN

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

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

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

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

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

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

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

EN11: PROTECTION OF WATER RESOURCES

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

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

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

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

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

- Incorporates inappropriate measures to prevent pollution

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

5.165. Future development will be limited to areas where adequate water resources exist or they can be reasonably provided without adversely affecting existing abstractions, river flows, water quality, agriculture, fisheries, amenity or nature conservation and where provision coincides with the timing of development. Existing groundwater and river levels must be maintained, and water pollution must be avoided.

5.166. Natural Resources Wales is responsible for protecting and improving the water environment. The Council will consult NRW and Caldicot and Wentlooge Levels Internal Drainage Board, where necessary, on any proposal that is likely to affect the supply of water, the quality of water, or is likely to be affected by, or cause flooding. Levels of impact and risk will be assessed through consultation with these bodies.

5.167. Planning permission will not be granted for development that, in the opinion of the Council, following consultation with NRW and the Caldicot and Wentlooge Levels Internal Drainage Board, would adversely affect the quality, quantity or supply of surface water or groundwater as a result of:

- The nature of the surface or waste water discharge; or
- Unsatisfactory agreements for the disposal of foul sewerage, trade effluent or surface water; or
- The spillage or leakage of stored oil or chemicals.

5.168. Planning permission will not be granted for developments involving local abstraction of surface or ground water which, in the opinion of the Council, following consultation with Natural Resources Wales and the Caldicot and Wentlooge Levels Internal Drainage Board, would:

- Increase requirements for water, unless an adequate water supply already exists or would be provided in time to serve the development; or
- Pose an unacceptable risk to the current supply of water uses.

5.169. Developments that improve the quality of the water environment or help to prevent water pollution or flooding will be favoured.

Implementation of this Policy, which is aimed in part at improving water resource use efficiency, will counteract increases in water demand arising from implementation of other policies in the Plan, thereby avoiding likely significant effect upon the River Usk and River Wye SACs.

EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES

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

5.170. The UK government has committed to sourcing 15% of its energy from renewable sources by 2020. Modelling undertaken on behalf of the Department for Energy and Climate Change (DECC)[1]
suggests that by 2020, this could mean that more than 30% of our electricity and 12% of our heat, may be generated from renewable sources. These targets are presented as the lead scenario, which relies on strong, co-ordinated efforts from several sectors including local authorities.

5.171. PPW enables Local Planning Authorities to assess strategic sites to identify opportunities to require higher sustainable building standards (including zero carbon) where requirements are demonstrated to be evidence-based and viable. Particular reference is made to opportunities for minimising carbon emissions associated with the heating, cooling and power systems. This includes utilising new or existing low and zero carbon energy supply systems (such as district heating systems), encouraging the development of new opportunities to supply proposed and existing development, and maximising opportunities to co-locate potential heat customers and suppliers.

5.172. In preparing the LDP, Cardiff Council has undertaken a Renewable Energy Assessment (REA). The REA aims to identify the potential energy capacity of renewable and low carbon technologies in the local authority area and consider the contribution these can make towards Cardiff's future heat and electricity energy requirements. The REA was prepared in accordance with the Welsh Government Practice Guidance "Planning for Renewable and Low Carbon Energy – A Toolkit for Planners". Findings within the REA suggest that by 2020 the percentage of Cardiff's electricity and heat met by renewable energy sources is likely to be 24% and 6% respectively. Both of these figures are below the guide targets in the UK Renewable Energy Strategy. The REA (and future updates) can assist in identifying which renewable energy technologies may be appropriate in particular locations.

[1] UK Renewable Energy Strategy (DECC, 2009)

5.173. The co-location of high density and mixed-use development can present significant opportunities for utilising renewable and low carbon technologies, including energy supply systems. Both major development sites and the identified strategic sites will form a large percentage of future development in Cardiff and are likely to play a significant role in Cardiff meeting its renewable energy potential identified in the REA. Major development sites are taken to be those of 100 dwellings and above, or, commercial developments of 1,000 square metres or more.

5.174. Developers are expected to submit an independent energy assessment investigating the financial viability and technical feasibility of incorporating such schemes. Statements should be submitted at the planning application stage to ensure that any viability assessment reflects technological developments and economic circumstances. Developers should refer to the Council's REA and Preliminary Heat Opportunities Plan in undertaking their energy assessments to identify possible opportunities for renewable and low carbon technologies. In implementing this Policy it is expected that developers follow the energy hierarchy as advocated by national policy (TAN 12). Further guidance in relation to energy

assessments will be issued in the form of SPG. This will specify what is expected of developers to meet the requirement of Policy EN12.

5.175. PPW contains national policy relating to climate responsive development and specifies the current sustainable building standards in Wales. Section 12.10.1 contains national development management policy in relation to planning applications for renewable and low carbon energy development and associated infrastructure. Accordingly, developers should refer to this for further guidance. Implementation of this Policy, which promotes incorporation of renewable energy generation, will also reduce emission of aerial pollutants, thereby offsetting increases in aerial emissions arising from implementation of other policies in the Plan. This would contribute to avoiding significant effects upon European Sites.

Pollution

EN13 AIR, NOISE, LIGHT POLLUTION AND LAND CONTAMINATION

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

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

- Developments that would generate unacceptable levels of air, noise or light pollution are appropriately located and controlled;
- Incompatible land uses and development are not located close to potential sources of pollution; and
- Developments are suitable for the proposed end use and that any actual or potential land contamination can be overcome, thereby

ensuring that there is no unacceptable harm to human health or the environment.

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

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

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

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

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

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

by information on noise complaints being collated by the Council as part of an on-going initiative to reduce noise nuisance.

5.182. Major transport routes (road, rail and air) and some industrial and commercial activities can generate particularly high noise levels. There is specific guidance within TAN 11 that specifies Noise Exposure Categories that assists with proposed residential development near transport related noise.

5.183. In addition to this, Welsh Government as part of its statutory duties under the Environmental Noise Directive has designated areas within Cardiff Noise Action Planning Priority Action Areas. The aim of the Directive is to define a common approach intended to avoid, prevent or reduce on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise. The Directive defines environmental noise as unwanted or harmful outdoor sound created by human activities, including noise emitted by means of transport, road traffic, rail traffic, air traffic, and from sites of industrial activity.

5.184. Under the Regulations, the Welsh Ministers had an obligation to make strategic noise maps for:

- **agglomerations** (large urban areas with populations of more than 100,000);
- **major roads** (those with more than three million vehicle passages per year); and
- **major railways** (those with more than 30,000 train passages per year).

5.185. The noise maps have been published by the Welsh Government.

5.186. Mitigating noise issues after they have arisen can be a lot more expensive than avoiding them in the first place. It is therefore desirable to seek interventions that bring multiple benefits, such as reducing people's exposure to air pollutants, making buildings more energy-efficient, encouraging safer driving or improving the road surface for drivers and cyclists at the same time as decreasing noise levels.

5.187. A current list of Noise Action Planning Priority Areas is available on the Welsh Government website.

5.188 Special consideration is required where noise-generating development is proposed in or near special areas such as urban quiet areas, which are tranquil urban green spaces designated by the Welsh Government under the Environmental Noise Directive.

5.189. There are currently 6 quiet areas within Cardiff, namely:

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

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

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

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

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

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

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

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

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

EN14: FLOOD RISK

Development will not be permitted:

i. Within tidal or fluvial flood plains unless it can be demonstrated that the site is justified in line with national guidance and an appropriate detailed technical assessment has been undertaken to ensure that the development is designed to alleviate the threat and consequences of flooding over its lifetime;

ii. Where it would increase the risk of flooding from fluvial and/or tidal flooding or from additional run-off from the development in any location;

iii. Where it would hinder future maintenance or improvement schemes of flood defences and watercourses;

iv. Where it would cause adverse effects on the integrity of tidal or fluvial defences;

v. Where ground floor bedrooms are proposed in areas at high risk of flooding.

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

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

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

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

5.200. The Council is required to consult Natural Resources Wales and Caldicot and Wentloog Levels Internal Drainage Board on planning applications that have any flooding implications. It must have good reasons if it does not intend to follow Natural Resource Wales advice as it forms a material consideration.

5.201. The Flood and Water Management Act (FWMA) that was introduced in 2010, places a duty on Cardiff Council to prepare a Local Flood Risk Management Strategy (LFRMS) that sets out how the Council will proactively seek to minimise flood risk and prepare our communities.

5.202. Cardiff Council is now a Lead Local Flood Authority (LLFA) as defined by the new Flood and Water Management Act 2010. The FWMA aims to provide better, more comprehensive management of flood risk for people, homes and businesses. This role includes ensuring that flood risk

from all sources is suitably managed and aims to promote an integrated approach to planning and managing all forms of flood risk.

5.203. Cardiff Council in general are opposed to the culverting of watercourses because of the adverse ecological, flood risk and other effects that are likely to arise. Culverting can exacerbate the risk of flooding and increase the maintenance requirements for a watercourse. It also destroys wildlife habitats, damages a natural amenity and interrupts the continuity of the linear habitat of a watercourse. It is recognised there are various reasons why in some instances landowners, developers and local authorities believe that open watercourses should be culverted. However, Cardiff Council considers any benefits are usually outweighed by the potential problems in managing the system, the loss of habitats and difficulty in pollution detection.

5.204. New developments will only be permitted where the Council is satisfied that they will not result in adverse effects on the quality and/or quantity of surface waters or groundwater resources. Where detailed information in respect of flood risk is not available, developers will be required to carry out a Flood Consequence Assessment (FCA) to evaluate the extent of risk and ensure that no unacceptable development occurs within the flood risk area identified.

5.205. Managing flooding is an important part of contributing towards achieving sustainability. Developers, wherever necessary and appropriate, are required to incorporate environmentally sympathetic mitigation measures into their proposals. This would include such measures as Sustainable Urban Drainage Systems (SUDS). SUDS are seen as a means to control surface water which provide a valuable amenity asset and new habitats for wildlife.

5.206. In general, development will be resisted in identified flood plains or areas at unacceptable risk from flooding or where third parties may be adversely affected by an increased flood risk. Proposals involving bedrooms on ground or lower floors in areas liable to flood will not be acceptable. Development will only be permitted if the risks and consequences can be demonstrated to be managed to an acceptable level in line with national planning policy, in particular the tests set out in TAN 15.

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

4. TRANSPORT

T1: WALKING AND CYCLING

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

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

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

5.209. The purpose of this Policy is to exploit this potential by favouring developments which include design features and facilities that make it easy for people to walk and cycle for everyday journeys instead of travelling by car. Encouraging 'active travel' will help to minimise car use

and support the Council in fulfilling its legal duty under the Active Travel (Wales) Act 2013 to develop, improve and maintain local walking and cycling networks.

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

5.211. The Council is also developing a Walkable Neighbourhoods Plan. This will set out a programme of area-based measures to improve the local walking environment and make it easier and safer for people to reach local services and facilities on foot. New developments will provide the opportunity to extend these improvements and provide walking connections which help to integrate new neighbourhoods with existing communities.

5.212. Car-Free Zones provide a particular opportunity which can help to successfully deliver this Policy. They could form part of wider development areas adding to the range and choice of available housing. Located in areas with good public transport and other sustainable transport options, together with good access to local facilities, such areas are likely to be attractive to many potential occupiers of all ages. In designing such Zones it will be important to ensure the needs of disabled people are taken into account.

5.213 The Policy will be implemented through the development process. In considering proposals, the Council will seek to ensure that developments give priority to walking and cycling within their design and layout. High quality design which makes a positive contribution to the distinctiveness of communities and places will be essential to make walking and cycling attractive and popular travel options.

5.214 The Policy will be a key consideration in the master planning of strategic sites and should be read in conjunction with the strategic site master planning general principles and those included within the

schematic master planning frameworks for those sites. Provision of infrastructure will be secured through planning conditions, planning obligations and resourced through Community Infrastructure Levy and matching transport funding. Implementation of this Policy will help to reduce pollution arising from road traffic. This will counteract increases in atmospheric pollution as a result of the Plan, thereby avoiding significant effects upon internationally designated sites.

T2: STRATEGIC RAPID TRANSIT AND BUS CORRIDORS
BUS CORRIDOR ENHANCEMENTS

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

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

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

Rapid Transit Corridors

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

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

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

5.217. Some elements of the rapid transit corridors will be provided within the strategic sites. However, the alignment and mode of rapid transit and how they connect to and interchange with the public transport network is not yet known and cannot be defined precisely on a map. The

need for the rapid transit corridors is included in the key policies on Strategic Sites. The mode of rapid transit that can be accommodated on each corridor will be determined through further technical assessment work including work undertaken as part of the detailed master planning of the strategic sites and in support of planning applications. This will help inform the precise mode, route alignments and land take requirements. Therefore, for these reasons the rapid transit routes are not shown on the Proposals Map.

Bus Corridor Enhancements

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

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

routes), travel information, promotional initiatives, personalised travel planning, road safety initiatives, collaborative working cross-boundary with other authorities and with key transport stakeholders, road safety and transport infrastructure maintenance.

Improvements to the Wider City Bus Network

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

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

5.222. Central to the delivery of this Policy will be detailed master plans for the LDP strategic sites and the provisions they make for public transport infrastructure and its phasing. Site master plans will be expected to meet the requirements of this Policy and be consistent with general master planning principles for strategic sites - both key considerations in planning applications on strategic sites. Provision of infrastructure will be secured through planning conditions, planning obligations and resourced through Community Infrastructure Levy and matching transport funding.

5.223. Implementation of this Policy will require the Council to exercise its statutory powers to carry out improvements to highway infrastructure. Measures will include provision of dedicated bus lanes and bus priority at key junctions. In some areas this will require on-street parking arrangements to be reviewed and modified. The location and nature of improvements will be informed by modelling and technical assessment work relating to specific corridors and Cardiff's wider transport network, as well as the detailed assessment of travel impacts of individual development sites and planning applications. Infrastructure measures will generally be resourced through the Community Infrastructure Levy and matching transport funding. In most cases they will implemented by the Council as the highway authority.

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

T3: TRANSPORT INTERCHANGES

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

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

viii. Facilities for overnight lorry parking and freight transfer; and
ix. Facilities for interchange with water-based transport.

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

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

T4: REGIONAL TRANSPORT HUB

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

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

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

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

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

T5: MANAGING TRANSPORT IMPACTS

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

i. Pedestrians, including people with prams and/or young children;
ii. Disabled people with mobility impairments and particular access needs;
iii. Cyclists;
iv. Powered two-wheelers;
v. Public transport;

vi.	**Vehicular access and traffic management within the site and its vicinity;**
vii.	**Car parking and servicing;**
viii.	**Coach parking; and**
ix.	**Horse-riders.**

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

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

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

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

- Management of conflict between modes of access, including vehicles, pedestrians and cyclists;
- Public transport, including bus stops, bus lanes and interchange facilities;
- Safe vehicular access to the site that does not unreasonably restrict the flow of traffic on the adjoining highway network;
- Traffic and speed management measures; and
- Car and coach parking and servicing facilities in accordance with revised guidelines set down in supplementary planning guidance.

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

User Hierarchy

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

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

Sustainable Travel Choices

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

- Area based personalised travel planning projects and programmes;

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

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

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

T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES

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

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

T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE

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

i. Eastern Bay Link;

ii. St Mellons rail interchange including Park and Ride; and
iii. New sustainable transport corridor in North West Cardiff.

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

5.239. The Eastern Bay Link Road is a longstanding aspiration of the Council and is featured in the South East Wales Transport Alliance (Sewta) Regional Transport Plan (RTP). The road would complete a peripheral distributor road running between M4 Junction 33 in North West Cardiff and Llanedeyrn Interchange in the East of the city. It would provide additional capacity for road-based access to the Cardiff Central Enterprise Zone from the East and supporting development in that area. A scheme is currently being promoted and developed by the Welsh Government. Details of proposed works are not currently available so the Constraints Map indicates the extent of the Eastern Bay Link running from the Queensgate Roundabout to the A48, Eastern Avenue.

5.240. The proposal for a rail station at St Mellons is included in the Sewta RTP and Sewta Rail Strategy (2013). The station would potentially serve the strategic development site south of St Mellons Business Park. It could also form part of a future South Wales Metro network including rail or rapid transit connections linking central Cardiff to strategic developments in and around Newport. Initial work to investigate the technical feasibility of a station at St Mellons is currently underway.

5.241. The strategic development sites proposed to the West of Pentrebane and North of the M4 Junction 33 will require effective public transport connections. The potential exists to develop a dedicated public transport corridor connecting Cardiff city centre to the strategic sites in North West Cardiff and strategic development areas beyond Cardiff's boundary in Rhondda Cynon Taff. Such a link can be incorporated within the master plans for the strategic sites and form an essential component of those developments. Its extension into growth areas within Rhondda Cynon Taff also makes the corridor strategically important within a regional context. As such it would form a key corridor within a future South Wales Metro network.

T8: STRATEGIC RECREATIONAL ROUTES

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

The core strategic network will comprise:

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

5.242. This Policy sets out the Council's desire to develop a network of recreational routes that will allow everyone in Cardiff to gain easy access to local green spaces, and the wider coast and countryside.

5.243. The Policy helps to deliver Plan objectives and also accords with PPW which seeks to promote provision of safe accessible, convenient and well-signed walking and cycling routes and to protect and enhance the national cycle network and long-distance routes and footpaths that are important tourism and recreation facilities, both in their own right and as a means of linking other attractions and local communities.

5.244. Wherever possible, the strategic network will make provision for access by walkers, cyclists and horse riders, (although access for all is limited by practicalities). The core strategic network will be linked to local communities and other routes, including permissive paths, public rights of way, and open spaces. This will help to provide a range of routes and enable everyone to use and enjoy Cardiff's natural heritage, whilst also linking Cardiff to the wider regional network. Local opportunities are important for both health and well-being and sustainability reasons.

5.245. The development of the coast and river corridor routes are particularly important for people living in the southern arc of Cardiff where the choice of open spaces, public rights of way network and access

to the countryside is more limited. The development of a network of safe, convenient attractive routes through green spaces will also provide the opportunity for more people to use them as part of their everyday journeys - to school, work and local community facilities. Development of cross border routes into other authority areas together with within County routes contribute towards the city's green tourism offer.

5.246. New developments including the proposed Strategic sites, adjacent to, the main strategic routes, public rights of way or other recreational routes will be expected to respect their existence and contribute to their development, or links to them where applicable.

5.247. The current extent of the existing core recreational strategic network are shown on the Constraints Map, proposals for development of these routes including creation of 'missing' links are shown on the Proposals Map. Where details of proposed new routes are not yet fully worked up and agreed with relevant parties, such as the Taff Ely Link, routes will not be shown on the Plan Maps but further work will continue to explore their future implementation.

5.248. The usage of routes will be monitored through cycle counter data where deployed together with wider feedback through the Cardiff River Valleys initiative.

T9: CARDIFF CITY REGION 'METRO' NETWORK

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

i. Existing and new heavy rail routes
ii. New light rail routes
iii. Tram
iv. Tram/train on segregated rails and/or running on street
v. Conventional buses, or guided buses using busways completely segregated from the main highway along their entire length or for short sections, in combination with

use of the public highway/bus priority measures on the public highway.

vi. Conventional buses using dedicated buses lanes and assisted by other bus priority measures, in combination with use of other carriageway space on the public highway; and

vii. Conventional buses using carriageway space on the public highway used by general traffic.

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

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

5.250. Potential routes/corridors which would make up the 'Metro' network have been identified in a series of investigative studies in recent years. Future technical work will be led by the Welsh Government in consultation with local authorities, land owners, communities and the transport industry. Welsh Government's National Transport Finance Plan

2015 (July 2015) includes a commitment to progress this work which will determine the form of the network and the mix of public transport modes on each corridor/route.

5.251. It is important that development that takes place within the plan period does not prejudice the delivery of this regionally important future asset.

5.252. Policies KP2 (A) to KP2(H) include references to improvements to the strategic public transport network within the supporting lists of 'Essential' and 'Enabling' transport infrastructure for the individual LDP strategic sites. A number of these measures will potentially form part of the future 'Metro' network.

5.253. Policy T9 augments Policy KP2 by providing general support for the future delivery of the 'Metro' and the means by which the Council can, through controls exercised through the development management process:

- secure infrastructure forming part of the network; or
- otherwise, safeguard the route alignment, potential mode options and physical space requirements for future 'Metro' routes/corridors.

5.254. This protection will be integrated within the design and layout of approved developments. The policy also provides the basis for resisting developments which would prevent or compromise future delivery of a 'Metro' route.

5. RETAIL

R1 RETAIL HIERARCHY

Retail proposals, (including changes of use, redevelopment and extensions) will be considered in accordance with the retail hierarchy which comprises Central Shopping Area (CSA) at the head of the regional hierarchy supported by a range of district centres and smaller local centres as identified on the Proposals Map. Retail proposals outside centres identified on the Proposals Map will be assessed against Policy R4: Retail Development (Out of Centre). or Policy R7: Retail Provision within Strategic Sites where they form part of an allocated housing led strategic site.

5.255. This policy is a central component of the retail strategy which aims to:

- Sustain and enhance the role of the Central Shopping area at the head of the regional shopping hierarchy;
- Sustain and enhance the vitality, viability and attractiveness of district and local centres identified on the Proposals Map.
- Promote good accessibility to a range of shopping facilities by all sections of the community and reduce dependence on car travel for shopping trips; and
- Control the amount, size and nature of out-of-centre retail.

5.256. The policy establishes the existing hierarchy of centres in line with national guidance and favours new and improved retail facilities within the Central Shopping Area and at an appropriate scale, within district and local centres, whilst non shopping uses will be controlled. This ensures that a sequential approach is adopted which means first preference for retail proposals should be in existing centres and then for sites immediately adjoining these centres. If there are no suitable sites in these locations, only then will out-of-centre sites in locations that are accessible by a choice of means of transport be considered.

5.257. Proposals outside centres identified on the Proposals Map will be assessed against Policy R4: Retail Development (Out of Centre).

5.258. District and Local Centres within allocated housing led strategic sites that develop over the plan period in accordance with Policy R7: Retail Provision within Strategic Sites will become designated centres within the retail hierarchy and defined on the Proposals Map as part of the LDP review.

R2: DEVELOPMENT IN THE CENTRAL SHOPPING AREA

Development proposals within the Central Shopping Area (CSA) will be assessed against the following criteria:

i. Whether the proposal involves the loss of shop uses (Class A1) from within Protected Shopping Frontages;
ii. Whether the proposal involves retail and other uses which enhance the vitality, viability and attractiveness of the city centre;
iii. Whether the development allows for, or retains the effective use of, upper floors; and
iv. Supports the regeneration, renewal and enhancement of the city centre.

5.259. The purpose of this Policy is to allow, monitor and manage the diversity of uses within the Central Shopping Area identified on the Proposals Map.

5.260. The Central Shopping is the head of the retail hierarchy for Cardiff and South East Wales. It offers a range and quality of shopping facilities unrivalled in the region, together with a diversity of complementary service, leisure, residential and business uses, within a compact and accessible area. Despite this, the area is not invulnerable to trends in retail location and shifts in consumer demand and expenditure, including competition from out-of-centre locations and internet shopping. There is a continuing need to improve facilities within the Central Shopping Area in order to provide a quantity and quality of shops that will enhance its primary shopping role and character, and its vitality, attractiveness and viability.

5.261. An appropriate mix of non-shop uses can contribute to vitality, attractiveness and viability by introducing a diversity of compatible uses within the Central Shopping Area. However, too many can harm the primary shopping role and character of shopping streets by reducing their attractiveness to shoppers, undermining the viability of remaining shop units and reducing the prospect of attracting new retailers and retail investment.

R3: PROTECTED SHOPPING FRONTAGES

Development proposals involving the loss of Class A1 (shop) uses within Protected Shopping Frontages will be assessed against the following criteria:

i. The balance and distribution of existing and committed non-shop uses;
ii. The amount of A1 floorspace and frontage length being lost;
iii. Whether, and for how long, the premises have been vacant and actively marketed;
iv. The location, character and prominence of individual premises or frontages;
v. The nature of the proposed use, including whether an appropriate shop front and window display is to be provided; and
vi. The impact of the proposed use upon the amenity of adjacent or nearby residents.

5.262. This Policy provides an enhanced level of protection for the City Centre's most important shopping streets. The protected frontages are identified on the Proposals Map. Further guidance will be set out in SPG.

5.263. Proposals will be assessed in terms of their impact cumulatively with other existing and committed non-shop uses. Where the application frontage is closely related to surrounding frontages (e.g. in narrow or pedestrianised streets or arcades) it will be appropriate to consider the proposal's impact on both the application frontage and surrounding frontages.

5.264. The Policy allows for other uses (including A2 and A3) at appropriate locations within Protected Frontages, provided those uses do not, either alone or cumulatively with other non-shopping uses, undermine the primary shopping role and character of those frontages or groups of frontages. This is intended to maintain the centre's retail offer whilst providing complementary services during normal shopping hours, generating pedestrian flows and providing visually interesting and active frontages.

5.265. Like offices, it is acknowledged that an element of retail vacancy can be created by the natural turnover of businesses or through refurbishment. However, long-term vacant shop floorspace is a strong

indicator of decline, adversely impacting upon perceptions of the high street to shoppers and investors. Proposals which seek to bring back into beneficial use retail premises which have remained vacant, despite active marketing, will be more favourably considered. Temporary or "meanwhile" uses can enliven city streets and provide short-term retail, business incubation or exhibition space, whilst reducing management and maintenance costs to landowners.

R4: DISTRICT CENTRES

Retail, office, leisure and community facilities will be favoured within the following District Centres identified on the Proposal Map:

(1) Albany Road / Wellfield Road

(2) City Road

(3) Clifton Street

(4) Cowbridge Road East

(5) Crwys Road / Woodville Road

(6) Bute Street / James Street

(7) Merthyr Road, Whitchurch

(8) Penarth Road / Clare Road

(9) St Mellons

(10) Thornhill

(11) Whitchurch Road

This will be subject to:

(i) The proposal being of a scale appropriate to the particular centre;

(ii) The location of business offices (Class B1) above the ground floor,

(iii) Proposals not impeding the effective use of upper floors.

(iv) Proposals for uses other than Class A1 being permitted at ground floor level if they would not cause unacceptable harm to the predominant shopping role and character of the centre, the vitality, attractiveness and viability of a specific frontage or group of frontages;

Unacceptable harm should take account of:

- **The existing level and nature of non-shopping uses within the centre as a whole**
- **The size of the retail unit in relation to the overall size of a centre or a specific group of frontages; and**
- **The distribution and proximity of non-shopping uses within a frontage.**

Proposals that result in, or add to a continuous stretch of non-shopping uses (3 or more units in non-shopping use) will be less favourably considered.

Applications for changes of use that involve new non-shopping uses in vacant premises will be considered in light of the following:

- **The vacancy rate in the surrounding area; and**
- **Whether, and for how long, the premises have remained vacant whilst being actively marketed for their existing or previous use.**

5.266. The aim of this Policy is to promote and protect the shopping role of District Centres while supporting a mix of appropriate uses. The District Centres identified in Policy R4 are defined on the Proposals Map (and in Appendix 8)

5.267. PPW acknowledges that a range of uses as well as shops are appropriate within centres. These include financial and professional services (A2) and food and drink uses (A3). In general, proposals for such uses will be permitted where they would not cause unacceptable harm to the primary shopping function of the centre or the vitality, attractiveness or viability of its shopping frontages, by virtue of their number or location. What is deemed as unacceptable harm will depend upon the nature of each centre which will have its own individual characteristics.

5.268. The size and character of District Centres means that they are more likely to be able to satisfactorily accommodate a greater range and mix of non-retail uses including businesses, offices and commercial leisure facilities.

5.269. Where a change of use from an A1 retail unit to a non-shopping use (use class other than A1) is proposed, the assessment in terms of unacceptable harm should take account of:

- The existing level and nature of non-shopping uses within the centre as a whole (This should also take into consideration the number of premises, and
- whether any have unimplemented planning consent for non-shopping uses);
- The size of the retail unit (frontage length and floorspace) in relation to the overall size of a centre or a specific group of frontages; and
- The distribution and proximity of non-shopping uses within a frontage.

5.270. It is important that non-shopping uses are dispersed as much as possible in order to limit harm to the shopping role and character of a centre. Proposals that result in, or add to a continuous stretch of non-shopping uses (3 or more units in non-shopping use) will be less favourably considered, as they will fragment the shopping frontage.

5.271. A high level of vacancy is often an indicator of poor retail performance, reduced levels of demand and/or investor confidence, and can be harmful to the vitality, attractiveness and viability of an area in the long-term. Applications for changes of use that involve new non-shopping uses in vacant premises will, therefore, be considered in light of the following:

- The vacancy rate in the surrounding area; and
- Whether, and for how long, the premises have remained vacant whilst being actively marketed for their existing or previous use.

5.272. This Policy will favour business class offices above ground floor level within District Centres. At ground floor level, only professional and financial (A2) offices with a shop front will be acceptable. B1 uses do not provide an active frontage or service to visiting members of the public.

5.273. The provision of residential accommodation at upper floors within centres can support their vitality, attractiveness and viability. However, it is recognised that District Centres cannot offer the same degree of amenity as purely residential areas. To enable opportunities for offices and other appropriate business uses at upper floors within District

Centres, it may be necessary to allow the change of use of premises in residential use.

5.274. A District Centres Strategy has been prepared to raise the profile of District Centres within Cardiff and provide a framework and justification for the preparation of individual Action Plans for priority District Centres. This Strategy also acts as a reference point for co-ordinated working between service providers; a mechanism for attracting inward investment and securing funding for improvements within these designated centres.

R5: LOCAL CENTRES

Retail, office, leisure and community facilities will be favoured within the following Local Centres identified on the Proposal Map:

(1) Birchgrove

(2) Bute Street (Loudoun Square)

(3) Cathedral Road

(4) Countisbury Avenue

(5) Caerau Lane

(6) Fairwater Green

(7) Gabalfa Avenue

(8) Grand Avenue

(9) High Street, Llandaff

(10) Maelfa, Llanedeyrn

(11) Newport Road, Rumney

(12) Rhiwbina Village

(13) Salisbury Road

(14) Splott Road

(15) Station Road, Llanishen

(16) Station Road, Llandaff North

(17) Station Road, Radyr

(18) Tudor Street

(19) Willowbrook Drive

(20) Wilson Road

This will be subject to:

(i) The proposal being of a scale appropriate to the particular centre;

(ii) The retention of residential accommodation at upper floors;

(iii) Proposals for uses other than Class A1 (except business offices class B1) being permitted at ground floor level if they would not cause unacceptable harm to the predominant shopping role and character of the centre, the vitality, attractiveness and viability of a specific frontage or group of frontages;

Unacceptable harm should take account of:

- **The existing level and nature of non-shopping uses within the centre as a whole**
- **The size of the retail unit in relation to the overall size of a centre or a specific group of frontages; and**
- **The distribution and proximity of non-shopping uses within a frontage.**

Proposals that result in, or add to a continuous stretch of non-shopping uses (3 or more units in non-shopping use) will be less favourably considered

Applications for changes of use that involve new non-shopping uses in vacant premises will be considered in light of the following:

- **The vacancy rate in the surrounding area; and**
- **Whether, and for how long, the premises have remained vacant whilst being actively marketed for their existing or previous use.**

5.275. The aim of this Policy is to promote and protect the shopping role of Local centres while supporting a mix of appropriate uses. The Local Centres identified in Policy R5 are defined on the Proposals Map (and in Appendix 8)

5.276. PPW acknowledges that a range of uses as well as shops are appropriate within centres. These include financial and professional services (A2) and food and drink uses (A3). In general, proposals for such uses will be permitted where they would not cause unacceptable harm to the primary shopping function of the centre or the vitality, attractiveness or viability of it shopping frontages, by virtue of their number or location.

What is deemed as unacceptable harm will depend upon the nature of each centre which will have its own individual characteristics.

5.277. Local Centres are generally smaller in size and variety of uses. Local Centres are generally more residential in nature than District Centres and do not have the scale or variety of retail and non-retail uses. As a consequence proposals other than A1 may be more difficult to satisfactorily accommodate than in District Centres. Within Local Centres, the policy stance is to discourage significant office or commercial leisure developments and give greater emphasis to safeguarding residential amenity. At ground floor level, only professional and financial (A2) offices with a shop front will be acceptable, provided they do not cause unacceptable harm to the vitality, and viability of the centre. In relation to A3 uses more emphasis will be placed on closing times, and the type of premises.

5.278. Where a change of use from an A1 retail unit to a non-shopping use (use class other than A1) is proposed, the assessment in terms of unacceptable harm should take account of:

- The existing level and nature of non-shopping uses within the centre as a whole (This should also take into consideration the number of premises,
- whether any have unimplemented planning consent for non-shopping uses);
- The size of the retail unit (frontage length and floorspace) in relation to the overall size of a centre or a specific group of frontages; and
- The distribution and proximity of non-shopping uses within a frontage.

5.279. It is important that non-shopping uses are dispersed as much as possible in order to limit harm to the shopping role and character of a centre. Proposals that result in, or add to a continuous stretch of non-shopping uses (3 or more units in non-shopping use) will be less favourably considered, as they will fragment the shopping frontage.

5.280. A high level of vacancy is often an indicator of poor retail performance, reduced levels of demand and/or investor confidence, and can be harmful to the vitality, attractiveness and viability of an area in the long-term. Applications for changes of use that involve new non-shopping

uses in vacant premises will, therefore, be considered in light of the following:

- The vacancy rate in the surrounding area; and
- Whether, and for how long, the premises have remained vacant whilst being actively marketed for their existing or previous use.

5.281. Loss of residential units will generally be resisted at upper floors in Local Centres where the characteristics of the premises and their location remain suitable for residential use.

5.282. In addition to local centres identified on the proposals Map, there are numerous smaller groups of shops and individual 'corner shops' across the county that provide valuable shopping facilities to surrounding communities. Proposals that could lead to the loss of such local shops will be assessed having regard to the role of those shops in meeting local shopping needs and the viability of the premises for continued shopping use. Planning Policy Wales recognises the important economic and social role of such local shopping facilities to communities.

R6: RETAIL DEVELOPMENT (OUT OF CENTRE)

Retail development will only be permitted outside the Central Shopping Area, District and Local Centres identified on the Proposals Map if:

i. There is a need for the proposed floorspace (with precedence accorded to establishing quantitative need);
ii. That need cannot satisfactorily be accommodated within or adjacent to the Central Shopping Area, within a District or Local Centre;
iii. The proposal would not cause unacceptable harm to the vitality, attractiveness or viability of the Central Shopping Area, a District or Local centre or a proposal or strategy including the Community Strategy, for the protection or enhancement of these centres;
iv. The site is accessible by a choice of means of transport; and
v. The proposal is not on land allocated for other uses. This especially applies to land designated for employment and

housing, where retail development can be shown to limit the range and quality of sites for such use.

5.283. This Policy identifies the criteria against which proposals for retail development outside the Central Shopping Area, District and Local Centres identified on the Proposals Map will be assessed in line with PPW 'Planning for Retailing and Town Centres'.

5.284. This Policy relates to any proposals that introduce additional retail floorspace, including redevelopment, extensions (including mezzanine floors, where permission for this is required); subdivision; changes of Use Class and; variations of planning conditions. The aim is to control the nature and size of out- of-centre retail development so as to minimise competition with, and impact on the vitality and viability of shopping centres identified in the Plan.

5.285. This Policy contributes to protecting and enhancing designated shopping centres and resisting out-of-centre retail development that could be harmful to District and Local shopping facilities. It supports sustainability objectives by encouraging the grouping of retail facilities together in easily accessible locations and reducing dependence on private transport for shopping trips and helps deliver the strategy by developing sustainable communities

5.286. The sequential test as detailed in PPW aims to direct retail developments to existing centres wherever possible or to the edges of such centres if sites within the centres are not available. Only where need for additional retail floorspace has been demonstrated and there are no locations in or adjacent to designated centres that could accommodate that need, should out-of centre locations be considered. In Cardiff the order of preference is:

- Within the Central Shopping Area;
- On the edge of the Central Shopping Area;
- Within a District or Local Centre;
- On the edge of a District of Local Centre;
- An out-of-centre location accessible by a choice of means of transport.

5.287. PPW acknowledges that some types of retailing, for example selling bulky goods and requiring large showrooms, may not be able to find appropriate sites in town centres. Such stores should be grouped

together at locations accessible by a choice of means of transport, encouraging linked trips and a reduction in dependence on car travel. Where bulky goods development is proposed and it passes the need and sequential tests, it will be directed towards existing concentrations of bulky goods retailers wherever possible. Similarly, re-use of vacant out-of-centre units at locations accessible by a choice of means of transport is preferable to new out-of-centre development. Where applications are made to reuse vacant units, applicants will be expected to demonstrate how they intend to improve the pedestrian environment and linkages.

5.288. Impact will be assessed in terms of both the direct commercial impact of a proposal on neighbouring designated centres and of the impact on the retail strategy itself. All proposals for out-of-centre development that satisfy the tests of retail need and the sequential approach must demonstrate that they would not harm designated shopping centres or the retail strategy, either in their own right, or in conjunction with other recent developments or unimplemented permissions.

5.289 Where permission is granted for out-of-centre retail development or, in some instances, edge-of-centre development, conditions will be attached to control the nature and scale of the retail activity and minimise any potential impact on designated centres or the retail strategy.

5.290. Contributions will be negotiated from out of centre retail developments towards environmental improvement in the nearest District or Local Centre to mitigate adverse impacts, in line with the policy on Planning Obligations. Further details are provided in the District and Local Centre Strategy.

5.291. The Council monitors the vitality, attractiveness and viability of designated centres. All applications for out-of-centre retailing will be expected to examine the health of centres, including shopping parades most likely to be affected and their likely impact.

5.292. Proposals for out-of-centre retail development are likely to require assessment against a range of other Policy considerations including traffic and transportation implications.

R7: RETAIL PROVISION WITHIN STRATEGIC SITES

Retail development which forms part of the allocated housing led Strategic Sites will be assessed against Policy R4 (Retail Development (Out of Centre) and will be supported where:

i. It is of appropriate scale which satisfies an identified need;

ii. It will not negatively impact on the vitality and viability of designated centres;

iii. It is located along public transport corridors and easily accessible by walking and cycling; and

iv. It forms part of a planned centre which reinforces a sense of place.

5.293. It is recognised that there will be a need for retail provision close to where people live to meet the everyday needs of future large scale new communities. Such facilities often include a range of small shops, serving the local catchment including small supermarkets, newsagents and food and drink outlets. The provision of future local shopping within the housing development should not negatively impact on the vitality and viability of existing designated District or Local Centres. Planning applications should also demonstrate that this is the most appropriate location for local shopping provision, in relation to public transport and design and layout.

R8: FOOD AND DRINK USES

Food and Drink Uses are most appropriately located in:

i. The City Centre (Central Business Area)

ii. The inner harbour/waterfront area of Cardiff Bay (Bay Business Area)

v. District and Local Centres

Subject to amenity considerations, highway matters, crime and fear of crime considerations, and where they do not cause unacceptable harm to the shopping role and character of designated centres. Food and drink uses are unlikely to be acceptable within or adjacent to residential areas, where they would cause nuisance and loss of amenity, or result in the loss of a residential property.

5.294. Food and drink uses, including restaurants and hot food take-aways, are better located in designated centres where they can complement and enhance the existing shopping role, increase footfall and are accessible by public transport. Such uses are better located in designated centres than residential areas because of the impact they can have in terms of vehicular and pedestrian traffic, noise, fumes, litter and late night disturbance. The Central and Bay Business Areas, and District Centres are more likely to be able to satisfactorily accommodate A3 uses without causing unacceptable harm, due to their size and character. However, concentrations of such uses in centres can cause harm, either to residential amenity within or adjoining the centre, or to the predominant shopping role and character of the centre and its vitality, attractiveness and viability.

5.295. Food and drink uses are acceptable in principle, within the City Centre. It is recognised that such uses can contribute to the range and choice of facilities available to residents, promote the evening economy and may also support tourism. However, new A3 proposals at ground and upper floor level will need to be assessed against Policy R3 Protected Shopping Frontages. This Policy is intended to ensure that food and drink uses as well as other non-shopping uses, do not harm the shopping role, character and vitality of the City Centre.

5.296 Food and drink uses are also complementary, in principle, to the main shopping role of District and Local Centres, so long as they do not adversely affect the living environment of nearby residents, or with other non-shopping uses, reach such a level that they undermine the shopping character of the area in accordance with Policies R4 District Centres and R5 Local Centres.

5.297. Local Centres and smaller neighbourhood centres are generally more residential in nature, and do not have the scale or variety of retail and non-retail uses of larger centres. Therefore, A3 proposals may be more difficult to accommodate, and are less likely to be acceptable on amenity grounds (e.g. potential noise and disturbance, anti-social behaviour and litter associated with this type of development proposal). As a consequence more emphasis will be placed on protecting residential amenity within these centres through restricting closing times and the type of A3 premises.

5.298. Outside District and Local Centres and the Central and Bay Business Areas proposals for A3 uses are unlikely to be acceptable in, or adjacent to, predominantly residential areas because of their impact on residential amenity and potential to cause nuisance from noise and odour.

5.299. Food and drink proposals within existing employment areas will be considered against Policy EC2 Provision of Complementary Facilities for Employees in Business, Industrial and Warehousing Development.

5.300. Further guidance on the application of this Policy will be set out in the Food and Drink Uses in SPG.

6. COMMUNITY

C1: COMMUNITY FACILITIES

Proposals for new and improved community facilities, health and religious facilities will be encouraged, subject to the following criteria being satisfied:

i. The facility would be readily accessible to the local community it is intended to serve by public transport, walking and cycling;
ii. The facility would not unduly prejudice the amenities of neighbouring and nearby residential occupiers;
iii. The facility would not detract from the character and appearance of a property or the locality;
iv. The facility will not lead to unacceptable parking or traffic problems;
v. The facility is designed with the greatest possible flexibility and adaptability to accommodate additional community uses without compromising its primary intended use.

5.301. For the purpose of this Policy, community facilities are defined as non-commercial facilities used by local communities for leisure and social purposes. This constitutes community centres and meeting places,

community halls, community learning, leisure centres, libraries and youth centres. Religious facilities also often provide for wider community provision. Health facilities would include doctors and dentists surgeries which serve the local community.

5.302. Other uses of a commercial nature within the D1/D2 use class should be located within the Central and Bay Business Areas, and in District and Local centres of an appropriate scale.

5.303. If development occurs without consideration being given to the adequacy of existing community facilities, this can place a strain on existing facilities, to the detriment of the local community. As a result, there is a need to ensure that adequate local facilities are provided to meet the future demands of local communities.

5.304. The provision of community facilities should go hand in hand and be integrated with new development. Providing a range of community facilities that are accessible to as many people as possible is fundamental in terms of securing sustainable communities. Such facilities are valuable not only in terms of the amenity they provide, but are also important in generating employment and attracting people to live within an area. Whilst, it is recognised that there are many competing needs for the development and use of land, the Council is committed to ensuring that there are adequate facilities to serve residents within new strategic housing allocations.

5.305. New strategic housing developments allocated in Policy KP2 will be required to ensure that sufficient new community facilities are provided and integrated within the development to serve the needs of future and existing residents. This will be achieved through planning obligations or the community infrastructure levy as appropriate (see Policies KP6 and KP7).

5.306. On all other significant residential developments, the Council will seek to enter into negotiations with prospective developers to secure land, buildings and or financial contributions towards community facilities arising from the needs of residential development. This is because the increased population will result in increased demand for local community facilities. Further guidance on this will be set out in SPG.

5.307. Community facilities, health uses and religious facilities will be favoured within District or Local Centres where appropriate, however, where such uses cannot be satisfactorily accommodated within centres, proposals on the edge of centres or within residential areas (to include the conversion or redevelopment of existing residential premises) will be favourably considered provided that issues of residential amenity, urban design (Policy KP5), and transportation are appropriately addressed. Furthermore, if the residential area falls within a Conservation Area, the proposed development should not detract from its character, nor should it have any negative impact on the built heritage assets (Policy KP17).

C2: PROTECTION OF EXISTING COMMUNITY FACILITIES:

Proposals involving the loss or change of use of buildings currently or last used for community facilities will only be permitted if:

i. An alternative facility of at least equal quality and scale to meet community needs is available or will be provided within the vicinity or;

ii. It can be demonstrated that the existing provision is surplus to the needs of the community.

5.308. Existing community facilities are widely available throughout the City. Ensuring an adequate provision is maintained, is very important in order to encourage social interaction, improve health and well-being and reduce inequalities between different communities. The retention of existing facilities will therefore be sought unless it can be demonstrated that the above criteria can be met.

5.309. Whilst this policy will apply to both commercial and non-commercial uses which provide a social or welfare benefit to the community, community land and buildings are of particular importance. This includes land and buildings that are managed and used primarily by the voluntary and community sector for community-led activities.

5.310. In order to satisfy criterion ii) of the policy it will be necessary to demonstrate that continued use as a community facility is no longer viable giving consideration to; appropriate marketing, and local need and demand for the existing community facility.

C3: COMMUNITY SAFETY / CREATING SAFE ENVIRONMENTS

All new development and redevelopment shall be designed to promote a safe and secure environment and minimise the opportunity for crime. In particular development shall:

i. Maximise natural surveillance of areas which may be vulnerable to crime such as publicly accessible spaces, open space, car parking areas and footpaths;
ii. Have well defined routes, spaces and entrances that provide convenient movement without compromising security;
iii. Maintain perceptible distinction between public and private spaces through well-defined boundaries and defensible space;
iv. Provide a good standard of lighting to public spaces and routes while minimising energy use and light pollution; and
v. Be designed with management and maintenance in mind, to discourage crime in the present and future.

5.311. The aim of this Policy is to achieve a uniform and consistent standard of security through considerate design without compromising the character or attractiveness of the local area. Incorporating security considerations into the design of new developments and redevelopments will enable natural surveillance and create a sense of ownership and responsibility.

5.312. Designing out crime contributes to Policy KP5. Further detailed information relating to the objectives of this Policy can be found at www.securedbydesign.com

5.313. The Council has responsibility under section 17 of the Crime and Disorder Act (1998) to take account of the need to deter and prevent crime in carrying out all its responsibilities, which include planning. Used sensitively, the planning system can be influential in producing active,

well managed environments that help to discourage crime and disorder by encouraging developers to adopt designs for new development that take the security of people and property into account. Developments should be encouraged to incorporate the principles and practices of the 'Secured by Design' Award Scheme, and reflect both the safety of people and the security of property.

5.314. Any design solution or security measures should remain sensitive to local circumstances and their degree and application should reflect the characters and amenity of the area. There should be a balanced approach to design which attempts to reconcile the visual quality of a development with the needs of crime prevention. Developments can be made secure without resorting to razor wire, grilles, bars, unsightly types of fencing and other visually intrusive security measures, if safety and security is considered at an early stage of the design process.

5.315. Prior to submitting detailed proposals, developers are encouraged to seek advice by engaging in pre-application discussions with the South Wales Police Crime Prevention Design Officer on designing out crime, and any recommendations received should be taken into consideration in relation to the development proposal. Where there are other significant interests (for example, the setting of Listed Buildings) a balanced compromise must be agreed. Developers are further encouraged to submit statements in conjunction with planning applications that emphasise and clearly demonstrate the proposed measures taken to design out crime.

5.316. In appropriate cases, where crime prevention or the fear of crime is considered material to a proposed development the Council may consider imposing community safety conditions or seek developer contributions via legal agreements for crime prevention through environmental design (CPTED), community safety initiatives, improved street lighting, alley gating, provision of CCTV, landscaping improvements or other necessary security measures. This is in accordance with Policy KP7.

5.317. Terrorist attacks within the UK have become a distinct possibility in recent years, posing a real and serious threat. Measures to mitigate against the occurrence and effects of terrorism attacks should be designed in from the outset of a development proposal. For example,

through protection from flying glass and vehicle access controls to underground car parks and areas of potential high risk. These measures must be balanced with good design principles to ensure against the creation of a "fortress" appearance. It is recommended that where major development is proposed within a place defined by the Home Office as a "crowded place", the design statement accompanying the application should set out the measures undertaken to meet these principles. It is recommended that advice is sought from a Counter Terrorism Security Advisor during the design stage. (Refer to WECTU (Wales Extremism and Counter Terrorism Unit) for further advice).

C4: PROTECTION OF OPEN SPACE

Development will not be permitted on areas of open space unless:

i. It would not cause or exacerbate a deficiency of open space in accordance with the most recent open space study; and
ii. The open space has no significant functional or amenity value; and
iii. The open space is of no significant quality; or
iv. The developers make satisfactory compensatory provision; and, in all cases;
v. The open space has no significant nature or historic conservation importance.

5.318. The aim of this Policy is to protect open space that has significant functional, conservation, environmental or amenity value. It applies to all areas of open space within the County.

5.319. The Policy will help protect the current network of open spaces in Cardiff and work toward delivering Policy KP13 and LDP objectives related to maintaining and enhancing a network of green space and corridors.

5.320. The Policy is in accordance with the Wales Spatial Plan, PPW and Technical Advice Note 16: Sport Recreation and Open Space (2010) which requires that all types of open space are protected, particularly where it has a strategic countywide importance.

5.321. The various types of open space in Cardiff will be listed and explained in detail in the Cardiff Open Space SPG. For the purposes of this

policy functional green space includes land that can accommodate formal and / or informal recreational uses including sporting use and children's play.

5.322. Proposals for development on areas of open space will be assessed against a functional green space requirement of 2.43 hectares per 1,000. This is explained in more detail under Policy C5.

5.323. In assessing the functional and amenity value of an area of open space, regard will also be given to whether it serves a purely local function or has more strategic countywide importance. Special protection will be afforded to open space that has strategic countywide importance whether for functional, amenity or wildlife purposes.

5.324. The quality of an area of open space will be assessed having regard to issues such as:

- Accessibility;
- Biodiversity;
- Facilities;
- Management and maintenance;
- Contribution to local amenity;
- Contribution to recreation; and
- Strategic value.

5.325. Where a development proposal involving the loss of open space would exacerbate a local or countywide deficiency of functional open space, **compensatory provision** for open space or alternative provision of equivalent community benefit may be acceptable. This will be explained further in the Open Space SPG.

5.326. The appropriateness of compensatory open space or replacement facilities will be assessed having regard to the importance of the resource to be lost and the needs of the locality. Compensatory provision should:

- Contribute towards meeting the needs of the local community;
- Be of at least equal value to that being lost;
- Be reasonably related to the original site to serve the population affected by the loss;
- Be provided in accordance with the Open Space SPG; and
- Be agreed between the Council and the developer.

5.327. Corridors and networks of open space, like the river valleys, have strategic importance in terms of recreation, amenity and wildlife. The corridors of the rivers Ely, Taff, Rhymney and the Nant Fawr (identified on the Proposals Map) are a particularly important resource within both the urban and rural context, linking the waterfront and the urban area with the countryside. Specific protection of river valleys is set out in Policy EN4.

5.328. Many areas of open space have value for nature conservation. Some are designated for their international, national or local importance, while others contribute more generally to biodiversity. Some areas also have historic conservation importance. These include Historic Gardens and Parks, land within Conservation Areas and land that provides the setting for Ancient Monuments or other archaeological remains.

5.329. The implementation of policies designed to provide and protect public open space throughout Cardiff would also serve to offset any increase in recreational pressure on the Cardiff Beech Woods SAC, thereby helping to avoid the likelihood that this LDP will have a significant effect upon this site.

5.330. The protection of open space policy will be assessed each year in the Annual Monitoring Report. The loss of open space is a Core Indicator required by Welsh Government and will be monitored on an annual basis, forming part of the Open Space Assessment.

C5: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION, CHILDREN'S PLAY AND SPORT

Provision for open space, outdoor recreation, children's play and sport will be sought in conjunction with all new residential developments. This policy is aimed at securing the provision or improvement of open space and other appropriate outdoor recreation and sport in conjunction with all new residential developments over 8 units and on site provision of functional open space in conjunction with all new residential developments over 14 units. The appropriate amount of multi-functional green space is based on a minimum of 2.43 hectares of functional open space per 1,000 projected population. All other open space provision will be in addition to the provision of multi-functional green space.

5.331. This Policy will help enhance the existing network of green spaces and provide increased opportunities for healthy recreation and leisure activities in line with LDP objectives for sustainable living. Improving the provision of open space is particularly important in some areas of South Cardiff where communities have poorer access to areas of open space.

5.332. Obtaining functional open space and appropriate provision for sport through the development process is provided for in PPW. It explains that Local Planning Authorities may be justified in seeking Section 106 Planning Agreements to contribute to the maintenance of safe and attractive facilities and open space, and to meet the needs of new communities.

5.333. This Policy applies to all new proposed housing developments, redevelopment schemes, conversions and mixed-use developments containing housing, sheltered housing and student accommodation over 8 units.

5.334 The Open Space SPG will set out detailed guidance on how the provision of functional open space, outdoor recreation, children's play and sport in new residential developments will be assessed and managed. It will explain that the amount of open space provision generated by a housing proposal will be assessed in relation to its type and density. Consideration will also be given to the availability and adequacy of existing functional open space within the surrounding area. The Council will therefore seek to secure a range of improvements for accessible, high quality open space, sport and outdoor recreation provision, as appropriate to the particular site and development proposal.

5.335. These may include one or more of the following:

- Provision of as much necessary open space provision as possible, on site or on readily accessible sites;
- Contribution towards the improvement of existing open space facilities on readily accessible sites;
- Improvements to the network of recreational routes and open spaces; and
- Improvements to the public realm (in line with Policy KP5: High Quality and Sustainable Design) and improved public access to waterfront areas.

5.336. Due to the shortage of open space and recreation facilities in central and inner parts of the city and the limited opportunities for improvement, provision for open space and/or improving links with nearby open spaces may be sought on large-scale commercial developments in accordance with Policy KP7 on Planning Obligations.

5.337. As a general rule, provision of a satisfactory level and standard of open space will be sought on all new residential developments. For those developments of **14 or more dwellings** the amount of on-site open space provision is calculated from the projected population of the development and the application of the minimum standard of 2.43 hectares of functional open space per 1,000 population. However this standard will be applied flexibly in recognition that:

- In certain circumstances, provision of all-weather facilities can be more effective than traditional pitches;
- Changing trends in sport, recreation and leisure and the importance of providing outdoor and indoor facilities; and
- Achievement of provision in strict accordance with the standard can sometimes be impractical and/or inappropriate on previously developed sites.

5.338. Open spaces should be designed in line with Cardiff Open Space SPG guidelines to create a landscaped open space which fulfils its function with efficiency, can be maintained in a viable condition and contributes to the welfare and appearance of the environment. Functional open spaces can fulfil a number of roles including minimising vandalism, increasing privacy, providing wildlife habitats and minimising the intrusion of noise and air pollution.

5.339. The implementation of policies designed to provide and protect public open space throughout Cardiff would also serve to offset any increase in recreational pressure on the Cardiff Beech Woods SAC, thereby helping to avoid the likelihood that this LDP will have a significant effect upon this site.

C6: HEALTH

Priority in new developments will be given to reducing health inequalities and encouraging healthy lifestyles through:

i.	**Identifying sites for new health facilities, reflecting the spatial distribution of need, ensuring they are accessible and have the potential to be shared by different service providers; and**
ii.	**Ensuring that they provide a physical and built environment that supports interconnectivity, active travel choices, promotes healthy lifestyles and enhances road safety.**

5.340. This Policy aims to improve the health of Cardiff's population by seeking to secure new health facilities in areas most at need, requiring that the built environment fosters healthy lifestyles, and ensuring that health is a key consideration in new developments.

5.341. The Policy seeks to address health inequalities in Cardiff where the difference in life expectancy between some wards is up to 12 years (Welsh Index of Multiple Deprivation 2011). It gives greater detail on the Key Policy KP14 on Health and helps work towards delivering LDP objectives relating to health and one of the main strategic outcomes of the Cardiff Partnership Strategy 'people in Cardiff are healthy'.

5.342. It accords with the aim of PPW in delivering sustainable development by ensuring that health is taken account of in new developments and assists a number of PPW objectives regarding travel and access to key community facilities. It also helps deliver a number of objectives regarding healthy lifestyles, sport and recreation in accordance with Our Healthy Future (Welsh Government 2009) and Fairer Health Outcomes for All (Welsh Government 2011).

5.343. This Policy reflects the fact that 'health considerations can be material considerations in determining planning applications.' (PPW 12.13.8). The effect of development on people's health is a key element of sustainable development and its consideration will raise any significant issues which need to be taken into account.

5.344. It is recognised that not all new developments will be able to identify land for new health facilities. This largely depends on the scale of development and will be applied flexibly as a result. It is recommended that the local health board is contacted for further advice on this matter. Relevant documents are 'Together for Health' (Welsh Government 2012)

and 'Setting the Direction Primary and Community Services Strategic Delivery Programme' (Welsh Government 2010).

5.345. For a description of appropriate locations to provide health facilities, see Policy C1 on Community Facilities. In addition, a number of other issues relating to the effect of new development on health including design, open space/community growing and transport are referred to in the respective policies.

5.346. Further details on this Policy will be set out in a Health SPG.

C7: PLANNING FOR SCHOOLS

Where a need has been identified for new and improved school facilities as a result of development, the Council will seek contributions towards the cost of additional education provision. Negotiated contributions will be fairly and reasonably related in scale and kind to the proposed development. Where appropriate on site provision will be required.

Development of nursery, primary, secondary and sixth form education should:

i. Be well designed, well related to neighbourhood services and amenities, and easily accessible by sustainable transport modes; and

ii. Include, where appropriate, provision for other appropriate community uses in addition to their educational use.

5.347. The Council has a statutory duty as local education authority to ensure that there is a sufficient number and variety of school places at primary and secondary level, available to meet the needs of the population of the County.

5.348. Although the supply and demand for school places varies by area, it is anticipated that there will be no overall surplus school places at entry to the primary sector in 2015, nor in the secondary sector in 2019. This takes account of existing school investment proposal and projections based upon health service (GP) and school roll data. Additional primary and secondary education provision will therefore be required to serve the

new pupils generated as a result of greenfield or brownfield housing developments that come forward during the plan period.

5.349. The Council will seek financial contributions (See Policy KP7 Planning Obligations), towards the cost of providing additional or improved primary and/or secondary school facilities from developers proposing housing developments that would generate a requirement for school places that cannot be reasonably met by existing schools because:

a. the capacity at the school(s) in whose catchment area (s) new housing development are proposed would as a result of the development be exceeded by demand; and/or

b. there is a surplus capacity in such schools to accommodate some or all of the projected number of pupils generated from the proposed development but investment is required to make it suitable.

5.350. The Council will also seek the provision of land and/or premises, depending on scale and location of development. Please refer to Key Policy KP6 New Infrastructure.

5.351. It is recognised that the future additional pupils generated from strategic housing allocations (D-H) could not be accommodated in existing schools. The Council requests that developers set aside appropriate sites and provide school facilities in the initial phases of development aligned with the construction process, and additional forms of entry made available where necessary (210 primary school places plus nursery provision, 150 secondary school places plus sixth form provision) following completion of each 700 dwellings.

5.352. There will also be a need to address school provision in catchment areas where there is little or no existing capacity to accommodate the additional demand likely to arise from housing development on previously developed land (including strategic sites) or other in-fill sites. With limited exceptions financial contributions will be sought from developers towards the provision of new classroom accommodation, in accordance with the needs which arise from the proposed development.

5.353. In the event of the Council being allocated developer contributions to expand existing provision, the phasing of contributions over the period of construction will need to be in line with those set out in SPG, and will require careful consideration to ensure that the supply of school places is

aligned with the construction process and occupancy of dwellings. Monitoring of take-up of school places will be a key consideration in order to inform existing and future needs.

5.354. Opportunities should be taken to share school buildings and facilities, or co-locate on shared sites with other Council Service areas and selected external services. This would serve to maximise the use of the land and provide an integrated citizen focused resource for the whole community. Opportunities for shared facilities could include libraries, community centres, leisure centres, indoor recreation facilities, play centres, adult education facilities, integrated childcare facilities, adjoining natural habitat, health care facilities.

5.355. Dependant on geographical constraints, opportunities should be taken to explore shared school facilities/playing fields with other schools (e.g. a Primary and Secondary School sharing fields) or continuous ages 3-19 school provision.

5.356. Further guidance on the application of this Policy will be set out in SPG.

7. MINERALS

M1: MINERAL LIMESTONE RESERVES AND RESOURCES

Mineral reserves with planning permission will be safeguarded from development that would prevent their extraction at:

i. Creigiau Quarry;
ii. Taffs Well Quarry;
iii. Ton Mawr Quarry; and
iv. Blaengwynlais Quarry.

Preferred Areas of known resources suitable for the future working of Limestone have been identified as extensions to:

v. Creigiau Quarry; and
vi. Ton Mawr Quarry.

5.357. The aim of this Policy is to protect identified mineral limestone reserves and resources from incompatible forms of development that could cause sterilisation and prevent them from being worked, so that they remain available for future generations.

5.358. This Policy expands on Policy KP11 and aims to protect existing mineral reserves and potential resources from development that would preclude their future extraction. It corresponds with guidance contained in PPW, a key principle of which is to provide mineral resources to meet society's needs and to safeguard resources from sterilisation.

5.359. Mineral reserves are sites with planning permission for mineral working. Cardiff has several mineral reserves, which are identified on the Proposals Map. These are limestone quarries which are active at present, or those which have planning permission for the working of limestone. Preferred Areas of known resources are sites within the County considered suitable for the future working of limestone. These areas are identified on the Proposals Map.

5.360. Permanent development on, or close to, mineral reserves or resources can mean that the minerals become sterilised or future extraction hindered. The identified reserves and resources will be protected from incompatible forms of development in order to prevent this. Incompatible forms of development include premature in-filling with waste or other material, and permanent building development. Policy M4 on Minerals Buffer Zones further protects such areas by defining buffer zones around identified reserves and resources, within which neither mineral working nor housing and other similarly sensitive development will be permitted.

M2: PREFERRED ORDER OF MINERAL RESOURCE RELEASE

The extension or deepening of existing mineral workings will be favoured in preference to the release of new sites and, with the exception of the lateral extensions of Creigiau and Ton Mawr Quarries referred to in Policy M1, deepening will be preferred to lateral extension. Applications to extend or deepen mineral workings will be permitted where it can be demonstrated that:

i.	**There are environmental improvements at the site which can be justified by the addition of new reserves, or traded off by the giving up of existing reserves, or;**
ii.	**The addition of new reserves preserves the productive capacity of Cardiff to meet its sub regional apportionment commitments; or**
iii.	**There are operational benefits in permitting further reserves that will lead to more efficient exploitation of the resource;**
iv	**It should also be demonstrated that such an approach will not cause unacceptable harm to the environment, including consideration of impacts relating to access, noise, air quality, landscape and visual effects, ecology, soil resources, hydrology and hydrogeology, blast vibration and cultural heritage, and in the case of Creigiau Quarry, the objectives of Policy M3 are delivered as part of an extension or deepening application.**

5.361. The extent of Cardiff's existing minerals landbank means it is unlikely that there will be a need to grant any further permissions for mineral resource release within the Plan period. The Regional Technical Statement 1st Review (August 2014) states that based on current information Cardiff has a surplus of permitted reserves and no further allocations are necessary. However, it also notes that these conclusions do not take into account all factors that may be material to ensuring an adequate and steady supply of aggregates for appropriately located sources including the technical capability of one type of aggregate to interchange for another, the relative environmental cost of substitution of one type of aggregate by another, the relative environmental effects of changing patterns of supply and whether adequate production capacity can be maintained to meet the required level of supply. The purpose of this Policy is to set out the sequential test approach which would be used to guide the future release of mineral resources, should this be necessary.

5.362. This Policy expands on Policy KP11 and promotes and supports the efficient use of minerals. The Policy accords with guidance contained in PPW which recognises that extensions to existing minerals workings are often more generally acceptable than new greenfield sites

5.363. Generally, the continuation of quarrying at existing sites is preferable to the environmental and financial upheaval of shifting production to new sites. In addition, the deepening of sites is preferred to lateral extension as it minimises the area of land given over to working and ensures the best use of existing reserves. However, in determining the best option, consideration will need to be given to possible environmental and restoration implications and for this reason an exception is made for Creigiau quarry where the objectives of Policy M3 to swap reserves for less environmentally sensitive reserves will be delivered as part of an extension or deepening application.

5.364. The life of any reserves released will be restricted to enable new technology and new environmental expectations to be reflected, without compromising the ability of operators to amortise their investment in plant. In addition, reserves will not be released prematurely to avoid sterilisation of land, and to ensure operators maximise the use of the existing site before moving into new areas. This will also help ensure the older site can be restored earlier.

5.365. In determining the best option, consideration will need to be given to the possible impact on the environment, natural heritage and built heritage.

M3: QUARRY CLOSURES AND EXTENSION LIMITS

Measures to prevent further mineral working and, where appropriate, to secure restoration and landscaping works at the earliest opportunity, will be sought at the following sites:
i. Cefn Garw Quarry, Tongwynlais;
ii. Highland Park Brickworks, Ely;
iii. West End Brickworks, Ely; and
iv. Southern and western parts of Creigiau Quarry.

5.366. The aim of this Policy is to introduce measures to prevent further extraction of minerals at the sites above, as shown on the Proposals Map, as mineral working is no longer considered appropriate at these locations.

5.367. This Policy expands on Policy KP11. It accords with guidance contained in PPW, which states that inactive sites with planning permission for future working which are considered unlikely to be activated for the foreseeable future should be identified in the development plan and should be the subject of a suitable strategy.

5.368. The Policy identifies three mineral sites ((i) to (iii) above) and parts of Creigiau Quarry where mineral working is no longer considered appropriate by modern standards.

5.369. Cardiff contains several quarries for limestone or brick-earth that have not been worked for many years and in many cases have either re-vegetated naturally or have been put to alternative uses. For example, the part of Ely Brickworks within Cardiff has now been largely covered by the Ely Link Road. Despite long periods of disuse or alternative uses of some sites, planning permissions for mineral extraction still exist and could be reactivated at these sites. The sites identified have been effectively abandoned by the minerals industry for many years. By today's environmental standards, they are no longer suitable for mineral working and so are not needed for mineral purposes.

5.370. To eliminate any doubt over possible re-working at the sites outlined in (i) to (iv) above, measures to prevent further extraction and secure restoration and landscaping works will be pursued. Measures will include the use of Prohibition Orders to ensure that no further working can take place at Cefn Garw Quarry, Tongwynlais, Highland Park Brickworks, Ely and West End Brickworks, Ely and closure of the southern and western parts of Creigiau quarry through a legal agreement with the site owners to relinquish these areas in favour of a new area set out in Policy M1 of the Plan and identified on the Proposals Map.

M4: MINERALS BUFFER ZONES

Within the minerals buffer zones no mineral working, housing or other sensitive development will be permitted.

5.371. The aim of this Policy is to provide an explanation of the minerals buffer zones identified on the Proposals Map. The purpose of the buffer zones is to protect identified mineral reserves and resources from incompatible development which could sterilise them, and to reduce the

environmental impact of quarrying by separating sensitive developments and mineral working.

5.372. This Policy expands on Policy KP11 and aims to protect existing mineral reserves and potential resources from development that would preclude their future extraction. Guidance contained in PPW indicates that buffer zones should be defined in order to provide areas of protection around permitted and proposed mineral working. MTAN1: Aggregates indicates a minimum set distance for buffer zones of 200m, and that within buffer zones no new sensitive development or mineral extraction should be approved.

5.373. Buffer zones have been drawn around all minerals reserves (sites with planning permission for mineral working) and resources (sites identified as suitable for future mineral working) indicated on the Proposals Map. The purpose of buffer zones is to protect identified mineral reserves and resources from incompatible development which could sterilise them, and to ensure a separation distance between potentially conflicting land uses. The size of each buffer zone is appropriate to the environmental impact of the quarry, particularly the effects of ground vibration from blasting operations.

5.374. Sensitive development includes land uses most susceptible to adverse impact from quarrying, such as housing, schools and hospitals. These uses will be resisted within buffer zones. Some less sensitive development, where a lower standard of amenity could be tolerated, such as industrial land uses, offices and developments ancillary to the mineral working may be considered acceptable within buffer zones. Buffer zones also ensure that the environmental impact of quarrying on residents is minimised, particularly where mineral working and new residential developments are separated.

5.375. Since minerals can only be worked where they occur, this policy will be afforded greater weight than policies favouring quarry-sensitive development that could be located elsewhere.

M5: RESTORATION AND AFTER - USE OF MINERAL WORKINGS

Proposals for mineral working or for related plant and buildings will be permitted only where firm proposals are included for the

reinstatement of the site to a condition fit for an appropriate after-use supported, where relevant, by adequate after-care proposals. Appropriate reinstatement and after-care proposals will similarly be required when existing controls are reviewed. In drawing up restoration proposals, mineral operators will be encouraged to:

i. Undertake progressive restoration;
ii. Make beneficial use of mineral waste generated by mineral operations;
iii. Consider whether restoration can contribute to nature conservation targets set out in the Local Biodiversity Action Plan.
iv. New uses of former mineral workings other than those appropriate to a rural area will not be permitted without special justification. Proposals to carry out safety works at derelict or dormant sites will be favoured.

5.376. The aim of this Policy is to ensure that all proposals for mineral working or related development are accompanied by plans for restoration and suitable after-use of the site, or after-care where appropriate.

5.377. This Policy expands on Policy KP11. The policy accords with objectives contained in PPW and MTAN 1: Aggregates which aim to achieve a high standard of restoration and aftercare, and provide for beneficial after-uses when mineral working has ceased.

5.378. This Policy will be applied in order to avoid dereliction and uncertainty by requiring all applications for mineral working, including reviews of existing permissions, to be accompanied by effective proposals to ensure restoration and after-care of the site once mineral working finishes. This applies equally to ancillary plant and buildings and to secondary industry, whose presence is normally only justified by the existence of the mineral working site. It is essential to avoid dereliction and uncertainty once mineral working ends, and to ensure the site is left in a safe and usable condition and restored to a high standard suitable for its agreed after-use. Operators will generally be expected to agree the broad aims of the restoration scheme at the outset, to keep those aims under regular review throughout working and to implement the scheme forthwith. The choice of after-use will depend on many issues including

the location, final landform, availability and quality of soils or other restoration materials, and neighbouring land uses.

5.379. Where restoration is to agricultural or amenity use, appropriate after-care proposals will be needed. A separate planning permission is likely to be required for any after-use except agriculture, forestry, nature conservation or certain forms of informal recreation which do not normally require planning permission.

5.380. Proposals for new quarries or major extensions will be expected to be accompanied by detailed soil and habitat surveys. Comprehensive programmes for the stripping and storage of topsoil, subsoil and conservation of other soil-making materials should form part of the initial restoration proposals, which will be expected to provide for phased and progressive restoration of worked out areas.

5.381. Restoration can provide opportunities for creating and enhancing sites for nature conservation and contributing to the targets in the UK Biodiversity Action Plan and Local Biodiversity Action Plan.

M6: SAND WHARF PROTECTION AREAS

The sand wharves shown on the Proposals Map will be protected against development which would prejudice their ability to land marine dredged sand and gravel. Proposals for the provision and improvement of landing and distribution facilities for marine dredged aggregates within the sand wharves shown on the Proposals Map will be favoured where there will be no unacceptable harm to the environment.

5.382. Marine sources currently supply the majority of fine aggregate construction needs for Cardiff. This Policy provides a framework for the protection of existing wharves and the assessment of applications for new or improved sand and gravel wharves and related facilities.

5.383. This Policy expands on Policy KP11. The Policy accords with guidance contained in Interim Marine Aggregates Dredging Policy (2004) which indicates that the use of marine dredged sand and gravel will

continue for the foreseeable future where this remains consistent with the principles of sustainable development. It accords with the Regional Technical Statement 1st Review (2014) which requires the protection of existing and potential wharves.

5.384. Although marine dredging is outside the control of the Council, it is necessary to ensure that existing wharves are protected and that appropriate landing and distribution facilities are provided to ensure this important source of construction materials remains available. Without it, the County would have to accept greater demands on land-based sources and more costly imports.

5.385. In response to concerns about the long-term effects of dredging on coastal erosion, Interim Marine Aggregates Dredging Policy (2004) proposes a more cautious approach to dredging and seeks a more balanced approach to the sourcing of supplies for fine aggregates in South Wales. Although this may lead to long-term changes in supply patterns, in the short term the present pattern of supply is likely to continue, and it is therefore prudent to ensure that facilities which enable current levels of supply to be maintained are protected and new facilities favoured.

5.386. Operations involving the trans-shipment of minerals do not normally need specific planning permission within the operational area of the port. However, secondary processes including the manufacture or treatment of mineral products usually need permission. Where proposals are submitted they will need to demonstrate minimal impact on the environment. Where proposals are likely to have significant effects upon the environment, applications may be subject to Environmental Impact Assessment. Additionally, proposals will need to have regard to the Severn Estuary SSSI/SAC/SPA and Ramsar site and where proposals are likely to have a significant effect on an international site, an appropriate assessment of the proposal would be undertaken.

M7: SAFEGUARDING OF SAND AND GRAVEL, COAL AND LIMESTONE RESOURCES

Development will not be permitted within the Sand and Gravel, Coal and Limestone Safeguarding Areas shown on the Proposals Map that would permanently sterilise these mineral resources unless:

i.	**The applicant can demonstrate to the satisfaction of the Local Planning Authority that the mineral concerned is no longer of any resource value or potential resource value; or**
ii.	**The mineral can be extracted satisfactorily prior to the incompatible development taking place; or**
iii.	**The incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not either sterilise the resource or inhibit extraction within the timescale that the mineral is likely to be needed; or**
iv.	**There is an overriding need for the incompatible development which overrides the need for the resource, including a requirement for prior extraction if practicable.**

5.387. The aim of this Policy is to ensure that the sand and gravel, coal and limestone safeguarding areas identified on the Proposals Map are protected from development that would cause its sterilisation and safeguarded for the future, should a need for these resources arise. In order to ensure this the Policy sets out a range of criteria against which proposals for development will be assessed.

5.388. This Policy expands on Policy KP11 in that it protects potential resources from development. The Policy accords with guidance contained in PPW which requires Mineral Planning Authorities to safeguard access to mineral deposits which society may need. It also accords with MTAN1: Aggregates which states that land based sand and gravel resources must be safeguarded for potential use by future generations in view of their relatively limited regional availability and MTAN2: Coal which requires the safeguarding of mineral resources.

Sand and Gravel Safeguarding Area

5.389. At present, marine dredged sources provide the majority of fine aggregate required to meet construction needs within Cardiff. In the short term this supply pattern is unlikely to change significantly. In view of the existing pattern of dredged aggregate supply, it is very unlikely that sand and gravel resources will need to be released for development within the Plan period. However, in light of concerns regarding the sustainability of the current pattern of marine dredged aggregate supplies, it is necessary for land-based sand and gravel resources to be safeguarded for potential use in the future. This Policy will be used to resist all forms of permanent

development in the sand and gravel resource area shown on the Proposals Map. Land-based sand and gravel could only be worked where it is found, so this Policy represents a long-term strategy to protect existing resources, as they could become a strategic resource in the future. This Policy will carry more weight than policies favouring development that could be located elsewhere.

Coal Safeguarding Area

5.390. Current energy supply does not necessitate the working of coal resources within Cardiff, and this situation is highly unlikely to change in the short term. Consequently, it is unlikely that it will be necessary to release coal resources for working to provide for energy needs in the Plan period. However, it is prudent to ensure that the coal resources identified are protected from sterilisation to maintain their potential for use in the future, should this become necessary.

5.391. In accordance with guidance set out in MTAN2: Coal all international and national designations of environmental and cultural importance have been excluded from the Coal Safeguarding Area and a 200 metre margin has been included to protect the setting of Ancient Monuments. All coal resources outside these designations are identified on the Proposals Map. Where safeguarded coal resources abut defined settlement boundaries, a 500m area where coal working will not be acceptable has been shown Although this area includes safeguarded coal resources, it identifies the area of land within which future coal extraction will generally not be acceptable, subject to the exceptions in paragraph 49 of MTAN2: Coal. Further details are set out in Policy M8: Areas where Coal Working is not Acceptable.

5.392. Coal could only be worked where it is found, so this Policy represents a long-term strategy to protect existing resources as they could become a strategic resource in the future. This Policy will carry more weight than policies favouring development that could be located elsewhere.

Limestone

5.393. Currently there is a sufficient landbank of limestone reserves in the County for the Plan period and, should the landbank not prove

sufficient, the limestone resource areas identified in Policy M1 would be considered before any of the safeguarded areas shown on the Proposals Map. Given this, it will not be necessary to release any of the safeguarded areas for working to provide for aggregates needs over the Plan period. However, it is prudent to ensure that the limestone resources identified are protected from sterilisation to maintain their potential for use in the future, should this become necessary.

5.394. The designation as a safeguarded area does not indicate an acceptance of sand and gravel, coal or limestone working in that area.

5.395. In addition to the resources outlined above the Aggregates Safeguarding Maps of Wales identifies a small amount of Category 1 Sandstone HSA (High Specification Aggregate) resources in the extreme north west of the County. As this area lies wholly within the Coal Safeguarding Area outlined above it is not identified separately on the Proposals Map as it is already protected from sterilisation and safeguarded for the future, should a need for these resources arise.

M8: AREAS WHERE COAL WORKING WILL NOT BE ACCEPTABLE

Future coal extraction will not be permitted within the Areas where Coal Working will not be Acceptable as shown on the Proposals Map unless exceptional circumstances show a smaller area is appropriate.

5.396. The aim of this Policy is to protect the amenity of existing residential areas and international and national designations of environmental and cultural importance by ensuring that an appropriate area where coal working will not be acceptable is maintained between future coal working and residential areas and environmental and cultural designations are protected. The Policy accords with guidance contained in PPW and MTAN2: Coal.

5.397. All coal resources outside international and national designations of environmental and cultural importance up to settlement boundaries are identified on the Proposals Map and the policy identifies the area of land within which future coal extraction will generally not be acceptable by

defining a 500m area where coal working will not be acceptable from existing residential areas. This accords with guidance set out in MTAN2: Coal which states that Coal working will generally not be acceptable within 500 metres of settlements unless there are exceptional circumstances and that an area where coal working will not be acceptable should be shown on the Proposals Map.

5.398. MTAN2: Coal sets out factors that could justify exceptional circumstances where a smaller area where coal working will not be acceptable may be appropriate. These include:

- Where coal working provides the most effective solution to prevent risks to health and safety arising from previous mineral working;
- To remediate land damaged by shallow coal workings or mine waste, where coal extraction appears to be the most sustainable option;
- Where topography, natural features such as woodland, or existing development, would significantly and demonstrably mitigate impacts;
- Where major roads or railways lie between the settlement and the proposed operational area and coal working would not result in appreciable cumulative and in-combination effects;
- Where the surface expression of underground working does not include the significant handling or storage of the mineral or waste;
- When the proposal is of overriding significance for regeneration, employment and economy in the local area; or
- Where extraction would be in advance of other, permanent, development which cannot reasonably be located elsewhere.

5.399. In accordance with guidance in MTAN2: Coal where such exceptions justify surface working within 500m of a settlement, the area of working should be restricted to the area reasonably necessary for remediation and the best balance between the scale, working-method and the timing of individual phases, the opportunities for early restoration and aftercare, and hours of working will be sought. In order to justify working within 200 metres of a settlement strong evidence of the necessity for remediation, including the evaluation of options will be required and the social and environmental impacts on the affected settlement must be carefully weighed.

8. WASTE

W1: SITES FOR WASTE MANAGEMENT FACILITIES

Proposals for the development of waste management facilities will be permitted where:

i. There is a demonstrable need assessed against regional requirements;
ii. They conform with the waste hierarchy and the principles contained in the Waste Framework Directive of An Integrated and Adequate Network; Nearest Appropriate Installation; Self Sufficiency and Protection of Human Health and the Environment;
iii. They would not cause unacceptable harm to the environment, built heritage or to human health;
iv. They include acceptable proposals for restoration, aftercare and after-use, including the beneficial after-use of by-products;
v. They would not endanger aviation safety;
vi. They include acceptable proposals for the protection of adjoining and nearby land from landfill gas and leachate migration or contamination;
ii. They are not located within an area at risk from flooding;
iii. They would not cause unacceptable air, noise or light pollution, dust, vibration or odours, or attract excessive vermin;
iv. They provide safe means of access to the highway and adequate on-site parking and turning facilities; and
v. They are accompanied by a Waste Planning Assessment containing sufficient information to enable an assessment of the proposal.

Facilities for the handling, treatment and transfer of waste will generally be encouraged towards existing use class B2 general industrial land.

5.400. The purpose of this Policy is to provide a framework for the assessment of planning applications for waste management facilities.

5.401. This Policy expands on Policy KP12. The Policy accords with the National Waste Strategy for Wales: Wise About Waste (2002); Towards Zero Waste (2010); The Collections, Infrastructure and Markets Sector Plan (2012) and TAN 21: Waste (2014).

5.402. It is anticipated that applications will come forward within the Plan period for new waste management facilities. Applications are likely to include waste disposal, processing, recycling and transfer of waste. The need for waste facilities will be assessed against the Collections, Infrastructure and Markets Sector Plan and capacity requirements established through regional monitoring, as set out in TAN 21.

5.403. The 'waste hierarchy' advocates a sequential approach to waste management. At the top of the hierarchy is waste prevention and re-use, followed by preparation for reuse, recycling, recovery and finally (i.e. least favoured) disposal.

5.404. Waste facilities will generally be encouraged towards existing general industrial areas (use class B2), unless it can be demonstrated that they could be acceptably located elsewhere, or unless assessment of the proposal indicates that more onerous locational standards should apply.

5.405. The Regional Waste Plan 1st Review (2008) contains Areas of Search Maps which TAN 21 indicates remain relevant for use in identifying potential new sites for in-building and open-air waste management/resource recovery facilities. Developers are encouraged to use the recommendations to assist in the identification of suitable sites.

5.406. Planning applications for waste management facilities should be accompanied by a Waste Planning Assessment containing sufficient information to enable an assessment of the application and its contribution to meeting the requirements set out in the Collections, Infrastructure and Markets Sector Plan. Information to be provided should include:

- Waste Policy Statement (contribution to the CIM Sector Plan, need and locational requirements, demand, identification of markets, current shortfall in treatment capacity, consultation);
- Time-scale (lifespan of the operation, days and hours of operation);
- Types and quantities of waste to be managed;

- Design, layout, buildings and plant;
- Amenity and nuisance;
- Air pollution;
- Energy efficiency.

5.407. Further details are contained in Annex B of TAN 21 (2014). Where appropriate, proposals should be accompanied by a formal environmental assessment and Health Impact Assessment. In assessing such proposals, close consultation will be undertaken with Natural Resources Wales and conditions will be attached to any permissions and/or legal agreements sought to ensure adequate environmental safeguards and controls.

5.408 Further guidance on the application of the Policy will be set out in the Locating Waste Management Facilities SPG.

W2: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT

Where appropriate, provision will be sought in all new development for facilities for the storage, recycling and other management of waste.

5.409. The purpose of this Policy is to ensure that adequate provision is made for waste management facilities within new developments, in order to aid the Council in meeting the challenging waste recycling targets set by European and national targets.

5.410. The Policy accords with TAN21: Waste, The National Waste Strategy for Wales: Wise About Waste (2002) and Towards Zero Waste (2010).

5.411 Targets set out in Wise About Waste (2002) mean that the Council is required to be more proactive in managing waste. It is important that new development is designed to incorporate facilities for waste management to encourage waste reduction, recycling, composting and separation at source. This Policy will be used to ensure that adequate storage and collection facilities are provided in all appropriate new developments.

5.412. The general requirement for all developments will be to provide:

- On-site waste, recycling and composting, separation and storage facilities;
- Communal waste, recycling and composting, separation and storage facilities for larger developments;
- Access arrangements for refuse vehicles and personnel for collection purposes.

5.413. Facilities provided should be secure, unobtrusive and easily accessible. Further detailed guidance on matters such as the types of facilities required and their design will be set out in SPG.

6. Monitoring and Implementation

6.1. Monitoring the effect of planning policies is the principle way through which the effectiveness of implementing the LDP can be assessed. The monitoring process helps to positively identify key issues and questions such as:

- Which policies are being implemented successfully – i.e. their effectiveness in determining planning applications and in withstanding appeals.
- Whether policies are having their intended output.
- If policies are not working well, what actions are needed to address them?
- What changes to the evidence base has occurred or needs to take place?
- What gaps can be identified that should be addressed by the LDP?
- If an amendment of policies or complete review of the LDP is required.

6.2. The Council is required to submit an Annual Monitoring Report (AMR) to Welsh Government by 31st October each year following adoption of the LDP as set out in Section 37 of the Town and Country Planning (Local Development Plan) Regulations 2005 (the Regulations). Having a clear mechanism for the monitoring of the LDP is one of the 'Tests of Soundness' considered in the Examination of the LDP by the Planning Inspector.

6.3. The LDP Manual explains that the Annual Monitoring Report process should not just be about data collection, but about taking a forward looking action-orientated approach which may raise issues that need to be addressed and will help form the basis for a review of the LDP.

6.4. The LDP is subject to a four year review period with an interim target therefore of Autumn 2019. However, a full revision of the LDP is only likely to be required in certain circumstances, for example where new legislation or guidance is released, significant changes to forecasts occur or where LDP objectives are not being effectively delivered. It is a combination of all of these factors, together with the issues raised in the AMR which may warrant consideration of a partial or full review. It would not be based solely on whether an individual target was being met or policy having a specific outcome.

6.5. The LDP Manual acknowledges that data cannot be collected for every policy in the Plan; it would lead to an unnecessarily large and complicated document. It suggests that key policy areas are monitored consistently to allow for trends to be recognised. Where possible, use will be made of existing information being collected.

6.6. It is important to recognise that the monitoring process can be a complex task, particularly where there is a lack of consistent data or if there is doubt an outcome can be solely attributed to development plan policies. There may also be difficulties in monitoring certain impacts on an annual basis when some changes take a longer time to materialise. Therefore, careful attention has been given to gathering the right volume and grain of data.

6.7. A set of indicators have been comprised which will act as a benchmark in measuring performance. Indicators will be noted as either 'Contextual', 'Core' or 'Local'.

- Contextual Indicators – These are broad indicators which help monitor the effectiveness of the LDP at a strategic level and are designed to given an overall picture of how Cardiff as a whole is performing.
- Core Indicators – The Local Development Plan Manual (2006) sets out a number of core output indicators which are considered to be essential for assessing implementation of national policy.
- Local Indicators – The Council has identified local indicators which are more specific to Cardiff and considered important in monitoring the effectiveness of the LDP.

6.8. All indicators are linked to monitoring targets which set out the position that needs to be achieved in order to help deliver the LDP Strategy. If monitoring targets are not being met, trigger points are included to assess the extent to which circumstances have diverged from the target. The trigger points will indicate if certain parts of the Plan are not achieving their desired outcomes. If these trigger points are activated then the AMR will consider the necessary action which is required.

6.9. In setting trigger points, the principle adopted has been to set strict activation points rather than building in wide margins of delivery significantly below or above the target based on Plan policies. Therefore,

where trigger points are based on numerical delivery rates, a trigger of 10% above or below the target has been adopted. In this way trigger activation enables the understanding of the reasons lying behind and consideration of whether any improvements can be made to make Plan implementation as effective as possible.

6.10. In this respect, careful consideration will be given to the likely underlying reasons for the activation of any trigger points. This will inform whether reasons reflect external factors or national trends largely outside the scope of the effectiveness of LDP policy implementation or whether reasons may be more directly related to the Plan or local factors. In such situations a range of appropriate corrective actions can be considered. Such actions are set out in more detail fully below.

6.11. Options are available to the Council with respect to each indicator, monitoring target and trigger point. The AMR will assess the severity of the situation associated with each indicator and recommend an appropriate response in accordance with the following table:

Continue Monitoring (Green)
Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.
Training Required (Blue)
Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.
Supplementary Planning Guidance Required (Purple)
Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.
Further Research (Yellow)
Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.
Policy Review (Orange)
Where indicators are suggesting the LDP policies are failing to implement the strategy a formal review of the Policy is required. Further investigation and research may be required before a decision to formally review is confirmed.
Plan Review (Red)
Where indicators are suggesting the LDP strategy is failing and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.

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Cardiff Local Development Plan 2006-2026

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Appendix 1:- List of Key and Detailed Policies

KEY POLICIES

KP1:	LEVEL OF GROWTH
KP2:	STRATEGIC SITES
KP2 (A):	CARDIFF CENTRAL ENTERPRISE ZONE AND REGIONAL TRANSPORT HUB
KP2 (B):	FORMER GAS WORKS, FERRY ROAD
KP2 (C):	NORTH WEST CARDIFF
KP2 (D & E):	NORTH OF JUNCTION 33 ON M4 AND SOUTH OF CREIGIAU
KP2 (F):	NORTH EAST CARDIFF (WEST OF PONTPRENNAU)
KP2 (G):	EAST OF PONTPRENNAU LINK ROAD
KP2 (H):	SOUTH OF ST MELLONS BUSINESS PARK
KP3 (A):	GREEN WEDGE
KP3 (B):	SETTLEMENT BOUNDARIES
KP4:	MASTERPLANNING APPROACH
KP5:	GOOD QUALITY AND SUSTAINABLE DESIGN
KP6:	NEW INFRASTRUCTURE
KP7:	PLANNING OBLIGATIONS
KP8:	SUSTAINABLE TRANSPORT
KP9:	RESPONDING TO EVIDENCED ECONOMIC NEEDS
KP10:	CENTRAL AND BAY BUSINESS AREAS
KP11:	CRUSHED ROCK AGGREGATES AND OTHER MINERALS
KP12:	WASTE
KP13:	RESPONDING TO EVIDENCED SOCIAL NEEDS
KP14:	HEALTHY LIVING

KP15:	CLIMATE CHANGE
KP16:	GREEN INFRASTRUCTURE
KP17:	BUILT HERITAGE
KP18:	NATURAL RESOURCES

DETAILED POLICIES

HOUSING

H1:	NON-STRATEGIC HOUSING SITES
H2:	CONVERSION TO RESIDENTIAL USE
H3:	AFFORDABLE HOUSING
H4:	CHANGE OF USE OF RESIDENTIAL LAND OR PROPERTIES
H5:	SUB-DIVISION OR CONVERSION OF RESIDENTIAL PROPERTIES
H6:	CHANGE OF USE OR REDEVELOPMENT TO RESIDENTIAL USE
H7:	SITES FOR GYPSY AND TRAVELLER CARAVANS

ECONOMY

EC1:	EXISTING EMPLOYMENT LAND
EC2:	PROVISION OF COMPLEMENTARY FACILITIES FOR EMPLOYEES IN BUSINESS, INDUSTRIAL AND WAREHOUSING DEVELOPMENTS
EC3:	ALTERNATIVE USE OF EMPLOYMENT LAND AND PREMISES
EC4:	PROTECTING OFFICES IN THE CENTRAL AND BAY BUSINESS AREAS
EC5:	HOTEL DEVELOPMENT
EC6:	NON-STRATEGIC EMPLOYMENT SITE

EC7: EMPLOYMENT PROPOSALS ON LAND NOT IDENTIFIED FOR EMPLOYMENT USE

ENVIRONMENT

Countryside Protection

EN1: COUNTRYSIDE PROTECTION

EN2: CONVERSION, EXTENSION AND REPLACEMENT BUILDINGS IN THE COUNTRYSIDE

The Natural Environment

EN3: LANDSCAPE PROTECTION

EN4: RIVER CORRIDORS

EN5: DESIGNATED SITES

EN6: ECOLOGICAL NETWORKS AND FEATURES OF IMPORTANCE FOR BIODIVERSITY

EN7: PRIORITY HABITATS AND SPECIES

EN8: TREES, WOODLANDS AND HEDGEROWS

The Historic Environment

EN9: CONSERVATION OF THE HISTORIC ENVIRONMENT

Natural Resources

EN10: WATER SENSITIVE DESIGN

EN11: PROTECTION OF WATER RESOURCES

Renewable Energy

EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES

Pollution

EN13: AIR, NOISE, LIGHT POLLUTION AND LAND CONTAMIINATION

Flood Risk

EN14: FLOOD RISK

TRANSPORT

T1: WALKING AND CYCLING

T2: STRATEGIC RAPID TRANSIT & BUS CORRIDORS

T3: TRANSPORT INTERCHANGES

T4: CENTRAL TRANSPORT HUB

T5: MANAGING TRANSPORT IMPACTS

T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES

T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE

T8: STRATEGIC RECREATIONAL ROUTES

T9: CARDIFF CITY REGION 'METRO' NETWORK

RETAIL

R1: RETAIL HIERARCHY

R2: DEVELOPMENT IN THE CENTRAL SHOPPING AREA

R3: PROTECTED SHOPPING FRONTAGES

R4: DISTRICT CENTRES

R5: LOCAL CENTRES

R6: RETAIL DEVELOPMENT (OUT OF CENTRE)

R7: RETAIL PROVISION WITHIN STRATEGIC SITES

R8: FOOD AND DRINK USES

COMMUNITY

C1: COMMUNITY FACILITIES

C2: PROTECTION OF EXISTING COMMUNITY FACILITIES

C3: COMMUNITY SAFETY/CREATING SAFE ENVIRONMENTS

C4: PROTECTION OF OPEN SPACE

C5: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION, CHILDREN'S PLAY AND SPORT

C6: HEALTH

C7: PLANNING FOR SCHOOLS

MINERALS

M1: MINERAL LIMESTONE RESERVES AND RESOURCES

M2: PREFERRED ORDER OF MINERAL RESOURCE RELEASE

M3: QUARRY CLOSURES AND EXTENSION LIMITS

M4: MINERALS BUFFER ZONES

M5: RESTORATION AND AFTER - USE OF MINERAL WORKINGS

M6: SAND WHARF PROTECTION AREAS

M7: SAFEGUARDING OF SAND AND GRAVEL, COAL AND LIMESTONE RESOURCES

M8: AREAS WHERE COAL WORKING WILL NOT BE ACCEPTABLE

WASTE

W1: SITES FOR WASTE MANAGEMENT FACILITIES

W2: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT

Appendix 2: National and Regional Policy Framework

Introduction

2.1 Cardiff's LDP must take into account relevant policies and guidance relating to Wales, the city-region and other approved policies relating to the local area.

LDP legislation and guidance

2.2 Every local planning authority in Wales must prepare a LDP for its area. This is known as a 'plan-led' system and together with other relevant plans, strategies and policies, provides the framework for planning in Cardiff. The main relevant legislation and guidance relating to LDPs is as follows:

• Planning and Compulsory Purchase Act 2004- Requires the Council to prepare a LDP and, in doing so, to have regard to its Community Strategy and national policy including the Wales Spatial Plan (WSP);
• The Town and Country Planning (Local Development Plan) (Wales) Regulations 2005- Outlines the details of how the LDP system will be operated. This includes the need for LDPs to have regard to the Waste Strategy for Wales, Regional Waste Plans, Regional Transport Plan and Local Housing Strategies; and
• Additional guidance on the preparation of LDPs has been prepared by the Welsh Government and includes:
- Local Development Plans Wales (2005)
- Local Development Plan Manual (2006)
- Planning Your Community: A Guide to Local Development Plans (2006)
- Guide to the examination of Local Development Plans (2006)

National policy framework

2.3 The Welsh Government's national land use policies are set out in **Planning Policy Wales (Edition 5, November 2012)** and **Mineral Planning Policy Wales (2001)**. These are supplemented by Technical Advice Notes and Circulars. Planning Policy Wales sets out how the land use planning system can help achieve the Welsh Government's goals of:
• Sustainable Development - meeting the needs of the present without compromising the ability of future generations to meet their own needs;
• Building a dynamic and advanced economy - supporting economic regeneration, creating wealth and good quality jobs;
• Tackling social disadvantage - developing an inclusive society where everyone has the chance to fulfil their potential; and
• Equal Opportunities - promoting a culture in which diversity is valued and equality of opportunity is a reality.

2.4 Chapter 2 of PPW sets out further information on Development Plan coverage.

2.5 **People Places Futures: The Wales Spatial Plan (2008 update)** provides a strategic framework to guide future development and policy interventions across Wales, beyond the scope of formal land use planning control. The Spatial Plan places Cardiff at the centre of the South East - 'Capital Network' - area of Wales, for which its vision is of, '' An innovative skilled area offering a high quality of life – international yet distinctively Welsh. It will compete internationally by increasing its global visibility through stronger links between the Valleys and the coast and with the UK and Europe, helping to spread prosperity within the area and benefiting other parts of Wales''.

2.6 The Spatial Plan acknowledges that it is important for Wales as a whole that Cardiff becomes significant internationally and that, to achieve this, the city needs to be the focal point of a coherent and successful urban network in south east Wales. Integrated transport is identified as being crucial to the area effectively functioning in this way; and achieving this in ways which reduce reliance on private cars, through improved public transport links.

2.7 Of particular relevance, the Spatial Plan also identifies:

- The City Coastal Area will function as a networked city-region, on a scale to realise its international potential, its national role and to reduce inequalities;
- The success of the City Coastal Area relies on Cardiff developing its capital functions, together with strong and distinctive roles of other towns and cities;
- The overall priority is to make better use of the area's existing transport infrastructure to deliver more sustainable access to jobs and services;
- The pressure to provide more housing and employment should be managed so as to fit in compatibly with conservation of the landscape, environment and community strength of this area; and
- Substantial growth of housing in the coastal zone should also be compatible with the health of housing markets in the Heads of the Valleys and Connections Corridor.

2.8 The **Environment Strategy for Wales (2006)** outlines the Welsh Government's long-term strategy for the environment of Wales, setting out the strategic direction for the next 20 years. The purpose of the Strategy is to provide a framework within which to achieve an environment that is clean, healthy, biologically diverse and valued by the people of Wales. Welsh Government wishes to see the environment

thriving and contributing to the economic and social well-being and health of all of the people of Wales.

2.9 **One Wales, One Planet (2009)** sets out the Welsh Government's vision of a sustainable Wales and the priority it attaches to sustainable development. This builds on the Welsh Government's legal duty to deliver sustainable development and requires all organisations in Wales to actively commit to sustainable development.

2.10 **Economic Renewal: A New Direction (2010)** is the Welsh Government's Strategic Framework for economic development. It sets out a vision for making Wales *'one of the best places in the world to live and to work'*. The strategy outlines the Welsh Government's following priorities, which are; investing in high quality sustainable infrastructure; making Wales a more attractive place to do business; broadening and deepening the skills base; encouraging innovation and targeting support for business.

2.11 **One Wales: Connecting the nation – The Wales Transport Strategy (2008)** is the Welsh Government's strategy for transport. It sets out how the Welsh Government intends to achieve certain social, economic and environmental outcomes. Five key areas are identified for progress:

- Reducing greenhouse gas emissions and other environmental impacts;
- Improving public transport and better integration between modes;
- Improving links and access between key settlements and sites across Wales and strategically important all-Wales links;
- Enhancing international connectivity; and
- Increasing safety and security.

2.12 **The National Transport Plan (2010)** sets out in detail how the Welsh Government proposes to deliver the Wales Transport Strategy One Wales: Connecting the Nation over the next 5 years. The National Transport Plan builds on previous plans, adding and integrating public and community transport, walking and cycling so that investments help to deliver One Wales. The National Transport Plan sits alongside the Regional Transport Plans in delivering the Wales Transport Strategy to ensure consistency of service provision across the transport network. Together the national and regional plans seek to strengthen local service delivery and improve access to essential services such as health and education.

Regional Policy Context

2.13 **A Regional Transport Plan (RTP) (2010)** has been prepared by the regional transport consortium, the South East Wales Transport Alliance (Sewta), which is made up of 10 local authorities including Cardiff

and other transport stakeholders. The Sewta RTP was approved by the Welsh Government in January 2010. Under the provisions of the Transport (Wales) Act 2006, the RTP replaces the Local Transport Plans formerly produced by each local authority in Wales. Welsh Government guidance requires the RTP to support the delivery of the strategic objectives of the WSP and the Wales Transport Strategy. The RTP is a material consideration in the formulation of LDPs and decisions on land use where there is a transport dimension.

2.14 The Sewta RTP sets out a vision of, "A modern, accessible, integrated and sustainable transport system for south east Wales which increases opportunity, promotes prosperity for all and protects the environment; where walking, cycling, public transport and sustainable freight provide real travel alternatives". To deliver this vision the RTP identifies a range of strategic objectives, policies, and actions, together with a five year rolling programme of schemes to develop and improve the transport network.

2.15 Managing demand for private car travel, making better use of the existing transport network and encouraging use of sustainable and active transport modes are key themes of the RTP which will provide the strategic framework for regional and local level transport improvements across the region.

2.16 The RTP recognises the critical relationship between land use and transport provision and how each affects the other. In tune with Welsh Government RTP guidance, it advocates a process of information sharing, joined-up thinking and integration to establish a consistency between the RTP and LDPs across the south east Wales region. These interactions need to embrace both LDP and Development Management elements of land use planning.

2.17 **The South East Wales Regional Waste Plan, First Review (RWP) (2008)** provides a land use framework to facilitate the development of an integrated network of facilities to treat and dispose of waste in south east Wales in a way that has regard for the Waste Strategy for Wales, satisfies modern environmental standards and meets targets set by European and national legislation. The document was subject to a 1st Review, the contents of which have been approved by the constituent authorities of south east Wales including Cardiff in July 2008.The Review sets out a Regional Waste Strategy indicating the preferred mix of waste management/resource recovery technologies and capacities for managing the forecast arisings of all controlled waste streams and a spatial element that guides the location of new facilities. In identifying suitable locations for new waste facilities, the LDP waste policies will assist in the development of an integrated network of facilities to treat and dispose of waste in ways that will satisfy modern environmental standards. A grouping of the authorities (Caerphilly, Cardiff,

Monmouthshire, Newport and the Vale of Glamorgan) has been formed through Prosiect Gwyrdd to tackle the issue.

2.18 **The Regional Technical Statement (1st Review) (RTS) (2014)** has been prepared in response to Minerals Technical Advice Note 1: Aggregates (MTAN1), issued by Welsh Government in March 2004. This has a primary objective of seeking to ensure a sustainably managed supply of aggregates that are essential for construction, by striking the best balance between environmental, economic and social costs. To achieve that objective, the RTS has been prepared by consultants on behalf the South Wales and North Wales Regional Aggregates Working Party (RAWP) to provide a strategic basis for aggregates supply for LDPs in the south Wales region until 2036. As appropriate, local planning authorities will then be expected to include allocations for aggregates provision in their area as part of the LDP process. The RTS was endorsed by Welsh Government and the constituent authorities including Cardiff in August 2014. 1.19 The main recommendations arising out of the RTS for Cardiff's LDP to effectively address are:

- Confirmation that the current aggregate reserves with planning permission are sufficient to meet the 10 year landbank requirements of MTAN1;
- The need to safeguard the marine dredging wharves within Cardiff Docks; and
- The need to safeguard for potential use by future generations the one potential sand and gravel resource block within Cardiff.

Appendix 3: The Cardiff context and key issues the plan must address

Introduction

3.1 It is important that the Plan is informed by relevant information relating to Cardiff. Extensive work has been undertaken to develop a comprehensive and robust evidence base. This section summarises some of the key issues which have been identified following analysis of the information collected. Further detailed information and technical data is contained in the supporting documents which accompany this document.

The Cardiff Context

3.2 The county covers some 143 square kilometres, and is the largest urban area in Wales. Approximately 53% of the county is urban with the remaining 47% formed by countryside and strategic river valleys which embraces a diverse pattern of landscapes and wide range of resources.

3.3 Cardiff is the key driver of the city-region economy in south east Wales which has a total population of 1.4 million. It is also the capital city of Wales and seat of National Government which further enhance Cardiff's nationally important role. This role is reinforced through its excellent range of retail, cultural, further education and sporting facilities.

3.4 LDPs within south east Wales local planning authorities (LPAs) have progressed at different timescales with four of the 10 LPAs having adopted LDPs, but with the majority still under preparation. The current situation is summarised in Table 1, below.

Table 1: South east Wales local authority LDP progress and overall levels of growth (as at Deposit).

Local Authority	Stage of Preparation	Plan Period	Overall level of growth (dwellings proposed)
Blaenau Gwent	Adopted	2006-21	3,500
Bridgend	Deposit	2006-21	9,000
Caerphilly	Adopted	2006-21	8,625
Merthyr Tydfil	Adopted	2006-21	3,800
Monmouth	Deposit	2011-21	4,000
Newport	Deposit	2011-26	8,750
Rhondda Cynon Taff	Adopted	2006-21	14,385
Torfaen	Deposit	2006-21	5,000
Vale of Glamorgan	Deposit	2011-26	9,950

3.5 In order to assist the LDP in meeting the tests of soundness relating to cross boundary issues and compatibility with LDPs prepared by neighbouring authorities, a Working Group was set up in November 2011, made up of the 10 south east Wales LPAs and other participating organisations in the South East Wales Strategic Planning Group (SEWSPG). The South East Wales Economic Forum (SEWEF) and the South East Wales Transport Authority (Sewta) were also invited to participate. The purpose of the working group was to discuss the cross-boundary implications of the emerging issues involved in the preparation of the LDP.

Key Social Trends and Issues

3.6 Cardiff is the most populated local authority in Wales, with 345,400 people living in the county in 2011 (Office of National Statistics 2012) - over 11% of the total population of Wales. Some 1.4 million people live within a 45 minute drive time of the city. Cardiff's **population** has increased steadily over the past 20 years (by about 2,400 people per year) but much more rapidly since 2001 (about 3,500 per year). Welsh Government projections indicate that the number of households in Cardiff will significantly increase by 37% between 2008 and 2026 from 136,741 to 187,302 households. According to the Welsh Government projections, this is driven partly by in-migration (particularly net international migration), partly by natural population increase (births less deaths), and partly by a decline in average household size with over three quarters of the growth being for 1 and 2 person households.

3.7 In recent years a high proportion of new **housing** has been built on brownfield land. This has contributed to the development of many apartments and the relative under-provision of family housing. On average around 1,476 new dwellings have been built each year for the last 10 years. 14% of those were affordable (213 p.a.). 68% (1,001) p.a. were flats or apartments. Much of this development has been within the city centre and bay area and has helped to revitalise these areas and provide high quality opportunities for urban living. This is demonstrated by the fact that 94% of housing completions in the last 10 years have been on brownfield land compared to 6% on Greenfield sites.

3.8 The affordability of housing - particularly family housing – remains an issue that will continue to need to be addressed. At present (April 2013) there are 9,710 on the combined housing waiting list; 545 families are in temporary accommodation. These facts help indicate the scale of the **affordable housing** requirement. The Cardiff Local Housing Market Assessment update (LHMA July 2013) indicates that, based on the Welsh Government formula, 3,989 affordable dwellings are required in Cardiff for each of the next 5 years to deal with need. The social and economic importance of providing a range and choice of homes, particularly affordable housing is fully recognised in the Welsh Government White

Paper Homes for Wales, "A White Paper for Better Lives and Communities" (May 2012).

3.9 There are two **Gypsy and Traveller** sites in Cardiff (Rover Way and Shirenewton) providing a total of 80 pitches. The population in these sites is growing and there is a demand for new sites. The Council has a legal duty to meet the need for Gypsy and Traveller sites in the Local Development Plan (Welsh Government Circular 30/2007). The latest study in 2013 found a need up to 2026 for an additional 108 pitches plus 10 transit pitches.

3.10 Compared with Wales and the UK, Cardiff has a higher percentage of population in age groups 15-39 years but a lower percentage in age groups from 40 upwards. The impact of the **student** population is particularly significant. According to latest data for 2010-11, the growing student resident population of 37,400 comprised around 10.8% of the city's total population (Higher Education Statistical Authority 2012 and National Statistics).

3.11 The **health** of Cardiff's population is not significantly different from the Welsh average. However, this headline conceals large variations in health status between richer and poorer areas. There is a north-south divide across Cardiff with a difference in life expectancy of nearly 12 years between the poorest and most affluent wards (Cardiff What Matters Headline Needs Assessment 2010[1]). Health inequality – the avoidable difference between the least and most advantaged populations - is thus evident in parts of the population. Opportunities for health are less in disadvantaged areas and health outcomes such as cardiovascular mortality are poorer.

3.12 In Cardiff, the greatest causes of death in people aged less than 75 years are cancer, circulatory disease and respiratory disease. Many chronic conditions are preventable by ensuring the environment is health enhancing and through the adoption of healthy lifestyles. However, over half of Cardiff's adults are clinically overweight or obese, just a quarter (25%) of adults meet recommended physical activity guidelines of undertaking at least 30 minutes of moderate intensity physical activity on five or more days per week (the lowest across Welsh local authorities) and 35% of adults eat the recommended 5 or more portions of fruit and vegetables each day (Welsh Health Survey 2011[2]).

3.13 The built and natural environment together with lifestyle behaviours contribute to improving health. Walking and cycling, access to well-maintained open spaces for physical activity and food growing plus easy access to health care facilities by active travel impact on the health of the population. Achieving and maintaining a healthy weight, protecting

[1] http://www.cardiffproudcapital.co.uk/content.asp?nav=2,260&parent_directory_id=2&id=612&d1p1=1
[2] http://gov.wales/docs/statistics/2012/120919healthsurvey2011en.pdf

mental health and reducing stress levels are supported by this approach. Cardiff has a wealth of open spaces and walking and cycling rates to work/school and for leisure are increasing; there is the opportunity to protect and enhance these assets for health improvement.

3.14 The 2011 census statistics indicate that 16.2% of the population of Cardiff have one or more skills in the Welsh Language (ability to read, write or/and understand Welsh) and 11.1% of the County's population are able to speak Welsh. This compares with a national average of 19.0%. However there are substantial variations between the proportion of Welsh speakers in different communities in Wales, varying from below 8% to above 65%.

3.15 The Welsh Language Board approved Cardiff Council's revised Welsh Language Scheme 2009 to 2012 in July 2009. The Council has adopted the principle that in the conduct of public business and administration of justice in Wales, it will treat the English and Welsh languages on a basis of equality. This scheme sets out how the Council will give effect to that principle when providing services to the public in Cardiff.

3.16 **Community safety** is one of the top issues raised in successive Ask Cardiff Surveys. Between 2010 and 2011, Cardiff had the second highest recorded crime rate in Wales and 50 per cent higher than the average for Wales. These include violence against the person, burglary, vehicle and other theft and criminal damage. However, Cardiff's total recorded crime rate has fallen over the past eight years (with some fluctuations) and is now less than two-thirds of the figure of eight years ago. There was a 12% reduction in total crime between 2009/2010 and 2010/2011 (Home Office Statistics).

3.17 While Cardiff is generally a prosperous city offering a high quality of life for residents; **deprivation** (in terms of housing, physical environment, employment income, educational achievements, health) still remains an important issue that needs to be addressed. Of the 10% most deprived LSOAs (Lower Layer Super Output Area) in Wales, 15.8% are in Cardiff (Welsh Index of Multiple Deprivation 2011). Parts of Ely, Butetown and Splott are the most deprived areas of Cardiff.

3.18 9.5% of the total population of Cardiff live in the 10% most health deprived LSOAs (Lower Super Output Areas) in Wales (i.e. those ranked 1-190). However, this proportion varies greatly across the neighbourhood areas. Cardiff South West (23.2%) has the highest proportion of its residents living in these most deprived areas, followed by City & Cardiff South (19.0%) and Cardiff South East (14.6%). In contrast, Cardiff West (0.0%) has no areas of this kind, while just 1.5% of Cardiff North's population reside within these LSOAs. For Cardiff East the figure is 8.0%.

3.19 When looking at those living within the 20% most health deprived LSOAs in Wales (i.e. those ranked 1-380), it can be seen that 21.7% of

Cardiff's total population live within these areas. The disparities across the city's neighbourhood areas also become more apparent. More than two-fifths (43.9%) of Cardiff South West's population live in these LSOAs, while Cardiff East (38.2%), Cardiff South East (29.9%) and City & Cardiff South (24.0%) also have proportions above the Cardiff average. In contrast, just 5.5% of Cardiff North's and 7.3% of Cardiff West's residents live in the 20% most health deprived areas.

3.20 **Ethnic minorities** comprise 15.5% of Cardiff's population broadly similar to the average for England and Wales (14.0%) but higher than the Wales average (4.4%) with a higher concentration of ethnic groups in Grangetown, Butetown, Riverside Adamsdown and Plasnewydd than elsewhere (ONS 2011).

3.21 In terms of **education, training and skill base** the proportion of Cardiff's working age population lacking any qualifications has hovered at around 13% for the past five years. However, Cardiff performs particularly well with regards to high-level skills with 39.8% of 16 to 64 year olds having NVQ level 4 or equivalent, putting Cardiff significantly above the Wales (29.3%) and UK (32.7%) averages (Annual Population Survey, 2011). In addition, 39% of Cardiff's workforce is educated to NVQ level 4 or above compared with Wales (29%) and UK (33%) (Annual Population Survey January 2011) a reflection of the four universities located within the city. However, as with other areas in the UK, it is important to recognise the link between low educational achievement and deprivation.

Key Economic Trends and Issues

3.22 The economy of Cardiff is generally strong and buoyant, reflecting its position as Capital of Wales, seat of Welsh Government and the regional centre and economic driver for the wider south east Wales economy, accounting for 32% of total employment in south east Wales. Commuting patterns into Cardiff demonstrate the city's importance to the **regional economy** and the Wales Spatial Plan and Economic Renewal Programme acknowledge that maintaining Cardiff's performance is vital for the economic well-being of the region and Wales as a whole.

3.23 Cardiff's **employment workforce** totals 188,977 (Employee Jobs Business Register and Employment Survey 2012, ONS) approximately 40% are daily in-commuters – 88% are employed in the service sector, 6% in construction and 6% in manufacturing. Gross Value Added (GVA) is an economic measure of the value of goods and services produced in an area. In 2009 Cardiff and the Vale of Glamorgan generated £9,615 million – 22% of Welsh GVA. GVA per head in Cardiff and the Vale stood at £20,864 in 2009 – higher than both the Welsh and UK averages (ONS 2011). Unemployment in Cardiff was 4.5% in March 2013 (10,617) (Claimant Count ONS). Between 2001 and 2009 employment in Cardiff expanded by 16% compared to an overall growth of 4% in the wider

south east Wales region (Source DTZ Validation of Cardiff Labour Market and Employment Scenarios, June 2011). The economic recession over the last few years has contributed to the net loss of approximately 4,733 jobs in Cardiff between 2008 and 2010 (Source ONS Business Register and Employment Survey).

3.24 A key challenge for the LDP is planning for the economy and meeting the need for **future jobs** within the city and the wider south east Wales region through striking a balance between the supply and demand for employment land and continuing to provide a diverse range of job opportunities. Likely future growth sectors in Cardiff over the plan period include specialist sectors relating to ICT, energy and environment, advanced materials and manufacturing, creative industries, life sciences and financial and professional services. It is essential that the location, amount and nature of employment land allocated and protected ensures Cardiff fulfils its economic potential and also the success of the south east Wales region. This includes, for example, the designation in 2012 of a Cardiff Central Enterprise Zone providing a much needed boost to the supply of Grade A office stock for the city.

3.25 **Employment land** take up data for the period July 2001-July 2010 can be summarised as follows. Average take up for offices (B1a) was 28,200 square metres per annum. Average land take up was 8.1 hectares per annum for industrial and warehousing (B1b/c, B2 and B8) (Cardiff Employment Land Study Demand Assessment, DTZ, June 2011). Industrial supply currently comprises 69.7 hectares. Office supply currently comprises 426,971 square metres (Cardiff Employment Land Study Gap Analysis, Hardisty Jones Associates, April 2012).

3.26 Total **industrial** stock in Cardiff is approximately 19.2 million square feet of which 43% is warehousing stock, with the remainder providing more traditional industrial accommodation. However, the quality of stock has become a major issue, with only 6.1% being less than five years old. Many of the buildings within the current stock are reaching functional obsolescence and there is very little new floorspace to satisfy the emerging knowledge and technology services, which are driving demand for high specification industrial buildings, rather than the older, larger premises. Existing general industry and warehousing land is largely concentrated to the east of the city, within or in close proximity to the southern arc of deprivation which geographically contains some of the most deprived wards in Wales. Key strategic locations include Ocean Park, Splott, Capital Business Park and Wentloog Corporate Park. The Penarth Road/Leckwith area also continues to perform an important employment function, with good linkages to the south and west of the city. As a distribution location, Cardiff's location towards the western end of the UKs major transport axis means it struggles to compete against locations further to the east (Newport, Chepstow, Bristol) for major transport and distribution functions.

3.27 In terms of **office supply** the city centre and Bay Business Area remain the principle locations. These are also the most accessible in the city, in terms of public transport and for those commuting into the city. Out of centre growth has focused at Green Meadow Spring, Coryton, Cardiff Gate, Pontprennau, and St Mellons Business Park. Lack of grade A office space has been addressed to a degree with the development of Callaghan Square, Fusion Point and Caspian Point. However, of the 1.5 million square feet of office space available in Cardiff only 7% is grade A (DTZ Supply Audit, 2011).

3.28 Cardiff city centre is the main **shopping** centre for south east Wales and over the last 3 years (2009 to 2011) has been ranked the 6th top retail centre in the UK (Experian rankings). District and Local Centres provide important local facilities to the local community. However, they are particularly vulnerable to out of centre competition and changing shopping habits. As a consequence the range and quality of retail provision is under pressure in many centres. There has been a 4% reduction in terms of net retail floorspace between 2005 and 2008.

3.29 The regeneration of **Cardiff Bay** represents a major success story with major redevelopment and infrastructure projects being undertaken over the past two decades. Whilst significant progress has been made a number of sites remain to be implemented including the completion of developments at the International Sports Village and the media/creative industries cluster, residential development and associated uses at Roath Basin (Porth Teigr).

3.30 Cardiff's leisure and tourism sector generates significant economic and cultural benefits for the city through the staging of major international events at world class venues such as the Millennium Stadium and Wales Millennium Centre. Cardiff's diverse leisure and tourism offer also embraces a proud heritage, boasting a number of castles, two national museums, two cathedrals, Roman remains and acres of parks and gardens. In 2010 the city attracted a total of 18.3 million visitors (STEAM, 2010), a 25% growth since 2009. Cardiff came in at 11 in Visit Britain's rankings for overseas visits to towns and cities in 2012. The Welsh capital had 301,000 visits, and was just ahead of Leeds (299,000) and behind Brighton (345,000).

Key Transportation Trends and issues

3.31 **Traffic** on Cardiff's roads grew on average by 9% between 2002 and 2012 (Cardiff Annual Traffic Flow Surveys, calculated using 5yr Rolling Averages). Around 56% of employed Cardiff residents travel to work by car; with 17% walking; 10% travelling by bus; 10% by cycle; 6% by rail; and the remaining 1% by other means. This compares with travel by non-car means for other journey purposes as follows: Shopping 53%; Education 59%; and Leisure 57% (Ask Cardiff Survey 2012). A large proportion of car journeys are relatively short: 25% of trips being

no longer than 2km and 58% no longer than 5km (Census 2001 excluding working from home). Overall **vehicle occupancy** has increased from 1.37 per private car in 2008 to 1.41 in 2011 (Cardiff Annual Traffic Flow Surveys).

3.32 Cardiff has consistently experienced the highest levels of daily **inbound commuters** of any other local authority in Wales. As of 2011, this equates to nearly 77,900 people travelling into Cardiff each day by all modes, and representing around 37% of the city's total workforce. The largest numbers commute from the adjoining areas of The Vale of Glamorgan (20,500), Rhondda Cynon Taff (18,800) and Caerphilly (9,700). A total of 27,900 Cardiff residents commute outside of the authority on a daily basis, giving a net inflow of around 50,000 commuters (Annual Population Survey, 2011).

3.33 In terms of transport interchanges Cardiff benefits from having a co-located **central rail and bus station** within the heart of the city and within 2 hours rail travel time from London. Central rail station is used by approximately 5.75 million people each year (Source: Office of Rail Regulation, 2011-12 Station Usage Report) and significant improvements are planned for both the bus station and rail station. Its sustainable location within the heart of the city enables it to perform an important role for the south east Wales region in providing easy access to jobs and services.

3.34 Travel on **rail services** into Cardiff has increased considerably, with passenger numbers at Cardiff stations having increased by 82% between 2001 and 2011. Cardiff Central and Cardiff Queen Street Station alone have experienced an increase in patronage during this period of 100% and 53%, respectively. (Cardiff Annual Patronage Surveys, calculated using 5yr Rolling Averages). Significant enhancements to rail services are planned during the plan period with electrification of the main line from Cardiff to London approved for completion in 2017. Proposals for also electrifying the Valley line network and main line to Swansea are currently being considered by UK and Welsh Governments. In addition, work on enhancing the capacity between Central and Queen Street stations, including additional platforms for both, has been approved for completion in 2014.

3.35 With respect to other modes, **cycle usage** within the city centre has seen an increase of 10% between 2001 and 2011, while overall **bus patronage** numbers across the city have decreased from 2001 to 2011 (Cardiff Annual Patronage Surveys, calculated from 5yr rolling averages). Use of the Cardiff East Park and Ride site after opening in October 2009 has increased from approximately 69,500 in 2009/10 to 84,700 in 2012/13 (22% growth) and rail based park and ride in Cardiff remains over-subscribed.

3.36 **Cardiff International Airport** plays an important role in international connectivity for both Cardiff and the wider region and consideration needs to be given to improving the role and links to the airport.

3.37 The **port facilities** within Cardiff docks are important in terms of international freight movement for both Cardiff and the wider region and it is important that these facilities are maintained and improved where necessary. Associated British Ports (ABP) and its tenants at South Wales directly and indirectly support over £1.7 billion of gross output in Wales. There are therefore opportunities to develop the role of the port, particularly concerning its potential to generate new industry, services and accelerate economic growth.

Key Environmental Trends and Issues

3.38 Cardiff is located on the coastal plain of the Severn Estuary. The southern rim of the south Wales coalfields in Caerphilly and Rhondda Cynon Taff provide a strong imposing backdrop to the north of the city, dramatically broken by the River Taff at Tongwynlais. The Rivers Ely and Rhymney also converge on the city from the west and east, respectively. To the south west the Leckwith Escarpment in the Vale of Glamorgan provides another strong backdrop. By contrast, the flat land to the south east, adjacent to the Severn Estuary and Newport forms part of the Gwent Levels. This undeveloped coastline contrasts with the developed coastline further west which includes Cardiff Bay and the barrage and associated fresh water lake. This setting has influenced the city's development to date with its distinctive urban form and will continue to do so in the future.

3.39 **Landscape** studies undertaken in 1997 and 2007 have recognised the particular value of five areas of countryside: St Fagans Lowlands and the Ely Valley; the Garth Hill Uplands and the Pentyrch Ridges and Valleys; the Fforest Fawr and Caerphilly Ridge; the Wentloog Levels; and Flat Holm. In addition Cardiff's three river valleys of the Taff, Ely, and Rhymney (including Nant Fawr) play an important strategic role as wildlife and recreation corridors linking the urban area with the countryside.

3.40 Cardiff has a strong and rich built heritage and many designations have been made to identify interests of **historic conservation** importance in Cardiff which need to be protected and include:

- 28 Scheduled Ancient Monuments and 4 archaeologically sensitive areas;
- Almost 1000 Listed Buildings;
- 27 Conservation Areas;

- 19 Historic Parks, Gardens and Landscapes including part of the Gwent Levels which are included in the Register of Landscapes of Outstanding Historic Interest in Wales; and
- Local buildings of merit.

3.41 The city has a particularly rich Victorian and Edwardian legacy that is reflected in the city centre, its inner suburbs and in the civic centre and religious building. Churches and chapels, schools and public houses remain prominent and often create focal points on streets and junctions. As Cardiff continues to grow, high quality **design** will be required which takes this local distinctiveness into consideration.

3.42 **Open spaces** are important as they improve people's mental and physical health, encourage physical activity, are attractive, support biodiversity, act as a carbon sink, and can help to adapt to climate change. Cardiff has over 400 hectares of recreational open space, 2000 hectares of amenity open space and 200 hectares of education open space. Cardiff has a good coverage of Accessible Natural Greenspace, with over two thirds of the population living within a 400m distance of access to green space. Cardiff has more green space per person than any of the other UK core cities; a situation to be protected and promoted.

3.43 Cardiff has a diverse and widespread collection of species and sites of Local, UK and European **biodiversity** importance which need to be protected. Including:

- 4 sites designated for their international importance – the Severn Estuary Special Protection Area (SPA), Severn Estuary Special Area of Conservation (SAC) and Ramsar sites, and Cardiff Beech Woods Special Area of Conservation (SAC);
- 17 Sites of Special Scientific Interest (SSSIs);
- 6 Local Nature Reserves (LNRs);
- 177 Sites of Importance for Nature Conservation (SINCs) and 4 more pending designation (subject to approval by Cardiff Biodiversity Partnership);
- European protected species occurring in Cardiff include the Great Crested Newt, otter, dormouse as well as several species of bat; and
- A number of the Cardiff priority habitats and species have been identified by UKBAP, Section 42 and Local Priority.

3.44 Good quality **agricultural land** is known to exist within the rural area of Cardiff. The best and most versatile agricultural land is a finite resource. Areas within the city known to contain some good (Grade 1, 2 and 3a) quality agricultural land include agricultural land in the west, north and north east of the city.

3.45 **Flooding** poses a particular threat to Cardiff because of its coastal location, low-lying areas and rivers, and it is inevitable that climate change will increase flood risk in the city. The Environment Agency advises planning authorities on flooding issues and also gives advice in the form of River Catchment Management Plans. It has identified areas of Cardiff – mainly in the south of the county (Wentloog Levels, Pengam Area) and the river valleys (the Taff, Ely and Rhymney) – which are at high risk of flooding (either with or without defences) or which have a history of flooding. In order to build on this baseline information the Council has undertaken a Strategic Flood Consequence Assessment which assessed fluvial and tidal influences on flood risk within the city for both the present day and in the next 75 and 100 years taking account of climate change and in particular predicted sea level rise. In terms of present day flood risk the findings of this work reinforce the Environment Agency data. However for future flood risk in 75 and 100 years the findings show significantly increased flood risk in the Pengam Green area and Wentloog Levels area south of Rumney and Trowbridge due to the impact of climate change and in particular predicted sea level rise. The need for the plan to respond to these findings is clearly a major issue.

3.46 In order to combat **climate change** a key issue for the plan to address is reducing greenhouse gas emissions which are the key cause of global warming. Cardiff's per capita average CO2 emissions were estimated at 6.8 tonnes in 2009. The majority of these emissions resulted from industry (45%), domestic sources (30%) and road transport (25%) (Department for Energy and Climate Change). The Welsh Government target is to reduce CO2 emissions by 80% by 2050.

3.47 The Council is currently undertaking a Renewable Energy Assessment and initial findings show that current production of **renewable energy** in Cardiff is low. The European Union target is to source 15% energy from renewable sources by 2020. (European Directive 2009/28/EC*).*

3.48 In 2011/12 municipal **waste** arisings in Cardiff totalled 169,216 tonnes. Over the last 10 years the recycling and composting rate of household waste in Cardiff has risen from 4% to 55% meaning the Council is on target to reach the Welsh Government target of 58% by 2016, 64% by 2020 and 70% by 2025. For municipal waste that cannot be recycled or composted the Council is currently working with other authorities in the region through Prosiect Gwyrdd to secure a long term solution to turn waste into energy. In February 2013 Viridor was announced as Preferred Bidder to deliver an environmentally sustainable waste management solution for the Partnership. Viridor's solution, is based on an energy from waste facility located at Trident Park.

3.49 Cardiff has significant, good quality **mineral reserves** (mainly carboniferous limestone) which are an important source of aggregates for

the region. A supply of aggregates should be maintained, so mineral reserves need to be safeguarded against inappropriate development. Currently Cardiff has approximately 41 million tonnes of limestone reserves which represent a supply of 69 years, well beyond the plan period. There is also a potential sand and gravel resource adjacent to the Rhymney River in the north east of the county, and potential coal resources in the north west of the county, which are unlikely to be required within the Plan period but which need to be safeguarded for potential future use.

3.50 As a result of past activities including industry, mining, quarrying, dockland and waste disposal there is a range of undeveloped potentially **contaminated land** within the city. However the majority of these undeveloped sites are either protected as areas of open space or for nature conservation purposes or are required for operational purposes such as quarrying activity or port related activities.

3.51 In common with other towns and cities in the UK, the predominant local source of emissions which affects **air quality** is road traffic and the pollutant of concern is nitrogen dioxide. Cardiff currently has three AQMAs including St Mary Street, Ely Bridge and Stephenson Court (on Newport Road near Cardiff Royal Infirmary).

3.52 **Water quality** in the rivers Taff, Ely and Rhymney is improving, but falls below the requirements of the Water Framework Directive. In total the status of watercourses (percent of river lengths achieving good ecological status) in Cardiff using data collected under the Water Framework Directive is 1.8 km Good, 33.7 km Moderate, 7.6 km Poor and 4.2 km Bad. The groundwater around Taff Gorge / Creigiau area is vulnerable.

3.53 In order to meet the needs of new development proposed in the plan new **water supply** infrastructure will be required but dialogue with Welsh Water has demonstrated a commitment to address this issue.

Appendix 4: – Supplementary Planning Guidance (SPG)

The Table below provides a list of SPG to support the Plan with a timetable for preparation. This list will be kept under review in light of changing priorities for preparation and the need for additional SPG. The requirement for preparation/review of SPG is linked to the Monitoring Framework.

Supplementary Planning Guidance	**Current Status /Proposed Action**	**Relevant Plan Policy**	**Indicative Date for Production**
Design and Parking Guidance (incorporating Access, Circulation and Parking Requirements SPG and sustainable design guidance)	Current adopted SPG to the Local Plan To be revised to link to adopted LDP updated and extended. New planning obligations SPG to pick up S106 issues from Transportation SPG	T5	Within 6 months of adoption
Affordable Housing	Current adopted SPG to the Local Plan To be revised to link to adopted LDP New planning obligations SPG to pick up S106 issues	H3	Within 6 months of adoption
Open Space	Current adopted SPG to the Local Plan To be revised to link to adopted LDP New planning obligations SPG to pick up S106 issues	C4, C5	Within 6 months of adoption
Houses in Multiple Occupation	New SPG	H5	Within 6 months of adoption
Planning Obligations Incorporating Developer Contributions for	New SPG	KP7	Within 12 months of adoption

Transport facilities and relevant sections from the following SPGs: • **Affordable Housing** • **Access, Circulation and Parking Requirements** • **Open Space** • **Schools** • **Public Art** • **PROW** • **Community Facilities** • **Trees and Development** • **Waste Collection and Storage Facilities** • **Biodiversity**			
Locating Waste Management Facilities	Current adopted SPG to the Local Plan To be revised to link to adopted LDP	W1	Within 12 months of adoption
Central Shopping Area Protected Frontages	New SPG	R3	Within 12 months of adoption
Flooding	New SPG	EN14	Within 12 months of adoption
Natural Heritage Network	New SPG	KP16, EN3 - 8	Within 12 months of adoption
Design Guidance and Standards for Flat Conversions	New SPG	H5	Within 12 months of adoption

Infill Sites Design Guidance	Current adopted SPG to the Local Plan To be revised to link to adopted LDP	KP5	Within 18 months of adoption
Tall Buildings Guidance	Current adopted SPG to the Local Plan To be revised to link to adopted LDP	KP5	Within 18 months of adoption
Householder Design Guidance	Current adopted SPG to the Local Plan To be revised to link to adopted LDP	KP5	Within 18 months of adoption
Shop Fronts and Signs Guidance	Current adopted SPG to the Local Plan To be revised to link to adopted LDP	KP5	Within 18 months of adoption
Public Art Guidance	Current adopted SPG to the Local Plan To be revised to link to adopted LDP New planning obligations SPG to pick up S106 issues	KP5	Within 18 months of adoption
Public Rights of Way and Development	Current adopted SPG to the Local Plan. To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	T1	Within 18 months of adoption
Protection of Employment Land and Premises for Business, Industry and Warehousing	Current adopted SPG to the Local Plan. To be revised and updated to link to adopted LDP	EC1,EC3	Within 18 months of adoption
Food Drink and Leisure Uses	Current adopted SPGs to the Local Plan.	R7	

Premises for Eating, Drinking & Entertainment in Cardiff City Centre	To be merged together and revised and updated to link to adopted LDP		Within 18 months of adoption
Trees and Development	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	EN8	Within 18 months of adoption
Community Facilities and Residential Development	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	C1	Within 18 months of adoption
Childcare Facilities	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP	EC2	Within 18 months of adoption
Waste Collection and Storage Facilities	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	W2	Within 18 months of adoption
Biodiversity	Current adopted SPG to the Local To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	EN5,EN6, EN7	Within 18 months of adoption
Archaeologically Sensitive Areas	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP	KP17, EN9	Within 18 months of adoption

Health	New SPG to be prepared	C6	Within 18 months of adoption
Gypsy and Traveller Sites	New SPG to be prepared	H7	Within 18 months of adoption

Appendix 5: Sites Over 10 Dwellings with Planning Permission for Residential (March 2014)

SITE REF	SITE LOCATION	ELECTORAL DIVISION	TENURE	APPLICATION NUMBER	PERMISSION TYPE	DATE GRANTED	BROWNFIELD GREENFIELD	NOT STARTED (PLOTS)	NOT STARTED (AREA ha)	IN PROGRESS (Plots)	IN PROGRESS (AREA ha)	COMPLETED (PLOTS)	COMPLETED AREA (ha)	TOTAL (PLOTS)	TOTAL (AREA ha)	Completed Plots 2013-14	Completed Area 2013-14
AD160	Former Eastern Hotel, 54 Metal Street	Adamsdown	Private	13/00013	Outline	Legal Agreement	Brown	14	0.00	0	0.00	0	0.00	14	0.10	**0**	0.00
AD174	Former Tredegar House, 57-58 Clifton Street	Adamsdown	Private	08/01716	Full	Legal Agreement	Brown	12	0.00	0	0.00	0	0.00	12	0.04	**0**	0.00
AD186	St James' Church, Newport Road	Adamsdown	Private	08/01608	Full	01/11/2011	Brown	12	0.00	0	0.00	0	0.00	12	0.18	**0**	0.00
AD188	86-89 Adam Street	Adamsdown	Private	07/02883	Outline	17/10/2008	Brown	0	0.00	16	0.00	0	0.00	16	0.05	**0**	0.00
AD212	Bronte Hostel, 158-164 Newport Road	Adamsdown	HA	10/02302	Full	31/10/2011	Brown	38	0.00	0	0.00	0	0.00	38	0.18	**0**	0.00
AD213	Former Rumpoles, Moira Terrace	Adamsdown	HA	13/00536	Full	04/10/2013	Brown	49	0.00	0	0.00	0	0.00	49	0.04	**0**	0.00
BU107i	Land West of Dumballs Road	Butetown	Private	07/01637	Outline	16/05/2011	Brown	1,656	0.00	0	0.00	0	0.00	1,656	10.64	**0**	0.00
BU107ii	Land West of Dumballs Road	Butetown	HA	07/01637	Outline	16/05/2011	Brown	414	0.00	0	0.00	0	0.00	414	2.66	**0**	0.00
BU109	15-17 Harrowby Street	Butetown	Private	08/00082	Outline	Legal Agreement	Brown	20	0.00	0	0.00	0	0.00	20	0.07	**0**	0.00
BU118	Sterling Works, Clarence Road	Butetown	HA	11/01168	Outline	18/03/2013	Brown	0	0.00	19	0.00	0	0.00	19	0.04	**0**	0.00
BU123A	Brandon Tool Hire, 151 Bute Street	Butetown	Private	13/00143	Outline	Legal Agreement	Brown	28	0.00	0	0.00	0	0.00	28	0.10	**0**	0.00
BU123B	Brandon Tool Hire, 151 Bute Street	Butetown	HA	13/00143	Outline	Legal Agreement	Brown	11	0.00	0	0.00	0	0.00	11	0.10	**0**	0.00
BU32A	Land at Roath Basin (WDA)	Butetown	Private	08/01736	Outline	15/01/2010	Brown	758	0.00	0	0.00	0	0.00	758	4.32	**0**	0.00
BU32B	Land at Roath Basin (WDA)	Butetown	HA	08/01736	Outline	15/01/2010	Brown	252	0.00	0	0.00	0	0.00	252	1.44	**0**	0.00
BU86A	Former Post Office and adjoining car park, Bute Street	Butetown	Private	03/01531	Full	Legal Agreement	Brown	75	0.00	0	0.00	0	0.00	75	0.12	**0**	0.00
BU86Ai	Corys Building, Bute Street	Butetown	Private	06/02527	Full	Legal Agreement	Brown	24	0.00	0	0.00	0	0.00	24	0.03	**0**	0.00
BU86B	Former Post Office and adjoining car park, Bute Street	Butetown	HA	03/01531	Full	Legal Agreement	Brown	11	0.00	0	0.00	0	0.00	11	0.12	**0**	0.00
BU95	Cadogan House & adj Land, West Bute St & James St	Butetown	Private	05/00127	Full	09/11/2005	Brown	0	0.00	23	0.00	0	0.00	23	0.03	**0**	0.00
BU97A	130-132 Bute Street ,"Dixie"	Butetown	Private	07/02550	Full	Legal Agreement	Brown	43	0.00	0	0.00	0	0.00	43	0.04	**0**	0.00
BU98	Hannah Street Church, Hannah Street	Butetown	HA	13/01239	Full	Legal Agreement	Brown	14	0.05	0	0.00	0	0.00	14	0.05	**0**	0.00
BU99	Coal Exchange, Mount Stuart Square	Butetown	Private	12/00015	Full	Legal Agreement	Brown	116	0.00	0	0.00	0	0.00	116	0.43	**0**	0.00
CN137	Former Arjo Wiggins Paper Mill Site, Paper Mill Road	Canton	Private	12/01663	Outline	Legal Agreement	Brown	535	0.00	0	0.00	0	0.00	535	13.72	**0**	0.00
CN138	Former Arjo Wiggins Paper Mill Site, Paper Mill Road	Canton	HA	12/01663	Outline	Legal Agreement	Brown	191	0.00	0	0.00	0	0.00	191	5.88	**0**	0.00
CN14[illegible]	635 Cowbridge Road East	Canton	Private	07/02384	Outline	Legal Agreement	Brown	24	0.00	0	0.00	0	0.00	24	0.10	**0**	0.00
CN159	The Maltings, Cowbridge Road East	Canton	HA	11/02190	Full	30/11/2012	Brown	0	0.00	26	0.00	0	0.00	26	0.15	**0**	0.00
CN164	Canton Police Station, Cowbridge Road East	Canton	HA	13/02071	Full	Legal Agreement	Brown	17	0.06	0	0.00	0	0.00	17	0.06	**0**	0.00
CS1[illegible]	Junction of Lucas Street, Fanny Street & Gwyneth Street	Cathays	Private	10/00710	Full	26/07/2011	Brown	0	0.00	10	0.00	0	0.00	10	0.18	**0**	0.00
CS1[illegible]	CCC Offices Wood Street	Cathays	Private	08/01741	Full	Legal Agreement	Brown	220	0.00	0	0.00	0	0.00	220	0.30	**0**	0.00
CS174	Land at Thomson House, Park Street	Cathays	Private	10/00431	Outline	30/12/2010	Brown	211	0.00	0	0.00	0	0.00	211	0.22	**0**	0.00
CS174ii	Land at Thomson House, Park Street (Affordable Housing)	Cathays	HA	10/00431	Outline	30/12/2010	Brown	20	0.00	0	0.00	0	0.00	20	0.06	**0**	0.00
CS176	41 Charles Street	Cathays	Private	05/00003	Full	08/03/2006	Brown	0	0.00	11	0.00	0	0.00	11	0.04	**0**	0.00
CS178	Texaco Service Station, 188-198 Cathays Terrace	Cathays	Private	06/02351	Full	24/06/2008	Brown	0	0.00	14	0.00	0	0.00	14	0.10	**0**	0.00
CS181	St Martin's Parish Hall Site, Alexander Street	Cathays	Private	07/00891	Full	11/02/2008	Brown	0	0.00	16	0.00	0	0.00	16	0.06	**0**	0.00
CS191i	Marcol Court, Churchill Way	Cathays	Private	07/03013	Outline	Legal Agreement	Brown	103	0.00	0	0.00	0	0.00	103	0.34	**0**	0.00
CS191ii	Marcol Court, Churchill Way	Cathays	HA	07/03013	Outline	Legal Agreement	Brown	44	0.00	0	0.00	0	0.00	44	0.14	**0**	0.00
CU52	Land at Heol Trelai	Caerau	HA	13/00859	Full	18/10/2013	Brown	0	0.00	40	0.00	0	0.00	40	0.60	**0**	0.00
CU77i	r/o Western Leisure Centre	Careau	Private	11/00672	Outline	10/02/2012	Brown	57	0.00	0	0.00	0	0.00	57	1.60	**0**	0.00
CU77ii	r/o Western Leisure Centre	Careau	HA	11/00672	Outline	10/02/2012	Brown	25	0.00	0	0.00	0	0.00	25	0.50	**0**	0.00
EL55	70 Mill Road	Ely	Private	12/01130	Full	24/04/2013	Brown	0	0.00	11	0.00	0	0.00	11	0.06	**0**	0.00
EL84A	Land off Clos y Cwarra	Ely	Private	13/00444	Outline	Legal Agreement	Green	30	0.44	0	0.00	0	0.00	30	0.44	**0**	0.00
EL84B	Land off Clos Y Cwarra	Ely	HA	13/00444	Outline	Legal Agreement	Green	20	0.20	0	0.00	0	0.00	20	0.20	**0**	0.00
FA52A	Land between 53-81 Gorse Place	Fairwater	HA	12/02186	Full	07/08/2013	Green	16	0.00	0	0.00	0	0.00	16	0.19	**0**	0.00
FA87	52 Beechley Drive	Fairwater	Private	13/02545	Full	11/03/2014	Brown	10	0.00	0	0.00	0	0.00	10	0.07	**0**	0.00
FA89	60-72 Beechley Drive	Fairwater	HA	12/01386	Full	25/01/2012	Brown	13	0.00	0	0.00	0	0.00	13	0.36	**0**	0.00
GA52A	Briardene North Road	Gabalfa	Private	09/00161	Outline	15/09/2011	Brown	33	0.00	0	0.00	0	0.00	33	0.28	**0**	0.00
GA52B	Briardene North Road	Gabalfa	HA	09/00161	Outline	15/09/2011	Brown	15	0.00	0	0.00	0	0.00	15	0.12	**0**	0.00
GA55	Land at Talybont Gate, Bevan Place	Gabalfa	Private	11/01414	Full	24/05/2012	Brown	0	0.00	22	0.00	0	0.00	22	0.25	**0**	0.00
GR108i	Cambrian Marina, Ely Harbour, Ferry Road	Grangetown	Private	13/00310	Outline	Legal Agreement	Brown	125	0.00	0	0.00	0	0.00	125	0.32	**0**	0.00
GR138i	Cardiff Bus Depot, Sloper Road	Grangetown	Private	07/02973	Outline	Legal Agreement	Brown	183	0.00	0	0.00	0	0.00	183	2.18	**0**	0.00
GR138ii	Cardiff Bus Depot, Sloper Road	Grangetown	HA	07/02973	Outline	Legal Agreement	Brown	79	0.00	0	0.00	0	0.00	79	0.94	**0**	0.00

SITE REF	SITE LOCATION	ELECTORAL DIVISION	TENURE	APPLICATION NUMBER	PERMISSION TYPE	DATE GRANTED	BROWNFIELD GREENFIELD	NOT STARTED (PLOTS)	NOT STARTED (AREA ha)	IN PROGRESS (Plots)	IN PROGRESS (AREA ha)	COMPLETED (PLOTS)	COMPLETED AREA (ha)	TOTAL (PLOTS)	TOTAL (AREA ha)	Completed Plots 2013-14	Completed Area 2013-14
GR156A	Land at Wholesale Fruit Centre, Bessemer Road	Grangetown	Private	10/01432	Full	Legal Agreement	Brown	215	0.00	0	0.00	0	0.00	215	6.00	**0**	0.00
GR156B	Land at Wholesale Fruit Centre, Bessemer Road	Grangetown	HA	10/01432	Full	Legal Agreement	Brown	35	0.00	0	0.00	0	0.00	35	1.00	**0**	0.00
GR158	Bay Pointe (ISV)	Grangetown	Private	12/00937	Full	05/04/2013	Brown	524	0.00	33	0.00	4	0.00	561	5.60	**4**	0.04
GR159	Car Park/Pool (ISV)	Grangetown	Private	12/00934	Full	05/04/2013	Brown	79	0.00	0	0.00	0	0.00	79	0.99	**0**	0.00
GR160A	Morrisons (ISV)	Grangetown	Private	12/00935	Full	05/04/2013	Brown	29	0.00	0	0.00	0	0.00	29	0.15	**0**	0.00
GR160B	Morrisons Affordable ISV)	Grangetown	HA	12/00935	Full	05/04/2013	Brown	34	0.00	0	0.00	0	0.00	34	0.30	**0**	0.00
GR161A	Watkiss Way (ISV)	Grangetown	Private	13/00829	RM	18/07/2013	Brown	35	0.00	0	0.00	0	0.00	35	0.42	**0**	0.00
GR161B	Watkiss Way Affordable (ISV)	Grangetown	HA	13/00829	RM	18/07/2013	Brown	66	0.00	0	0.00	0	0.00	66	0.65	**0**	0.00
GR166	ISV Ice Rink Site	Grangetown	Private	12/01861	Outline	17/06/2013	Brown	213	0.00	0	0.00	0	0.00	213	0.20	**0**	0.00
GR65A	Prospect Place, off Ferry Road (Bellway)	Grangetown	Private	10/00811	Full	28/06/2010	Brown	0	0.00	240	0.00	493	0.00	733	4.60	**0**	0.00
GR65B	Prospect Place, off Ferry Road (Affordable Housing)	Grangetown	HA	06/00613	Full	27/10/2006	Brown	0	0.00	6	0.00	83	0.00	89	0.17	**0**	0.00
HE75	Thornbury House, Thornbury Close	Heath	Private	11/00238	Outline	Legal Agreement	Brown	10	0.00	0	0.00	0	0.00	10	0.10	**0**	0.00
LD125	18 High Street	Llandaff	Private	09/01810	Full	13/05/2010	Brown	11	0.00	0	0.00	0	0.00	11	0.08	**0**	0.00
LD129	The Retreat, Pwllmelin Road	Llandaff	Private	10/00846	Full	08/06/2011	Brown	20	0.00	0	0.00	0	0.00	20	0.20	**0**	0.00
LN52	Old Vaughan's Laundry Site	Llandaff North	Private	13/00273	RM	02/05/2013	Brown	10	0.00	9	0.00	4	0.00	23	0.54	**4**	0.09
LN52i	Old Vaughan's Laundry Site	Llandaff North	HA	13/00273	RM	02/05/2013	Brown	5	0.00	0	0.00	0	0.00	5	0.38	**0**	0.00
LR30	735 Newport Road	Llanrumney	Private	08/01905	Outline	01/04/2011	Brown	13	0.00	0	0.00	0	0.00	13	0.12	**0**	0.00
LR36A	Cardiff Council Housing Depot, Mount Pleasant Lane	Llanrumney	Private	12/00579	Outline	13/07/2012	Brown	15	0.00	0	0.00	0	0.00	15	0.32	**0**	0.00
LS185	Land at Chiltern Close	Llanishen	Private	13/01923	Outline	Legal Agreement	Brown	70	0.00	0	0.00	0	0.00	70	0.50	**0**	0.00
LV06	Land south of Lisvane Road	Lisvane	Private	11/01300	Full	27/03/2013	Green	40	0.00	0	0.00	0	0.00	40	2.04	**0**	0.00
LV128A	Land off Cefn Mably Road	Lisvane	Private	13/00649	Full	27/02/2014	Green	41	1.80	0	0.00	0	0.00	41	1.80	**0**	0.00
LV128B	Land off Cefn Mably Road	Lisvane	HA	13/00649	Full	27/02/2014	Green	10	0.00	0	0.00	0	0.00	10	1.00	**0**	0.00
LV76	Balmoral Close	Lisvane	Private	11/01301	Full	27/03/2013	Green	24	0.00	0	0.00	0	0.00	24	2.02	**0**	0.00
NP55	Land at Church Road	Pontprennau/ Old St. M	Private	04/03065	Outline	19/10/2011	Brown	45	0.00	0	0.00	0	0.00	45	1.34	**0**	0.00
PL100	Former Warehouse, Elm Street	Plasnewydd	Private	13/00867	Full	11/06/2013	Brown	0	0.00	10	0.00	0	0.00	10	0.11	**0**	0.00
PL176	122-130 Albany Road	Plasnewydd	Private	08/02018	Full	Legal Agreement	Brown	12	0.00	0	0.00	0	0.00	12	0.02	**0**	0.00
PL179A	217-223 Newport Road	Plasnewydd	Private	08/01551	Full	21/09/2011	Brown	47	0.00	0	0.00	0	0.00	47	0.22	**0**	0.00
PL179B	217-223 Newport Road	Plasnewydd	HA	08/01551	Full	21/09/2011	Brown	6	0.00	0	0.00	0	0.00	6	0.02	**0**	0.00
PL186	57a Richards Place	Plasnewydd	Private	09/02063	Outline	Legal Agreement	Brown	11	0.00	0	0.00	0	0.00	11	0.03	**0**	0.00
PL205	Gibbons Yard, Richmond Road	Plasnewydd	Private	10/01936	Full	26/08/2011	Brown	39	0.00	10	0.00	0	0.00	49	0.31	**0**	0.00
PL214	21-27 City Road	Plasnewydd	Private	12/01260	Outline	Legal Agreement	Brown	26	0.00	0	0.00	0	0.00	26	0.10	**0**	0.00
PW22A	Maelfa Centre, Llanedeyrn Drive	Pentwyn	Private	11/01082	Outline	16/09/2011	Brown	83	0.00	0	0.00	0	0.00	83	0.95	**0**	0.00
PW22B	Maelfa Centre, Llanedeyrn Drive	Pentwyn	HA	11/01082	Outline	16/09/2011	Brown	21	0.00	0	0.00	0	0.00	21	0.40	**0**	0.00
RO109	22 Ty Gwyn Road	Penylan	Private	08/00581	Full	01/04/2011	Brown	10	0.00	0	0.00	0	0.00	10	0.12	**0**	0.00
RO120A	Ty Gwyn School	Penylan	Private	12/00438	RM	12/07/2012	Brown	0	0.00	12	0.00	7	0.00	19	1.00	**7**	0.37
RO120B	Ty Gwyn School	Penylan	HA	12/00438	RM	12/07/2012	Brown	0	0.00	0	0.00	4	0.00	4	0.44	**4**	0.44
RO69	Land at White Lodge, Ty Gwyn Ave.	Penylan	Private	10/00675	Full	23/09/2010	Brown	2	0.00	0	0.00	9	0.00	11	1.40	**0**	0.00
RO99A	Land to West of Equinox (Colchester Ave)	Penylan	Private	12/01240	Full	16/09/2013	Brown	14	0.00	0	0.00	0	0.00	14	0.20	**0**	0.00
RU71	599 Newport Road	Rumney	Private	04/00374	Outline	Legal Agreement	Brown	24	0.25	0	0.00	0	0.00	24	0.25	**0**	0.00
RV171	Wellington House, Wellington Street	Riverside	Private	08/00809	Full	16/09/2009	Brown	44	0.00	0	0.00	0	0.00	44	0.22	**0**	0.00
RV174	St Winefrides Nursing Home, 24 Romily Crescent	Riverside	Private	10/01326	Full	19/05/2011	Brown	76	0.00	0	0.00	0	0.00	76	1.03	**0**	0.00
RV183	3 - 5 Brook Street	Riverside	Private	10/00179	Full	03/07/2013	Brown	0	0.00	10	0.00	0	0.00	10	0.03	**0**	0.00
RV184	Pontcanna Pine, 200 King's Road	Riverside	Private	10/00232	Full	09/05/2011	Brown	0	0.00	14	0.00	0	0.00	14	0.07	**0**	0.00
RV199	4 Cathedral Road	Riverside	Private	13/01217	Full	Legal Agreement	Brown	14	0.00	0	0.00	0	0.00	14	0.01	**0**	0.00
RV200	Land to the West of Albert Street	Riverside	HA	13/01734	Full	20/02/2014	Brown	0	0.05	10	0.00	0	0.00	10	0.05	**0**	0.00
RV203	Riverside House, 31 Cathedral Road	Riverside	Private	13/00918	Full	Legal Agreement	Brown	20	0.09	0	0.00	0	0.00	20	0.09	**0**	0.00
SF39A	Michaelston Road	Criegiau/St Fagans	Private	12/01810	RM	11/03/2013	Green	67	0.00	0	0.00	0	0.00	67	2.00	**0**	0.00
SF39B	Michaelston Road	Criegiau/St Fagans	HA	12/01810	RM	11/03/2013	Green	16	0.00	0	0.00	0	0.00	16	1.00	**0**	0.00
SF40A	Land North & West of Great House Farm	Criegiau/St Fagans	Private	13/00435	Outline	27/02/2014	Green	15	0.00	0	0.00	0	0.00	15	0.60	**0**	0.00

SITE REF	SITE LOCATION	ELECTORAL DIVISION	TENURE	APPLICATION NUMBER	PERMISSION TYPE	DATE GRANTED	BROWNFIELD GREENFIELD	NOT STARTED (PLOTS)	NOT STARTED (AREA ha)	IN PROGRESS (Plots)	IN PROGRESS (AREA ha)	COMPLETED (PLOTS)	COMPLETED AREA (ha)	TOTAL (PLOTS)	TOTAL (AREA ha)	Completed Plots 2013-14	Completed Area 2013-14
SF40B	Land North & West of Great House Farm	Criegiau/St Fagans	HA	13/00435	Outline	27/02/2014	Green	4	0.00	0	0.00	0	0.00	4	0.20	**0**	0.00
SM65A	Land adj to Blooms Garden Centre	Pontprennau/ Old St. M	Private	13/01172	Outline	Legal Agreement	Green	46	1.60	0	0.00	0	0.00	46	1.60	**0**	0.00
SM65B	Land adj to Blooms Garden Centre	Pontprennau/ Old St. M	HA	13/01172	Outline	Legal Agreement	Green	20	1.20	0	0.00	0	0.00	20	1.20	**0**	0.00
SP120	The Grosvenor Hotel, South Park Road	Splott	Private	11/02004	Full	12/04/2013	Brown	0	0.00	12	0.00	12	0.00	24	0.06	**12**	0.03
SP132	Land to South Side, Moorland Road	Splott	HA	13/01313	Full	Legal Agreement	Brown	15	0.00	0	0.00	0	0.00	15	0.13	**0**	0.00
SP133	Land at Sanquhar Street	Splott	HA	13/02674	Full	Legal Agreement	Brown	26	0.00	0	0.00	0	0.00	26	0.27	**0**	0.00
SP84	The Bayside, East Tyndall Street	Splott	Private	07/00333	Full	Legal Agreement	Brown	32	0.00	0	0.00	0	0.00	32	0.13	**0**	0.00
SP99A	Splott Market, Lewis Road	Splott	Private	06/02474	RM	14/12/2006	Brown	0	0.00	15	0.00	77	0.00	92	0.45	**0**	0.00
TR133A	Land between Crickhowell Road and Willowbrook Drive	Trowbridge	Private	10/01246	Outline	08/09/2010	Green	115	0.00	0	0.00	0	0.00	115	1.10	**0**	0.00
TR133B	Land between Crickhowell Road and Willowbrook Drive	Trowbridge	HA	10/01246	Outline	08/09/2010	Green	50	0.00	0	0.00	0	0.00	50	0.02	**0**	0.00
TR140A	Land off Crumlin Drive	Trowbridge	HA	08/01173	Full	04/03/2009	Brown	10	0.00	0	0.00	0	0.00	10	0.33	**0**	0.00
TR151	The Hendre Pub, 157 Hendre Road	Trowbridge	Private	13/01186	Full	Legal Agreement	Brown	15	0.18	0	0.00	0	0.00	15	0.18	**0**	0.00
TR85A	Part area 11, St Mellons (CCHA)	Trowbridge	HA	09/00796	Outline	21/01/2011	Green	56	0.00	0	0.00	0	0.00	56	1.43	**0**	0.00
TR87Di	Part of Area 9, Land south of the Beacon Centre, Harrison Drive	Trowbridge	HA	08/02456	RM	Legal Agreement	Brown	15	0.00	0	0.00	0	0.00	15	0.30	**0**	0.00
WH71A	Whitchurch Hospital	Whit/Tongwynlais	Private	10/02301	Outline	09/01/2014	Brown	248	0.00	0	0.00	0	0.00	248	6.70	**0**	0.00
WH71B	Whitchurch Hospital	Whit/Tongwynlais	HA	10/02301	Outline	09/01/2014	Brown	82	0.00	0	0.00	0	0.00	82	2.21	**0**	0.00
	TOTALS							**8,343**	**5.92**	**589**	**0.00**	**693**	**0.00**	**9,625**	**108**	**31**	**0.97**

Appendix 6: Heritage Assets Areas of Protection

Policy EN9 (i): Cadw Scheduled Ancient Monuments in Cardiff

Proposals Map Reference	Monument Name
1	Cae-yr-Arfau Burial Chamber
2	Caer Castell Camp
3	Caerau Camp
4	Cardiff Castle and Roman Fort
5	Castell Coch
6	Castell Morgraig
7	Castle Field Camp E Of Craig-Llywn
8	Cooking Mound East of Taff Terrace
9	Cross in Llandaff Cathedral
10	Dominican Friary
11	Ely Roman Villa
12	Ely Tidal Harbour Coal Staithe Number One
13	Five Round Barrows on Garth Hill
14	Flat Holm Coastal and Anti-aircraft Defences
15	Leckwith Bridge
16	Llandaff Cathedral Bell Tower
17	Llwynda-Ddu Camp
18	Melingriffith Water Pump
19	Morganstown Castle Mound
20	Old Bishop's Palace, Llandaff
21	Pen y lan Roman Site
22	Queen Alexandra Dock Harbour Defence Gun Emplacement
23	Relict Seawall on Rumney Great Wharf
24	St Mellons Churchyard Cross
25	The Wreck of the "Louisa"
26	Three Palmerstonian Gun Batteries, Flat Holm
27	Twmpath, Rhiwbina
28	Wenallt Camp, Rhiwbina

Policy EN9 (ii): Listed Buildings

Refer to the online mapping portal http://ishare.cardiff.gov.uk/

Policy EN9 (iii): Conservation Areas in Cardiff

Proposals Map Reference	**Name** (designation date(s))
1	Cardiff Road Conservation Area (July 1975)
2	Cathays Park Conservation Area (June 1978)
3	Cathedral Road Conservation Area (April 1972; amended June 2007)
4	Charles Street Conservation Area (October 1988)
5	Church Road, Whitchurch (August 2006)
6	Churchill Way Conservation Area (December 1991)
7	Conway Road Conservation Area (June 2007)
8	Gwaelod-y-Garth Conservation Area (Sept 1970; amended Oct 2007)
9	Insole Court Conservation Area (May 1992)
10	Llandaff Conservation Area (March 1968)
11	Melingriffith Conservation Area (Aug 1975; amended Oct 2007)
12	Mount Stuart Square Conservation Area (July 1980; amended June 2009)
13	Oakfield Street Conservation Area (February 1992)
14	Old St. Mellons Conservation Area (July 2007)
15	Pentyrch (Craig-y-Parc) Conservation Area (July 1991; amended Oct 2007)
16	Pentyrch (St. Catwg's) Conservation Area (Mar 1973; amended Oct 2007)
17	Pierhead Conservation Area (June 1984; amended June 2009)
18	Queen Street Conservation Area (May 1992)
19	Rhiwbina Garden Village Conservation Area (February 1977)
20	Roath Mill Gardens Conservation Area (January 1988)
21	Roath Park Conservation Area (January 1973)
22	Roath Park Lake and Gardens Conservation Area (November 1976)
23	St. Fagans Conservation Area (July 2007)
24	St. Mary Street Conservation Area (July 1975)
25	Tredegarville Conservation Area (March 1981 amended Dec 2008)
26	Windsor Place Conservation Area (August 1975)
27	Wordsworth Avenue Conservation Area (February 1974)

Policy EN9 (iv): Archaeologically Sensitive Areas in Cardiff

Proposals Map Reference	**Area**
1	Llandaff
2	St Fagans/Michaelstone-super-Ely

3	The City Centre
4	The Wentloog Levels

Policy EN9 (v): Cadw / ICOMOS UK Registered Historic Parks and Gardens in Cardiff

Proposals Map Reference	Site Name
1	Cardiff Castle and Bute Park
2	Cathays Cemetery
3	Cathays Park
4	Cefn Mably
5	Coryton House
6	Craig y Parc
7	Fairwood House, Cardiff
8	Grange Gardens
9	Insole Court
10	Parc Cefn Onn
11	Pontcanna Fields and Llandaff Fields
12	Roath Park
13	Rookwood Hospital
14	Sophia Gardens
15	St. Fagan's Castle
16	Thompson's Park (Sir David's Field)
17	Victoria Park
18	Waterloo and Roath Mill Gardens
19	Whitchurch Hospital

Policy EN9 (v): Cadw / NRW Registered Landscapes of Historic Interest in Cardiff

1	Gwent Levels (part City of Cardiff, part Newport CC) - Landscape of Outstanding Historic Interest

http://www.ggat.org.uk

Policy EN9 (vi): Locally Listed Buildings of Merit and other features of interest

Locally Listed Buildings: Please refer to the online mapping portal http://ishare.cardiff.gov.uk/

Historic Environment Record (HER): The Glamorgan-Gwent Archaeological Trust's Historic Environment Record (HER) is the official register of archaeological sites in Southeast Wales. http://www.ggat.org.uk

Appendix 7: Designated Sites

Proposals Map Reference	Sites of Special Scientific Interest (SSSI)
1	Caeau Blaen-Bielly
2	Castell Coch woodlands and road section
3	Coead Y Bedw
4	Cwm Cydfin, Leckwith
5	Ely Vally
6	Fforestganol a Chwm Nofydd
7	Flat Holm
8	Garth Wood
9	Glamorgan Canal / Long Wood
10	Gwent Levels - Rumney and Peterstone
11	Lisvane Reservoir
12	Llanishen and Lisvane reservoir embankments
13	Penylan Quarry
14	Rhymney River Section
15	Rumney Quarry
16	Severn Estuary
17	Ton Mawr and Taffs Well quarries
18	Ty Du Moor

Proposals Map Reference	SPA and Ramsar
1	Severn Estuary

Proposals Map Reference	Special Area of Conservation (SAC)
1	Cardiff Beech Woods
2	Severn Estuary

Proposals Map Reference	Sites of Importance for Nature Conservation (SINC)
1	Afon Clun
2	Airshaft No 4 spoil tip
3	Beach Sidings
4	Blackweir & Dock Feeder
5	Blaen Buellai Complex
6	Blaengwynlais Quarry Fields
7	Briwnant Footpath Field
8	Briwnant Wood
9	Briwnant-Isaf Wood
10	Cadoxton & Trehafod Branch Line
11	Caerau Lane Fields
12	Caerau Wood
13	Canton Common Ditch
14	Cardiff Bay Wetland Reserve
15	Cardiff Heliport Fields
16	Castell Mor Craig Wood
17	Castell-y-Mynach Wood
18	Cath Cobb Wood
19	Cathays Cemetery
20	Cefn Mably Woods
21	Cefn Onn Amenity Grassland
22	Coed Gwernybwlau
23	Coed Pant Tawel/Coedgae-fach
24	Coed Rhiw'r Ceiliog
25	Coed Transh yr Hebog
26	Coed Tre Wern
27	Coedbychan
28	Coedcochwyn
29	Coedgae Basset

30	Coedgae Fawr
31	Coedifanbychan/Coedtirhwnt
32	Coed-ty-Llwyd
33	Coed-y-Briwnant
34	Coed-y-Caeau
35	Coed-y-Creigiau
36	Coed-y-Cwar
37	Coed-y-Felin
38	Coed-y-Glyn
39	Coed-y-Goetre
40	Coed-y-Gof
41	Coed-y-Graig
42	Coed-y-Llan
43	Coed-y-Trenches
44	Coetgaepengam
45	Coetgae-sych
46	Cogan Spur
47	Coryton Heronry Wood
48	Coryton Interchange
49	Craig Llanishen
50	Craigbriwnant field
51	Craig-Llwyn Road Wood
52	Craig-y-Parc
53	Craig-y-Sianel
54	Creigiau Railway Fields
55	Cwm Farm Pond & Streamside Copse
56	Cwm Nofydd Grassland
57	Cwmffynnonau Field
58	Cwmrhyddgoed
59	Discovery Wood
60	Druidstone Road

61	Ely Northwest
62	Fairwater Park
63	Fforest-fach/Graig-goch
64	Fforest-fawr
65	Ffynnon-Dwym Wood
66	Fishpond Wood
67	Former Llantrisant No.1 Branch Line
68	Former Penrhos Branch Line
69	Former St. Fagans Branch line
70	Foxfield
71	Gabalfa Woods
72	Glan Ely Wood
73	Goitre-Fawr Ponds
74	Grangemore Park
75	Greenmeadow Wood
76	Groes Faen Fen Meadow
77	Groes Faen Wood
78	Gwern-y-Bendy
79	Gwern-y-Cegyrn
80	Hailey Park
81	Heath Wood & Pond
82	Hendre Lake
83	Hendre Lake West
84	Hendre Road
85	Henstaff Rhos Pasture
86	Lamby North
87	Lamby Salt Marsh
88	Lamby Way
89	Leckwith Pond & Marsh
90	Leckwith Woods Viaduct
91	Lisvane Reservoir Wood

92	Lisvane Station Wood
93	Llanedeyrn Woodlands Complex
94	Llanishen Brook (north)
95	Llanishen Brook (south)
96	Llanishen Reservoir
97	Llanishen Reservoir Grassland and Scrub
98	Llwyn-crwnganol Wood
99	Llwyn-y-Pia Marsh
100	Llys-y-coed
101	Lower Rookery Wood
102	M4 Junction 33 Spoil Tip
103	Maerdy Woods
104	Maes Mawr Wood
105	Malthouse Wood
106	Marshfield
107	Melingriffith & Melingriffith Feeder
108	Michaelston Marsh & Woods
109	Mynydd Woods
110	Nant Coslech
111	Nant Cwmllwydrew
112	Nant Dowlais
113	Nant Fawr (north section)
114	Nant Fawr Community Woodlands
115	Nant Fawr Meadows
116	Nant Glandulais
117	Nant Henstaff
118	Nant Mwlan Wood
119	Nant Nofydd
120	Nant Rhydlafer
121	Nant Transh yr Hebog
122	Nant Ty-draw

123	Nant Ty-draw Fach
124	Nant-y-Briwnant
125	Nant-y-Briwnant Complex
126	Nant-y-Cesair
127	Nant-y-Draenog
128	Nant-y-Felin
129	Nant-y-Fforest
130	Nant-y-Glaswg
131	Nant-y-Plac Complex
132	Ocean Park South
133	Pant Mawr Cemetery
134	Pant y Gored Wet Woodland
135	Parc Cefn Onn
136	Pencoed Wood
137	Pengam Moors
138	Pentrebane Cottages Ponds
139	Pentyrch Drove Track
140	Plymouth Great Wood
141	Pontprennau Wood
142	Radyr Community Woodlands
143	Radyr Cricket Ground and Fields
144	Rhyd-y-Pennau Complex
145	Rhymney Grassland East
146	Rhymney River Valley Complex
147	River Ely
148	River Rhymney
149	River Taff
150	Riverside Wood
151	Roath Brook
152	Roath Park Lake
153	Roath Park Wild Gardens

154	Rumney Great Wharf
155	Scott Wood
156	Slanney Woods & Garn
157	Springmeadow
158	Springmeadow Wood
159	St Fagan's
160	St Julians Forge Fields
161	Swan Mear Wood
162	Sweldon Wood
163	The Garth
164	Thornhill Primary School Pond
165	Tidal Sidings
166	Tongwynlais Oldfield Rd
167	Tre Wern Field, Pentyrch
168	Twmpath Fields
169	Twynau Gwynion Field
170	Ty Llwyd Meadows
171	Tydu Marsh
172	Tyla Farm Wood
173	Tyn-y-Coed Complex
174	Waterhall Plantation & Pond
175	Wenallt Farm Fields
176	Wenallt Road Field, Rhiwbina
177	Wenallt Road North Fields
178	Wentloog Industrial Park
179	Wern Fawr South
180	Whitchurch Golf Course Pond
181	Whitchurch Green Fields

Proposals Map Reference	Local Nature Reserve (LNR)
1	Cardiff Bay Wetlands and Hamadryad Park
2	Cwm Nofydd and Fforest Ganol
3	Flat Holm
4	Glamorganshire Canal
5	Hermit Wood
6	Howardian

Appendix 8: District and Local Centres

Policy R4 refers to District Centres as defined on the Proposals Map: The District Centres detailed on the following plans are:

(1) Albany Road/Wellfield Road
(2) City Road
(3) Clifton Street
(4) Cowbridge Road East
(5) Crwys Road/Woodville Road
(6) Bute Street/James St
(7) Merthyr Road, Whitchurch
(8) Penarth Road/Clare Road
(9) St Mellons
(10) Thornhill
(11) Whitchurch Road

Policy R5 refers to Local Centres as defined on the Proposals Map: The Local Centres detailed on the following plans are:

(1) Birchgrove
(2) Bute Street (Loudoun Square)
(3) Cathedral Road
(4) Countisbury Avenue
(5) Caerau Lane
(6) Fairwater Green
(7) Gabalfa Avenue
(8) Grand Avenue
(9) High Street, Llandaff
(10) Maelfa, Llanedeyrn
(11) Newport Road, Rumney
(12) Rhiwbina Village
(13) Salisbury Road
(14) Splott Road
(15) Station Road, Llanishen
(16) Station Road, Llandaff North
(17) Station Road, Radyr
(18) Tudor Street
(19) Willowbrook Drive
(20) Wilson Road

MOY ROAD
ARABELLA STREET
DONALD STREET
DIANA STREET
ALFRED STREET
INVERNESS PLACE
MACKINTOSH PLACE
VIOLET ROW
ALBANY ROAD
Albany Primary School
Royal George Hotel
St Martin's Church
Bank
Surgery
PLASNEWYDD ROAD
STRATHNAIRN STREET
GLENROY STREET
KEPPOCH STREET
PLASNEWYDD SQUARE
KINCRAIG STREET
ARRAN STREET
CITY ROAD
RICHMOND ROAD
FITZROY STREET
Park Conservative Club
The Gaiety
Sunday School
The Gate
Tennis Courts
Nursery
Garage
Shelter
Vicarage
Rear of 144
Rear of 36
1 to 15 Ravenscourt
PH
Centre:
Albany Road / Wellfield Road
Designation:
District Centre
Map 1 of 2
N
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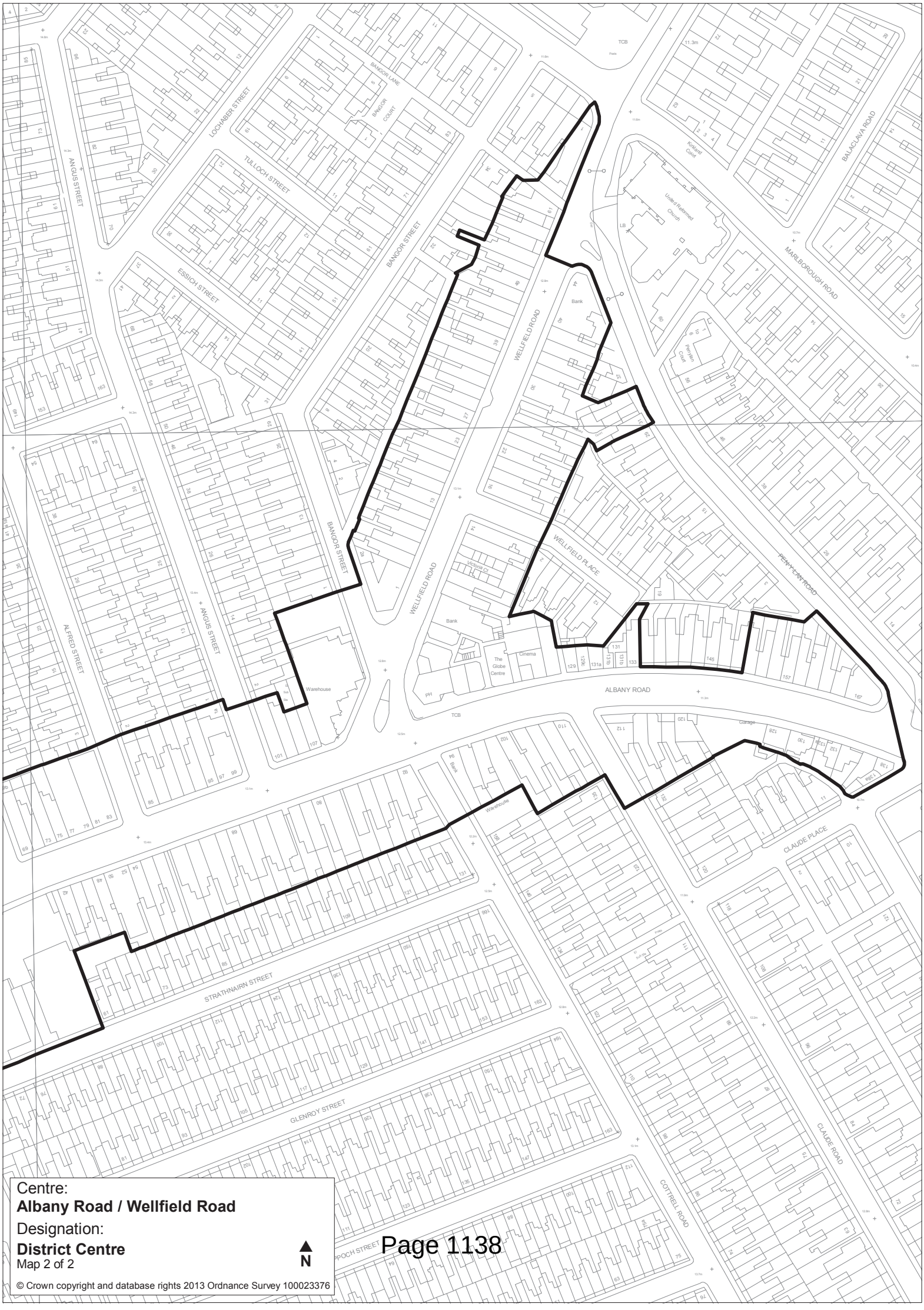

Centre:
Albany Road / Wellfield Road

Designation:
District Centre
Map 2 of 2

N

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Centre:
City Road

Designation:
District Centre

Map 1 of 2

N

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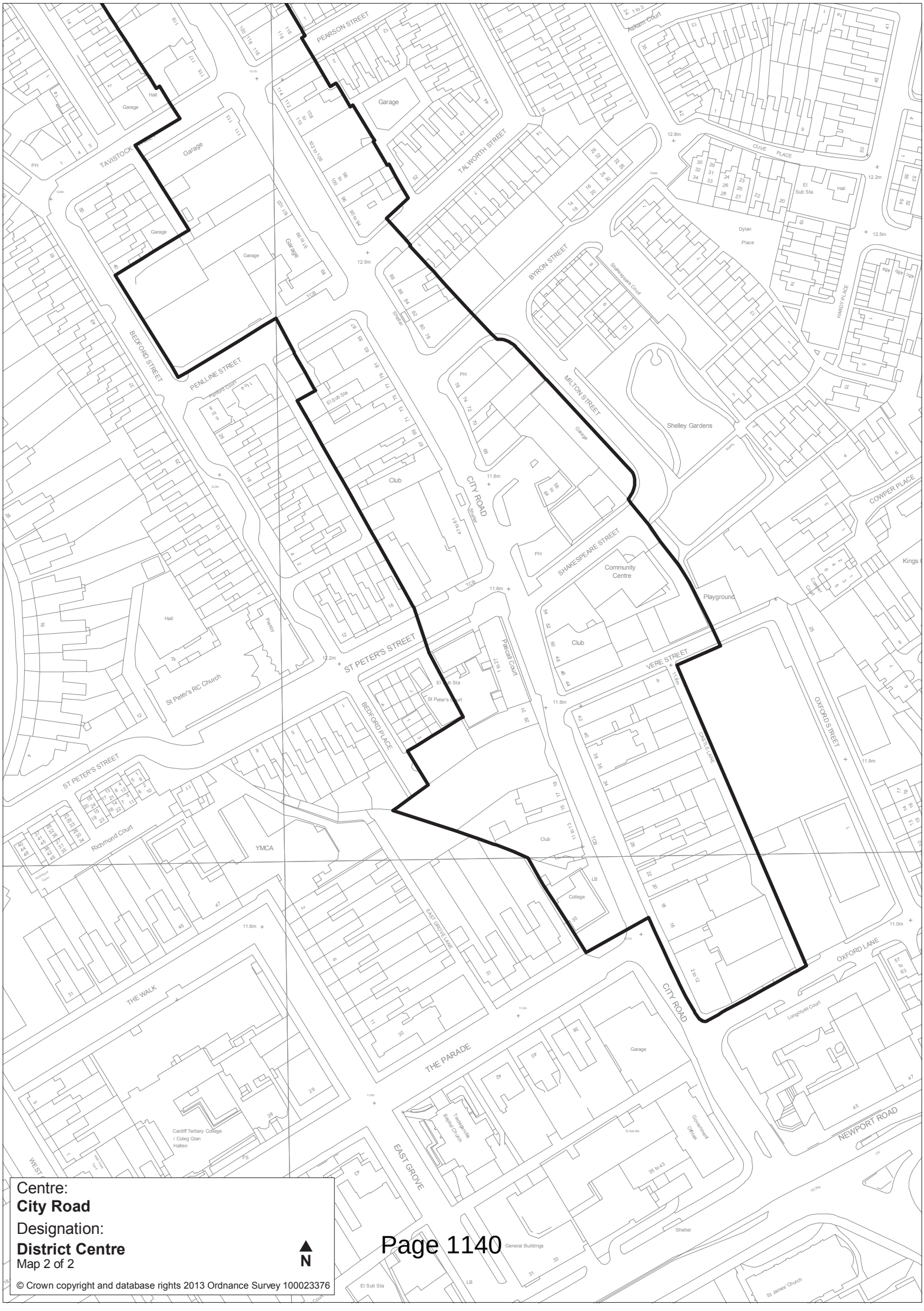

Centre:
City Road

Designation:
District Centre

Map 2 of 2

N

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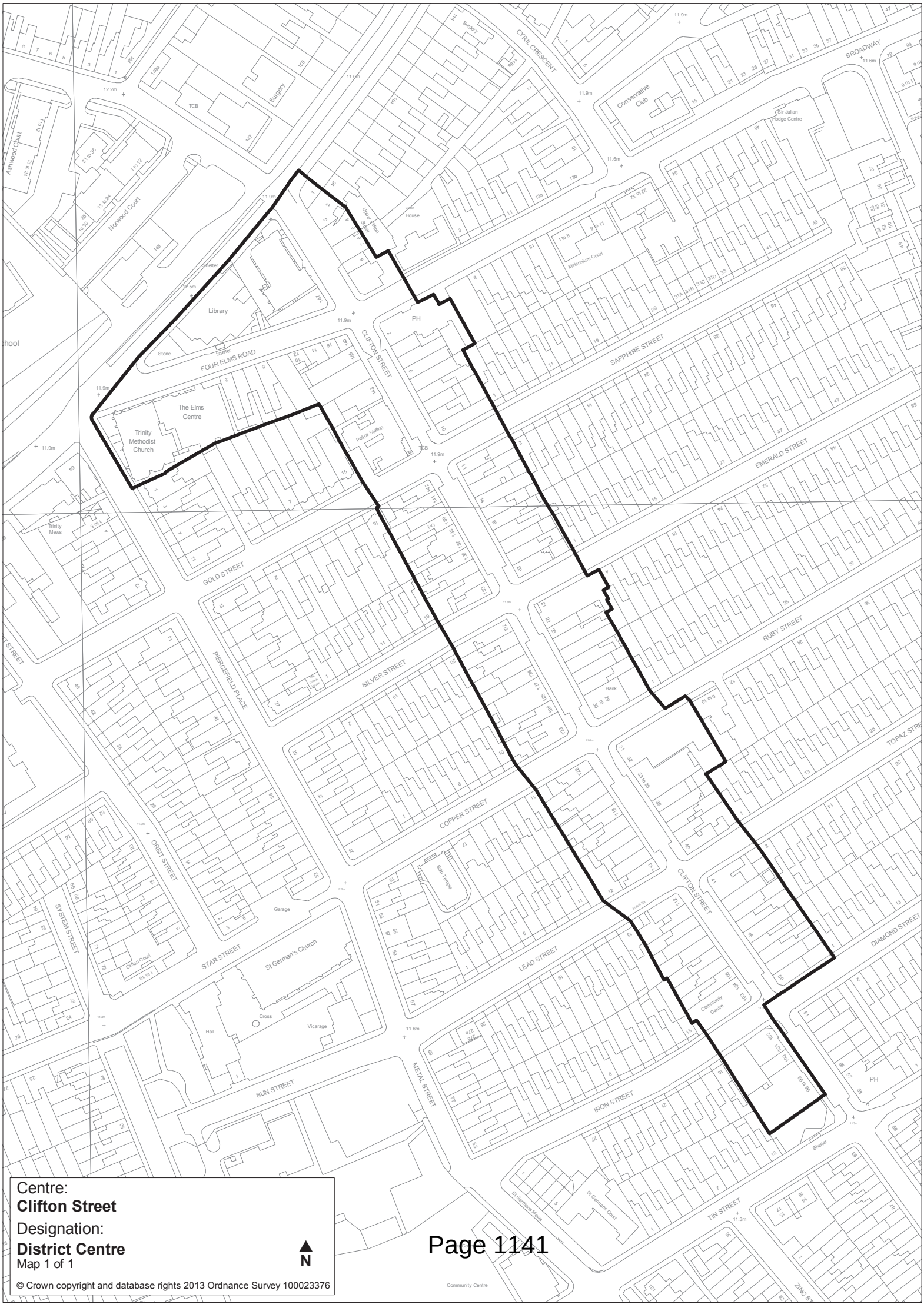

Centre:
Clifton Street

Designation:
District Centre

Map 1 of 1

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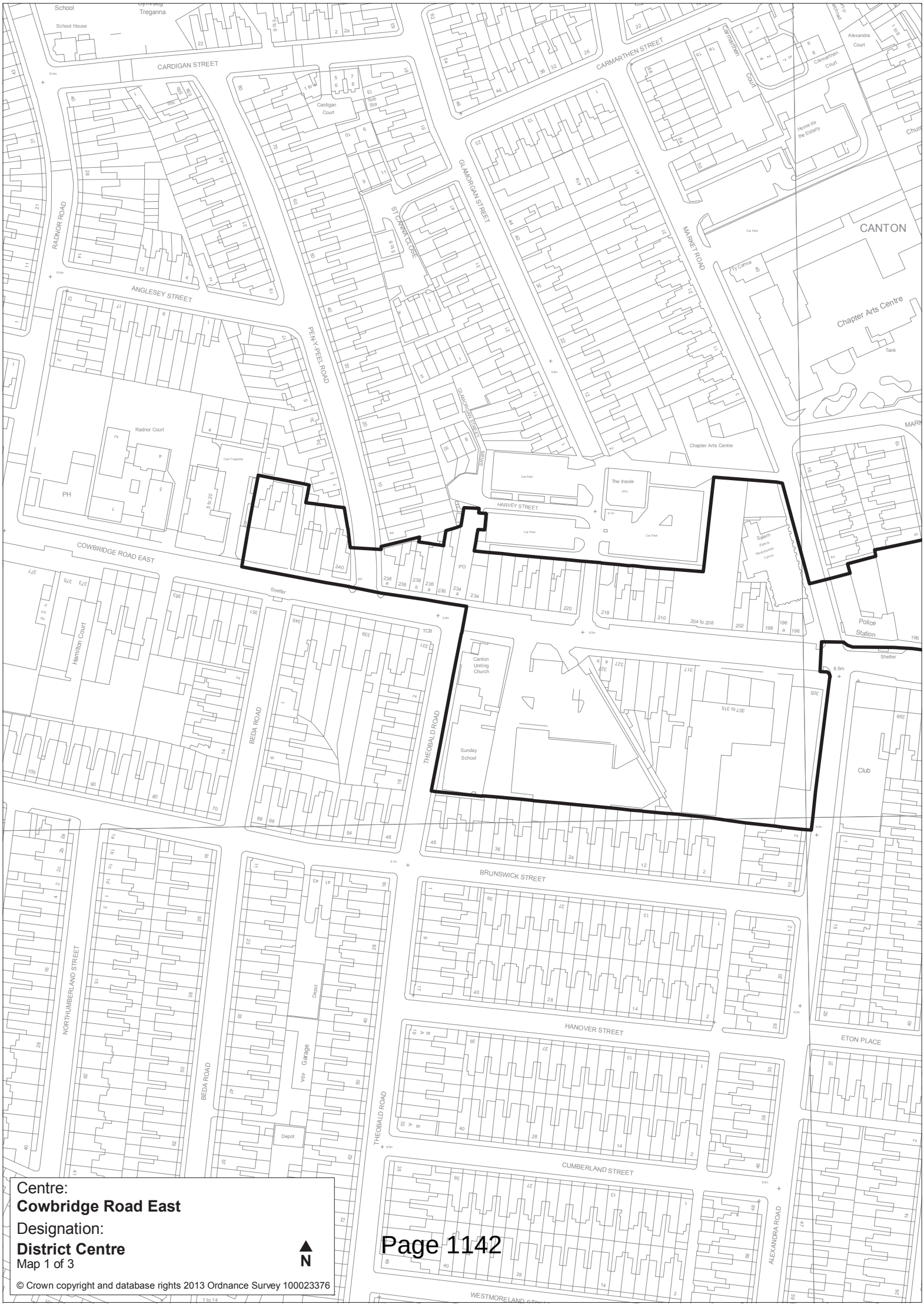

Centre:
Cowbridge Road East

Designation:
District Centre

Map 1 of 3

N

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Centre:
Cowbridge Road East
Designation:
District Centre
Map 2 of 3

N

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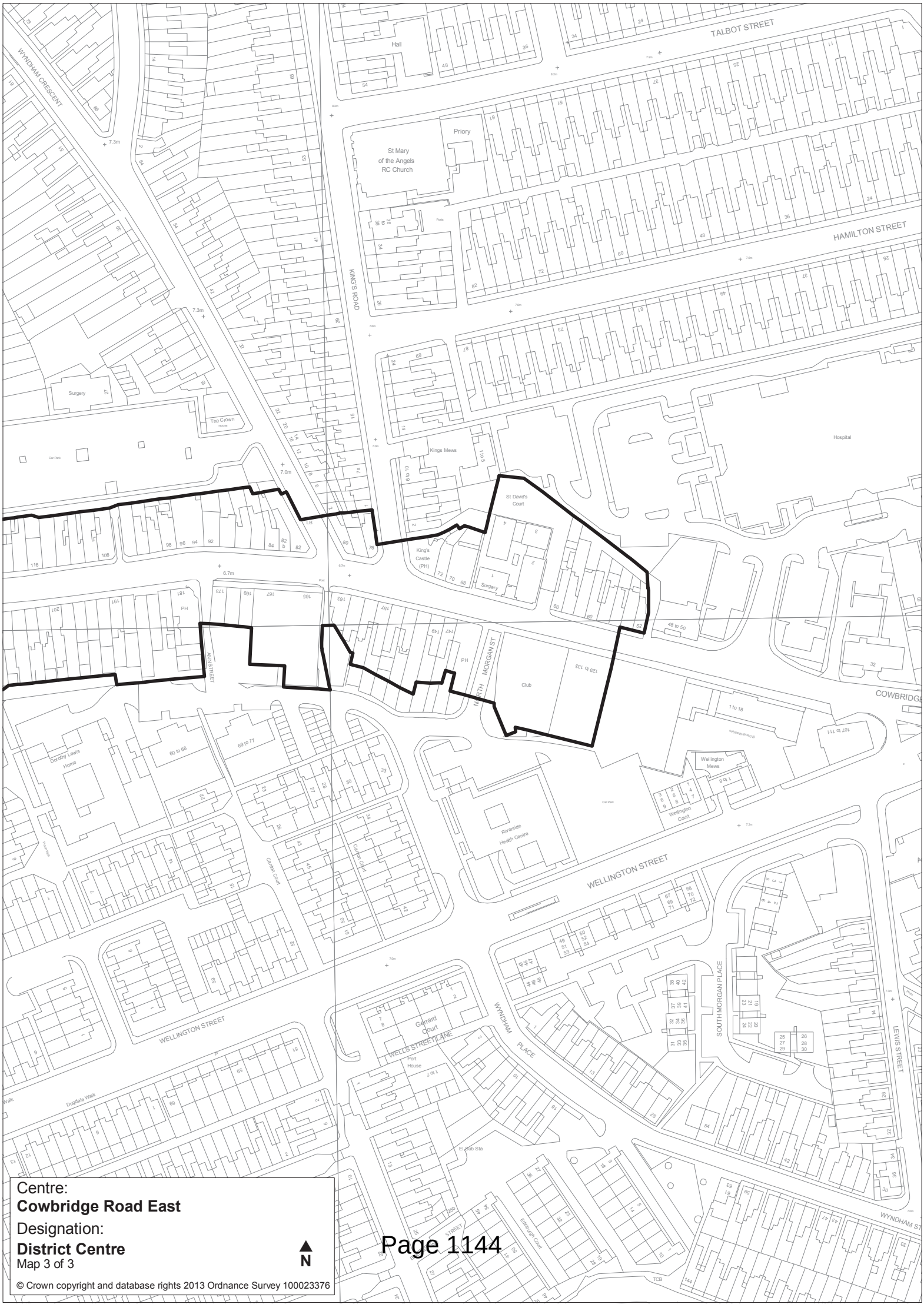

Centre:
Cowbridge Road East
Designation:
District Centre
Map 3 of 3

N

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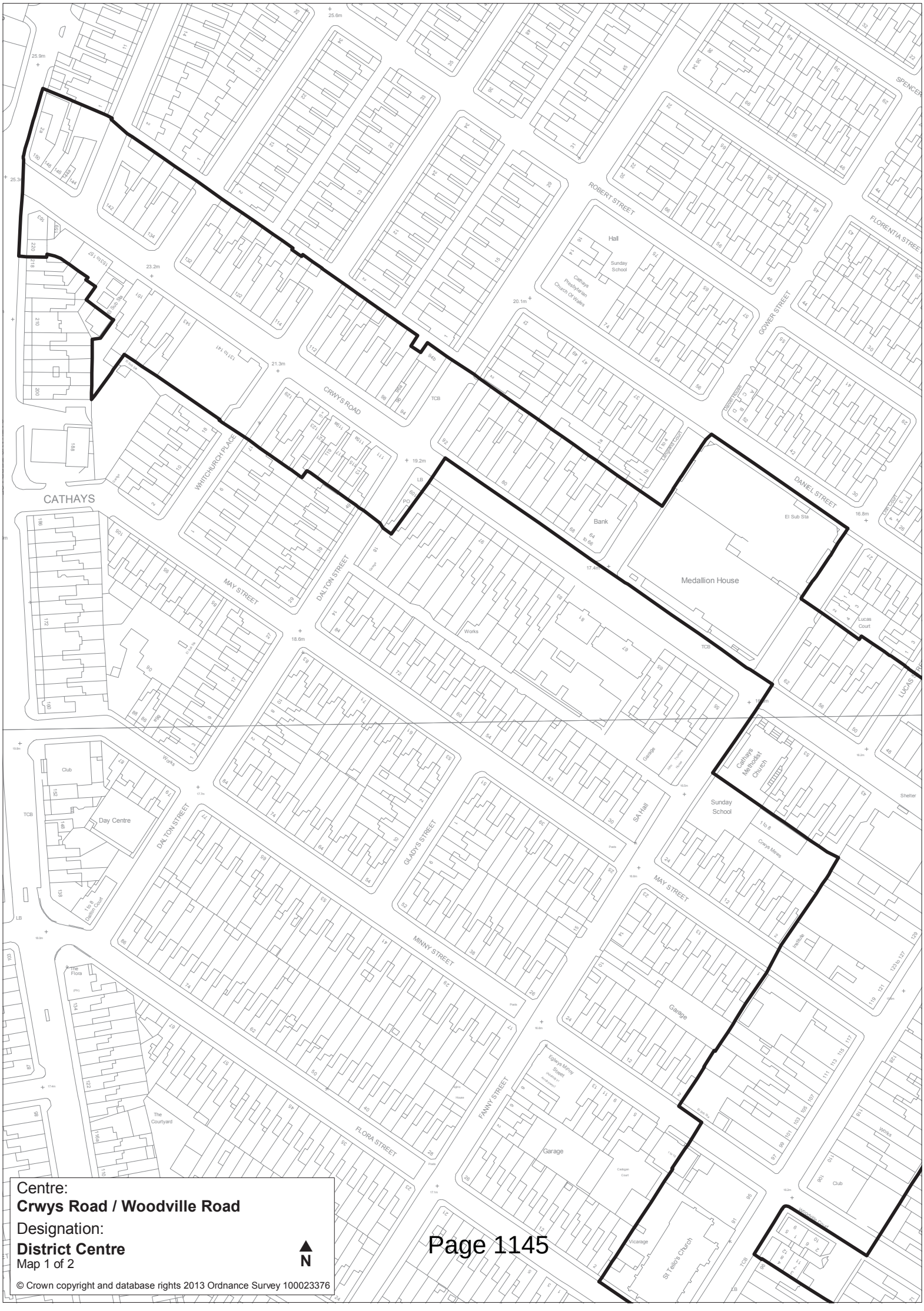

Centre:
Crwys Road / Woodville Road
Designation:
District Centre
Map 1 of 2

N

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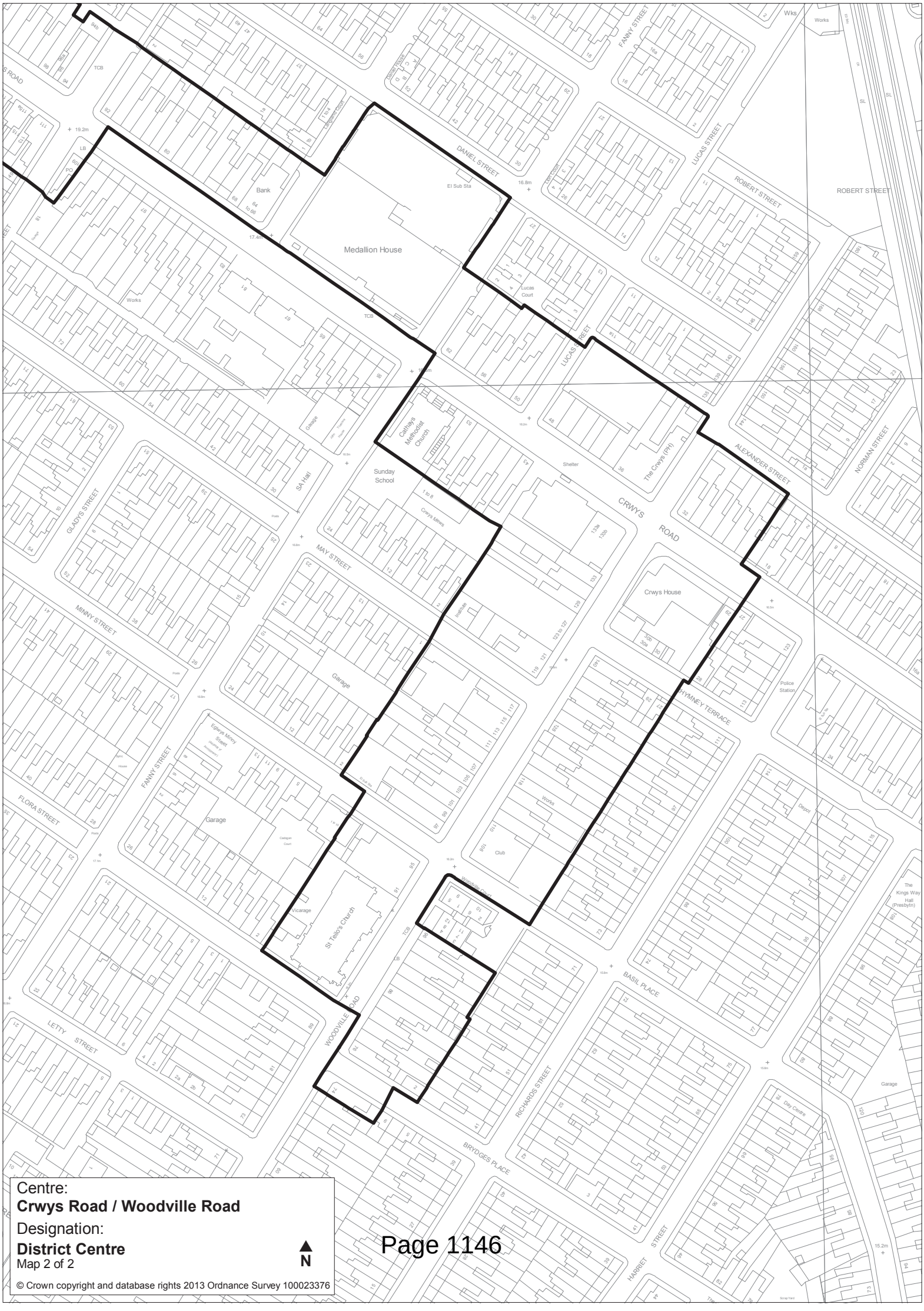

Centre:
Crwys Road / Woodville Road

Designation:
District Centre
Map 2 of 2

N

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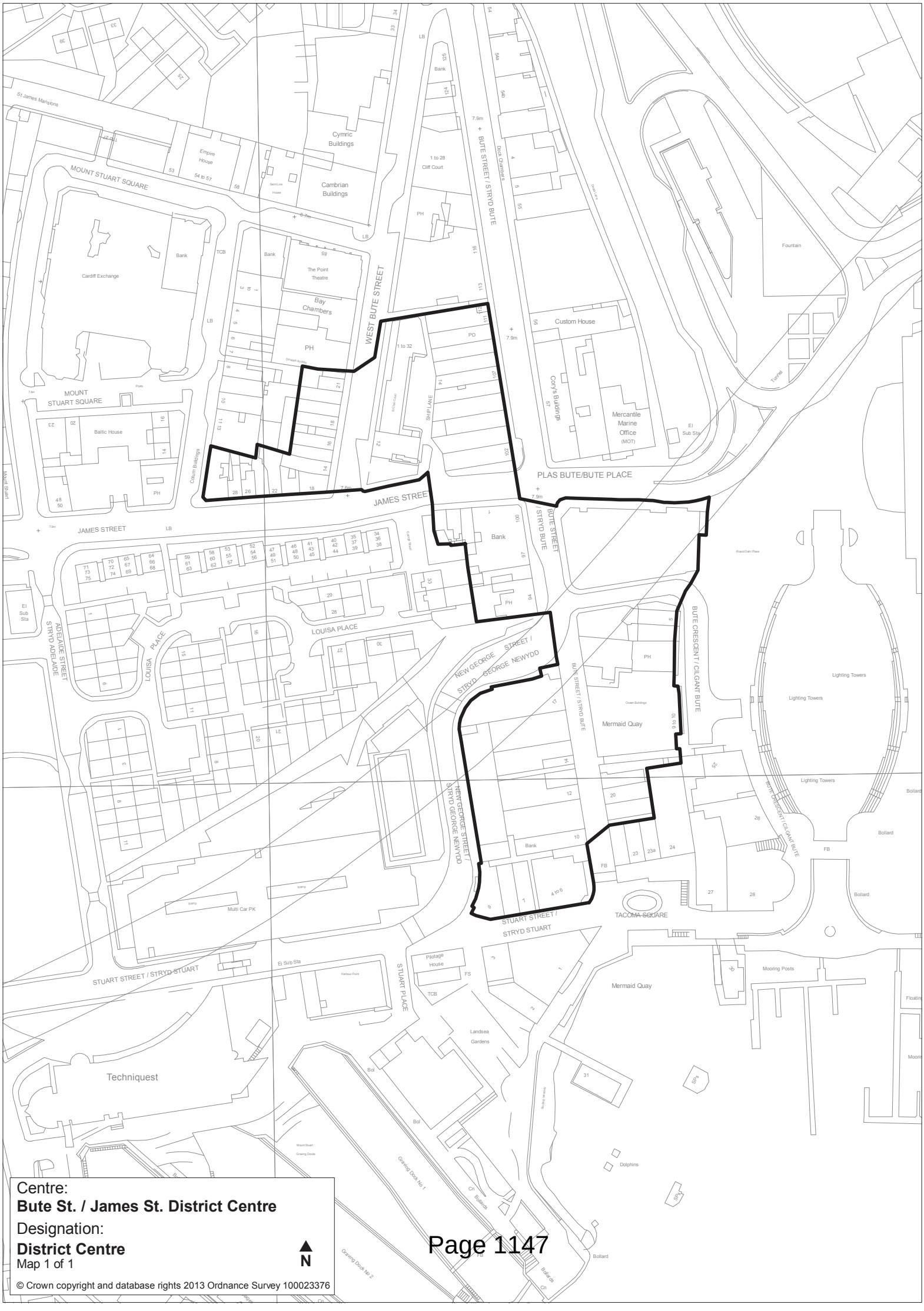
Centre:
Bute St. / James St. District Centre
Designation:
District Centre
Map 1 of 1
N
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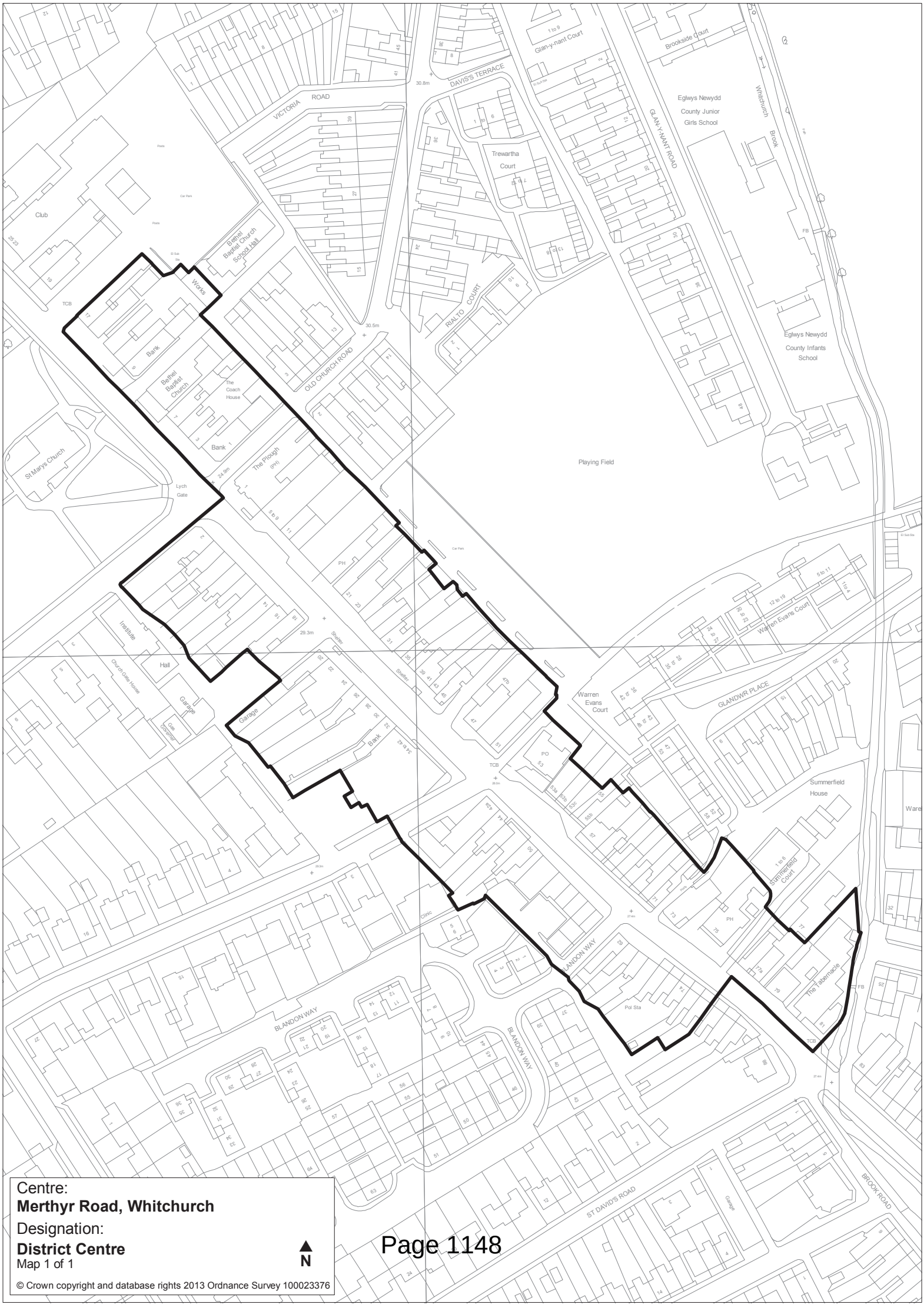
MOUNT STUART SQUARE
Cymric Buildings
Cambrian Buildings
Empire House
Cardiff Exchange
Bank
The Point Theatre
Bay Chambers
PH
WEST BUTE STREET
BUTE STREET / STRYD BUTE
1 to 28 Cliff Court
Custom House
Cory's Buildings
Mercantile Marine Office (MOT)
PLAS BUTE/BUTE PLACE
JAMES STREET
SHIP LANE
Baltic House
Column Buildings
LOUISA PLACE
ADELAIDE STREET STRYD ADELAIDE
NEW GEORGE STREET / STRYD GEORGE NEWYDD
BUTE CRESCENT / CILGANT BUTE
Mermaid Quay
Lighting Towers
TACOMA SQUARE
STUART STREET / STRYD STUART
STUART PLACE
Pilotage House
Landsea Gardens
Techniquest
Multi Car PK
Mooring Posts
Dolphins
Bollard
Fountain
Tunnel



Centre:
Merthyr Road, Whitchurch
Designation:
District Centre
Map 1 of 1

N

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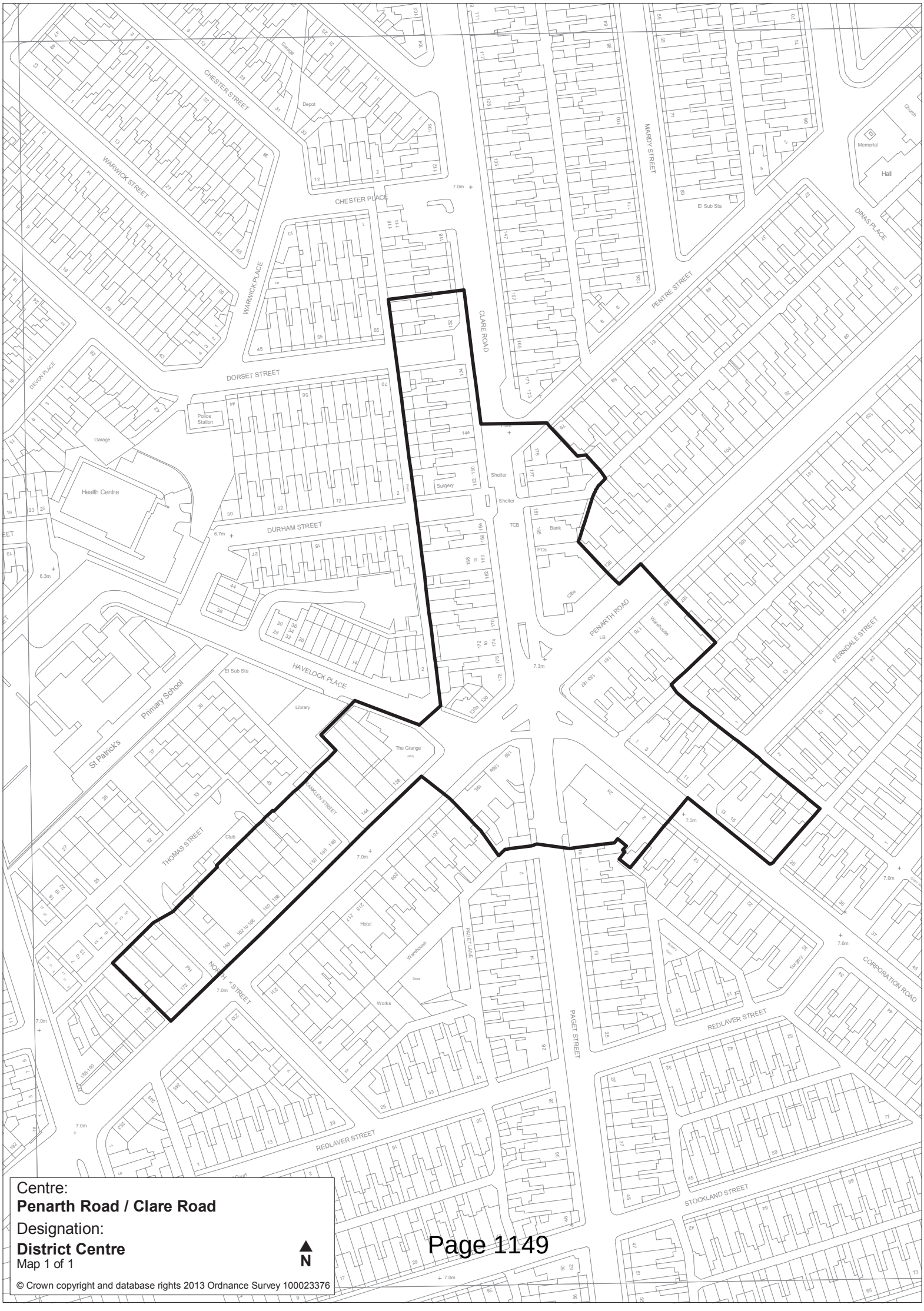

Centre:
Penarth Road / Clare Road

Designation:
District Centre

Map 1 of 1

N

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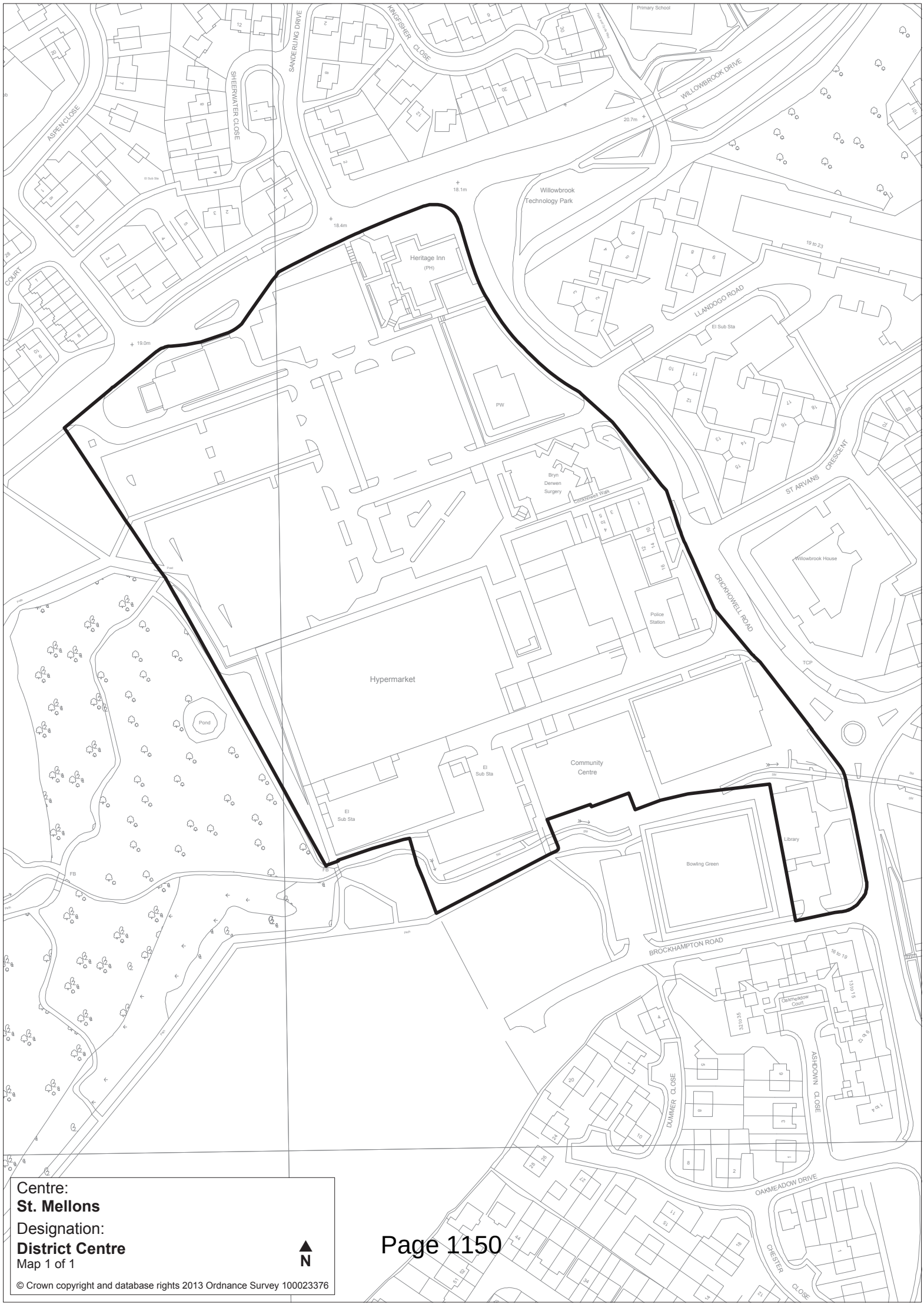

Centre:
St. Mellons
Designation:
District Centre
Map 1 of 1

N

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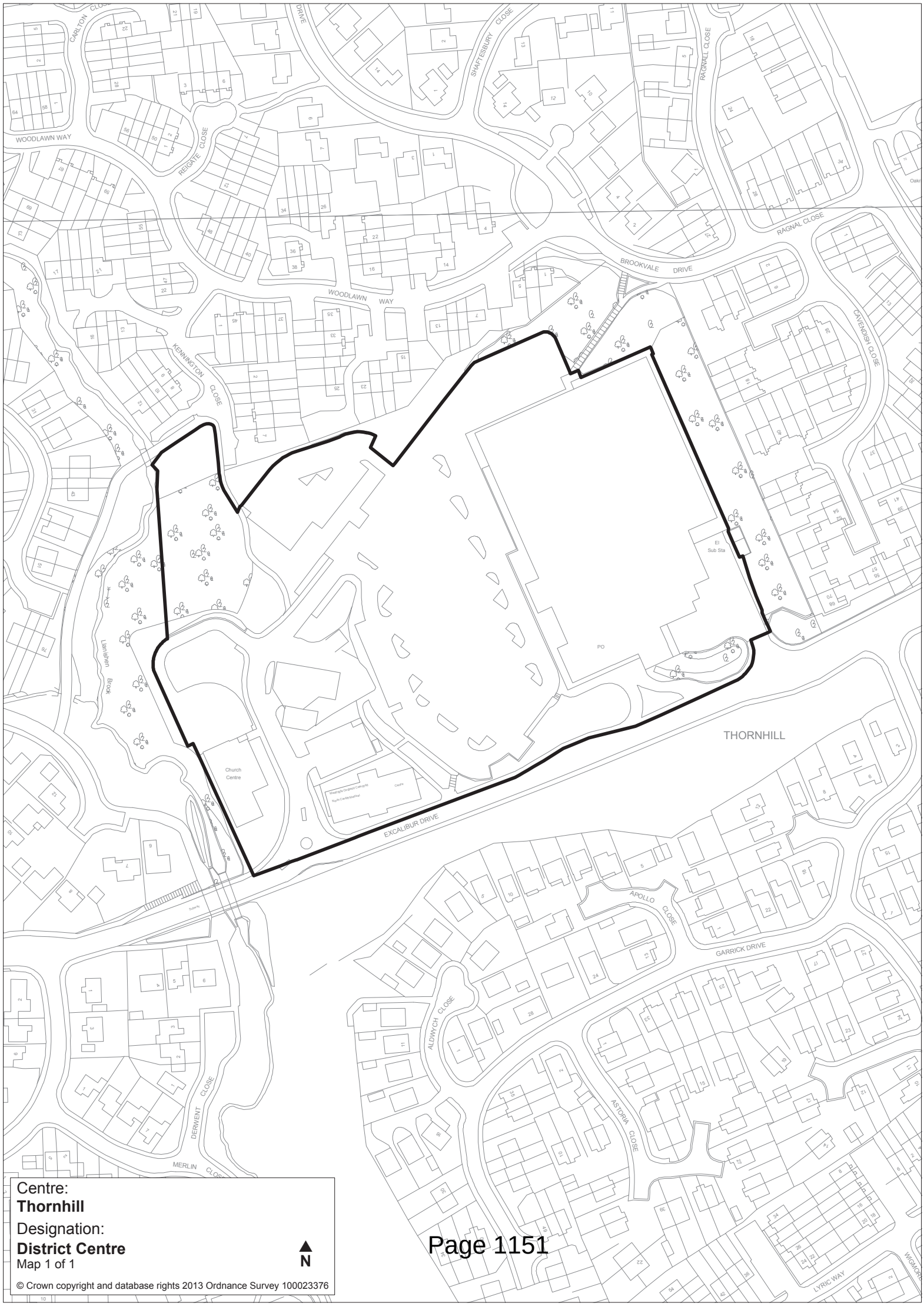

Centre:
Thornhill

Designation:
District Centre

Map 1 of 1

N

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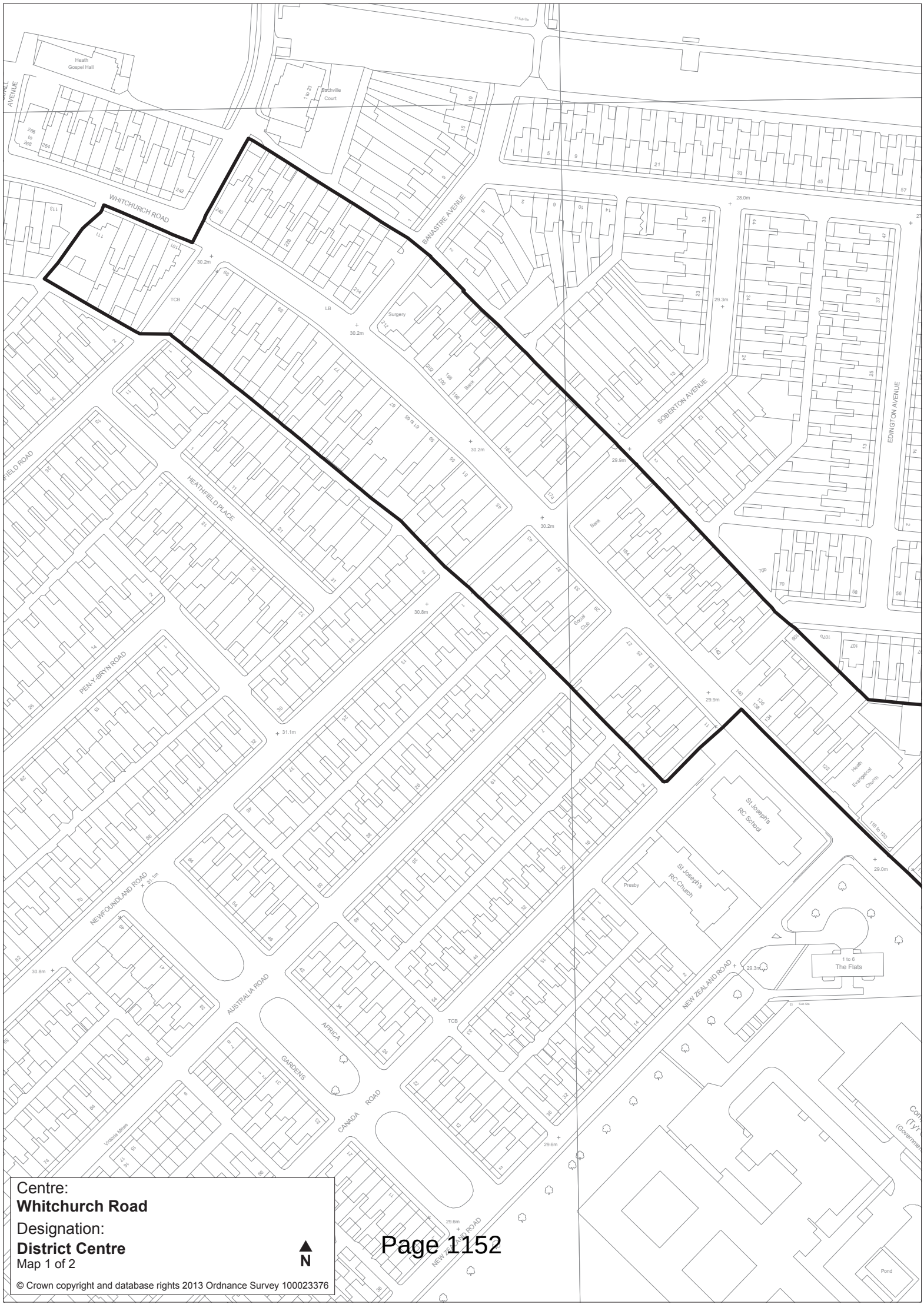

Centre:
Whitchurch Road

Designation:
District Centre
Map 1 of 2

N

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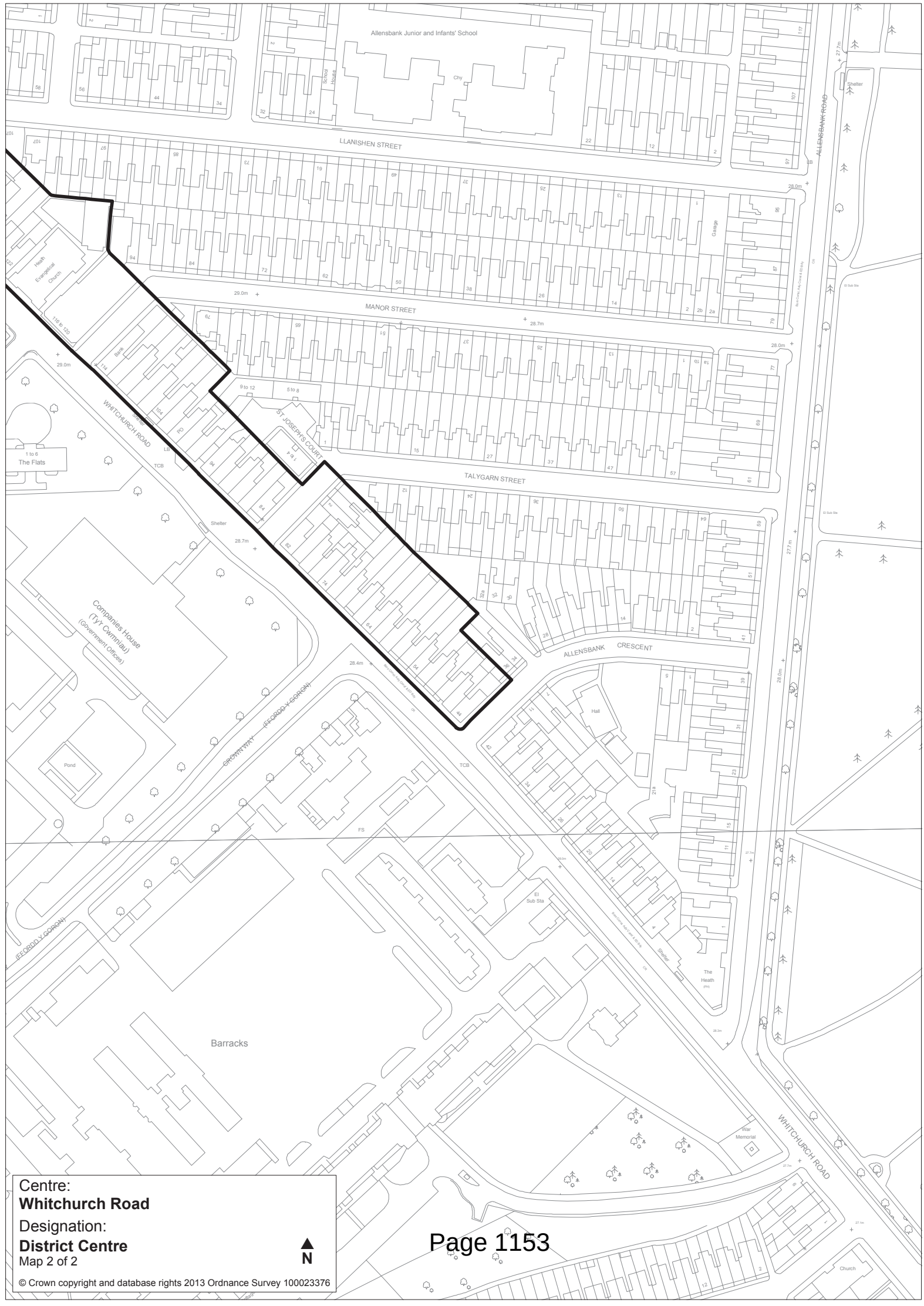

Centre:
Whitchurch Road

Designation:
District Centre
Map 2 of 2

N

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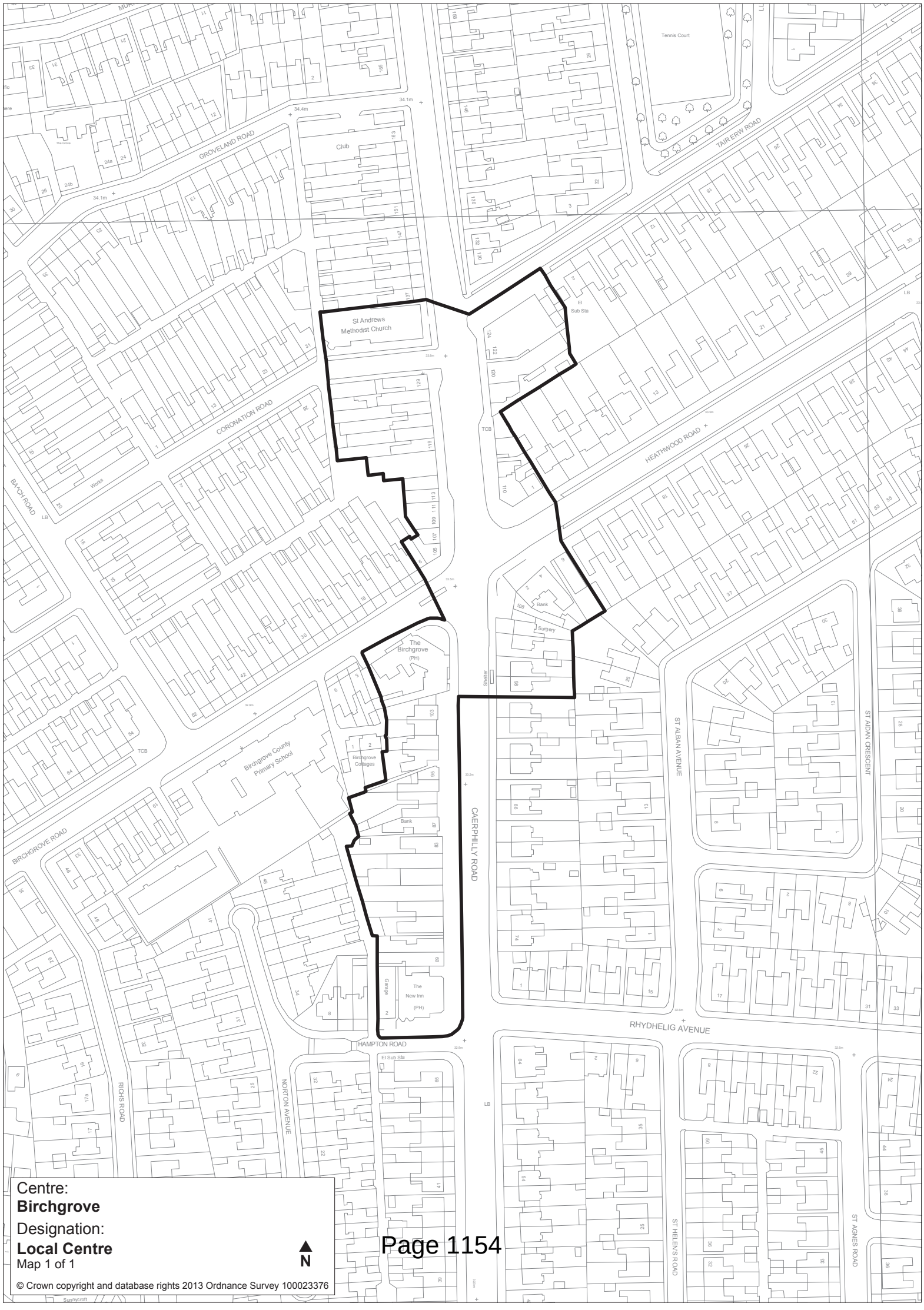

Centre:
Birchgrove
Designation:
Local Centre
Map 1 of 1

N

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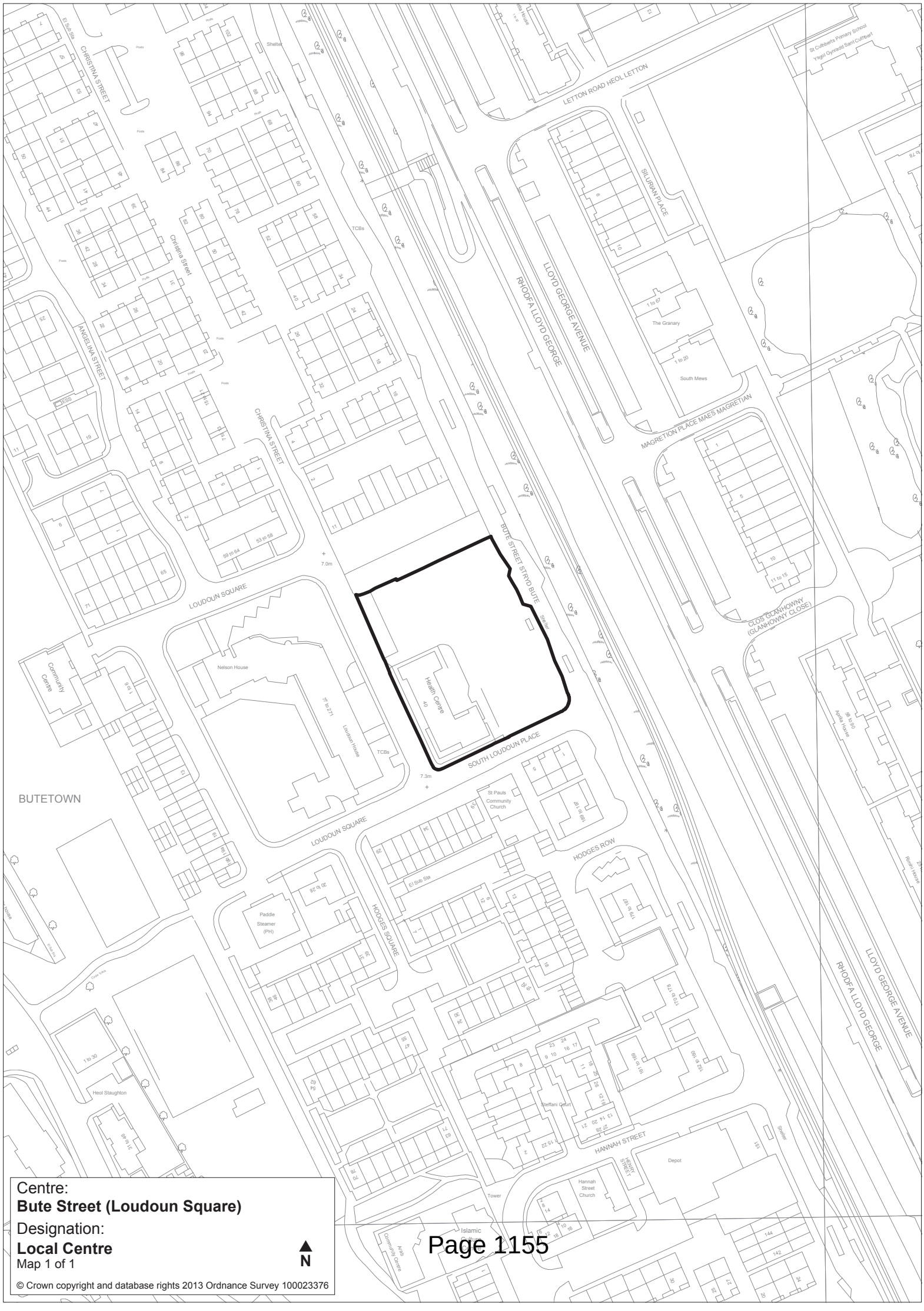

Centre:
Bute Street (Loudoun Square)

Designation:
Local Centre

Map 1 of 1

N

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Centre:
Cathedral Road

Designation:
Local Centre

Map 1 of 1

N

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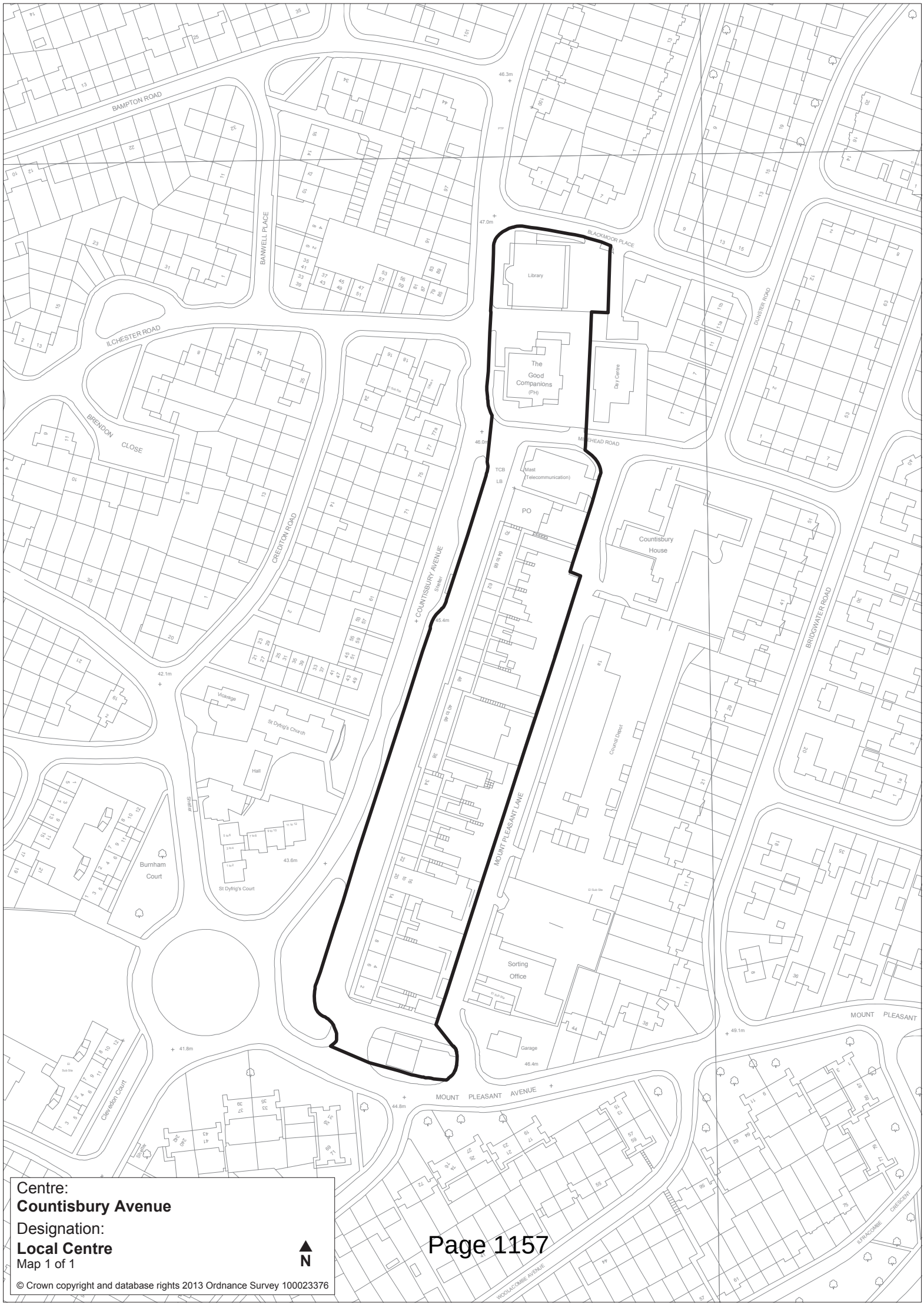

Centre:
Countisbury Avenue
Designation:
Local Centre
Map 1 of 1

N

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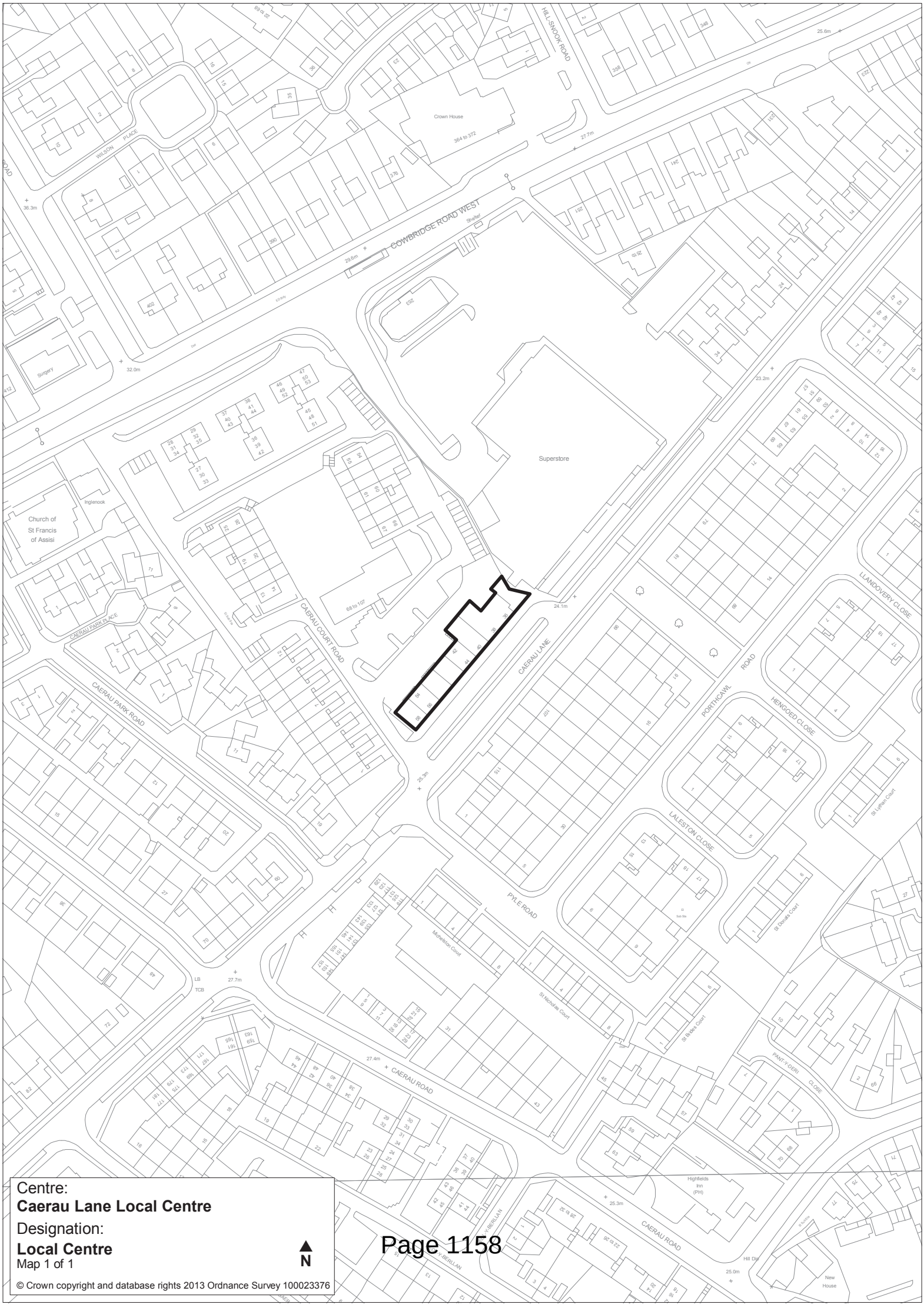

Centre:
Caerau Lane Local Centre

Designation:
Local Centre

Map 1 of 1

N

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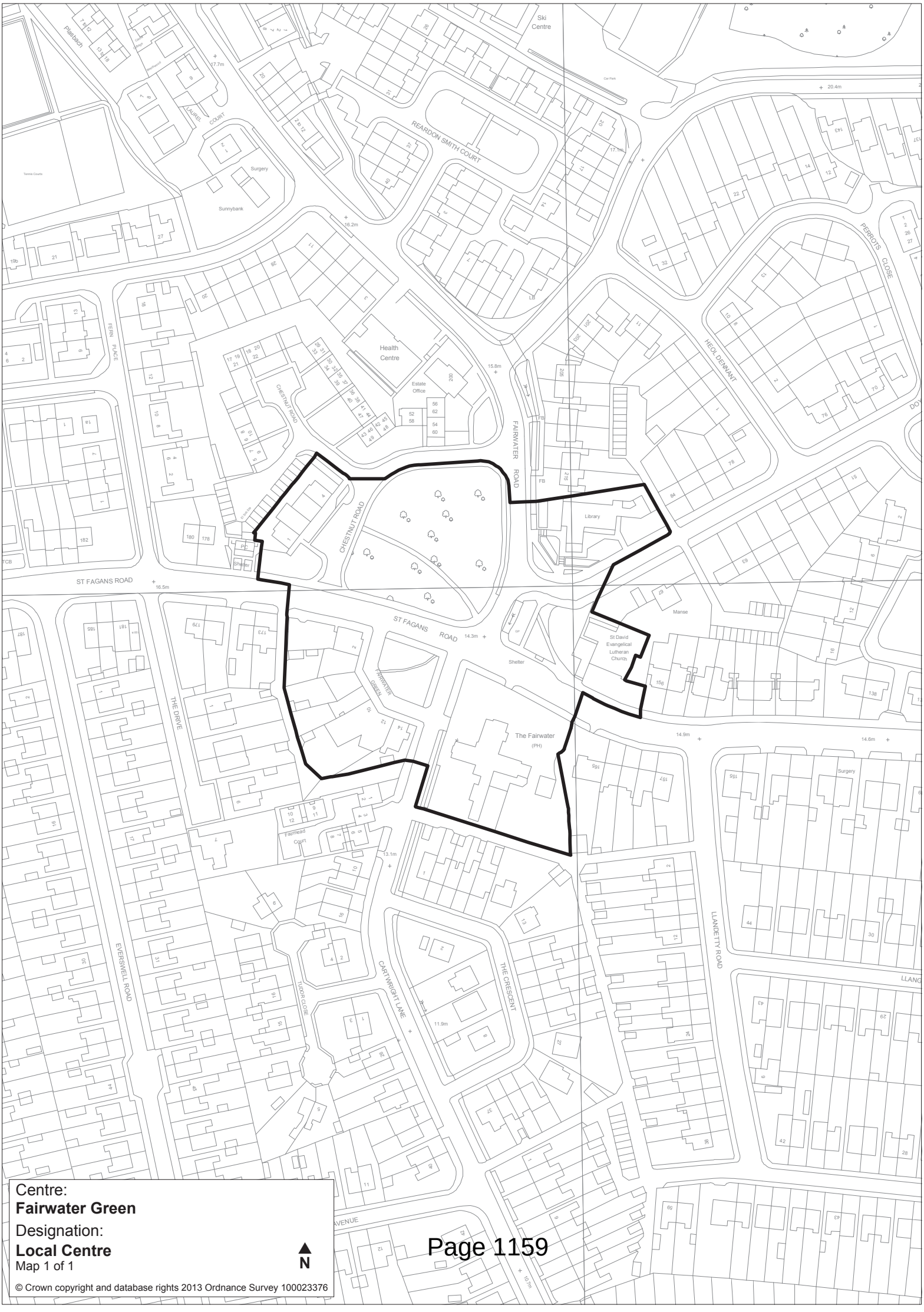

Centre:
Fairwater Green
Designation:
Local Centre
Map 1 of 1

N

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Centre:
Gabalfa Avenue

Designation:
Local Centre
Map 1 of 1

N

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Centre:
Grand Avenue

Designation:
Local Centre

Map 1 of 1

N

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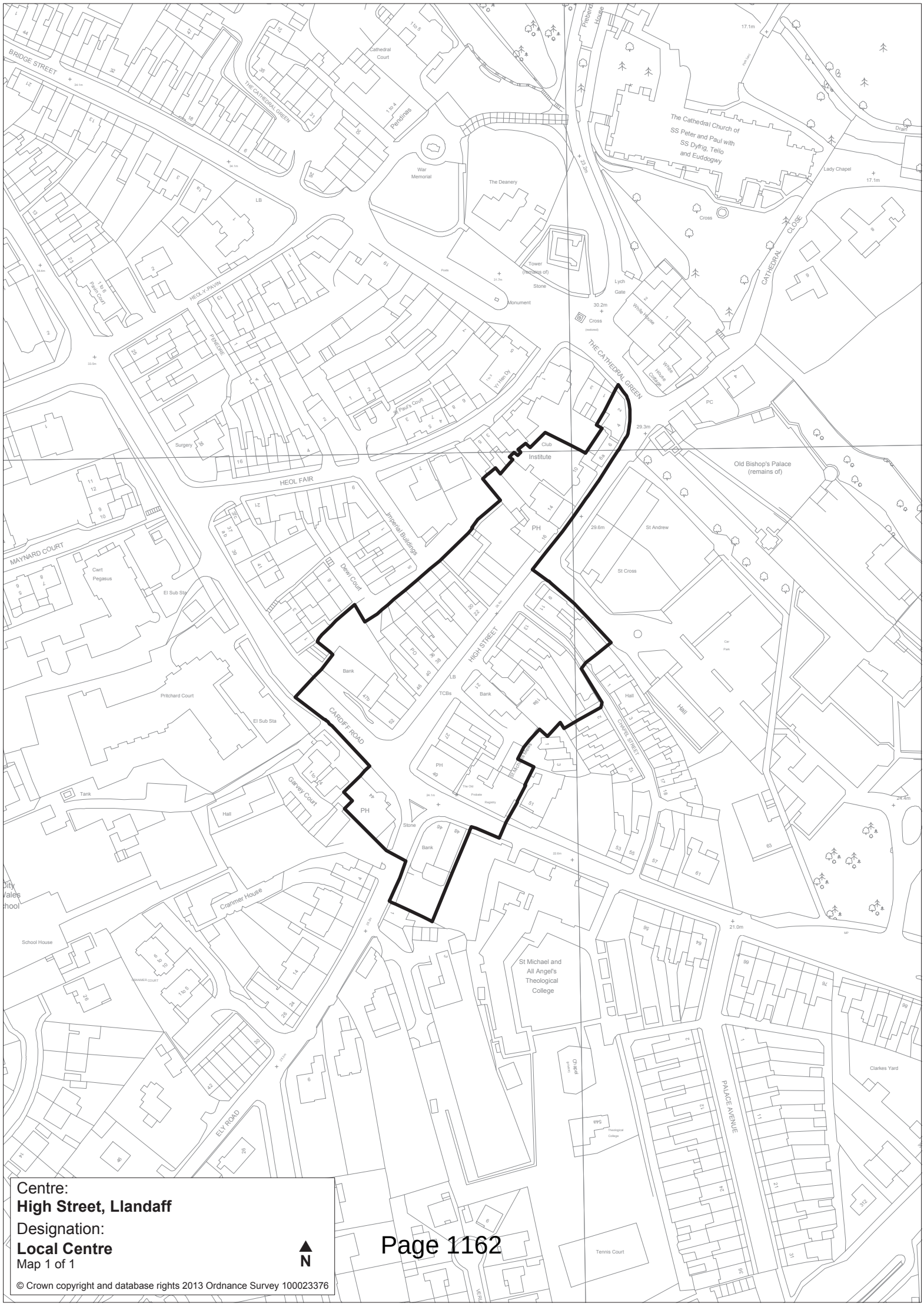

Centre:
High Street, Llandaff

Designation:
Local Centre

Map 1 of 1

N

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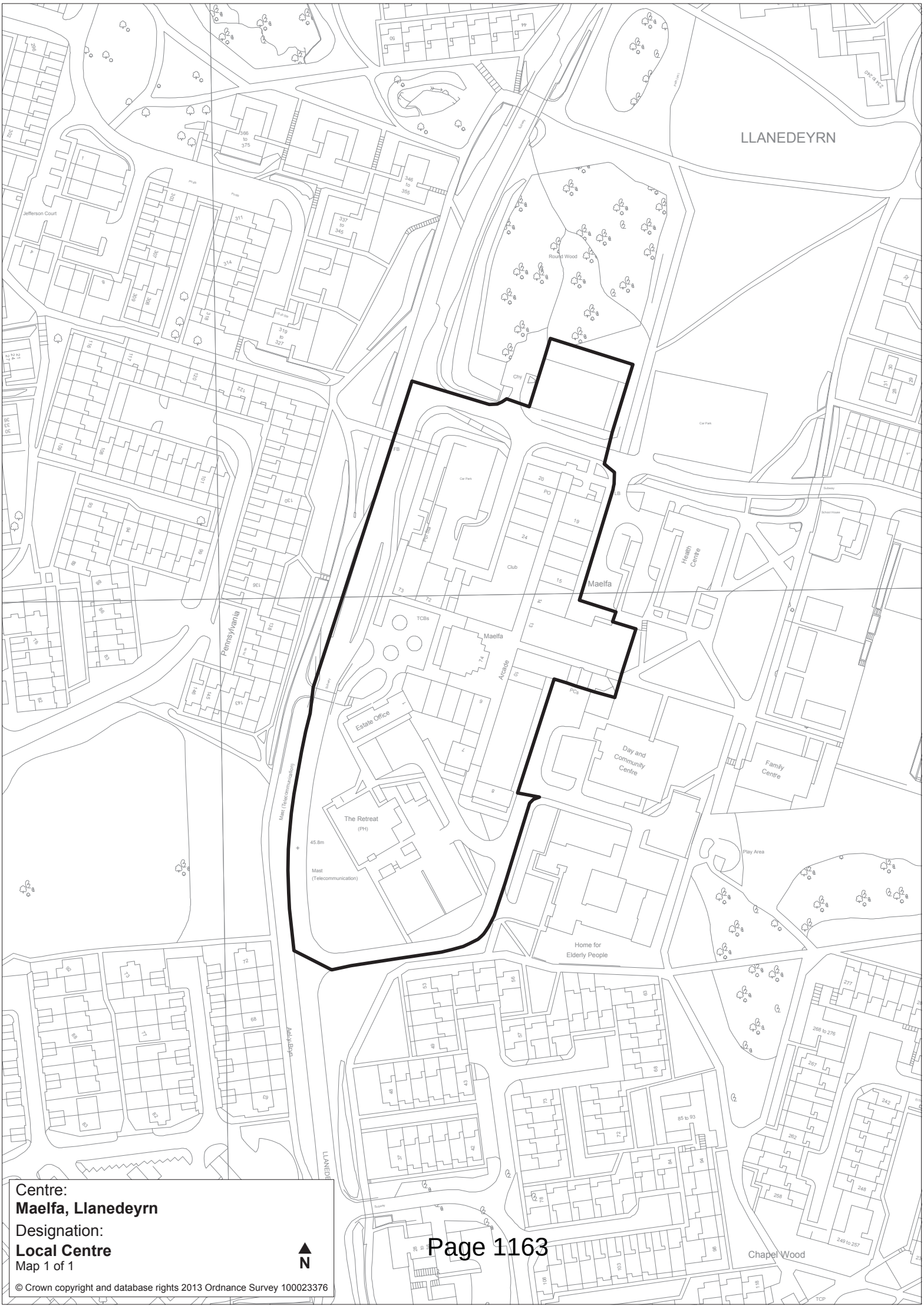

Centre:
Maelfa, Llanedeyrn

Designation:
Local Centre
Map 1 of 1

N

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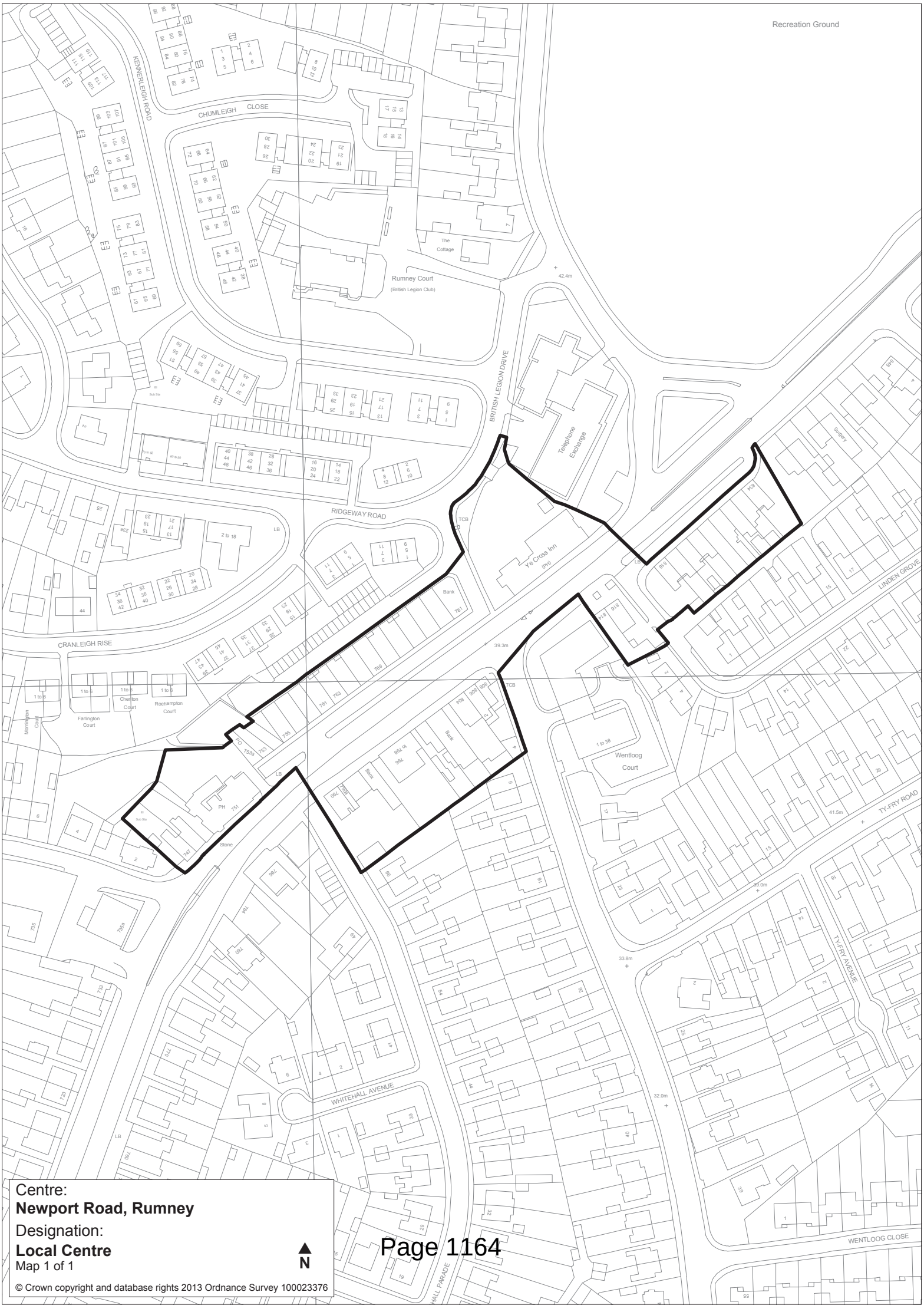

Centre:
Newport Road, Rumney
Designation:
Local Centre
Map 1 of 1

N

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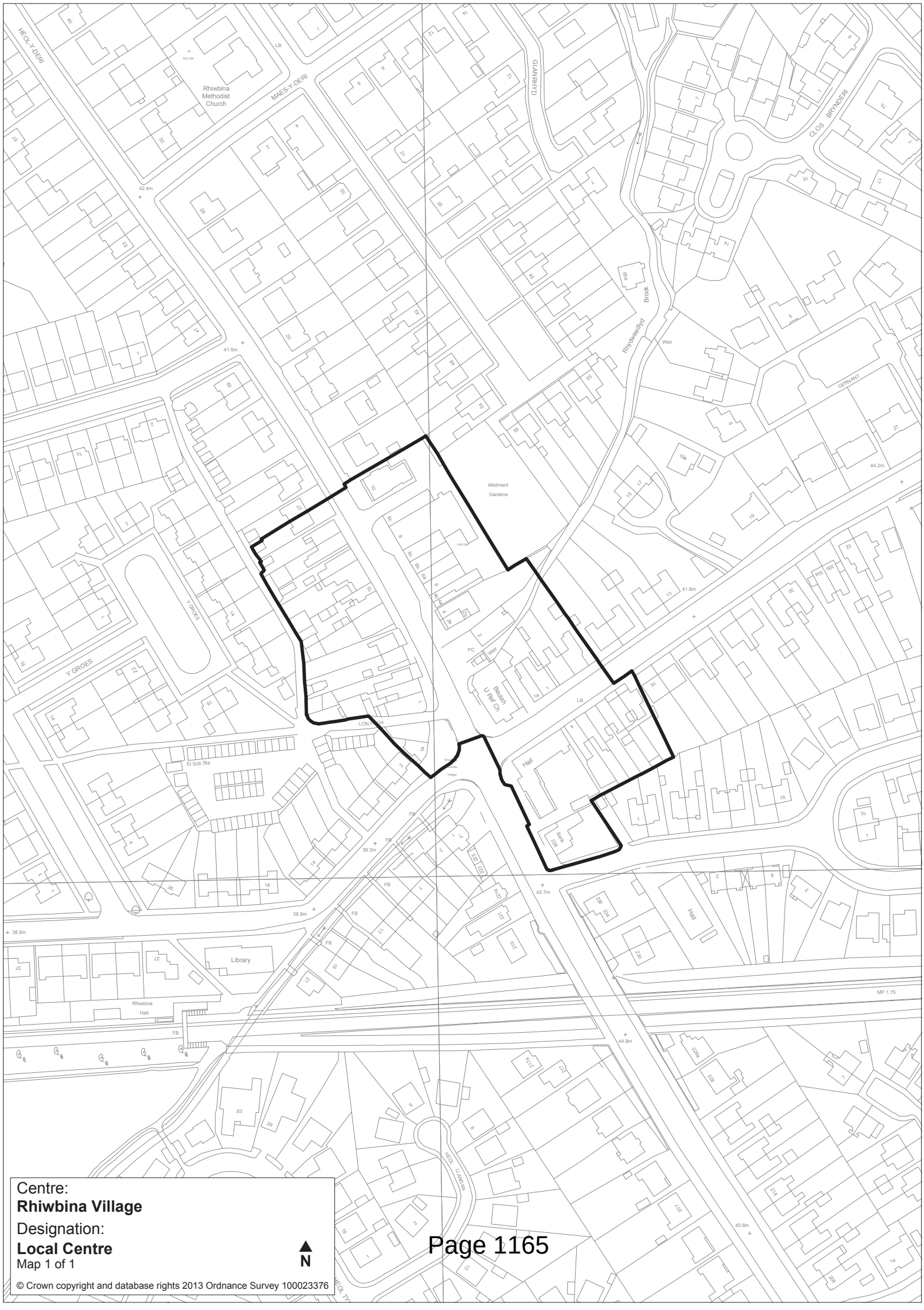

Centre:
Rhiwbina Village

Designation:
Local Centre
Map 1 of 1

N

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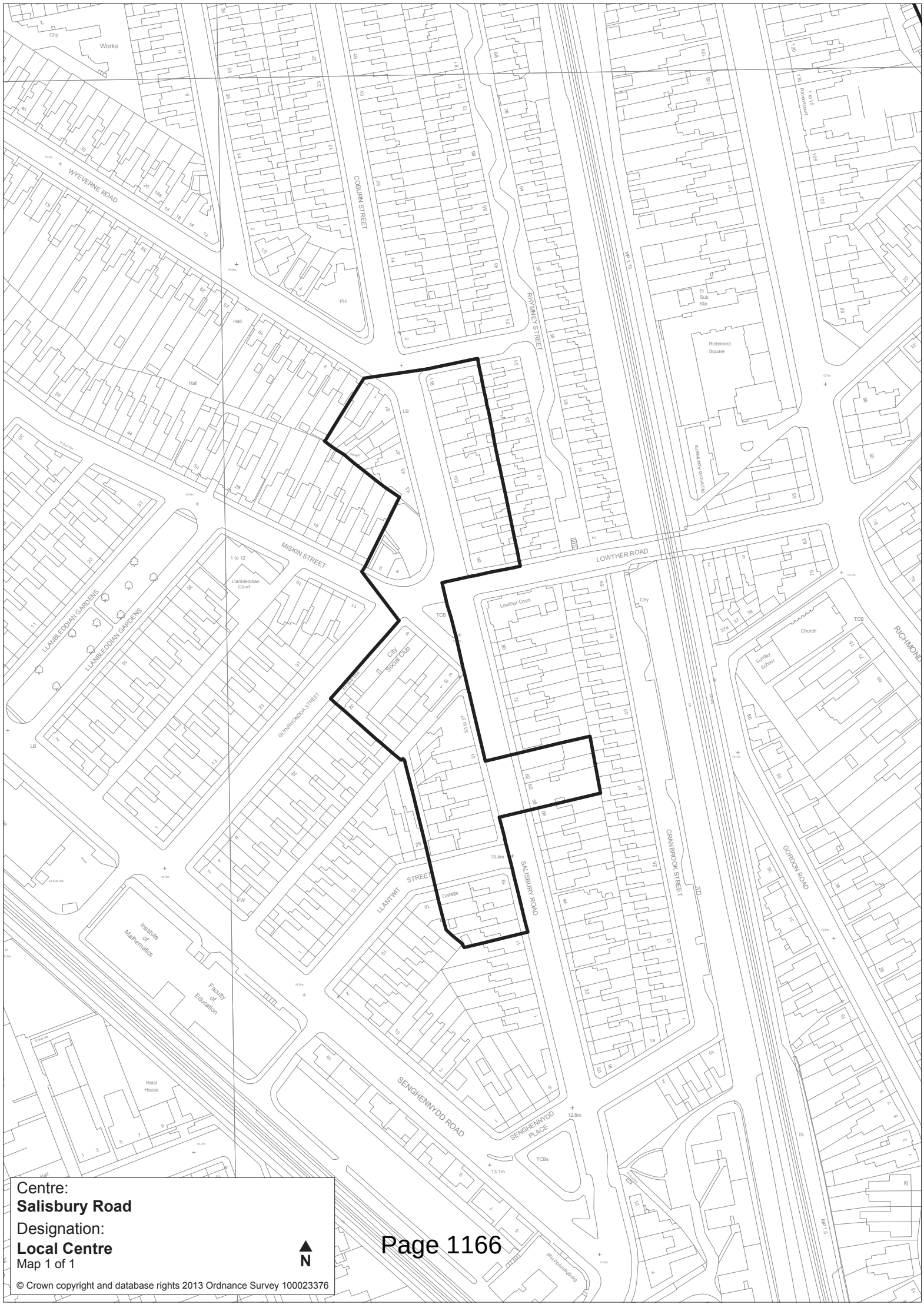

Centre:
Salisbury Road

Designation:
Local Centre

Map 1 of 1

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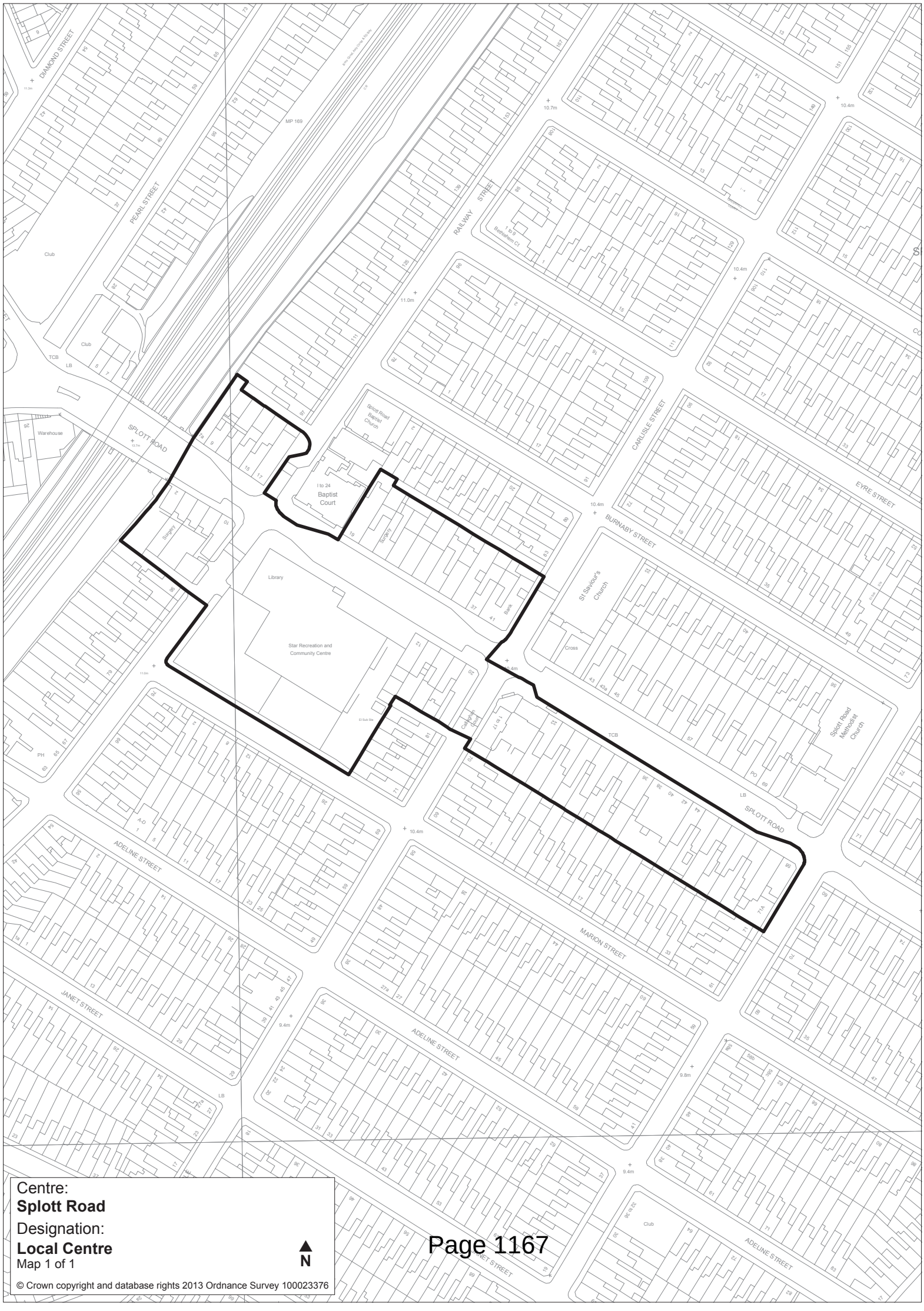

Centre:
Splott Road
Designation:
Local Centre
Map 1 of 1

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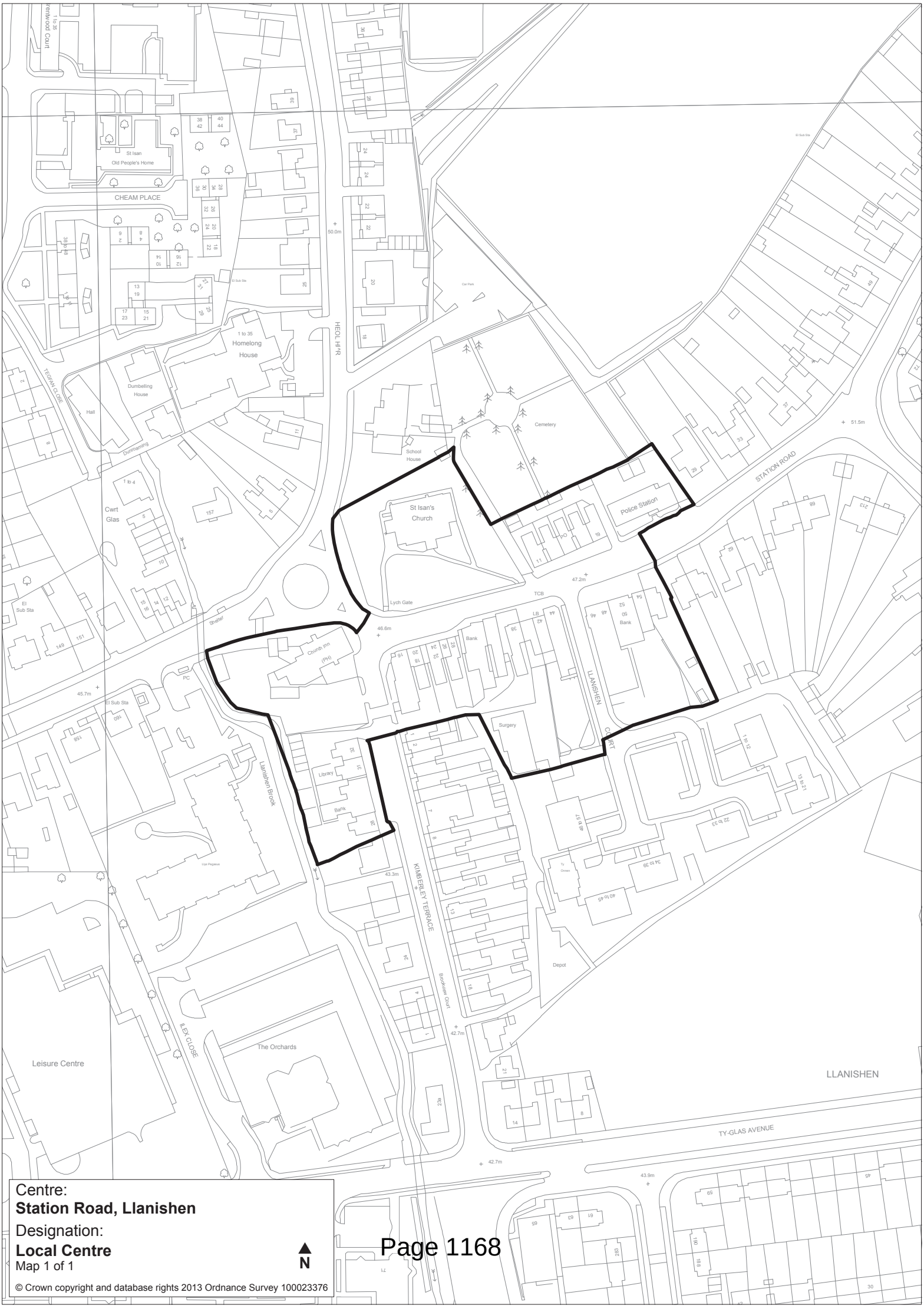

Centre:
Station Road, Llanishen
Designation:
Local Centre
Map 1 of 1

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Centre:
Station Road, Llandaff North

Designation:
Local Centre

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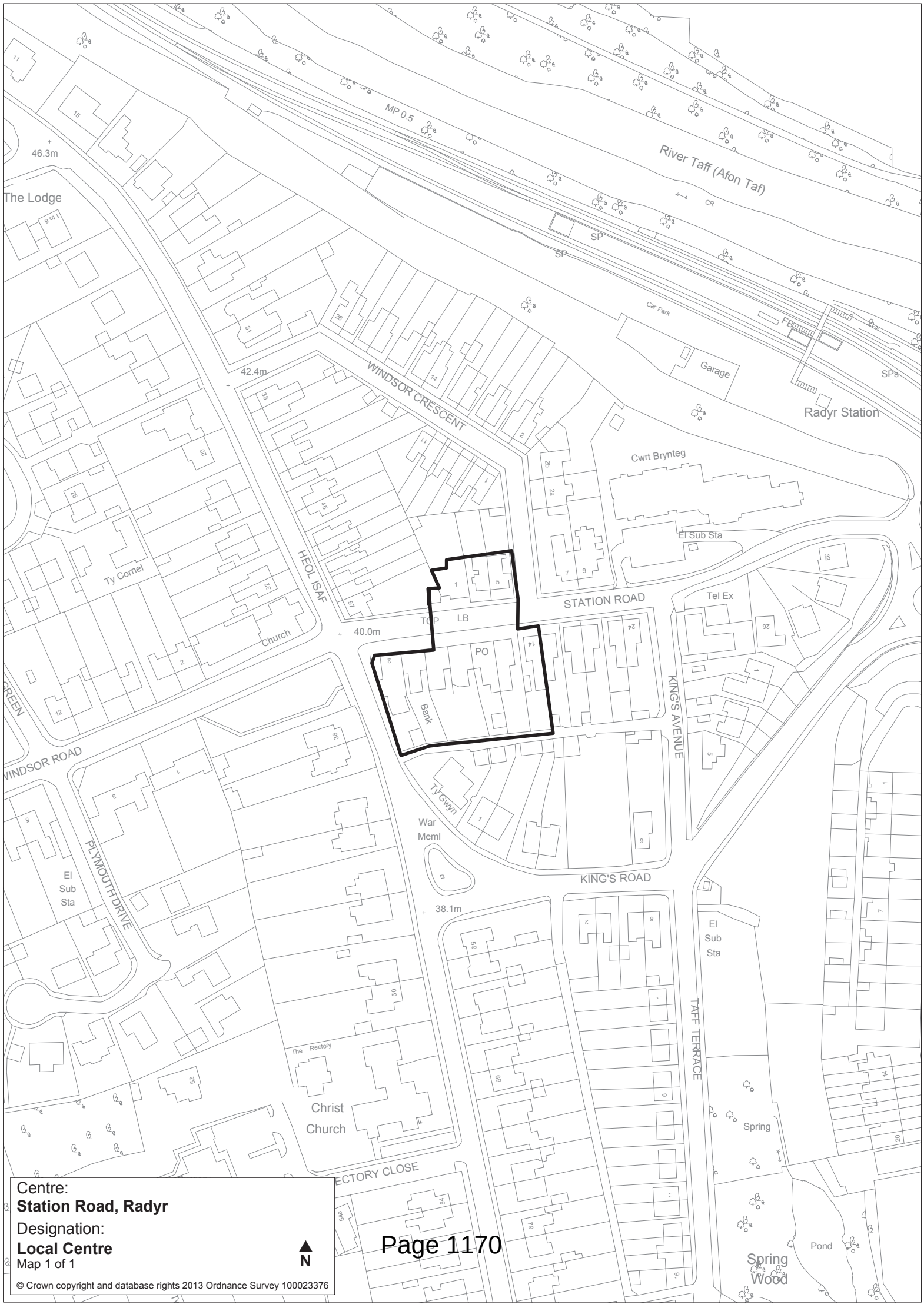

Centre:
Station Road, Radyr
Designation:
Local Centre
Map 1 of 1

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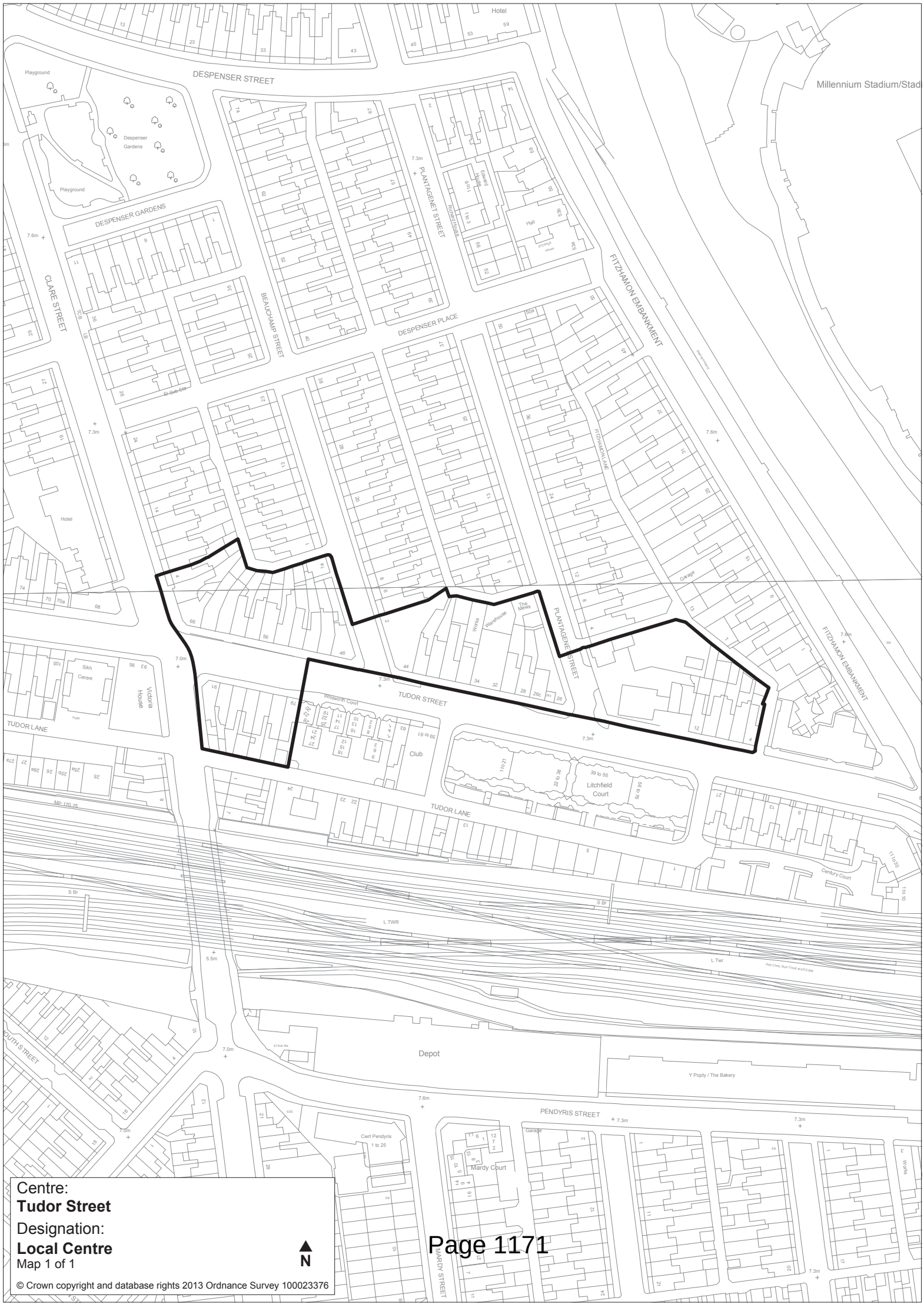

Centre:
Tudor Street
Designation:
Local Centre
Map 1 of 1

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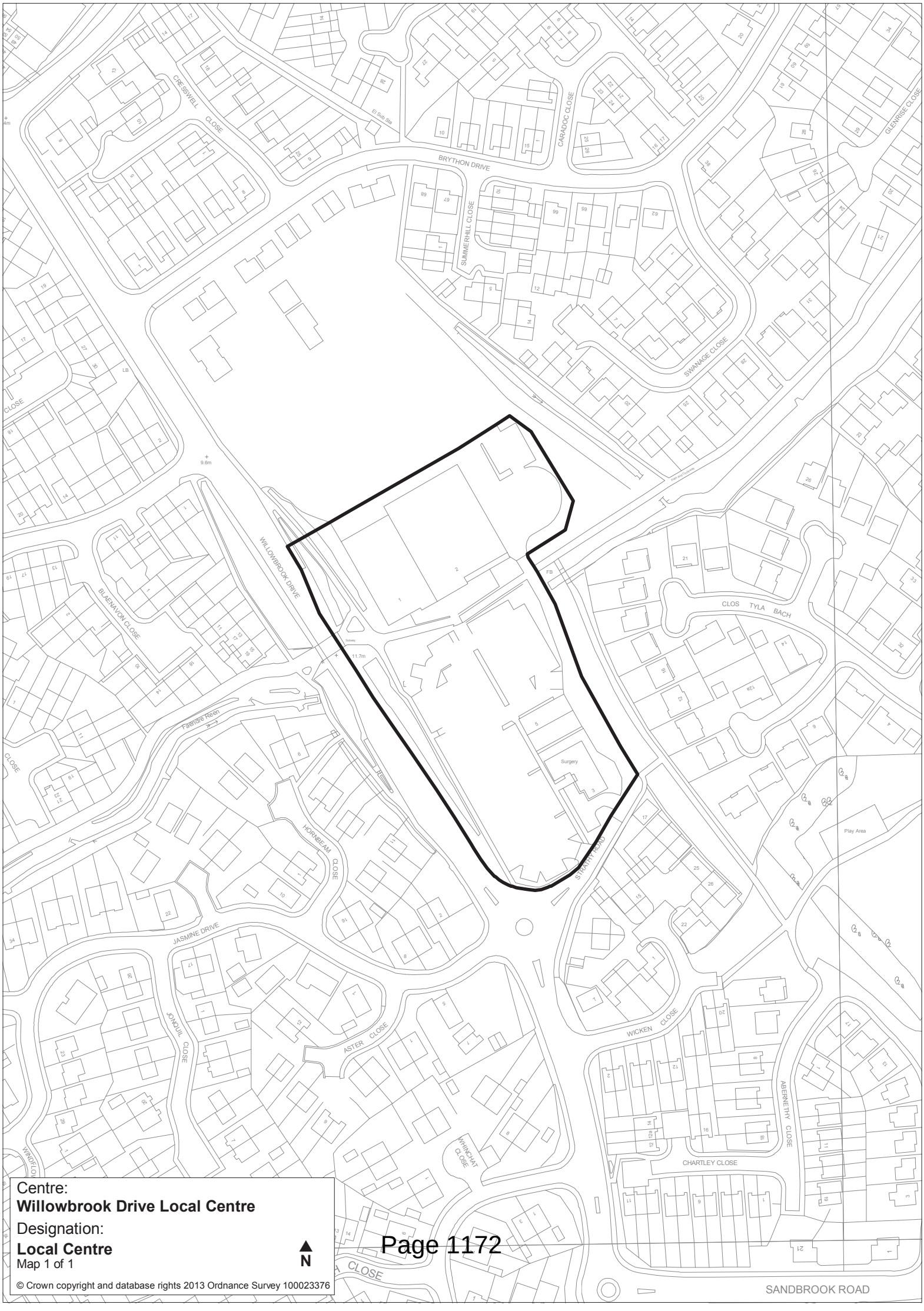

Centre:
Willowbrook Drive Local Centre

Designation:
Local Centre

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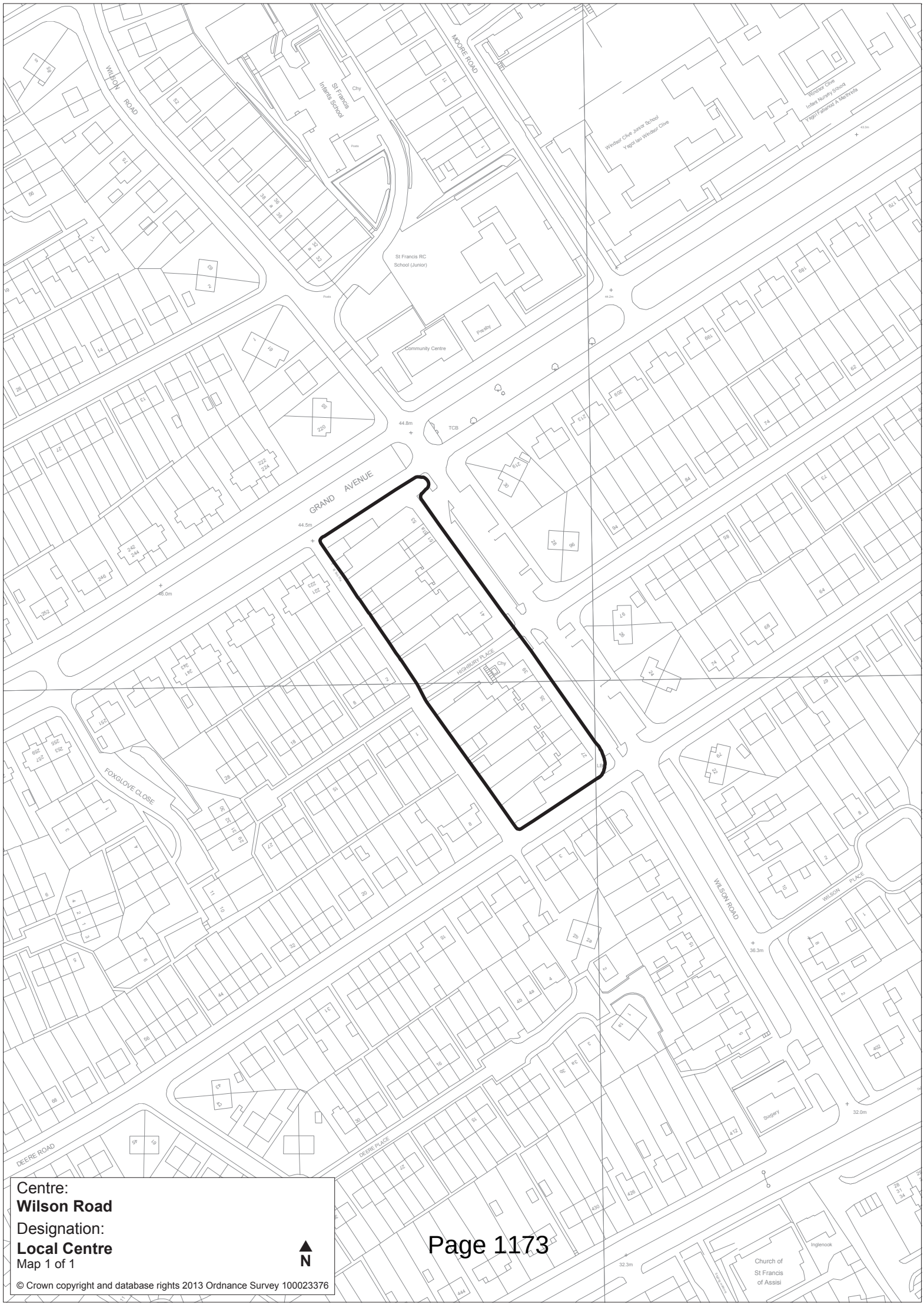

Centre:
Wilson Road

Designation:
Local Centre

Map 1 of 1

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Appendix 9: Monitoring Framework

CONTEXTUAL INDICATORS	TARGET	TRIGGER	SOURCE
Annual unemployment rate	The annual unemployment rate decreases	The annual unemployment rate increases for two or more consecutive years.	Regional Labour Market Statistics (ONS) and Stats Wales
% of population in the 100 most deprived wards in Wales	The percentage of population in the 100 most deprived wards in Wales decreases	The percentage of population in the 100 most deprived wards in Wales increases for 2 or more consecutive years	Welsh Index of Multiple Deprivation
Level of Police recorded crime in Cardiff	Police Recorded Crime rates decrease	Police Recorded Crime rates increase for two or more consecutive years.	Local Crime Statistics, Home Office (ONS)
Percentage of adults meeting recommended guidelines for physical activity	The percentage of adults meeting recommended guidelines for physical activity increases annually over the Plan period	The percentage of adults meeting recommended guidelines for physical activity decreases for two or more consecutive years	Wales Health Survey
Waste reduction rate	Waste reduction rate of 1.2% annually to 2050	The waste reduction rate falls below 1.2% for two or more consecutive years	CCC Waste Management Section

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB1 EC1	KP2, KP9, EC1-EC7	**CORE** Employment land permitted (ha) on allocated sites as a percentage of all employment allocations	None	None	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC2	KP2, KP9, EC1-EC7	**CORE** Annual Employment land take up (based on completions) in Cardiff (including on Strategic Sites - Policy KP2)	Offices (B1) = 27,000-33,400 sqm annually. Industrial (B1 b/c, B2, B8) = 4 to 7 ha annually	Offices (B1) = Take up is more than 10% above or below the target for 2 or more consecutive years Industrial (B1 b/c, B2, B8) = Take up is	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes	• Council Business and Industrial Monitoring Schedule • Council Business Class

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
				more than 10% above or below the target for 2 or more consecutive years	to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Office Schedule
OB1 EC3	KP2, EC1-EC7	**LOCAL** Amount of employment land lost to non -employment uses in primary and local employment sites (Policy EC1)	No loss of employment land (Policy EC1) unless in accordance with Policy EC3	Loss of one or more occupied premises or parcel of land on primary or local employment sites (Policy EC1) unless in accordance with Policy EC3	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule • Council Monitoring – Planning Applications and Consents
OB1 EC4	KP2(A), KP9, EC1-EC7	**LOCAL** Employment provision on Allocated Sites – (KP2 A – Cardiff	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	N/A	• Council Business and Industrial

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		Central Enterprise Zone)		further details are known.		Monitoring Schedule • Council Business Class Office Schedule
OB1 EC5	KP2(C), KP9, EC1-EC7	**LOCAL** Employment provision on Allocated Sites – (KP2 C – North West Cardiff)	15,000 sqm (B1 & B1 (B&C)	No trigger is set at present but will be revised once further details are known.	N/A	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC6	KP2(D&E), KP9, EC1-EC7	**LOCAL** Employment provision on Allocated Sites – (KP2 D&E – North of J33 + South of Creigiau)	3 ha by J33 plus 2.5 ha flexible local employment space	No trigger is set at present but will be revised once further details are known.	N/A	• Council Business and Industrial Monitoring Schedule • Council Business Class

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
						Office Schedule
OB1 EC7	KP2(F), KP9, EC1-EC7	**LOCAL** Employment provision on Allocated Sites (KP2 F – North East Cardiff)	6.5 ha (B1 & B1 (B&C)	No trigger is set at present but will be revised once further details are known.	N/A	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC8	KP2 (H), KP9, EC1-EC7	**LOCAL** Employment provision on Allocated Sites – (KP2 H – South of St Mellons Business Park	80,000 to 90,000 sqm (B1(b)/(c)	No trigger is set at present but will be revised once further details are known.	N/A	• Council Business and Industrial Monitoring Schedule • Council Business Class Office Schedule
OB1 EC9	KP2, KP9, EC1-EC7	**LOCAL** Net job creation over the remaining Plan period (Total = 40,000 over whole Plan	19,100 by 2026 or 1,736 annually. Target is set out 1,750 jobs annually over the	If annual creation of new jobs falls more than 10% below the anticipated	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider	• ONS (Annual Business Inquiry & Annual Population Survey

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		period, 20,900 jobs created between 2006 and 2015)	remaining Plan period	rate of 1,750 jobs for 2 or more consecutive years	necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB1 EC10	R1-R8	**LOCAL** Active A1 (retail) units within District & Local Centres remaining the predominant use	A1 units comprising 40% of all units within District & Local Centres (Base Level in 2013)	A1 units comprising less than 40% of all units within a centre.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Monitoring /Site Surveys

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB1 EC11	R1-R8	**LOCAL** Proportion of protected City Centre shopping frontages with over 50% Class A1 (Shop) units.	100%	90%	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Monitoring /Site Surveys
OB1 EC12	KP10, R1-R8	**LOCAL** Percentage of ground floor vacant retail units in the Central Shopping Area, District & Local Centres	Vacancy levels are no higher than the national UK average (12%) Current vacancy levels in Cardiff are 9% (City Centre), 10% (District Centres) and 9% (Local Centres)	Vacancy levels rise above national UK average for more than 2 consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting	• Council Monitoring /Site Surveys • Council City Centre Land Use Floor Space Survey

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
					guidance or whether the underlying reasons do not require changes to the Plan.	• GOAD Data (Experian)
OB1 EC13	KP10, R1-R8	**LOCAL** Number of retail developments permitted outside of the Central Shopping Area and District Centres not in accordance with Policy R4 and an assessment of need and strict application of the sequential test	No retail developments permitted outside these areas (unless in accordance with Policy R4 and an assessment of need and strict application of the sequential test)	1 or more retail developments are permitted outside of the Central Shopping Area and District Centres not in accordance with Policy R4 and an assessment of need and strict application of the sequential test	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Out of Centre Monitoring Schedule • Council Monitoring – Planning Applications and Consents
OB1 EC14	KP2, KP6, KP8, T1-T9	**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:	Failure to achieve an annual increase of 1% for each journey purpose for	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider	• CCC Planning Policy/ Transportation

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			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)	two or more consecutive years	necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Infrastructure Plan • Cardiff Local Transport Plan (LTP) • Ask Cardiff Survey • Infrastructure Plan
OB1 EC15	KP2, KP6, KP8, T1-T9	**LOCAL** Percentage of people walking (all journeys)	An annual increase of journeys made on foot for each journey purpose: 1) Work = 15.9% (2014) 2) Education = 24.1% (2014) 3) Shopping (City Centre) = 16.7% (2014) 4) Shopping (Other) = 22.3% (2014) 5) Leisure = 19% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Infrastructure Plan

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB1 EC16	KP2, KP6, KP8, T1-T9	**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	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Infrastructure Plan
OB1 EC17	KP2, KP6, KP8, T1-T9	**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)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting	• Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Infrastructure Plan

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			4) Shopping (Other) = 8.6% (2014) 5) Leisure = 11.2(2014)		guidance or whether the underlying reasons do not require changes to the Plan.	
OB1 EC18	KP2, KP6, KP8, T1-T9	**LOCAL** Percentage of people travelling by train (all journeys)	An annual increase of journeys made by bus for each journey purpose: 1) Work = 5.8% (2014) 2) Education = 5.2% (2014) 3) Shopping (City Centre) = 10.6% (2014) 4) Shopping (Other) = 3.8% (2014) 5) Leisure = 8.7% (2014)	Failure to achieve an annual increase for each journey purpose for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Infrastructure Plan
OB1 EC19	KP2, KP6, KP8, T1-T9	**LOCAL** Improvement in journey times by bus	An annual 1 percent improvement in journey times for key corridors (North West Corridor, North	Failure to achieve an annual improvement in bus journey times of 1% for two or	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider	• Transportation Surveys • Accessibility Mapping

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			East Corridor, Eastern Corridor and Southern Corridor) from adoption of the Local Development Plan	more consecutive years	necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan. The assessment will also identify congested pinch points and quantify specific corridor journey time and journey time reliability improvements that are required and establish appropriate revised targets	• Congestion Monitoring • Ask Cardiff Survey • Transport Assessments received through the Development Control process; • S106 Monitoring Requirements established through the Development Control process • Infrastructure Plan

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB1 EC20	KP2, KP6, KP8, T1-T9	**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	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan. The assessment will also identify congested pinch points and quantify specific corridor journey time and journey time reliability improvements that are required and establish appropriate revised targets	• Transportation Surveys • Accessibility Mapping • Congestion Monitoring • Ask Cardiff Survey • Transport Assessments received through the Development Control process; • S106 Monitoring Requirements established through the Development

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
						Control process • Infrastructure Plan
OB1 EC21	KP2, KP6, KP8, T4	**LOCAL** Delivery of a regional transport hub	A regional transport hub will be delivered by 2018	Failure to deliver a regional transport hub by 2018	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Cardiff Council Corporate Business Plan • Infrastructure Plan • Cardiff Local Transport Plan
OB1 EC22	KP2, KP6, KP8, T1-T9	**LOCAL** Delivery of new sustainable transportation infrastructure including: Rapid Bus Corridors, Cycle Network,	To prepare & implement a range of sustainable transport schemes including schemes	Failure to deliver projects identified in LTP timeframes and/or failure to deliver	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary	• CCC Planning Policy/ Transportation • Infrastructure Plan

OBJECTIVE 1 – TO RESPOND TO EVIDENCED ECONOMIC NEEDS AND PROVIDE THE NECESSARY INFRASTRUCTURE TO DELIVER DEVELOPMENT						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		Transport Hubs and LTP schemes to mitigate development impacts and support modal shift	identified in the Cardiff LTP which support modal shift and the delivery of the Masterplanning principles set out in the LDP	sustainable key principles as referenced in OB4 SN12	corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Cardiff Local Transport Plan
OB1 EC23	R3	**LOCAL** Central Shopping Area Protected Frontages SPG		Failure to adopt SPG within 12 months of Plan adoption	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• CCC Planning Policy

OB1 EC24	KP5	**LOCAL** Shop Fronts and Signs Guidance SPG		Failure to adopt SPG within 18 months of Plan adoption	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB1 EC25	EC1, EC3	**LOCAL** Protection of Employment Land and Premises for Business, Industry and Warehousing SPG		Failure to adopt SPG within 18 months of Plan adoption	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB2 SO1	KP1	**CORE** The housing land supply taken from the current Housing Land Availability Study (TAN1)	A minimum 5 year supply of land for residential development is maintained throughout the Plan period	Less than a 5 year supply of residential land is recorded for any year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Housing Monitoring Survey • Joint Housing Land Availability Study
OB2 SO2	KP1	**CORE** The number of net general market dwellings built	Provide 22,555 net general market dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below:	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate	• Council Housing Monitoring Survey • Joint Housing Land

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			2016: 2,495 2018: 4,096 2020: 4,153 2022: 4,042 2024: 4,010 2026: 3,759		including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Availability Study
OB2 SO3	KP1, KP2, KP4, KP13, H3	**CORE** The number of net additional affordable dwellings built (TAN2)	Provide 6,646 net affordable units over the remaining Plan period (representing an average of 22.8% of total housing provision). Expected delivery rate to meet the target set out below: 2016: 735 2018: 1,207 2020: 1,224 2022: 1,191 2024: 1,181 2026: 1,108	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	• Council Housing Monitoring Survey • Joint Housing Land Availability Study
OB2 SO4	KP1	**CORE**	Provide 29,201 dwellings over the remaining	Failure to deliver the required	When a trigger point is activated an assessment	• Council Housing

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		Annual dwelling completions (all dwellings)	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	number of dwellings for each 2 year period.	will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Monitoring Survey • Joint Housing Land Availability Study
OB2 SO5	KP1	**LOCAL** Number of windfall units completed per annum on all sites	Annual target of overall anticipated windfall contributions for the remainder of the Plan period - 488 dwellings per annum	Delivery varies by more than 10% above or below 488 dwellings per annum for any consecutive 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not	• Council Housing Monitoring Survey

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
					require changes to the Plan.	
OB2 SO6	KP3(B)	**LOCAL** Number of dwellings permitted annually outside the defined settlement boundaries that does not satisfy LDP policies	Number of dwellings permitted that are not in accordance with KP3(B)	1 or more permission that does not satisfy LDP policies	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO7	H7	**LOCAL** Keep the Seawall Road site under review for potential permanent residential Gypsy and Traveller accommodation		Site is no longer categorised within Flood Risk Zone C2	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes	• CCC Planning Policy • CCC Housing Service

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
					to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO8	H7	**LOCAL** Provision is made for meeting identified needs for permanent Gypsy and Traveller accommodation	1. Agree project management arrangements in cluding reporting structure and representatives - July 15 2. Agree methodology for undertaking site search and assessment – December 2015 3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – Feb 2016	Failure to achieve these targets	Yes	• CCC Planning Policy • CCC Housing Service

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			4. Undertake a site search and assessment and secure approval of findings – Jul 2016 5. Secure planning permission and funding (including any grant funding from Welsh Government) for identified sites(s) required to meet the short term need for 43 pitches by May 2017 6. Secure planning permission and funding (including any grant funding from Welsh Government) for identified(s) required to meet the long term need for 65 pitches by May 2021			

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB2 SO9	H7	**LOCAL** Provision is made for meeting identified needs for transit Gypsy and Traveller accommodation	1. Agree project management arrangements in cluding reporting structure and representatives - July 2015 2. Agree methodology for undertaking site search and assessment – December 2015 3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – Feb 2016 4. Undertake a site search and assessment and secure approval of findings – Jul 2016 5. Secure planning permission and	Failure to achieve these targets	Yes	• CCC Planning Policy • CCC Housing Service

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			funding (including any grant funding from Welsh Government) for identified sites(s) required to meet short term – May 2017 6. Secure planning permission and funding (including any grant funding from Welsh Government) for identified(s) required to meet long term need – May 2021			
OB2 SO10	H7	**LOCAL** Total number of Gypsy and Traveller pitches for residential accommodation	Ensure the existing supply of pitches is maintained. (Should existing pitches be no longer available alternative pitches will be sought)	Any net loss of existing Gypsy and Traveller pitch provision	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes	• CCC Planning Policy • CCC Housing Service

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
					to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO11	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site A – Cardiff Central Enterprise Zone	2,150 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates based on the JHLAS 2014 and developer intentions: 2016: 231 2018: 254 2020: 405 2022: 400 2024: 400 2026: 460	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO12	KP2	**LOCAL** Total annual	500 dwellings will be delivered	Failure to deliver the	When a trigger point is activated	Council Housing

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road	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	required number of dwellings for each 2 year period.	an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Monitoring Survey
OB2 SO13	KP2	**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.	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes	Council Housing Monitoring Survey

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			Expected delivery rates are based on developer intentions: 2016: 135 2018: 624 2020: 1,060 2022: 1,060 2024: 1,060 2026: 1,060		to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO14	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site D – North of Junction 33	2,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 110 2018: 240 2020: 300 2022: 400	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			2024: 450 2026: 500			
OB2 SO15	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site E – South of Creigiau	650 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 150 2018: 300 2020: 200	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO16	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site F – North East Cardiff (West of Pontprennau)	4,500 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan	Council Housing Monitoring Survey

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			set out below. Expected delivery rates are based on developer intentions: 2016: 180 2018: 1,197 2020: 808 2022: 808 2024: 808 2026: 699		review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO17	KP2	**LOCAL** Total annual dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road	1,300 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 140 2018: 375 2020: 285 2022: 270	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			2024: 200 2026: 30			
OB2 SO18	KP2, KP13	**LOCAL** Annual affordable dwellings completions of Strategic Housing Site A – Cardiff Central Enterprise Zone	414 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on the JHLAS 2014 and developer intentions: 2016: 0 2018: 100 2020: 105 2022: 68 2024: 68 2026: 69	Failure to deliver the required number of dwellings for each 2 year period.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	Council Housing Monitoring Survey
OB2 SO19	KP2, KP13	**LOCAL** Annual affordable dwelling completions of Strategic Housing Site B –	100 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in		When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider	

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		Gas Works, Ferry Road	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		necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO20	KP2, KP13	**LOCAL** Annual affordable dwelling completions of Strategic Housing Site C – North West Cardiff	1,500 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:		When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not	

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			2016: 41 2018: 187 2020: 318 2022: 318 2024: 318 2026: 318		require changes to the Plan.	
OB2 SO21	KP2, KP13	**LOCAL** Annual affordable dwelling completions of Strategic Housing Site D - North of Junction 33	603 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with 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		When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO22	KP2, KP13	**LOCAL** Annual affordable dwelling	195 affordable dwellings will be delivered over the remainder of		When a trigger point is activated an assessment will be undertaken	

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		completions of Strategic Housing Site E – South of Creigiau	the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 37 2018: 74 2020: 49 2022: 12 2024: 11 2026 - 11		to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB2 SO23	KP2, KP13	**LOCAL** Annual affordable dwelling completions of Strategic Housing Site F - North East Cardiff (West of Pontprennau)	1,050 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates		When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or	

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			are based on developer intentions: 2016 : 0 2018: 114 2020: 242 2022: 242 2024: 242 2026: 210		whether the underlying reasons do not require changes to the Plan.	
OB2 SO24	KP2, KP13	**LOCAL** Annual affordable dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road	390 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions: 2016: 42 2018: 113 2020: 86 2022: 81 2024: 60 2026: 8		When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB2 SO25	KP13, H3	**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: 1,408 2018: 1,408 2020: 1,408 2022: 1,408 2024: 1,410 2026: 1,410	An increase or decrease of 10% of market values of properties in Cardiff on Greenfield and Brownfield areas	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	HM Land Registry House Price Index RICS Building Cost Information Service (BICS) Tender Prices Development Appraisal Toolkit
OB2 SO26	KP1	**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	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or	Council Housing Monitoring Survey

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
				between 2014 - 2020	whether the underlying reasons do not require changes to the Plan.	
OB2 SO27	KP13, H3	**LOCAL** Affordable Housing SPG		Failure to adopt SPG within 6 months of Plan adoption	No	CCC Planning Policy
OB2 SO28	H5	**LOCAL** Houses in Multiple Occupation SPG		Failure to adopt SPG within 6 months of Plan adoption	No	CCC Planning Policy
OB2 SO29	KP7	**LOCAL** Planning Obligations SPG incorporating Developer contributions for transport facilities and relevant sections from • Affordable housing • Access, circulation and parking requirements • Open Space		Failure to adopt SPG within 12 months of Plan adoption	No	CCC Planning Policy

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		• Schools • Public art • PROW • Community Facilities • Trees and Development • Waste Collection and Storage Facilities • Biodiversity				
OB2 SO30	C1	**LOCAL** Community Facilities and Residential Development SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB2 SO31	C1	**LOCAL** Childcare Facilities SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB2 SO32	C6	**LOCAL** Health SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB2 SO33	H8	**LOCAL**		Failure to adopt SPG	No	CCC Planning Policy

OBJECTIVE 2 – TO RESPOND TO EVIDENCED SOCIAL NEEDS						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		Gypsy and Traveller Sites SPG		within 18 months of Plan adoption		

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN1	KP3(A), KP3(B), KP5, KP15, KP16, KP18, EN14	**CORE** Amount of development (by TAN 15 paragraph 5.1 development category) permitted in C1 floodplain areas not meeting all TAN 15 tests	No permissions granted for highly vulnerable development within C1 floodplain area that does not meet TAN 15 tests	1 application permitted for development in any 1 year that does not meet TAN 15 tests	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN2	KP3(A), KP3(B), KP5, KP15, KP16, KP18, ~~EN1~~ EN14	**CORE** Amount of development (by TAN 15 paragraph 5.1 development category) permitted in C2 floodplain areas.	No permissions granted for highly vulnerable development in C2 floodplain area.	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN3	KP15, KP16, KP18, EN4, EN10 EN11 &EN14	**LOCAL** Percentage of water bodies of good status.	No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN4	KP15, KP16, KP18, EN4, EN10 EN11 &EN14	**LOCAL** Number of permissions granted where there is a known risk of deterioration in status.	No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water)	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN5	KP15, KP16, KP18, EN4, EN10 EN11 &EN14	**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	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN6	KP18, EN11, EN14,	**LOCAL** Number of planning permissions granted contrary to the advice of the Water supplier concerning adequate levels of water quality and quantity and waste water provision	No planning consents issued where there is an objection concerning provision of water quality and quantity and waste water from water supplier	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN7	KP3(A), EN1	**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	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN8	EN3	**LOCAL** The number of planning permissions granted contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas	No development granted planning permission contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN9	EN8	**LOCAL** Ancient Semi-Natural Woodland	No inappropriate development granted planning permission contrary to Policy EN8	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN10	EN1-EN8	**LOCAL** The number of planning permissions granted on SSSI or SINC designated areas.	No planning permissions granted permission that would result in an unacceptable impact which could not be mitigated against on an SSSI or SINC that does not satisfy LDP policies	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN11	EN1-EN8	**LOCAL** Number of planning applications granted which have an adverse effect on the integrity of a Natura 2000 site	Ensure protection of European designated sites as required by paragraph 5.3.9 in Planning Policy Wales, Annex 3 in TAN 5 and policies	1 application permitted contrary to the advice of NRW or the authority's ecologist	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN12	EN1-EN8	**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	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN13	KP16, KP18, C5	**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	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB3 EN14	EN13	**LOCAL** Number of Air Quality Management Areas	No more than 4 current AQMA in action	One or more additional AQMA	No	Environmental Protection Monitoring
OB3 EN15	C4&C5	**LOCAL** Open Space SPG		Failure to adopt SPG within 6 months of Plan adoption	No	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN16	T1	**LOCAL** Public Rights of Way and Development SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB3 EN17	EN8	**LOCAL** Trees and Development SPG		Failure to adopt SPG within 18 months of Plan adoption	No	CCC Planning Policy
OB3 EN18	EN5, EN6, EN7	**LOCAL** Biodiversity SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB3 EN19	EN14	**LOCAL** Flooding SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy
OB3 EN20	KP16, EN3-EN8	**LOCAL** Natural Heritage Network SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy

OBJECTIVE 3 - TO DELIVER ECONOMIC AND SOCIAL NEEDS IN A CO-ORDINATED WAY THAT RESPECTS CARDIFF'S ENVIRONMENT AND RESPONDS TO THE CHALLENGES OF CLIMATE CHANGE						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB3 EN21	KP17, EN9	**LOCAL** Archaeologically Sensitive Areas SPG		Failure to adopt SPG within 18 months of adoption of the Plan.	No	CCC Planning Policy

OBJECTIVE 4 – TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
OB4 SN1	EN12	**LOCAL** The number and capacity of renewable energy developments permitted	An increase in the number of renewable energy schemes permitted	No increase in the number of renewable energy schemes permitted for two or more consecutive years	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting	CCC Planning Policy

OBJECTIVE 4 – TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
					guidance or whether the underlying reasons do not require changes to the Plan.	
OB4 SN2	KP12, W2	**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	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Waste Management Section
OB4 SN3	KP12, W1, W2	**LOCAL** Amount of household waste recycled	Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by	Minimum Overall Recycling - Less than	When a trigger point is activated an assessment will be undertaken	CCC Waste Management Section

OBJECTIVE 4 – TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
			2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025 Maximum level of energy from waste = 42% by 2016, 36% by 2020 and 30% by 2025. Biodegradable landfill allowance = 41,692t by 2016, 33,557t by 2020 and n/a by 2025.	58% by 2016, 64% by 2020 and 70% by 2025, Maximum Landfill = n/a by 2016, less than 10% by 2020 and 5% by 2025 Maximum level of energy from waste = less than 42% by 2016, 36% by 2020 and 30% by 2025. Biodegradabl e landfill allowance = less than 41,692t by 2016, 33,557t by	to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	

OBJECTIVE 4 – TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
				2020 and n/a by 2025.		
OB4 SN4	KP12, W1, W2	**LOCAL** Applications received for waste management uses on B2 sites	Maintain a sufficient range and choice of waste management facilities	1 or more applications refused in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN5	KP11, M7	**LOCAL** Maintain a minimum 10 year landbank of crushed rock reserves	10 year supply	Less than 10 year supply	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary	SWRAWP Annual Reports

OBJECTIVE 4 – TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
					corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB4 SN6	KP11, M6	**LOCAL** Amount of development within Sand Wharf Protection Area	No permanent development which would prejudice the ability to land marine dredged sand and gravel will be permitted within the safeguarded sand wharfs which is contrary to Policy M6.	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not	CCC Planning Policy

OBJECTIVE 4 – TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
					require changes to the Plan.	
OB4 SN7	KP11, M7	**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 x of the Plan.	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN8	M2	**LOCAL** Number of planning permissions permitted for extraction of aggregate mineral not in	0 planning permissions permitted	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary	CCC Planning Policy

OBJECTIVE 4 – TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		line with Policy M2			corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB4 SN9	M4	**LOCAL** Number of planning permissions for inappropriate development e.g. dwellings/mineral working, permitted in Minerals Buffer Zones contrary to Policy M4.	1 planning permission permitted	1 application permitted for development in any 1 year	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not	CCC Planning Policy

OBJECTIVE 4 – TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
					require changes to the Plan.	
OB4 SN10	M3	**LOCAL** Number of prohibition orders issued on dormant sites	Ensure that those dormant sites deemed not likely to be re-worked in the future (as part of the annual review) are served with prohibition orders	LPA fails to serve prohibition orders on sites that are deemed not likely to be re-worked in the future.	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	CCC Planning Policy
OB4 SN11	KP17, EN9	**LOCAL** Number of applications permitted contrary to Policy EN9 that would adversely affect Scheduled	No developments permitted over the course of the Plan where there is an outstanding objection from statutory heritage advisors or that	1 application permitted for development in any 1 year where there is an outstanding objection	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary	CCC Planning Policy

OBJECTIVE 4 – TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas	would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas	from statutory heritage advisors	corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not require changes to the Plan.	
OB4 SN12	KP1, KP2, KP4, KP8, KP13, H1-H6, C1-C7, T1-T9	**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,	Failure of any key principles being effectively delivered in accordance with details which are approved through the Development Management process (e.g. S106 obligations & planning conditions)	1 (or more) key principles not delivered	When a trigger point is activated an assessment will be undertaken to identify the underlying causes and consider necessary corrective actions as appropriate including plan review, changes to supporting guidance or whether the underlying reasons do not	CCC Planning Policy

OBJECTIVE 4 – TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		together with any other key Masterplanning requirements			require changes to the Plan.	
OB4 SN13	KP6	**LOCAL** Preparing an annual Infrastructure Plan and Infrastructure Plan Delivery Report update.	Update the Infrastructure Plan and Infrastructure Plan Delivery Report annually to reflect the latest available information with regard to key infrastructure, costs/funding and estimated timescales.	Failure to update the Infrastructure Plan and Infrastructure Plan Delivery Report annually.	No	Place Making Team (Development Management)
OB4 SN14	T5	**LOCAL** Design and Parking Guidance SPG (incorporating Access, Circulation and Parking Requirements SPG and		Failure to adopt SPG within 6 months of adoption of the Plan	No	CCC Planning Policy

OBJECTIVE 4 – TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		sustainable design guidance)				
OB4 SN15	W1, W2	**LOCAL** Locating Waste Management Facilities SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN16	KP5	**LOCAL** Infill Sites Design Guidance SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN17	KP5	**LOCAL** Tall Buildings Guidance SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN18	KP5	**LOCAL** Householder Design Guidance SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN19	KP5	**LOCAL** Public Art SPG		Failure to adopt SPG	No	CCC Planning Policy

OBJECTIVE 4 – TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
				within 18 months of adoption of the Plan		
OB4 SN20	R8	**LOCAL** Food Drink and Leisure Uses + Premises for Eating, Drinking and Entertainment in Cardiff City Centre SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN21	W1, W2	**LOCAL** Waste Collection and Storage Facilities SPG		Failure to adopt SPG within 18 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN22	H5	**LOCAL** Design Guidance and Standards for Flat Conversions SPG		Failure to adopt SPG within 12 months of adoption of the Plan	No	CCC Planning Policy
OB4 SN23	EN12	**LOCAL** Renewable Energy		Failure to adopt SPG within 12	No	CCC Planning Policy

OBJECTIVE 4 – TO CREATE SUSTAINABLE NEIGHBOURHOODS THAT FORM PART OF A SUSTAINABLE CITY						
MONITORING REFERENCE	**RELEVANT LDP POLICIES**	**CORE & LOCAL INDICATORS**	**TARGET**	**TRIGGER**	**PLAN REVISION REQUIRED?**	**SOURCE**
		Assessments SPG		months of adoption of the Plan		

Appendix 10: Summary of LDP process including glossary of technical terms

Summary of LDP Process

Introduction

4.1 As Wales has a plan-led system, it means that the LDP will be very important when making planning decisions. It sets out the Council's proposals and policies for future development and use of land in its area. Once the plan has been adopted, decisions on planning permissions will be mostly based on the LDP. The LDP will therefore provide a measure of certainty about what kind of development will and will not be permitted during the plan period.

Stage 1: Delivery Agreement

4.2 The Delivery Agreement sets out how and when you can contribute to the LDP preparation process. It has two parts:

- A timetable for producing the LDP; and
- A Community Involvement Scheme - this explains how developers, the public and interested groups can contribute to plan preparation. It also explains how responses will be treated and what feedback you will receive.

4.3 A revised version of the Delivery Agreement was agreed by the Welsh Government in December 2011 and can be viewed on the Council's website (http://www.cardiff.gov.uk/ObjView.asp?Object_ID=19592) or is available for public inspection at County Hall.

Stage 2: Gathering evidence base

4.5 The LDP needs to be a sound document. This means that it *shows good judgement and can be trusted*. In order to achieve a sound plan, the Council has gathered economic, social and environmental information in order to provide an evidence base for the plan. The evidence base is set out in Appendix 13 and has informed the development of the vision and objectives for the plan and the Preferred
Strategy.

Stage 3: Preferred Strategy

4.6 The Preferred Strategy outlines the overall objectives for the plan and the strategy for growth or change, including preferred options for major development sites. The Preferred Strategy is informed by the evidence base for the plan and consultation undertaken in 2010/11 on the vision

and objectives and strategic options and sites. The Council consulted on the Preferred Strategy in November/December 2012.

Stage 4: Deposit plan

4.7 The Deposit Plan (a full draft of the LDP) will be based on the evidence base for the plan and will be informed by comments received in response to the Preferred Strategy. This Deposit Plan presents the Preferred Strategy as agreed or amended, proposals for key areas of change, regeneration or protection and specific sites to be used for particular purposes and other specific policies and proposals. It will be accompanied by a Consultation Report outlining how comments at the previous stage have influenced the plan. Once the LDP is placed on 'Deposit' for six weeks consultation the Council cannot change it. Any changes to the plan are a matter for an Independent Inspector who will examine the plan to determine whether it is 'sound'. This is the stage the plan has now reached and there will be a six week consultation period to allow comments to be made on the plan.

Stage 5: Alternative Sites

4.8 During the six week consultation period on the Deposit Plan objectors may suggest alternative sites or boundaries for development to be considered. After this consultation period the Council will publish any alternative sites or boundaries that have been suggested and a further six week consultation period will be allowed for people to comment on the alternative sites and boundaries.

Stage 6: Examination of the plan

4.9 Once the consultation periods are over, the Council will consider the representations and produce a final Consultation Report. Each of the main issues raised will be summarised in this report. Then the Planning Inspectorate (on behalf of the Welsh Government) will examine the report, all of the deposit representations, the Deposit Plan with its background evidence and the Sustainability Appraisal Report. The examination ensures that the LDP is based on 'sound' information and thinking, and that the views of those with concerns about the plan have been considered. The Inspector will decide what issues will be discussed at the examination and how they will be heard. The LDP is due to be submitted for examination in August 2014.

Stage 7: Inspector's Report

4.10 After the examination, the Inspector will review all the relevant information and consider what changes the Council should make to the LDP. He or she will then publish the Inspector's Report outlining these

changes and explaining the reasons for them. The Inspector's views are binding, the local planning authority must make any changes recommended.

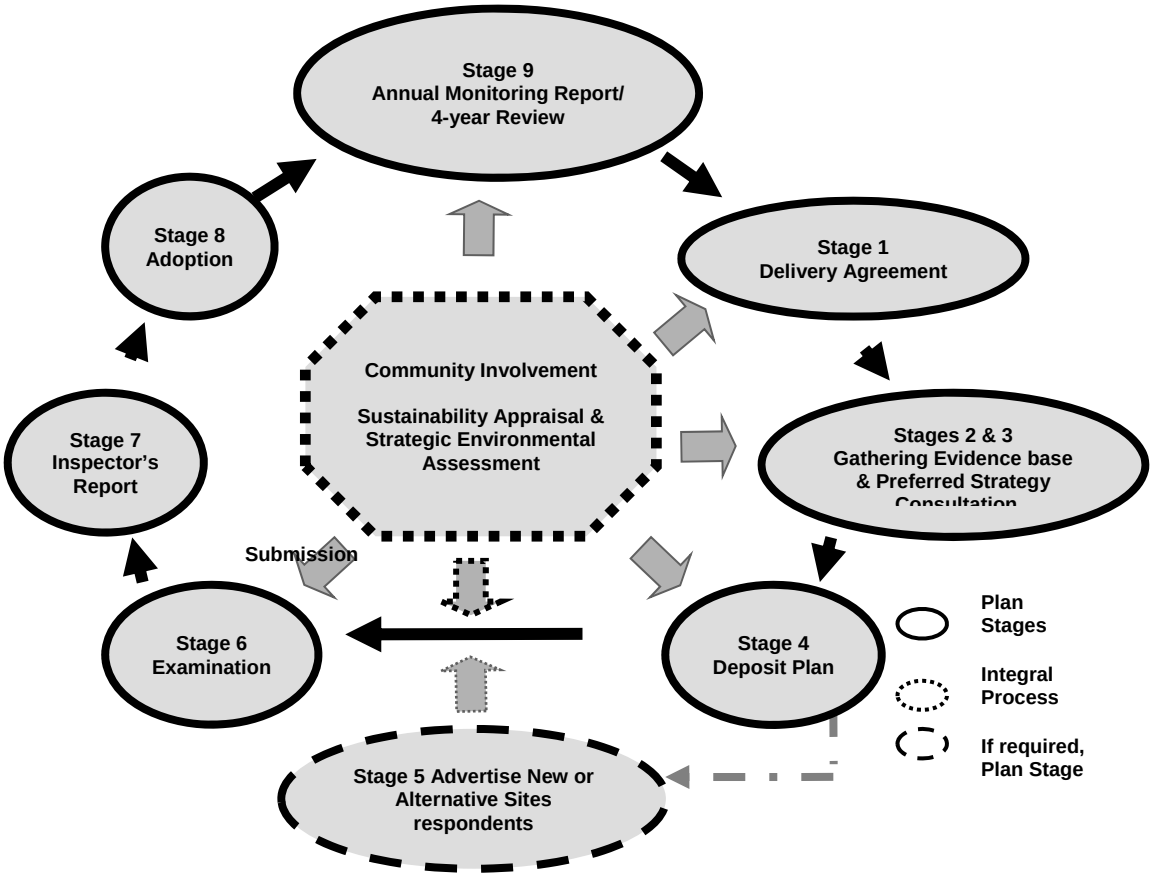
Stage 8: Adoption

4.11 Within eight weeks of receiving the Inspector's Report the Council must advertise the fact that the LDP has been adopted and where it can be inspected. From the date of adoption, the High Court allows six weeks for anyone to challenge it on legal grounds.

Stage 9: Monitoring and review

4.12 Once the Local Development Plan is adopted, the Council must send an Annual Monitoring Report to the Welsh Government each year. This will consider how successful the LDP has been in meeting the plan's objectives and means that the Council will be able to compare the actual effects of the LDP against what was intended. There will be a major review of the LDP at least every four years. This may involve rewriting sections of the plan, or replacing it.

Diagram showing LDP Preparation Process



Glossary of Technical Terms

Adopted Plan
The final, statutorily approved legal version of the Local Development Plan.

Adoption
The final confirmation of a development plan status by a local planning authority (LPA).

Affordable Housing
Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.

Annual Monitoring Report (AMR)
A report submitted to the Welsh Government by the local planning authorities which assess the effectiveness of the LDP against a set of indicators and targets.

Air Quality Management Area (AQMA)
The Environment Act 1995 requires local authorities to review and assess the quality of air in the areas against national air quality standards and objectives. Where the UK air quality objectives are not being met and members of the public are affected they are required to declare an AQMA.

Baseline
A description of the present state of the area against which to measure change.

Biodiversity
A term used to describe the variety of life on Earth, including the wide variety of ecosystems and living organisms, animals, plants, their habitats and their genes

Brownfield Land / Site
Land which is, or was, previously occupied by a permanent structure (excluding agriculture or forestry buildings) and associated fixed surface infrastructure. This includes the curtilage of development, defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made.

Candidate Sites
The LDP Manual (Welsh Government 2006) recommends that local planning authorities engage with developers and landowners at the evidence gathering stage of the LDP process to obtain information about

potential development sites that may be included in the plan. Accordingly, in November 2010, the Council formally invited developers, landowners, agents, Council departments and others with an interest in land to submit sites they wished to be considered for development or reuse through the LDP, for a range of uses, including housing, employment, retail, leisure, waste, transport (e.g. park and ride sites), open space and other community uses.

Citizens Panel
The Citizens Panel is made up of a representative sample of over 1,000 local residents from across Cardiff who have agreed to give their views on a number of consultation topics throughout the year. Panel members share their views by completing surveys and occasionally taking part in other activities like focus groups, workshops, or forums.

Climate Change
Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption.

Commitments (or committed development)
All land with current planning permission or allocated in adopted development plans for development (particularly residential development).

Community
People living in a defined geographical area, or who share common interests.

Community Involvement Scheme (CIS)
The CIS identifies how the LPA intends to involve consultation bodies and the public in the preparation of the LDP. The CIS is submitted to the Welsh Government as part of the Delivery Agreement for its agreement.

Community Infrastructure Levy (CIL)
CIL is a method of securing generalised contributions from developers. The Government legislated for CIL in the 2008 Planning Act. Implementing Regulations followed, and CIL came into force in England and Wales on 6 April 2010.

Community Strategy
Local authorities are required by the Local Government Act 2000 to prepare these, with the aim of improving the social, environmental and economic well being of their areas.

Consultation
Formal process where comments are invited on a particular topic or set of topics, or a draft document.

Conservation Area
Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

Conservation Area Character Appraisal
A published document defining the special architectural or historic interest that warranted the area being designated.

Conversions
Generally means the physical work necessary to change of use of a building from a particular use, classified in the use classes order, to another use. Can also mean the sub-division of residential properties into self-contained flats or maisonettes.

Delivery Agreement
A document comprising the local planning authorities timetable for the preparation of the LDP together with its Community Involvement Scheme, submitted to the Welsh Government for agreement.

Deposit
A formal stage of consultation in which comments are invited on the full draft LDP.

Deposit LDP
A full draft of the Local Development Plan which undergoes a formal consultation period.

Development
Development, as it is defined in planning law is the 'carrying out of building, engineering, mining or other operations in, on, over or under land.' (Section 55 of the 1990 Planning Act as amended).

Employment Land / Site
Land used for employment purposes by one or more of the following: offices, manufacturing, research and development, storage and distribution.

Enterprise Zones
A specially designated area within which businesses are granted numerous advantages and incentives such as income tax credits, equipment tax refunds and property tax credits. At its core, the enterprise zone is a means to targeting a specific geographical area for economic

revitalisation. Creating an enterprise zone encourages investment and promotes economic growth in that area.

Evidence Base
The information and data gathered by the LPA to justify the "soundness" of the policy approach set out in the Local Development Plan, including physical, economic, and social characteristics of an area.

Examination
Examination is carried out by the Planning Inspectorate on behalf of the Welsh Government and involves the examination of the report, all the deposit representations, the Deposit Local Development Plan with its background evidence and the Sustainability Appraisal Report. It ensures that the LDP is based on sound information and thinking, and that the views of those with concerns about the plan have been considered.

Expressions of Interest
Representations or comments on the development plan, including requests for alteration, inclusion or removal of policies or sites for development.

Final Sustainability Report
A term used to refer to the Sustainability Appraisal Report, produced at the deposit stage. It shows how SA/SEA has informed the preparation of the LDP and details the methodology, process and results of the LDP against the Sustainability Objectives identified in the SA/SEA Scoping Report.

Greenfield Land / Site
Land that has not been previously developed, usually farmland, grassland or heath.

Gross Value Added (GVA)
This is a measure in economics of the value of goods and services produced in an area, industry or sector of an economy.

Habitat Regulation Assessment (HRA)
A HRA is a requirement of European Directive 92/43/EEC which assesses the potential effects a Local Development Plan may have on one or more European sites (Natura 2000 sites). The assessment should conclude whether or not a proposal or policy in a Development Plan would adversely affect the integrity of the site in question.

Housing Land Availability (HLA)
The total amount of land reserved for residential use awaiting development.

Infrastructure
Infrastructure includes services such as roads, transport facilities, water supplies, sewerage and associated waste water treatment facilities, waste management facilities, energy supplies (electricity and gas) and distribution networks and telecommunications infrastructure. Soft infrastructure includes ICT and telecommunications.

Initial Sustainability Appraisal Report
A term used to refer to the Sustainability Appraisal Report, produced at the Preferred Strategy stage. This assesses the LDP options against the Sustainability Appraisal framework. The report is then expanded at the Deposit LDP stage and finalised alongside the Adoption Statement.

Inspector's Report
The findings of the Inspector, following an independent examination of the LDP, set out in a report that is binding upon the LPA.

Key Diagram
The diagrammatic interpretation of the LDP's spatial strategy.

LANDMAP
LANDMAP is the national information system, devised by the Countryside Council for Wales, for taking landscape into account in decision-making (http://landmap.ccw.gov.uk/).

Listed Building
A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures.

Local Development Plan (LDP)
The required statutory development plan for each local planning authority area in Wales under Part 6 of the Planning and Compulsory Purchase Act 2004. A land use plan that is subject to independent examination, which will form the statutory development plan for a local authority area. It should include a vision, strategy, area wide policies for development types, land allocations, and where necessary policies and proposals for key areas of change and protection.

Local Development Plans Wales (LDPW)
Planning policy guidance document from the Welsh Government on the preparation of Local Development Plans.

Local Listing (or Building of Local Importance).
A locally important building valued for contribution to local scene or for local historical situations but not meriting listed building status.

Local Nature Reserve (LNR)
Non-statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged.

Local Planning Authority (LPA)
A planning authority responsible for the preparation of the LDP.

Master Planning
In land-use planning, a government entity's plan for the overall utilisation of a particular area, including its allocation for residential or manufacturing uses and the corresponding environmental impacts.

Minerals Aggregates Technical Advice Note (MTAN1)
This was issued by the Welsh Government in March 2004. MTAN1 and sets an overarching objective which seeks to ensure a sustainably managed supply of aggregates (which are essential for construction), striking the best between environmental, economic and social costs.

Mitigation
Measures to avoid, reduce or offset significant adverse effects.

Mixed Use
Developments or proposals comprising more than one land use type on a single site.

National Vocational Qualifications (NVQs)
NVQs are work based awards that are achieved through assessment and training.

Objectives and Indicators
Objectives are what the LDP is trying to achieve, and indicators are measures that show whether or not objectives are being achieved. They can be used to help show whether planning policy is effective, or be used in helping to conduct a Sustainability Appraisal.

Office of National Statistics (ONS)
The **ONS** is the executive office of the UK Statistics Authority, a nonministerial department which reports directly to the Parliament of the United Kingdom.

Open Space
All space of public value including public landscaped areas, playing fields, parks and play areas, and also including areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.

Participation Phase
Period prior to the pre-deposit Local Development Plan when stakeholders and the public will have the opportunity to influence the issues, options and policies for future growth and development to be included.

Phasing
The development of a site in gradual stages over a period of time rather than all at once.

Planning Gain
The benefits or safeguards, often for community benefit, secured by way of a planning obligation as part of a planning approval and usually provided at the developer's expense. For example, affordable housing, community facilities or mitigation measures.

Planning Obligations and Agreements
Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. For example, the provision of highways. Sometimes called "Section 106" agreements.

Planning Policy Wales (PPW)
Issued by the Welsh Government setting out its national land use policies on different areas of planning.

Population Projection
The prediction of future populations based on the present age-sex structure, and with the present rates of fertility, mortality and migration.

Pre Deposit proposals documents
These include the vision, strategic options, preferred strategy, key policies, and the Sustainability Appraisal report

Pre deposit stage
The strategic Options and Preferred Strategy stage of LDP preparation.

Proposals Map
A component of the Local Development Plan showing the location of proposals on an Ordnance Survey base map.

Prosiect Gwyrdd
Prosiect Gwyrdd is a partnership between, Caerphilly Borough County Council, The County Council of the City and County of Cardiff, Monmouthshire County Council, Newport Council and Vale of Glamorgan Council The combined municipal waste of the five authorities makes up 40% of the total municipal waste of Wales. Prosiect Gwyrdd is committed

to looking for the best environmental, cost effective and practical solution for waste after recycling and composting has been maximised in each area (http://www.caerphilly.gov.uk/prosiectgwyrdd/english/home.html).

Protected Species
Plants and animal species afforded protection under certain Acts and Regulations.

Ramsar Sites
Sites designated under the Ramsar Convention to protect wetlands that are of international importance, particularly as waterfowl habitats.

The Regional Technical Statement (RTS)
The RTS is produced by the South Wales Regional Aggregates Working Party and sets out a regional plan for aggregate provision in south Wales and is a requirement of the Minerals Aggregates Technical Advice Note (MTAN1).

Regional Transport Plan (RTP)
Regional Transport Plan prepared by Sewta

Representations
Comments in support of, or in opposition, to the deposit Local Development Plan.

United Kingdom Biodiversity Action Plan (UKBAP)
This is the governmental response to the Convention on Biological Diversity signed in 1992. As of 2009 1,150 species and 65 habitats are identified as needing conservation and greater protection and are covered by UK BAPs.

Unitary Development Plan (UDP)
A plan prepared under the previous plan making system which reached Deposit stage in Cardiff.

Scheduled Ancient Monument
Nationally important monuments usually archaeological remains, that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

Scoping SA
The process of deciding the scope and level of detail of a Sustainability Appraisal, including sustainability effects and options which need to be considered, the assessment methods to be used, and the structure and contents of the SA Report.

Section 106 Agreement

A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

South Wales Regional Aggregates Working Party (RAWP)
The SWRAWP is a technical working group with membership drawn from officers of the 18 Mineral Planning Authorities in South Wales, representatives of the Quarry Products Association, British Aggregates Association, Environment Agency Wales, Countryside Council for Wales, Welsh Assembly Government, Office of the Deputy Prime Minister, Cuddy Demolition, Welsh Environment Trust and British Geological Survey (http://www.swrawpwales.org.uk/).

South East Wales Economic Forum (SEWEF)
The Forum is a regional partnership bringing together the ten local authorities, the Welsh Government, the private sector, universities and the third sector to discuss and address the regional economic matters of south east Wales (http://www.sewales-econforum.co.uk/home).

South East Wales Strategic Planning Group (SEWSPG)
Membership of the group comprises officer and political representation from the ten local authorities in the South East Wales area. The principal aim of the Group is to meet to discuss regional issues and provide an interface between the Wales Spatial Plan strategy and individual authority development plans.

South East Wales Transport Alliance (Sewta)
Sewta is a consortium established on 1st April 2003 by the ten authorities in south east Wales to carry out their functions in relation to public transport and some other transport matters. Sewta works in close liaison with partners representing public transport operators and users (http://sewta.net/).

Sites of Importance for Nature Conservation (SINC)
Locally important sites of nature conservation adopted by local authorities for planning purposes. (See also Local Nature Reserve).

Site of Special Scientific Interest (SSSI)
A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features.

Soundness

To be considered sound, a Local Development Plan must be justified (founded on robust and credible evidence and be the most appropriate strategy) and effective (deliverable, flexible and able to be monitored). There are ten tests of soundness set out in guidance issued by the Welsh Government and the Planning Inspectorate against which the LDP will be assessed.

Special Area of Conservation (SAC)
A site designated under the European Community Habitats Directive, to protect internationally important natural habitats and species.

Special Protection Areas (SPA)
Sites classified under the European Community Directive on Wild Birds to protect internationally important bird species.

Stakeholders
Interests directly affected by the LDP (and/ or SEA) - involvement generally through representative bodies.

Strategic Environmental Assessment (SEA)
Generic term used to describe environmental assessment as applied to polices, plans and programmes. The SEA Regulations require a formal "environmental assessment of certain plans and programmes, including those in the field of planning and land use.

Strategic Opportunity Area (SOA)
Strategic Opportunity Areas (SOAs) offers potential regional benefits from its sustainable development. SOAs are intended to bring greater coherence to their development, and enable public transport links to be strengthened.

Submission
Formal stage when the LDP is submitted to the Welsh Government for independent examination by a government-appointed planning inspector.

Supplementary Planning Guidance (SPG)
Supplementary Planning Guidance may cover a range of issues, both thematic and site specific and provide further detail of policies and proposals in a development plan.

Sustainability Appraisal (SA)
A tool for appraising policies and proposals to ensure they reflect sustainability development objects (i.e. social, environmental and economic factors). Each LPA is required by S62(6) of the Act to undertake an SA of the LDP. This form of SA fully incorporates the requirements of the SEA Directive. The term used in the LDP includes Strategic Environmental Assessment, unless otherwise made clear.

Sustainable Development
Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Transport
Often meaning walking, cycling and public use of transport (and in some circumstances 'car sharing'), which is considered to be less damaging to the environment and contributes less to traffic congestion than one-person car journeys.

Technical Advice Notes (TANS)
Documents produced by the Welsh Assembly Government to supplement Planning Policy Wales, which give detailed technical guidance to Local Planning Authorities on particular planning issues. They should be taken into account by LPAs in the development plan preparation process.

Transport Corridor
An area of land in which at least one main line for transport, (road, rail, canal etc.) has been built. Often new transport lines are built alongside existing ones to minimise the area affected by pollution

Transport Hub
A place where passengers and cargo are exchanged between vehicles or between transport modes. Public Transport Hubs include train stations, rapid transit stations, bus stops, tram stop, airports and ferry slips

Travel Plan
A travel plan is a package of actions designed by a workplace, school or other organisation to encourage safe, healthy and sustainable travel options. By reducing car travel, Travel Plans can improve health and wellbeing, free up car parking space, and make a positive contribution to the community and the environment

Wales Spatial Plan (WSP)
A plan prepared and approved by the Welsh Government under S60 of the Act, which sets out a strategic framework to guide future development and policy interventions, whether or not these relate to formal land use planning control. Under S62 (5) (b) of the Act a local planning authority must have regard to the WSP in preparing an LDP.

Welsh Index of Multiple Deprivation (WIMD)
The official measure of deprivation in small areas in Wales. It is a relative measure of concentrations of deprivation at the small area level. It looks at issues such as income, housing, employment, access to services, health, environment, education and community safety.

Windfall Site

A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context.

Appendix 11: Tests of Soundness Self-Assessment

11.1 When the Council has finalised its LDP, it must place it on deposit for public inspection and the submission of representations, and then submit it to the Welsh Government for examination by an independent inspector. The inspector appointed by the Welsh Government (WG) must determine whether the plan is fundamentally sound having regard to ten test of soundness set out in guidance issued by the Welsh Government and the Planning Inspectorate *A Guide to the Examination of Local Development Plans, Planning Inspectorate Wales, 2007*.

11.2 The following table sets out the ten tests of soundness and the Council's assessment of its progress to date in meeting each of them.

Procedural Tests		
P1	**It has been prepared in accordance with the Delivery Agreement including the Community Involvement Scheme**	The Delivery Agreement (DA) contains a timetable for LDP production and the Community Involvement Scheme (CIS) that sets out how and when stakeholders and the community can contribute to preparing the LDP and its Sustainability Appraisal (SA). Cardiff's DA was originally approved by Council on 23rd September 2010 and agreed with the WG on 15th October 2010. The DA is kept under continual review. On 5th December 2011 WG agreed amendments to the timetable for preparing and adopting the plan. Consulting on the Deposit Plan in October 2013 fully accords with the adopted timetable. Additionally, it should be noted that the procedural requirements of the Town and Country Planning (Local Development Plan) (Wales) Regulations have been conformed with in preparing the plan. In accordance with the DA, the Council engaged with a wide range of groups, organisations and the wider public to assist developing a consensus on the generation of alternative strategies and options together with identifying key issues. Specific measures undertaken included: • Invitation to submit Candidate Sites - December 2010: Invitations were sent out inviting developers, landowners and others with an interest in land to submit sites they wished to be considered for development or reuse through the LDP. In addition a notice was placed in the South Wales Echo and placed on the Council website;

		• Consultation on SA/SEA Scoping Report - November/December 2011; • Consultation on vision and objectives – November/December 2010: In order to inform the preparation of LDP vision and objectives an extensive consultation and engagement exercise was carried out. This included: o A Stakeholder Consultee Conference which was held on 25th November 2010: o 4 Public Consultee Conferences held at venues around the city; o Questionnaire contained in the November Capital Times; o Questionnaire available on-line via the Council's website; o 'Ask Cardiff' random postal questionnaire to 5,000 households; o Citizens' Panel questionnaire to 1,000 households; and o E-mail responses to website and other publicity. • Consultation on strategic options and sites – May/June 2011: In order to inform the preparation of the Preferred Strategy a consultation exercise on strategic options and sites was undertaken between 9th May and 10th June 2011. During this period members of the public and stakeholders were asked to give views on a series of strategic growth options for housing and employment and on candidate sites that had been put forward by developers and landowners to deliver this growth. The consultation included: o A Stakeholder Consultee Conference which was held on 16th May 2011: o 13 Public Consultee Conferences held at venues around the city; o Publicity in Capital Times;

		o Representation form available on-line via the Council's website; o Citizens' Panel questionnaire to 1,000 households; and o E-mail responses to website and other publicity. Consultation on the Preferred Strategy – November/December 2012. In accordance with Regulation 15 of the Local Development Plan Regulations the Council undertook 6 weeks consultation on the Preferred Strategy and the Initial Sustainability Appraisal between 1st November and 14th December 2012. During this period members of the public and stakeholders were asked to give views on how the Preferred Strategy proposed to address the key environmental, economic and social issues affecting the city and how development needs will be met including the proposed broad locations of new housing, employment and other strategic requirements. • A Stakeholder Consultee Conference which was held on 2nd November 2012: • 4 Public Consultee Conferences held at venues around the city; • 14 drop-in exhibitions at venues throughout the city; • Publicity in Capital Times; • Representation form available on-line via the Council's website; • Citizens' Panel questionnaire to 1,000 households; and • E-mail responses to website and other publicity. • Consultation on Masterplanning principles – March 2013. A series of consultation events were held during March 2013 to seek feedback from stakeholders, developers and members of the public on the LDP Masterplanning Approach. • Engagement with key stakeholders through the preparation of various local and regional strategies –ongoing; • Deposit Plan consultation arrangements: When the Deposit Plan is issued, extensive consultation arrangements have been put

		in place including the facility for on-line representations using the Objective Publishing system, public exhibitions, centre-page insert into, 'The Capital Times' that is delivered to every house in Cardiff, production of a user-friendly leaflet that provides a non-technical summary of the LDP and how to make representations, and relevant documents will be made available via the website.
P2	**The Plan and its policies have been subjected to Sustainability Appraisal including Strategic Environmental Assessment**	Following stakeholder engagement and consultation, a Scoping Report for Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the Cardiff LDP was adopted by the Council's Executive and published in January 2011. An Initial Sustainability Appraisal Report was prepared in October 2012 to accompany the Preferred Strategy Consultation and assessed the Preferred Strategy against the Sustainability Objectives identified in the SA/SEA Scoping Report. A Full Sustainability Appraisal Report has been prepared and published for consultation as part of the Council's Deposit proposals. It sets out an assessment of the Deposit Plan against the Sustainability Objectives identified in the SA/SEA Scoping Report. The SA/SEA work has been undertaken in-house using its Sustainable Development Unit and employed Levett-Therivel Sustainability Consultants to quality assure the work undertaken (process and content), and provide advice at key stages including how to comply with the strategic Environmental Assessment Regulations.

Consistency Tests		
C1	**It is a land use plan which has regard to other relevant plans,**	The Deposit Plan has regard to other relevant plans, policies and strategies. Section 2 of the Plan specifically identifies the national, regional

	policies and strategies relating to the area or adjoining areas	and local policy framework within which it has been prepared. The Deposit Plan also has regard to the plans of adjoining authorities, namely the adopted Newport and Vale of Glamorgan Unitary Development Plan and adopted Caerphilly and Rhondda Cynon Taff Local Development Plan. Technical Appendix 1 of the SA/SEA Scoping Report includes a review of plans, policies and programmes from all levels of government (European, national, regional and local) that have been considered in undertaking SA/SEA of the Preferred Strategy. The Deposit Plan Strategy identifies and takes account of those aspects that are of significance. The Deposit Plan has regard to national policy set out in the Wales Spatial Plan which places Cardiff at the centre of the South East - 'Capital Network' - area of Wales. In this regard the plan recognises that it is important for Wales as a whole that Cardiff becomes significant internationally and that, to achieve this, the City needs to be the focal point of a coherent and successful urban network in South East Wales. In order to ensure the region functions in this way the Plan recognises that it is important to provide an integrated transport solution for the region linked to an appropriate balance of development throughout the region.
C2	**It has regard to national policy**	The Deposit Plan is consistent with national planning policy. Section 2 of the Preferred Strategy identifies the main elements of national policy which the Council has had regard to in its preparation. Technical Appendix 1 of the SA/ SEA Scoping Report includes a review of all national plans, policies and programmes that have been considered in undertaking SA/SEA of the Plan. The Deposit Plan takes account of those aspects of national policy that are of significance.

C3	**It has regard to the Wales Spatial Plan**	The Deposit Plan is considered to be consistent with the Wales Spatial Plan. Section 2 of the LDP directly references People Places Futures: The Wales Spatial Plan. The Deposit Plan reflects the Spatial Plan's vision, strategy, propositions and actions for Cardiff and the South East Wales Area (The Capital Network). The level of growth in jobs and housing proposed in the plan together with transportation improvements will help deliver the Spatial Plan's vision to place Cardiff at the centre of the South East - 'Capital Network' - area of Wales, helping to spread prosperity within the area and benefiting other parts of Wales.
C4	**It has regard to the Community Strategy**	The Deposit Plan has full regard to the Council's Community Strategy. Section 3 (Vision and Objectives) of the Plan directly references the 'What Matters' Strategy 2010-2020', and Section 3 and the Plan builds upon it. In particular, the Preferred Strategy vision is based on the economic, social and environmental vision for Cardiff as set in the Strategy. These high level visions have been translated into spatial priorities to deliver the vision and provide the context for the strategic objectives and sub objectives that lie at the heart of the plan. The Deposit Plan sets out the means of delivering these objectives.

Coherence and Effectiveness Tests		
CE1	**The plan sets out a coherent strategy from which its policies and allocations clearly flow and, where cross boundary issues are relevant, it is compatible with the development plans prepared by**	Section 4 of the Deposit Plan sets out a coherent Strategy which flows from the key issues identified through the review of the national, regional and local policy framework, including the Wales Spatial Plan and the Community Strategy, and the evidence base. The strategy takes into account work undertaken at the regional level with neighbouring local authorities on spatial plan area groups and studies. This includes, the recommendations of

	neighbouring authorities	the Collaborative working Group, the Regional Waste Plan and Regional Transport Plan. This process ensures that cross boundary issues for the Deposit Plan Strategy are consistent with the development plans prepared by neighbouring authorities. In particular, the overall Strategy and level of growth proposed is considered to strike the right balance having regard to the evidence base and also taking account of Cardiff's wider regional responsibilities in adopting an approach that still allows other authorities to fulfil their objectives, and those set out in the Wales Spatial Plan.
CE2	**The strategy, policies and allocations are realistic and appropriate having considered the relevant alternatives and are founded on a robust and credible evidence base**	The Deposit Plan is considered realistic and appropriate having considered all reasonable alternatives (in accordance with the SEA Regulations). A multitude of options and alternatives have been considered as part of the SA/SEA process. The Deposit Plan is founded on a robust and credible evidence base and draws upon the available evidence base, including the national regional and local policy context. The key Issues section of the Deposit Plan sets out the assumptions and background to which the Plan's policies and proposals are based. The Deposit Plan is supported by evidence from the evidence base and background technical papers Technical Appendix 2 of the SA/SEA Scoping Report also includes a review of the evidence base that has been considered in undertaking the SA/SEA of the Deposit Plan. The preparation process has also been participative, with the views of key stakeholders being tested through a series of consultation events and the Council's Citizens Panel. The extensive process of collecting relevant evidence has demonstrated that it is not always possible to reach absolute consensus on all issues and in some cases, different evidence sources may point to different conclusions. However, the Deposit Plan has taken full account of all relevant information available and where judgements have made been made, full

		reasoning is set out within the document and supporting information to demonstrate how conclusions are realistic and appropriate having regard to the evidence base.
CE3	**There are clear mechanisms for implementation and monitoring**	The Annual Monitoring Report is the principle mechanism through which the implementation of policies in the LDP are measured. The general approach to this is set out in Appendix 8 to the Deposit Plan.
CE4	**It is reasonably flexible to enable it to deal with changing circumstances**	The Deposit Plan has been specifically designed to provide a flexible policy framework. It is considered sufficiently flexible to deal with unexpected changes in circumstances and has been prepared during a period that has seen economic changes, thereby allowing consideration of the flexibility of the policy response. Finally, the AMR provides a key mechanism to monitor the delivery of the LDP. This will be used to assess whether a review is necessary in case of a change in circumstances.

Appendix 12: List of Supporting Documents

Background Technical Papers and Assessments

1. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 1 Population and Housing – September 2013
2. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 2 Urban Capacity Study – September 2013
3. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 3 Green Belt – September 2013
4. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 4 Economic – September 2013
5. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 5 Transportation – September 2013
6. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 6 Infrastructure Plan – September 2013
7. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 7 District and Local Centres
8. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 8 City Centre Protected Shopping Frontage Assessment – September 2013
9. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 9 Minerals – September 2013
10. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 10 Waste – September 2013
11. Cardiff Deposit Local Development Plan 2006-2026 Final Sustainability Report - September 2013
12. Cardiff Deposit Local Development Plan 2006-2026 Habitat Regulations Assessment Report – September 2013
13. Cardiff Deposit Local Development Plan 2006-2026 Health Impact Assessment Report – September 2013
14. Cardiff Deposit Local Development Plan 2006-2026 Equalities Impact Assessment Report – September 2013
15. Cardiff Deposit Local Development Plan 2006-2026 Initial Consultation Report – September 2013
16. Cardiff Deposit Local Development Plan 2006-2026 Masterplanning Framework – General Principles, Strategic Framework & Site Specific Frameworks for larger sites – September 2013
17. Cardiff Deposit Local Development Plan 2006-2026 Summary of cross boundary working – September 2013

Evidence Base Studies

18. Edge Analytics Report on Population & Household Forecasts
19. Local housing Market Assessment
20. Affordable Housing Viability Assessment
21. Gypsy & Traveller Study Needs Assessment
22. Gypsy and Traveller Study Sites Assessment
23. Strategic Flood Consequences Assessment
24. Landscape Study Supporting Documents: Review of Landscape Character Areas (February 2008), Review of Special Landscape Areas (August 2008)
25. Renewable Energy Assessment

Appendix 13: List of the Evidence Base

Topic	Title	Author	Date
Housing and Population	• Cardiff Gypsy & Traveller Accommodation Assessment	ORS	Apr-13
	• Cardiff Gypsy, Traveller and Travelling Showpeople Sites Study	Peter Brett Associates	Jul-13
	• Affordable Housing Viability Study	Peter Brett Associates	Aug-13
	• Cardiff Local Development Plan Population and Household Projections Phase 1 Report	Edge Analytics	Mar-11
	• Cardiff Local Development Plan Population and Household Projections Phase 2 Report	Edge Analytics	Jun-11
	• Cardiff Population and Household Forecasts – Updating the Evidence	Edge Analytics	Jun-13
	• Cardiff Housing Monitoring Schedule	CCC	Mar-13
	• Local Housing Market Assessment Update	HDH Planning and Development	July -13
Economy and Employment	• Cardiff Employment Land Study Stage 1: Supply Audit	DTZ	Apr-11
	• Cardiff Employment Land Study Update Stage 2: Assessing Future Requirements	DTZ	Jun-11
	• Strategic Area Appraisals	Savills	Jun-11
	• Cardiff Employment Land and Commercial Property Strategy	GVA Grimley	Mar-09

Topic	Title	Author	Date
	• Business and Industrial Land bank Monitoring	CCC	Jul-11
	• Business Class Office Development Monitoring	CCC	Jul-11
	• Cardiff Employment Land and Property Study Stage 3: Gap Analysis	Hardisty Jones Associates	Apr-12
	• Economic Bulletin Edition 18 Autumn 2010	CCC	Autumn 2010
	• Monthly Unemployment Statistics	Cardiff Research Centre	Ongoing
Retail	• District and Local Centre Floorspace Survey	Colliers	Sep-08
	• Cardiff Out of Centre Retail Stores	CCC	Jan11
	• Retail Capacity Study	Colliers	Mar-09
	• Retail Capacity Study Update Volume 1: Consultants Report	Colliers	Mar-11
Biodiversity	• Cardiff Biological Database	CCC	Ongoing
Habitats Regulations Assessment	• Screening Report	CCC	Oct-12
Landscape	• The Landscape Study of Cardiff 1999	CCC	1999
	• The 2007 Landscape Study of Cardiff	CCC	2007
	• The Review of Landscape Character Areas Study	CCC	2008
Conservation and Design	• Conservation Area Appraisals	CCC	Ongoing

Topic	Title	Author	Date
Flooding & Flood risk	• Cardiff Strategic Flood Consequences Assessment: Report on Phase 1 (Scoping Study)	Atkins	June-09
	• Cardiff Strategic Flood Consequences Assessment: Phase 2 Part 1	Atkins	Nov-11
	• Cardiff Strategic Flood Consequences Assessment: Phase 2 Part 2	Atkins	Jul-11
	• Cardiff Strategic Flood Consequences Assessment: Phase 3	Atkins	Aug-12
	• Cardiff Strategic Flood Consequences Assessment: - Addendum Report	Atkins	Oct-11
Open Space	• Cardiff Open Space Survey 2009	CCC	Sept-09
	• Cardiff Accessible Natural Greenspace Survey 2008	CCC	Mar-08
Renewable Energy	• Renewable Energy Assessment	CCC	Aug 13
Regional	• Strategic Planning for the Cardiff City Region	Roger Tym & Partners	Oct-11
	• Report of Findings	Cardiff LDP Collaborative Working Group	Apr-12

Appendix 14: Bibliography

• STEAM Report 2010	Cardiff Council
• Cardiff Annual Traffic Flow Surveys	Cardiff Council
• Cardiff Annual Patronage Surveys 2010	Cardiff Council
• Ask Cardiff Surveys: Between 2010 and 2012	Cardiff Council
• 'What Matters' The Ten Year Strategy (2010-2020)	Cardiff Council
• European Directive 2009/28/EC: The Promotion of the use of energy from renewable sources	EU
• Cardiff and Wales Crime 2009 - 2011	Home Office
• Employee Jobs Business Register and Employment Survey 2012	ONS
ONS GVA Statistics 2011	ONS
• Claimant Count	ONS
• Population and Household growth estimates	ONS
• Guide to the Examination of Local Development Plans 2006	Planning Inspectorate
• Hotting Up? : An Analysis of Low Carbon Plans and Strategies for UK Cities 2011	RICS
• The South East Wales Regional Waste Plan, First Review (RWP) (2008)	South East Wales Regional Waste Group (SEWRWG)
• A Regional Transport Plan (RTP) (2010)	South East Wales Transport Alliance (SEWTA)

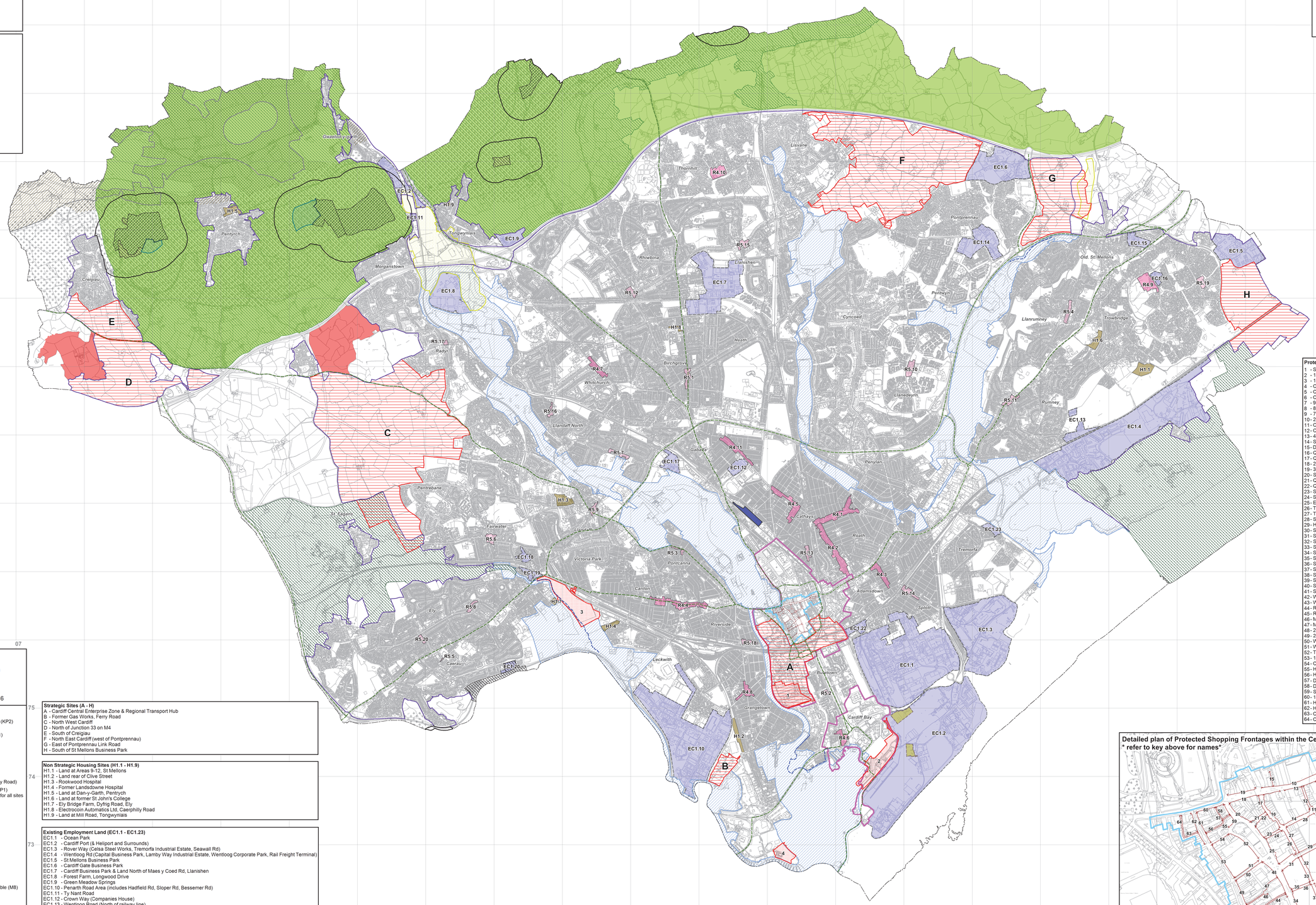
• The South Wales Regional Technical Statement for Aggregates (2008)	South Wales Regional Aggregates Working Party (SWRAWP)
• Annual Population Survey 2011	Welsh Government
• Local Development Plans Wales 2005	Welsh Government
• Local Development Plan Manual 2006	Welsh Government
• Planning Policy Wales (Edition 4) 2011	Welsh Government
• Mineral Planning Policy Wales 2011	Welsh Government
• People Places Futures: The Wales Spatial Plan 2008	Welsh Government
• Environment Strategy for Wales 2006	Welsh Government
• One Wales, One Planet 2009	Welsh Government
• Economic Renewal: A New Direction 2010	Welsh Government
• One Wales: Connecting the Nation – The Wales Transport Strategy 2008	Welsh Government
• National Transport Plan 2010	Welsh Government
• Minerals Technical Advice Note 1: Aggregates (MTAN1) 2004	Welsh Government
• Welsh Health Survey 2010	Welsh Government
• Circular 30/2007 – Planning for Gypsy and Traveller caravan sites	Welsh Government
• Welsh Index of Multiple Deprivation 2011	Welsh Government

Housing Commitments over 500 dwellings (1 - 4)
1 - Dumballs Road
2 - Roath Basin
3 - Arjo Wiggins
4 - Bay Pointe

District Centres (R4.1 - R4.11)
R4.1 - Albany Road / Wellfield Road
R4.2 - City Road
R4.3 - Clifton Street
R4.4 - Cowbridge Road East
R4.5 - Crwys Road / Woodville road
R4.6 - Bute Street / James Street
R4.7 - Merthyr Road, Whitchurch
R4.8 - Penarth Road / Clare Road
R4.9 - St Mellons
R4.10 - Thornhill
R4.11 - Whitchurch Road

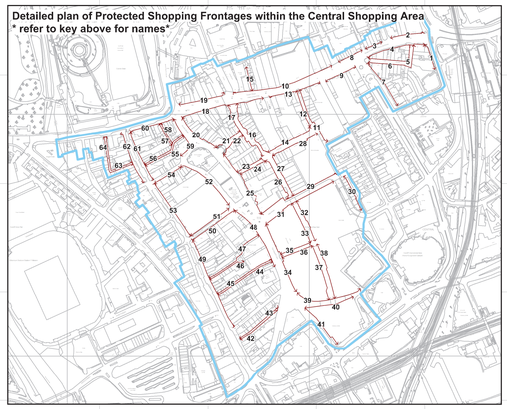
Local Centres (R5.1 - R5.20)
R5.1 - Birchgrove
R5.2 - Bute Street (Loudoun Square)
R5.3 - Cathedral Road
R5.4 - Countisbury Avenue
R5.5 - Caerau Lane
R5.6 - Fairwater Green
R5.7 - Gabalfa Avenue
R5.8 - Grand Avenue
R5.9 - High Street, Llandaff
R5.10 - Maelfa, Llanedeyrn
R5.11 - Newport Road, Rumney
R5.12 - Rhiwbina Village
R5.13 - Salisbury Road
R5.14 - Splott Road
R5.15 - Station Road, Llanishen
R5.16 - Station Road, Llandaff North
R5.17 - Station Road, Radyr
R5.18 - Tudor Street
R5.19 - Willowbrook Drive
R5.20 - Wilson Road

Flat Holm
Scale 1:20,000



Protected Shopping Frontages (1 - 64)
1 - Station Terrace Western Frontage
2 - 121/123 Queen Street – 133 to 139 Queen Street
3 - 109 Queen Street – 119 Queen Street
4 - Capitol Centre (Queen Street Frontage)
5 - Capitol Centre – Northern Frontage
6 - Capitol Centre – Southern Frontage
7 - 9a Capitol Centre – 17 to 21 Churchill Way
8 - 89 Queen Street – 107 Queen Street
9 - 78 Queen Street – 84 to 96 Queen Street
10 - 29 Queen Street – 87 Queen Street
11 - Cathedral Walk Eastern Frontage
12 - Cathedral Walk Western Frontage
13 - 46 Queen Street – 72 to 76 Queen Street
14 - St. David's Way Eastern Frontage (north)
15 - Dominions Arcade Eastern Frontage
16 - Queens Arcade Eastern frontage
17 - Queens Arcade Western Frontage
18 - 2 Queen Street – 44 Queen Street
19 - 3a Queen Street – 19 to 25 Queen Street
20 - St John Street (east)
21 - Queens Arcade Northern Frontage
22 - Queens Arcade Southern Frontage
23 - St. David's Way Western Frontage (north)
24 - St. David's Way Western Frontage (south)
25 - Entrance to Queens Arcade – 9/11 The Hayes
26 - Town Wall Western Frontage
27 - Town Wall Eastern Frontage
28 - St. David's Way Eastern Frontage (south)
29 - Hill's Street Northern Frontage
30 - SD2: Barrack Lane
31 - SD2: Hill's Street Southern Frontage
32 - SD2: North East Frontage
33 - SD2: North West Frontage
34 - SD2: The Hayes East Frontage
35 - SD2: Hayes Arcade Northern Frontage
36 - SD2: Hayes Arcade Southern Frontage
37 - SD2: Grand Arcade South West Frontage
38 - SD2: Grand Arcade South East Frontage
39 - SD2: Hayes to Millicent Street Frontage
40 - SD2: John Lewis Tredegar Street Frontage
41 - SD2: John Lewis Hayes Bridge Rd. Frontage
42 - Wyndham Arcade Southern Frontage
43 - Wyndham Arcade Northern Frontage
44 - Royal Arcade Southern Frontage
45 - Royal Arcade Northern Frontage
46 - Morgan Arcade Southern Frontage
47 - Morgan Arcade Northern Frontage
48 - 2a The Hayes – 38 The Hayes
49 - 20/21 St Mary Street – 51 St Mary Street
50 - Wharton Street Southern Frontage
51 - Wharton Street Northern Frontage
52 - Trinity Street Western Frontage
53 - 1 St Mary Street – 19 St Mary Street
54 - Church Street Southern Frontage
55 - High Street Arcade Southern Frontage
56 - High Street Arcade Northern Frontage
57 - Duke Street Arcade Western Frontage
58 - Duke Street Arcade Eastern Frontage
59 - St John Street (west)
60 - 1 Duke Street – 14 St John Street
61 - High Street Eastern Frontage
62 - High Street Western Frontage
63 - Castle Arcade Eastern Frontage
64 - Castle Arcade Western Frontage

Detailed plan of Protected Shopping Frontages within the Central Shopping Area
*** refer to key above for names***



Cardiff Deposit
Local Development Plan
2006 - 2026
Proposals Map
Scale 1:20,000 January 2016

- Strategic Site (refer to Masterplanning Supplementary documents for further details) (KP2) *Refer to Key for list of sites*
- Potential future expansion in plan period (KP1) for flexibility
- Central & Bay Business Area (KP10, EC4)
- Central Shopping Area (KP10, EC4, R2)
- Non-Strategic Housing Site (H1) *Refer to Key for list of sites*
- Non-Strategic Employment Site (EC6 - Maindy Road)
- Housing Commitment (over 500 dwellings) (KP1) *Refer to Key for list of sites* and Appendix 3 for all sites
- District Centre (R4) *Refer to Key for list of sites*
- Local Centre (R5) *Refer to Key for list of sites*
- Existing Employment Land (EC1) *Refer to Key for list of sites*
- River Corridor (EN4)
- Special Landscape Area (EN3)
- Mineral Limestone Reserve (M1)
- Minerals Buffer Zone (M4)
- Mineral Reserve Proposed for Closure (M3)
- Areas where Coal working will not be acceptable (M8)
- Limestone Safeguarding Area (M9)
- Mineral Limestone Preferred Area (M1)
- Sand & Gravel Safeguarding Area (M7)
- Sand Wharf Protection Area (M6)
- Settlement Boundary (KP3(B))
- Green Wedge (KP3(A))
- Coal Safeguarding Area (M8)
- Strategic Recreation Route (T8)
- Protected Shopping Frontage (R3)
- Strategic Bus Corridor Enhancement (T2)

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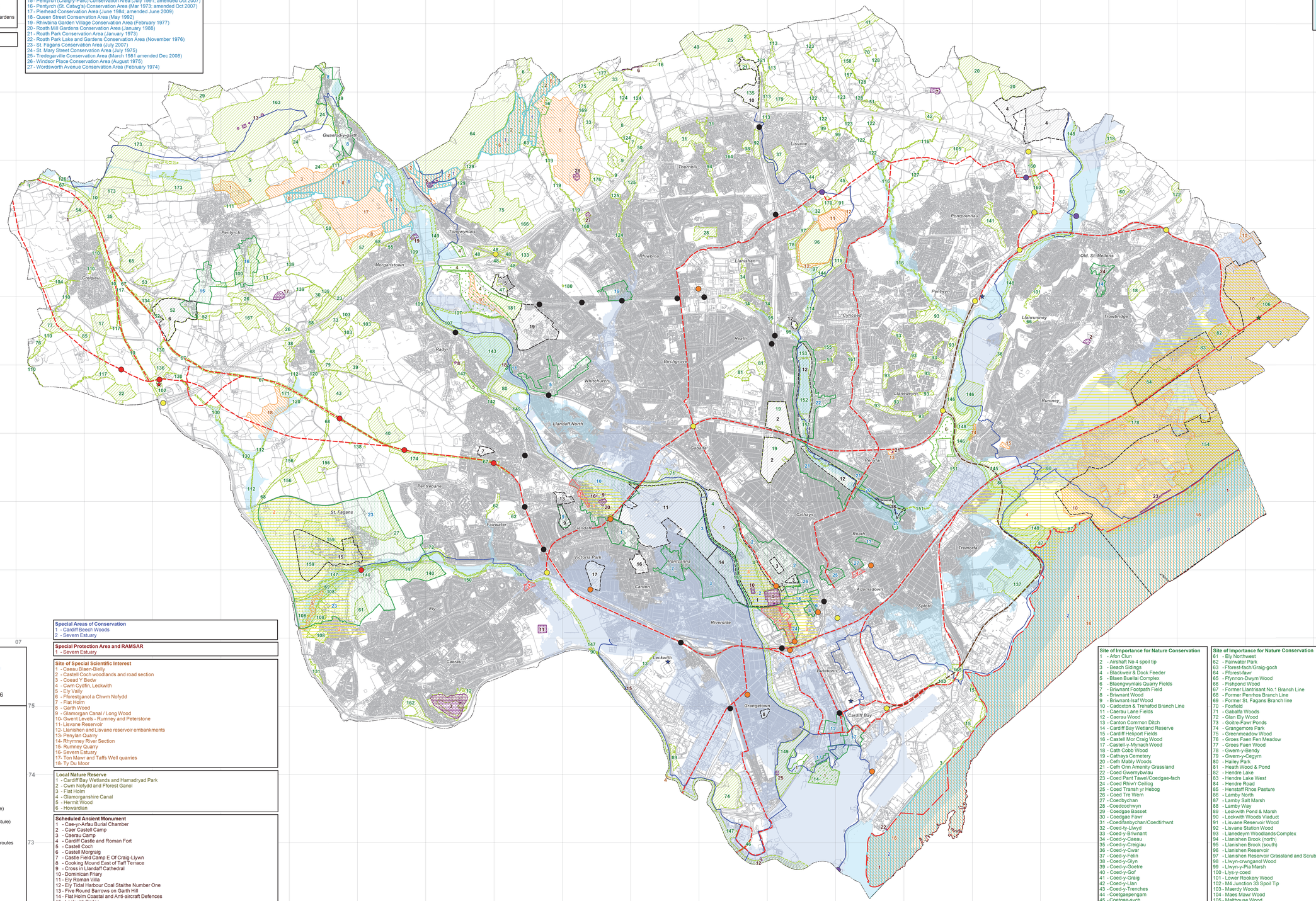
Strategic Sites (A - H)
A - Cardiff Central Enterprise Zone & Regional Transport Hub
B - Former Gas Works, Ferry Road
C - North West Cardiff
D - North of Junction 33 on M4
E - South of Creigiau
F - North East Cardiff (west of Pontprennau)
G - East of Pontprennau Link Road
H - South of St Mellons Business Park

Non Strategic Housing Sites (H1.1 - H1.9)
H1.1 - Land at Areas 9-12, St Mellons
H1.2 - Land rear of Clive Street
H1.3 - Rookwood Hospital
H1.4 - Former Landsdowne Hospital
H1.5 - Land at Dan-y-Garth, Pentrych
H1.6 - Land at former St John's College
H1.7 - Ely Bridge Farm, Dyfrig Road, Ely
H1.8 - Electrocoin Automatics Ltd, Caerphilly Road
H1.9 - Land at Mill Road, Tongwynlais

Existing Employment Land (EC1.1 - EC1.23)
EC1.1 - Ocean Park
EC1.2 - Cardiff Port (& Heliport and Surrounds)
EC1.3 - Rover Way (Celsa Steel Works, Tremorfa Industrial Estate, Seawall Rd)
EC1.4 - Wentloog Rd (Capital Business Park, Lamby Way Industrial Estate, Wentloog Corporate Park, Rail Freight Terminal)
EC1.5 - St Mellons Business Park
EC1.6 - Cardiff Gate Business Park
EC1.7 - Cardiff Business Park & Land North of Maes y Coed Rd, Llanishen
EC1.8 - Forest Farm, Longwood Drive
EC1.9 - Green Meadow Springs
EC1.10 - Penarth Road Area (includes Hadfield Rd, Sloper Rd, Bessemer Rd)
EC1.11 - Ty Nant Road
EC1.12 - Crown Way (Companies House)
EC1.13 - Wentloog Road (North of railway line)
EC1.14 - Pentwyn (Panasonic Plant, Avenue Industrial estate)
EC1.15 - Eastern Business Park
EC1.16 - Willowbrook Business Technology Park
EC1.17 - Excelsior Road
EC1.18 - Norbury Road Industrial Park
EC1.19 - Wroughton Place, Ely
EC1.20 - Argyle Way, Caerau
EC1.21 - Garth Industrial Estate
EC1.22 - Land at East Bay Close
EC1.23 - Alexandra Gate Business Park



Historic Park and Garden
1 - Cardiff Castle and Bute Park
2 - Cathays Cemetery
3 - Cathays Park
4 - Cefn Mably
5 - Coryton House
6 - Craig y Parc
7 - Fairwood House, Cardiff
8 - Grange Gardens
9 - Insole Court
10- Parc Cefn Onn
11- Pontcanna Fields and Llandaff Fields
12- Roath Park
13- Rookwood Hospital
14- Sophia Gardens
15- St. Fagan's Castle
16- Thompson's Park (Sir David's Field)
17- Victoria Park
18- Waterloo Gardens and Roath Mill Gardens
19- Whitchurch Hospital

Historic Landscape
1 - Gwent Levels

Conservation Area
1 - Cardiff Road Conservation Area (July 1975)
2 - Cathays Park Conservation Area (June 1978)
3 - Cathedral Road Conservation Area (April 1972; amended June 2007)
4 - Charles Street Conservation Area (October 1988)
5 - Church Road, Whitchurch (August 2006)
6 - Churchill Way Conservation Area (December 1991)
7 - Conway Road Conservation Area (June 2007)
8 - Gwaelod-y-Garth Conservation Area (Sept 1970; amended Oct 2007)
9 - Insole Court Conservation Area (May 1992)
10 - Llandaff Conservation Area (March 1968)
11 - Melingriffith Conservation Area (Aug 1975; amended Oct 2007)
12 - Mount Stuart Square Conservation Area (July 1980; amended June 2009)
13 - Oakfield Street Conservation Area (February 1992)
14 - Old St. Mellons Conservation Area (July 2007)
15 - Pentyrch (Craig-y-Parc) Conservation Area (July 1991; amended Oct 2007)
16 - Pentyrch (St. Catwg's) Conservation Area (Mar 1973; amended Oct 2007)
17 - Pierhead Conservation Area (June 1984; amended June 2009)
18 - Queen Street Conservation Area (May 1992)
19 - Rhiwbina Garden Village Conservation Area (February 1977)
20 - Roath Mill Gardens Conservation Area (January 1988)
21 - Roath Park Conservation Area (January 1973)
22 - Roath Park Lake and Gardens Conservation Area (November 1976)
23 - St. Fagans Conservation Area (July 2007)
24 - St. Mary Street Conservation Area (July 1975)
25 - Tredegarville Conservation Area (March 1981 amended Dec 2008)
26 - Windsor Place Conservation Area (August 1975)
27 - Wordsworth Avenue Conservation Area (February 1974)

Archaeologically Sensitive Area
1 - Llandaff
2 - St Fagans/Michaelstone-super-Ely
3 - The City Centre
4 - The Wentloog Levels

Air Quality Management Zone
1 - Cardiff City Centre
2 - Ely Bridge
3 - Llandaff
4 - Stephenson Court

Special Areas of Conservation
1 - Cardiff Beech Woods
2 - Severn Estuary

Special Protection Area and RAMSAR
1 - Severn Estuary

Site of Special Scientific Interest
1 - Caeau Blaen-Bielly
2 - Castell Coch woodlands and road section
3 - Coxeat Y Beow
4 - Cwm Cydfin, Leckwith
5 - Ely Vally
6 - Ffrestganol a Chwm Nofydd
7 - Flat Holm
8 - Garth Wood
9 - Glamorgan Canal / Long Wood
10- Gwent Levels - Rumney and Peterstone
11- Lisvane Reservoir
12- Llanishen and Lisvane reservoir embankments
13- Penylan Quarry
14- Rhymney River Section
15- Rumney Quarry
16- Severn Estuary
17- Ton Mawr and Taffs Well quarries
18- Ty Du Moor

Local Nature Reserve
1 - Cardiff Bay Wetlands and Hamadryad Park
2 - Cwm Nofydd and Ffforest Ganol
3 - Flat Holm
4 - Glamorganshire Canal
5 - Hermit Wood
6 - Howardian

Scheduled Ancient Monument
1 - Cae-yr-Arfau Burial Chamber
2 - Caer Castell Camp
3 - Caerau Camp
4 - Cardiff Castle and Roman Fort
5 - Castell Coch
6 - Castell Morgraig
7 - Castle Field Camp E Of Craig-Llywn
8 - Cooking Mound East of Taff Terrace
9 - Cross in Llandaff Cathedral
10 - Dominican Friary
11 - Ely Roman Villa
12 - Ely Tidal Harbour Coal Staithe Number One
13 - Five Round Barrows on Garth Hill
14 - Flat Holm Coastal and Anti-aircraft Defences
15 - Leckwith Bridge
16 - Llandaff Cathedral Bell Tower
17 - Llwyndia-Ddu Camp
18 - Melingriffith Water Pump
19 - Morganstown Castle Mound
20 - Old Bishop's Palace, Llandaff
21 - Pen y Ian Roman Site
22 - Queen Alexandra Dock Harbour Defence Gun Emplacement
23 - Relict Seawall on Rumney Great Wharf
24 - St Mellons Churchyard Cross
25 - The Wreck of the "Louisa"
26 - Three Palmerstonian Gun Batteries, Flat Holm
27 - Twmpath, Rhiwbina
28 - Wenallt Camp, Rhiwbina

Site of Importance for Nature Conservation
1 - Afon Clun
2 - Airshaft No 4 spoil tip
3 - Beach Sidings
4 - Blackweir & Dock Feeder
5 - Blaen Bueliai Complex
6 - Blaengwynlais Quarry Fields
7 - Briwnant Footpath Field
8 - Briwnant Wood
9 - Briwnant-Isaf Wood
10 - Cadoxton & Trehafod Branch Line
11 - Caerau Lane Fields
12 - Caerau Wood
13 - Canton Common Ditch
14 - Cardiff Bay Wetland Reserve
15 - Cardiff Heliport Fields
16 - Castell Mor Craig Wood
17 - Castell-y-Mynach Wood
18 - Cath Cobb Wood
19 - Cathays Cemetery
20 - Cefn Mably Woods
21 - Cefn Onn Amenity Grassland
22 - Coed Gwernybwlau
23 - Coed Pant Tawel/Coedgae-fach
24 - Coed Rhiw'r Celliog
25 - Coed Transh yr Hebog
26 - Coed Tre Wern
27 - Coedbychan
28 - Coedcoochwyn
29 - Coedgae Basset
30 - Coedgae Fawr
31 - Coedifanbychan/Coedtirhwnt
32 - Coed-ty-Llwyd
33 - Coed-y-Briwnant
34 - Coed-y-Caeau
35 - Coed-y-Creigiau
36 - Coed-y-Cwar
37 - Coed-y-Felin
38 - Coed-y-Glyn
39 - Coed-y-Goetre
40 - Coed-y-Gof
41 - Coed-y-Graig
42 - Coed-y-Llan
43 - Coed-y-Trenches
44 - Coetgaepengam
45 - Coetgae-eych
46 - Cogan Spur
47 - Coryton Heronny Wood
48 - Coryton Interchange
49 - Craig Llanishen
50 - Craigbriwnant field
51 - Craig-Llwyn Road Wood
52 - Craig-y-Parc
53 - Craig-y-Sianel
54 - Creigiau Railway Fields
55 - Cwm Farm Pond & Streamside Copse
56 - Cwm Nofydd Grassland
57 - Cwmffynnonau Field
58 - Cwmmyddgoed
59 - Discovery Wood
60 - Druidstone Road

Site of Importance for Nature Conservation
61 - Ely Northwest
62 - Fairwater Park
63 - Ffforest-fach/Graig-goch
64 - Ffforest-fawr
65 - Ffynnon-Dwym Wood
66 - Fishpond Wood
67 - Former Llantrisant No.1 Branch Line
68 - Former Penrhos Branch Line
69 - Former St. Fagans Branch line
70 - Foxfield
71 - Gabalfa Woods
72 - Glan Ely Wood
73 - Goitre-Fawr Ponds
74 - Grangemore Park
75 - Greenmeadow Wood
76 - Groes Faen Fen Meadow
77 - Groes Faen Wood
78 - Gwern-y-Bendy
79 - Gwern-y-Cegyrn
80 - Hailey Park
81 - Heath Wood & Pond
82 - Hendre Lake
83 - Hendre Lake West
84 - Hendre Road
85 - Henstaff Rhos Pasture
86 - Lamby North
87 - Lamby Salt Marsh
88 - Lamby Way
89 - Leckwith Pond & Marsh
90 - Leckwith Woods Viaduct
91 - Lisvane Reservoir Wood
92 - Lisvane Station Wood
93 - Llanedeyrn Woodlands Complex
94 - Llanishen Brook (north)
95 - Llanishen Brook (south)
96 - Llanishen Reservoir
97 - Llanishen Reservoir Grassland and Scrub
98 - Llwyn-crwnganol Wood
99 - Llwyn-y-Pia Marsh
100 - Llys-y-coed
101 - Lower Rookery Wood
102 - M4 Junction 33 Spoil Tip
103 - Maerdy Woods
104 - Maes Mawr Wood
105 - Malthouse Wood
106 - Marshfield
107 - Melingriffith & Melingriffith Feeder
108 - Michaelston Marsh & Woods
109 - Myndd Woods
110 - Nant Coslech
111 - Nant Cwmllwydrew
112 - Nant Dowlais
113 - Nant Fawr (north section)
114 - Nant Fawr Community Woodlands
115 - Nant Fawr Meadows
116 - Nant Glandulais
117 - Nant Henstaff
118 - Nant Mwlan Wood
119 - Nant Nofydd
120 - Nant Rhydlafer

Site of Importance for Nature Conservation
121- Nant Transh yr Hebog
122- Nant Ty-draw
123- Nant Ty-draw Fach
124- Nant-y-Briwnant
125- Nant-y-Briwnant Complex
126- Nant-y-Cesair
127- Nant-y-Draenog
128- Nant-y-Felin
129- Nant-y-Ffforest
130- Nant-y-Glaswg
131- Nant-y-Plac Complex
132- Ocean Park South
133- Pant Mawr Cemetery
134- Pant y Gored Wet Woodland
135- Parc Cefn Onn
136- Pencoed Wood
137- Pengam Moors
138- Pentrebane Cottages Ponds
139- Pentyrch Drove Track
140- Plymouth Great Wood
141- Pontprennau Wood
142- Radyr Community Woodlands
143- Radyr Cricket Ground and Fields
144- Rhyd-y-Pennau Complex
145- Rhymney Grassland East
146- Rhymney River Valley Complex
147- River Ely
148- River Rhymney
149- River Taff
150- Riverside Wood
151- Roath Brook
152- Roath Park Lake
153- Roath Park Wild Gardens
154- Rumney Great Wharf
155- Scott Wood
156- Slanney Woods & Garn
157- Springmeadow
158- Springmeadow Wood
159- St Fagan's
160- St.Julians Forge Fields
161- Swan Mear Wood
162- Sweldon Wood
163- The Garth
164- Thornhill Primary School Pond
165- Tidal Sidings
166- Tongwynlais Oldfield Rd
167- Tre Wern Field, Pentyrch
168- Twmpath Fields
169- Twynau Gwynion Field
170- Ty Llwyd Meadows
171- Tydu Marsh
172- Tyla Farm Wood
173- Tyn-y-Coed Complex
174- Waterhall Plantation & Pond
175- Wenallt Farm Fields
176- Wenallt Road Field, Rhiwbina
177- Wenallt Road North Fields
178- Wentloog Industrial Park
179- Wern Fawr South
180- Whitchurch Golf Course Pond
181- Whitchurch Green Fields

Disclaimer
The information displayed on the Constraints Map is up to date as of January 2016

Cardiff Deposit Local Development Plan 2006 - 2026

Constraints Map

Scale 1:20,000 January 2016

- Special Area of Conservation
- Special Protection Area and RAMSAR
- Site of Special Scientific Interest
- Local Nature Reserve
- Scheduled Ancient Monument
- Historic Park and Garden
- Historic Landscape
- Conservation Area
- Site of Importance for Nature Conservation
- Archaeologically Sensitive Area
- Flood Zone C1* (with Significant Flood Defensive Infrastructure)
- Flood Zone C2* (without Significant Flood Defensive Infrastructure)
- Air Quality Management Zone
- Rapid Transit Corridor (For North West Corridor, all current potential routes shown. Further work will determine the most appropriate route and alignment)
- Eastern Bay Link
- Existing Park and Ride
- Proposed Park and Ride
- Proposed Rail Station and Park and Ride
- Proposed Rail Station
- Strategic Junction Improvements
- Existing Bus Gate
- Proposed Bus Gate
- Existing Rail Station
- Strategic Recreation Route

*Flood Zones C1 and C2 are subject to change upon the forthcoming release of revised TAN15 layers; the C1/C2 zones displayed match the full extent of the new Zone C and are deduced from preliminary data released by WAG in October 2008 to help inform emerging LDPs.

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Appendix 6

Cardiff Council & Levett-Therivel Sustainability Consultants

Sustainability Appraisal and Strategic Environmental Assessment of the Cardiff Local Development Plan

Final Sustainability Appraisal Report of the Cardiff Local Development Plan

January 2016

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Appendices (in separate files)

A. Policy review
B. Baseline
C. Consultees' responses on Scoping Report
D. Appraisal of LDP vision and objectives
E. Appraisal of LDP strategic options
F. Criteria used in candidate site appraisals
G. Appraisal of LDP key and detailed policies
H. Consultees’ responses to Initial Sustainability Appraisal Report
I. Sustainability Appraisal response to Matters Arising Changes

1. Introduction and Key Outcomes

Introduction

1.1 This Sustainability Appraisal (SA) Report forms part of the Council's documents for the Cardiff Local Development Plan (LDP) revised to reflect the May 2015, October 2015 and January 2016 Matters Arising Changes following the public Examination. The purpose of sustainability appraisal is to identify the LDP's likely significant economic, environmental and social effects, and to suggest measures to minimise any negative effects and maximise the positive ones. Sustainability appraisal helps to foster a more inclusive and transparent process of producing a LDP, and helps to ensure that the LDP is integrated with other policies.

1.2 Section 121 of the Government of Wales Act 1998 and section 79 of the Government of Wales Act 2006 place a duty on the National Assembly to promote sustainable development. Section 39 of the Planning and Compulsory Purchase Act[1] requires that the body producing a LDP (in this case Cardiff Council) must contribute to achieving sustainable development. In October 2006 Cardiff Council adopted its Sustainable Development Policy Statement which states that, "sustainable development is a guiding principle for all of the Council's activities ... [including] strategy and policy development".

1.3 This report:

- Summarises and updates key aspects of the previously published Scoping Report;
- Assesses the vision, objectives, strategic options, candidate sites and key policies for the Cardiff LDP (with reference to the detailed policies when necessary), and the cumulative effects of the LDP;
- Where the LDP would have significant negative impacts, identifies possible methods to mitigate adverse impacts;
- Proposes a process of monitoring the LDP's actual impacts; and
- Provides appendices providing more detailed information on various aspects of this report.

How this sustainability appraisal was undertaken including difficulties faced

1.4 The Council has undertaken its own sustainability appraisal (integrating Strategic Environmental Assessment) of its LDP and has retained Levett – Therivel Sustainability Consultants to ensure quality, and to provide technical assistance at key stages of the process. Much of the SA was carried out by the sustainability appraisal team – the Council's sustainability officers and the consultants – with the results being passed to, and responded to, by the Council's planning team. Several appraisal workshops were attended by

[1] www.legislation.gov.uk/ukpga/2004/5/contents

officers from other Council departments. The last stages, updating between the October 2012 Preferred Strategy and the August 2013 Deposit LDP, and then to take account of the May 2015, October 2015 and January 2016 Matters Arising Changes following the public Examination, were largely carried out as a desk study by the consultants, with input from the Council's officers.

1.5 Some difficulties were faced in carrying out the SA. First, the LDP has gone through several versions, and many policies are based on ones in the 2009 version which was subsequently withdrawn: care had to be taken to ensure that each round of appraisal was consistent with earlier ones while reflecting changes in context including information on employment, the housing market, and flood risk as well as changes to the plan itself. Changes in order and numbering, drafting 'churn', repetition and wordiness, have added to the difficulty keeping track of material and ensuring consistency. (For clarity, this report uses the latest policy names and numbers even when referring to earlier versions which used different ones. Paragraph 8.1 should resolve any uncertainties about references.)

1.6 Second, the back-and-forth nature of the appraisal, with SA comments being actively considered and acted upon by the planning officers (a very good thing which has helped to ensure that the SA findings really have informed the LDP), also made it difficult to ensure consistency.

1.7 These two factors together mean that the process of evolution of plan policies, and of appraisal of them, has often been complex and convoluted. As the process has gone on, increasing care has been needed to show the 'audit trail' leading to the current position without confusing and cluttering the assessment of it. The current round of documents give priority to presenting the clearest possible assessment of the LDP as it now stands at the end of the process. To this end, detailed accounts of earlier rounds of comments, suggestions and changes that are now superseded have been minimised in the main report. They are of course all still available in the public domain, either as appendices or in earlier appraisal documents.

1.8 Third, the appraisal criteria for individual candidate sites agreed between the SA and the planning teams took into account measures that developers might take to reduce any identified negative impacts. This approach is not consistent with the remainder of the SA appraisal process, which does not assume any mitigation measures, and accounts for discrepancies between the site pro formas (which include mitigation measures) and the SA appraisals (which do not).

1.9 Finally, in many cases assumptions had to be made about the type of development that would take place in response to the LDP (for instance the ratio of housing v. employment development) and the type and efficacy of measures to reduce negative impacts. Inevitably uncertainty will remain until detailed planning proposals are put forward by developers.

Significant effects of the LDP

1.10 Overall the LDP would have significant benefits in providing the housing and employment land that Cardiff's current and future residents will need. It will help to improve access to good quality jobs, services and infrastructure for Cardiff's residents, although it is unlikely to fully redress the imbalance between the 'southern arc' of deprivation and other areas of the city. Better housing, access to open space, and walking and cycling facilities should make residents' health and wellbeing better than it would be without the LDP. The new development may draw in people who currently live or work in the Valleys, and so have indirect impacts on neighbouring authorities.

1.11 The sheer volume of development which the LDP has to provide for will inevitably result in increased total air pollution, greenhouse gas emissions, use of natural resources and waste because of increased traffic, houses and employment. The LDP includes many enlightened policies to reduce these impacts. If these are fully, thoroughly and promptly implemented they could substantially reduce per capita impacts. Changes following the public Examination included welcome strengthenings of some of these. However many are still framed in terms of 'encouraging', 'supporting' or 'investigating' rather than 'requiring' specific actions, so their effectiveness is uncertain.

1.12 The LDP provides for development of several major Greenfield sites amounting to about 902 hectares. The largest of these are located far from Cardiff city centre, so will increase transport impacts unless sustainable transport provision is made before occupants move in; and several would affect areas that are designated for their landscape or biodiversity importance. Even with the mitigation measures contained in the policies biodiversity and landscape quality are likely to decrease significantly. Any significant development of strategic Site H (South of St Mellons Business Park) is particularly problematic.

Changes made to the LDP in response to the Sustainability Appraisal

1.13 The planning team have been open and responsive to the SA process, and the SA has resulted in many changes to the LDP which have helped to improve its sustainability:

- Rewording of several LDP sub-objectives and one headline objective, including division of one sub-objective into three sub-objectives to more adequately cover waste issues; and greater emphasis on healthy food choices (see Table 5.2);
- Stronger and more systematic consideration of sustainability issues in the process of sifting and choosing between potential candidate development sites by the planning team;
- Removal of a key policy that duplicated another one;

- Greater emphasis to reducing the need to travel by car, making facilities accessible by walking and cycling, ensuring good public transport before remote greenfield sites are occupied, and resilience to climate change (Table 8.2);
- Reference to industrial and domestic sources of air pollution as well as transport pollution, and promotion of remediation of contaminated land (Table 8.3).

1.14 Matters Arising Changes have now made some further improvements which the SA had recommended, notably tightening of the requirements for sustainable transport infrastructure, for delivery of the 50-50 modal split target and for consideration of renewable energy in major developments, and removal of repetition. However they have also weakened the long term environmental protection by replacing the proposed Green Belt with a Green Wedge.

2. Appraisal Methodology

Legislative Requirements

2.1 Section 62(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to appraise the sustainability of the LDP and prepare a report of the findings as an integral part of the process of plan preparation. The Welsh Government Local Development Plan Manual[2] defines sustainability appraisal as a: "tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors)". Sustainability appraisal helps to demonstrate that the LDP is sound by ensuring that it reflects sustainable development objectives, and contributes to the reasoned justification of policies.

2.2 Welsh Government guidance indicates that sustainability appraisal must include the requirements of the Strategic Environmental Assessment (SEA) Regulations[3]. The SEA Regulations transpose into Welsh law the requirements of the European Union Directive 2001/42/EC (the SEA Directive) which requires formal environmental assessment during production of certain plans and programmes (including LDPs) which are likely to have significant effects on the environment. In preparing its LDP, the Council must comply with the SEA Regulations.

Stages of Appraisal

2.3 This SA report updates and builds on a Scoping Report[4] which the Council produced in October 2010. The Scoping Report reviewed the policy context for the LDP and described the economic, social and environmental issues affecting Cardiff. It also proposed a Sustainability Appraisal Framework of Objectives which is used in this report to assess the impacts of the LDP policies. Figure 2.1 shows the stages of the Scoping Report.

2.4 This report then considers the impacts of the LDP vision and objectives, strategic options, candidate sites, and key and detailed policies. Figure 2.2 shows the steps followed for this report. Steps B3 – B5 were carried out iteratively responding to, and helping inform, successive versions of the Plan. This report is substantially based on the one published in October 2012 with the LDP Preferred Strategy.

2.5 Table 2.1 shows how this report and the Scoping Report together meet the requirements of the SEA Regulations. The legal requirements for Sustainability Appraisal and Strategic Environmental Assessment of the Cardiff LDP are fulfilled by the Scoping Report and this report, which have been prepared in

[2] wales.gov.uk/docs/desh/publications/060707ldpmanualen.pdf
[3] Assessment of Plans and Programmes (Wales) Regulations 2004, www.legislation.gov.uk/wsi/2004/1656/contents/made
[4] Available at www.cardiff.gov.uk/content.asp?nav=2%2C2870%2C3139%2C3154%2C5845%2C6201

accordance with the LDP Manual and the Practical Guide to Strategic Environmental Assessment Directive[5] (ODPM et al 2005).

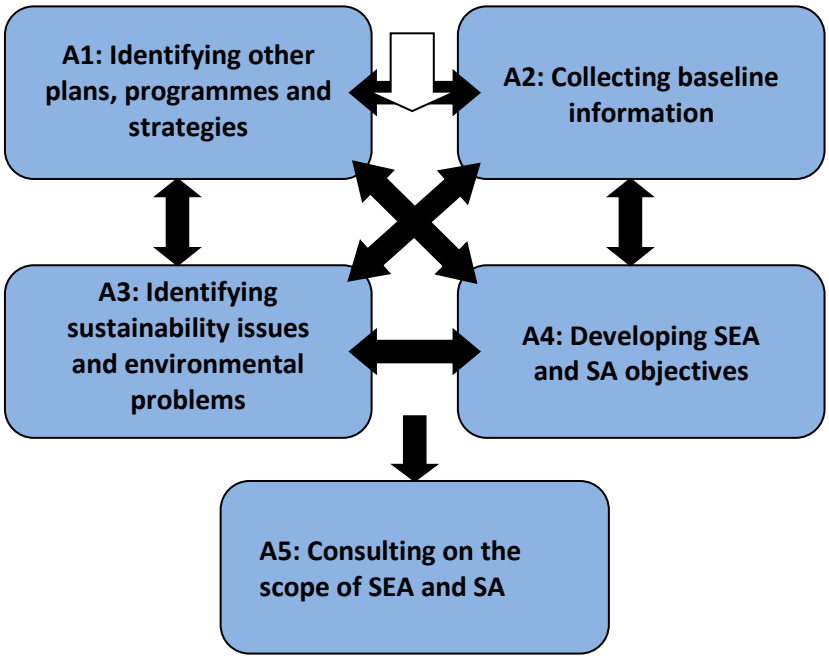


Figure 2.1 Scoping stages

[5] www.communities.gov.uk/documents/planningandbuilding/pdf/practicalguidesea.pdf

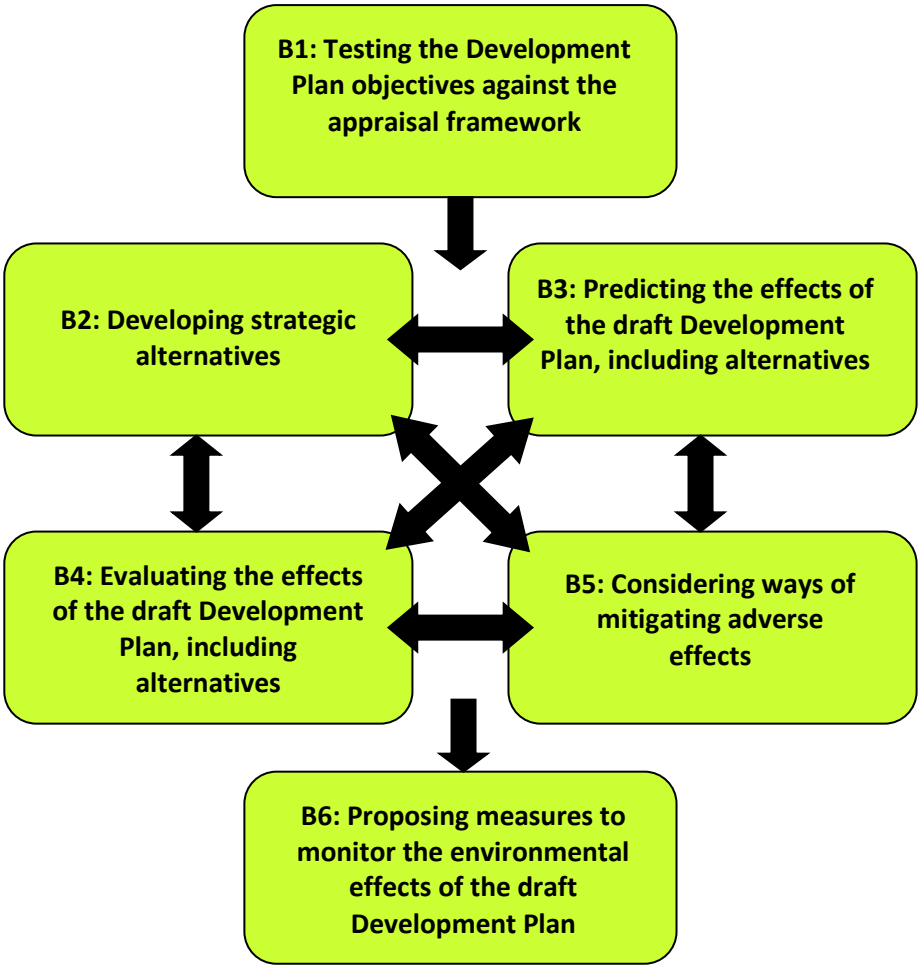


Figure 2.2 Appraisal and mitigation stages

Table 2.1 ENVIRONMENTAL REPORT REQUIREMENTS

Stages of Environmental Report	Where covered
1. An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes.	Chapter 3
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Chapter 4, Appendix B
3. The environmental characteristics of areas likely to be significantly affected.	Chapter 4, Appendix B
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Council Directive 79/409/EEC on the conservation of wild birds and the Habitats Directive.	Chapter 4, Appendix B
5. The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Chapter 4, Appendix A
6. The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues including (a) biodiversity; (b) population; (c) human health; (d) fauna; (e) flora; (f) soil; (g) water; (h) air; (i) climatic factors; (j) material assets; (k) cultural heritage, including architectural and archaeological heritage; (l) landscape; and (m) the inter-relationship between the issues referred to in sub-paragraphs (a) to (l).	Chapter 5 (LDP vision and objectives) Chapter 6 (LDP options) Chapter 7 (candidate sites) Chapter 8 (key and detailed policies) Chapter 9 (overall impacts of the LDP)
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties encountered in compiling the required information.	Chapter 6 (LDP options) Chapter 7 (candidate sites) The site pro formas give more detailed information on the impacts of each candidate site. The LDP gives more details on the reasons for the choice of preferred options.
9. A description of the measures envisaged concerning monitoring in accordance with regulation 17.	Chapter 10
10. A non-technical summary of the information provided under paragraphs 1 to 9.	Separate non-technical summary

3. The Local Development Plan

3.1 The LDP sets out:

- the key trends and issues that have informed the Plan, which were identified through preparation of the SA/SEA Scoping Report and a review of social, economic and environmental information;
- the national, regional and local policy context;
- the Council's vision for future development of Cardiff with seven desired strategic outcomes, and its objectives for delivering sustainable development and addressing the key trends and issues identified;
- the strategic growth options that the Council has considered in determining its Preferred Strategy;
- the strategic sites and alternatives that the Council has considered;
- the overall Strategy to deliver the Plan vision and objectives; and
- key and detailed policies for implementing the Strategy.

LDP vision and outcomes

3.2 The 10 year Integrated Partnership Strategy, *Cardiff: What Matters (2010 – 2020)*, combines the Community Strategy (which provided the vision for the previous withdrawn LDP), Children & Young People's Plan; Health Social Care & Wellbeing Strategy and the Community Safety Strategic Assessment programmes into one consolidated document. This Strategy provides an overarching strategic framework and the Vision for the LDP.

3.3 That vision is "*By 2020… Cardiff will be a world class European capital city with an exceptional quality of life and at the heart of a thriving region*". The Vision will be realised through seven outcomes, shown at Figure 3.1.

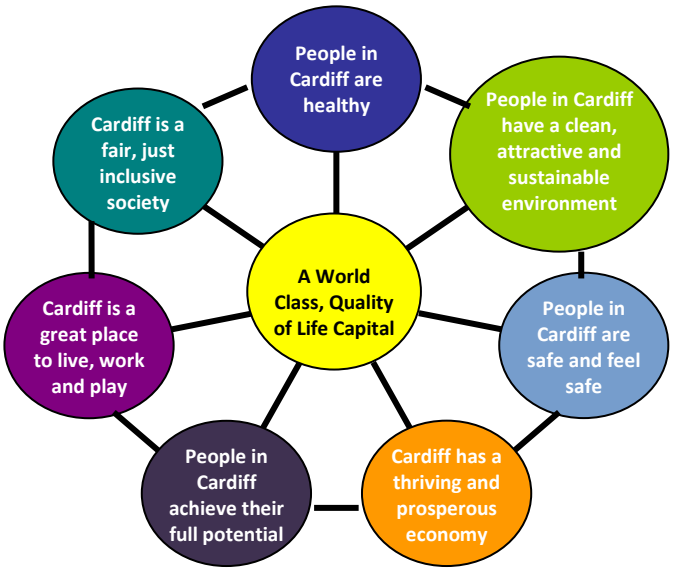


Figure 3.1 LDP vision and outcomes

LDP objectives

3.4 The LDP's objectives are:

1. **To respond to evidenced economic needs and provide the necessary infrastructure to deliver development**

a. To effectively respond to Cardiff's role as capital city for Wales, seat of the National Government and centre of the city-region in terms of providing a range and choice of economic opportunities that will drive the prosperity of the region
b. To maximise the economic potential of the city centre of Cardiff as a major financial and service sector opportunity that builds upon its position next to a transport hub of national and regional significance and is readily accessible from all areas within the city and well connected to other UK cities
c. To maintain and enhance the vitality, attractiveness and viability of the city centre as a major retail and cultural destination and as a place to work, visit and live
d. To continue the successful regeneration of the Cardiff Bay area, maximising opportunities for quality commercial buildings and further development, particularly water and river frontage developments that can provide attractive and distinctive environments
e. To promote clusters of specialist sectors and research & development expertise including the following key sectors: ICT, energy and environment, advanced materials and manufacturing, creative industries, life sciences, financial and professional services
f. To ensure a range and choice of employment land and business premises at sustainable locations across the city is provided to assist economic competiveness, encourage entrepreneurship, promote the growth of indigenous businesses of all types and size and attract inward investment
g. To assist the promotion of Cardiff as a major tourist destination including the provision of the development of a variety of high quality tourist facilities and visitor accommodation
h. To create a physical and economic environment that develops, attracts and retains skilled workers, businesses and entrepreneurs to Cardiff together with maximising links with Universities and supporting indigenous skills and enterprises
i. To quantify critical strategic infrastructure required to realise development aspirations and set out clear mechanisms for delivery including sustainable transport solutions for strategic sites
j. To establish Cardiff as a sustainable travel city by reducing the need to travel, increasing the use of sustainable travel modes and networks (particularly walking and cycling), decreasing private car use and improving the city's key transport hub based at the adjacent central bus and train stations
k. To protect existing mineral resources and ensure an adequate supply of limestone aggregates in the north west of the city for the construction industry and to promote their efficient and appropriate usage, including the use of recycled aggregates where possible
l. To support sustainable collection and recycling methods for Municipal Waste by maintaining and improving an integrated network of facilities in Cardiff
m. To lead and participate in securing regional facilities for the sustainable treatment and disposal of Municipal Waste in accordance with the Regional Waste Plan and in a manner that follows the waste hierarchy which seeks to maximise the reduction of waste in the first place and thereafter reusing, recovering and recycling options before the disposal of waste material is considered
n. To facilitate an integrated network of commercial and industrial sustainable waste management facilities consistent with the needs of the south east Wales area and in a

manner that follows the waste hierarchy which seeks to maximise the reduction of waste in the first place and thereafter reusing, recovering and recycling options before the disposal of waste material is considered

2. To respond to evidenced social needs

a. To provide new homes required to support the economic progression of the city and to respond to population change, continued in-migration and evidenced demand for affordable and family housing so that social needs can be addressed
b. To provide a range and choice of new homes of different tenure, type and location that meets specific needs such as the provision of affordable housing, family accommodation, housing for the elderly, the disabled and students and pitches for the gypsy and traveller community
c. To maximise the use of the existing building stock through refurbishment, retro-fitting and empty homes initiatives
d. To bring about changes to Cardiff's environment and neighbourhoods that help to tackle health inequalities, promote good health and enable healthier lifestyles to be led by the city's population in line with Cardiff's status as a World Health Organisation, 'Healthy City'
e. To bring about changes to Cardiff's environment that create a safer city and reduce the likelihood, fear and consequences of crime
f. To create an environment that is made more accessible to all groups in society so that the employment opportunities, facilities and services of the city can be more readily used and enjoyed by all
g. To maximise the multi-functional role played by Cardiff's parks, open spaces and allotments together with improving their accessibility for the whole community
h. To recognise, support and enhance the key role played by existing District, Local and Neighbourhood Centres as accessible local hubs providing community services, local shops, healthy food choices, businesses, employment and access to public transport
i. To support the regeneration of local neighbourhoods including reducing inequalities, particularly areas experiencing high levels of deprivation, areas vulnerable to decline and areas with opportunities for change
j. To ensure that the necessary education and training facilities are provided and are accessible to all: to build strong futures for children, provide a diverse range of learning opportunities for all and assist economic progress through the development of required skills
k. To develop new cultural, leisure and sporting facilities to meet needs and enhance Cardiff's role as a premier cultural and sporting destination
l. To ensure that the necessary community and cultural facilities (community centres, shops with healthy food choices, youth facilities, child care, faith buildings, health centres etc) are provided that are accessible to all, especially in areas that are deprived
m. To address rising unemployment and provide accessible local job opportunities, particularly in areas of greatest need
n. To promote social inclusion equality of opportunity and access for all

3. To deliver economic and social needs in a co-ordinated way that respects Cardiff's environment and responds to the challenges of climate change

a. To mitigate the effects of climate change through reducing energy demand and increasing the supply of renewable energy
b. To ensure that Cardiff adapts to the full anticipated impacts of climate change and that new development and infrastructure is designed to be resilient to possible consequences

c. To protect, manage and enhance Cardiff's natural environmental assets, including:
    - The parks, open spaces and allotments in the city that are highly valued by local communities and an important component of Cardiff's quality of life;
    - The strategically important river valleys of the Ely, Taff, Nant Fawr and Rhymney that link the city to the countryside and provide a valuable recreational, biodiversity and amenity resource;
    - Cardiff's countryside, particularly its areas of high landscape value and the coast that provide an important setting to the urban area, provide an agricultural resource and opportunity for recreation;
    - The city's biodiversity, its internationally, nationally and locally designated sites, wildlife habitats and features that contain important species and networks that link together areas of value;
    - Natural resources including geodiversity, the best soils, water and air quality including the reduction of pollution; and
    - The role that vegetation plays in combating climate change by providing shading, cooling and carbon sinks

d. To conserve and enhance Cardiff's built and historic assets that define distinctive character and reflect its past development including:
    - The city's 27 Conservation Areas;
    - Its Listed Buildings and Ancient Monuments;
    - Registered Historic Landscapes and areas of archaeological importance; and
    - Other valued public places and spaces, including parks and amenity spaces, that provide local distinctiveness

e. In identifying new sites to meet economic/social needs, to follow a sequence of firstly maximising the contribution of brownfield sites, then identifying greenfield sites that are considered to represent the most appropriate and sustainable locations to accommodate new development

f. To have full regard to flood risk when considering the acceptability of development proposals and considering mitigation and adaptation measures

g. To maximise opportunities to create a cleaner and more attractive environment that enhances the quality of life and helps Cardiff to become a world-class European capital city

4. To create sustainable neighbourhoods that form part of a sustainable city

a. To ensure that all new development areas (whether greenfield or brownfield) create sustainable neighbourhoods that follow the following principles:
    1. Minimise energy demand and maximise renewable solutions- to deliver more energy-efficient neighbourhoods that utilise existing best practice and embrace new renewable technologies and concepts;
    2. Minimise car travel, maximise sustainable transport use and decrease air pollution by creating accessible, permeable and legible places, preventing predominantly car-based developments and focusing new development in accessible locations which are linked to the strategic cycle network and can be served mainly by effective networks of sustainable transport- walking and cycling and fast and frequent public transport around and beyond the city;
    3. Maximise recycling- to optimise the overall value of waste as a resource, to effectively plan for how new developments can sort and store waste for collection for onward productive use and minimise material needing treatment and final landfill;

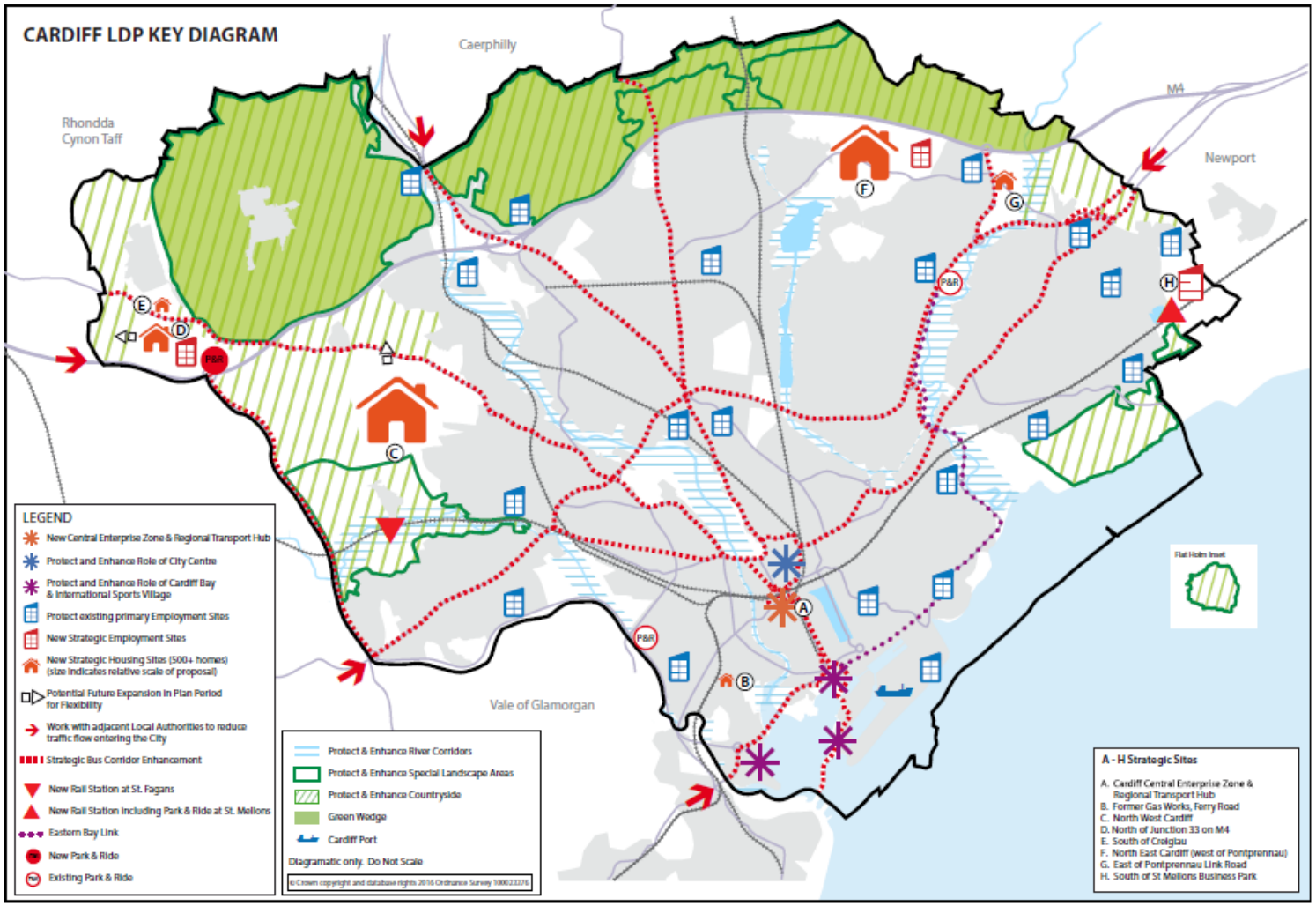
4. Minimise water usage and maximise sustainable drainage- to carefully manage the consumption and drainage of water to avoid unnecessary wastage and minimise rapid run-off. To seek opportunities to maximise the positive amenity and biodiversity benefits that sustainable drainage solutions can offer;
5. Maximise the early provision of a full range of social facilities and community infrastructure- to provide the full range of necessary facilities that are accessible to all members of society and can be reached within a 15 minute walk. To include the range of social, health, leisure, education necessary for the scale of development proposed and also taking into account other needs within the wider locality;
6. Maximise the additional benefits that new communities can bring to adjoining or surrounding existing communities and minimise any potential negative impacts- to carefully identify positive contributions that can be made and involve local communities in this process;
7. Maximise the diversity of land uses within new development areas- to create more balanced communities offering non-car based options to fully participate in community life. To ensure a range and choice of housing tenures together with local employment opportunities and the full range of community infrastructure;
8. Maximise the contribution of networks of multi-functional and connected open spaces to strategically design networks of open space that are rich in biodiversity and provide safe routes between key locations to encourage healthier lifestyles through promoting walking and cycling. To further encourage healthy lifestyles by providing allotments together with the wider promotion of healthy eating;
9. Maximise the principles of good design- to create places that look good, are of an appropriate and efficient density, fully respect their local context and are successfully integrated with adjoining areas. To design buildings that are resilient and can easily adapt to changing future needs. To design clean and attractive areas where people feel safe and have a sense of ownership; and
10. Maximise community involvement in the planning, design and future management/maintenance of new neighbourhoods. To use the master planning process to establish robust design principles but to also recognise the need to allow some flexibility and managed capacity for change, particularly in larger development areas.

b. To take opportunities to apply the above principles to existing neighbourhoods in order to create a more sustainable city

LDP key diagram

3.5 The LDP key diagram is at Figure 3.2. The LDP is also supported by a range of technical papers, of which this Sustainability Appraisal is one.

Figure 3.2 LDP key diagram



4. Sustainability Context, Baseline and Objectives

4.1 This section summaries and updates the main findings of the Scoping Report (see Figure 2.1), and says how the LDP has taken these findings into account.

Identifying other plans, programmes and strategies (Task A1)

> "an outline of the contents, main objectives of the plan and *relationship with other relevant plans and programmes*"
>
> (SEA Directive Annex I(a))
>
> "*the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan* and the way those objectives and any environmental considerations have been taken into account during its preparation"
>
> (SEA Directive Annex I(e))

4.2 The Scoping Report's analysis of policies, plans, programmes and strategies relevant to the LDP included:

- an explanation of the methodology used;
- a list of the documents reviewed; and
- how the LDP accords with the guidance and regulations.

4.3 Since the Scoping Report was published in 2010, the following significant policy changes have occurred:

- **Planning Policy Wales** (Edition 5, November 2012) consolidates previous changes and gives strong and detailed emphasis to climate change (both reduction and adaptation);
- **Technical Advice Note 22: Sustainable Buildings** (Welsh Assembly Government 2010) provides guidance and advice on sustainable buildings, standards of assessment and design solutions, including for low carbon buildings;
- **One Wales: One Planet** (2011), Welsh Government Discussion Paper, signals the government's intention to legislate to give more impetus and leverage to accelerate progress toward sustainable development;
- **Consultation on a Sustainable Development Bill** (consultation on a White Paper with implementation proposals closed in March 2013) would make sustainable development the central organising principle of the Welsh Government and most public bodies in Wales;
- **National Strategy for Flood and Coastal Erosion Risk Management in Wales** (Welsh Government November 2011) sets out the framework for "Risk Management Authorities" to allow them to deliver their flood and coastal risk management functions;
- **Energy Wales: A Low Carbon Transition** (Welsh Government 2012) **s**tates the Welsh Government's commitment to 'create a sustainable, low carbon economy for Wales' featuring low carbon energy and energy efficiency;
- **City Regions Final Report** (Welsh Government, May 2012) recommends recognising a South East Wales (ie Cardiff centred) city region, with an over-arching city region strategic planning tier;

- **Cardiff: What Matters 2010:2020** combines four previous strategies into one with clear quality of life and environmental outcome goals;
- **Cardiff Municipal Waste Management Strategy 2011 – 16** describes how waste will be collected and processed to meet ambitious targets for reuse, recycling and composting.

4.4 **Appendix A** shows the full, updated policy analysis. Table 4.1 summarises, by topic, the key aims of the policy documents reviewed, how the LDP could assist in delivering these aims, and to what extent these considerations have been taken into account during its preparation.

Collecting baseline information (Task A2)

> "*The relevant aspects of the current state of the environment* and the likely evolution thereof without implementation of the plan"
>
> "*the environmental characteristics of areas likely to be significantly affected*"
>
> "The relevant aspects of the current state of the environment and *the likely evolution thereof without implementation of the plan*"
>
> (SEA Directive Annex I(b and c))

4.5 Section 3 of the Scoping Report sets out how baseline information about Cardiff was collected, and a list of the indicators that will be used to monitor change over time. This has been updated in **Appendix B**. The main changes between October 2010 and August 2012 were:

- The recession has dampened house prices more than earnings, making housing more affordable than a few years ago (measured by the ratio of average earnings to average house price);
- Two of Cardiff's four Air Quality Management Areas have improved enough to be discontinued, but a new third one had to be added in 2010;
- Traffic in Cardiff is continuing to decline gently;
- Domestic energy use is slowly decreasing;
- Greenhouse gas emissions are therefore probably slowly declining too, though post-2010 direct data is not available;
- Almost all new housing has been on brownfield land;
- The city's population and number of households continues to grow;
- Domestic waste reuse, recycling and composting performance has continued to improve strongly: Cardiff has now overtaken the Wales average.

4.6 Between October 2012 and August 2013 the Council commissioned further research which indicated population growth and housing demand was likely to be lower than previously estimated. The research and its implications for the LDP are explained at 4.12-4.26 in the Deposit LDP and paras 6.12-6.15 in this report.

Table 4.1 Key messages of policy review

SA/SEA topic	Policy aims and how the LDP might support them	Considerations included in the LDP
Access and equality	Policy aims: • Ensure that everyone has access to good quality housing sufficient for their needs, employment, shopping, education, training, health, community, leisure and sports facilities and open and green space. • Secure a safer and more accessible environment for everyone. • Promote social inclusion and equality of opportunity. How the LDP might assist in delivering policy aims: • Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity. • Promote mixed use developments. • Ensure new development is located and designed to provide attractive, accessible, safe, secure and sustainable environments for everyone including people with special access requirements and those who do not have access to a private car. • Promote and safeguard opportunities for improved public transport and measures to assist pedestrians and cyclists.	Objectives The LDP contains objectives under 'Respond to evidenced social needs' including objectives on: • Social and affordable housing • Creating an environment and services that are accessible to all • Maximising early provision of full range of social facilities and community infrastructure…within a 15 minute walk • Maximising access to parks and open spaces • Ensuring accessibility of necessary educational facilities for all • Creating a safer city Policies KP1 aims to ensure sufficient housing is built. KP2 and H1 designate sites. The masterplanning principles (KP4) and their application to strategic sites (KP2) aim to maximise accessibility to services and facilities, and provide alternatives to car travel. KP5 promotes sustainable design including attractive, accessible, safe, secure and sustainable environments. KP6 aims to provide social infrastructure for new development KP13 supports sustainable neighbourhoods and aims to secure social provision in new development The housing policies H2, H4, H5 and H6 govern conversions to and from residential use. H3 sets targets for affordable housing. H7 makes provision for gypsies and travellers. R1 to R8 aim to provide accessible retail at appropriate levels including neighbourhood and local centres C1 seeks provision of community facilities in new development C7 seeks provision of schools to meet needs

SA/SEA topic	Policy aims and how the LDP might support them	Considerations included in the LDP
Air Quality	Policy aims: • Take account of the effects of development upon air quality and vice versa, and meet mandatory standards for air quality. How the LDP might assist in delivering policy aims: • Include policies on the location of potentially polluting developments, make provision for types of development that may cause pollution and separate incompatible land uses. • Locate development so as to minimise travel demand, particularly by cars and other motor vehicles, and where it is accessible by a range of forms of travel/transport, including walking, cycling, use of public transport and alternatives to movement of freight by road.	Objectives The LDP aims: • To protect, manage and enhance Cardiff's natural environmental assets, including: -…Natural resources including geodiversity, the best soils, water and air quality including the reduction of pollution; • To decrease air pollution….by preventing predominantly car-based developments and focusing on accessibility of locations to sustainable transport networks. Policies KP5 promotes sustainable design including minimising emissions. The transport policies KP8 and T1-T9 aim to provide alternatives to car travel EN13 opposes development that would cause unacceptable pollution.
Biodiversity, flora and fauna	Policy aims: Protect and enhance biodiversity, natural habitats and wild fauna and flora, including: • International, national and local designated sites; and • Protected species and species and habitat types identified as priorities for biological conservation. How the LDP might assist in delivering policy aims: • Include detailed policies for the conservation and, where appropriate, enhancement of international, national and local designated sites, reflecting their relative significance. • Undertake Appropriate Assessment in accordance with the requirements of the Habitats Directive (1.7) to assess the implications of the plan for European sites (including any in neighbouring authorities) whose integrity may be adversely affected by the plan. • Provide for the conservation and, where appropriate, enhancement of biodiversity outside statutorily designated sites, in particular identifying opportunities to conserve important local habitats and species, and to safeguard and manage landscape features of major importance for nature conservation.	Objectives The LDP also includes objectives: • To protect city's natural environmental assets, including local, national and internationally important nature sites • To provide, manage and enhance networks that link areas of value Policies KP3a, KP3b and EN1 aim to protect the countryside from non essential development. EN5 protects locally designated sites of nature conservation importance. EN6 protects ecological networks and features of importance for biodiversity EN7 protects priority habitats and species EN8 protects trees, woodlands and hedgerows

SA/SEA topic	Policy aims and how the LDP might support them	Considerations included in the LDP
Climate change	Policy aims: • Reduce greenhouse gas emissions by 3% per year except for heavy industry and power generation, with overall reductions of at least 40% by 2020 • Plan for and respond to climate changes already underway • Minimise the risk to people and property from flooding How the LDP might assist in delivering policy aims: • Promote energy efficiency and renewable methods of energy production • Promote other measures that mitigate the causes of climate change (e.g. the protection/enhancement of carbon sinks) • Ensure that the location and design of new development has regard to the potential risk, causes and consequences of flooding • Ensure that existing communities, infrastructure and other assets (including those alongside new developments) are considered with regard to potential risk, causes and consequences of flooding. • Consider additional flood risk assessments, mapping and related responsibilities that are emerging as the result of recent legislation • Locate and design development so as to minimise travel demand, particular by motor vehicles, and promote accessibility by a range of forms of transport • Promote mixed use development • Promote opportunities to benefit from climate change, e.g. tourism-related development, outdoor recreation	Objectives The LDP has objectives: • To mitigate and adapt to the causes and consequences of climate change through reduced energy demand and increasing the supply of renewable energy • To have full regard to flood risk Policies KP3a and KP3b aim to keep development within settlement boundaries , reducing the need for travel. The masterplans for strategic sites (KP2) seek to provide sustainable transport options for the new greenfield sites. KP5 promotes sustainable design including minimising emissions. The transport policies KP8 and T1-T9 aim to provide alternatives to car travel KP15 says development should 'take into account' reducing carbon emissions, promoting energy efficiency and renewables, adaptation and avoidance of unnecessary flood risk. EN12 promotes renewable energy and low carbon approaches. EN14 opposes development with unacceptable flood risk, or that would increase flood risk.

SA/SEA topic	Policy aims and how the LDP might support them	Considerations included in the LDP
Cultural Heritage & the Historic Environment	Policy aims: • Protect the historic environment and cultural heritage and foster local diversity. • Strengthen Wales' cultural identity and have regard to the needs of the Welsh language. • Enhance Cardiff's status as a centre of cultural excellence, particularly for the arts, sport and leisure, and realise its potential to become a world-class European Capital City, delivering for Wales as the cultural driver of an internationally competitive city region. How the LDP might assist in delivering policy aims: • Include policies for the protection and enhancement of sites of archaeological interest and their settings, listed buildings, conservation areas and historic parks and gardens, identifying the factors to be taken into account in assessing planning applications. • Promote development for cultural purposes. • Promote good design that respects Cardiff's local distinctiveness.	Objectives The LDP aims: • To conserve and enhance Cardiff's built and historic assets that define distinctive character and reflect its past development including: ➢ The city's 27 Conservation Areas; ➢ Its Listed Buildings and Ancient Monuments; ➢ Registered Historic Landscapes and areas of archaeological importance; and ➢ Other valued public places and spaces, including parks and amenity spaces, that provide local distinctiveness • To develop new cultural, leisure and sporting facilities…to enhance Cardiff's role as a premier cultural and sporting destination Policies KP17 aims to protect the city's built heritage. EN9 conserves the historic environment.
Economy	Policy aims • Promote Cardiff's role as a world-class Capital City and the economic and cultural driver for Wales by developing a diverse, competitive, high added value economy • Enhance employment opportunities for all • Ensure that development for enterprise and employment uses is in line with sustainability principles and respects the environment • Secure accessible, efficient and competitive retail provision and support town centres How the LDP might assist in delivering policy aims: • Ensure that there is a sufficient range and choice of land allocated for economic development and employment purposes in accessible locations • Improve access to employment opportunities particularly for deprived communities • Support the vitality, attractiveness and viability of centres, and regeneration of deprived areas • Allocate sites for new retail, leisure and other uses best located in town centres where there is assessed need, using the sequential approach	Objectives The LDP includes a suite of objectives under "Respond to evidenced economic needs" aimed at meeting the economic needs of the city and helping to stimulate greater economic activity. Individual objectives aim: • To maximise the economic potential of the city centre • To create a physical and economic environment that develops, attracts and retains skilled workers • To ensure adequate infrastructure is in place to support sustainable economic development. Policies KP1 and KP9 aim to provide for enough new jobs. The strategic sites in KP2 aim to provide land for economic needs, including supporting continued regeneration of the Bay area KP10 supports development in the Central and Bay Business Areas EC1-5 aim to keep land for economic uses as appropriate

SA/SEA topic	Policy aims and how the LDP might support them	Considerations included in the LDP
Health & Well-Being	Policy aims • Improve health and well-being, and tackle poverty and health inequalities • Increase participation in sport and physical activity • Provide adequate, attractive, multi-use open space to support the above aims • Ensure that everyone has good quality housing sufficient for their needs, and good access to employment, the full range of services and facilities, and open space • Improve quality of life and enable social progress for everyone How the LDP might assist in delivering policy aims: • Ensure new development is located and designed to provide attractive, accessible, safe and sustainable environments • Help to implement the standards set in TAN16 (open space) and Cardiff allotments strategy • Promote walking, cycling and public transport • Promote access to and enjoyment of the countryside, coastline and river valleys • Ensure that new development has regard to the potential causes, risks and consequences of flooding, contaminated land, odour, air and water pollution, and noise	Objectives The Preferred strategy includes objectives: • To regenerate local neighbourhoods • To reduce deprivation and inequalities and provide open space for recreation • To ensure the provision of housing and health care • To tackle health inequalities and promote good health Policies The masterplanning principles (KP4) and their application to strategic sites (KP2) aim to maximise accessibility to services and facilities, and provide alternatives to car travel. KP5 promotes sustainable design including attractive, accessible, safe, secure and sustainable environments. KP6 aims to provide social infrastructure for new development. KP13 supports sustainable neighbourhoods and aims to secure social provision in new development KP14 aims to reduce health inequalities and promote healthy living including active travel. EN13 opposes development that would cause unacceptable pollution. C3 promotes safe environments. C4 protects open space and C5 seeks new provision. C4 defines levels of provision for children's play in new developments.

SA/SEA topic	Policy aims and how the LDP might support them	Considerations included in the LDP
Landscape	Policy aims • Protect and enhance the landscape, including the countryside, the undeveloped coast, river valleys and other green spaces. How the LDP might assist in delivering policy aims: • Include policies to protect the countryside, undeveloped coast and river valleys from inappropriate development • Include policies to protect the quality and character of the landscape and townscape, and provide guidance on design, access, density, off-street parking and open space provision • Avoid development of greenfield sites where possible and appropriate, by giving preference to the re-use of suitable previously developed land • Promote good design and public art	Objectives The Preferred strategy has objectives: • To conserve and enhance historic landscapes and Cardiff's 4 Strategically Important River Valleys • To protect, manage and enhance Cardiff's countryside, particularly its areas of high landscape value and the coast Policies KP16, EN3 and EN4 aim to protect the city's landscape assets. EN1 aims to protect the countryside from inessential development.

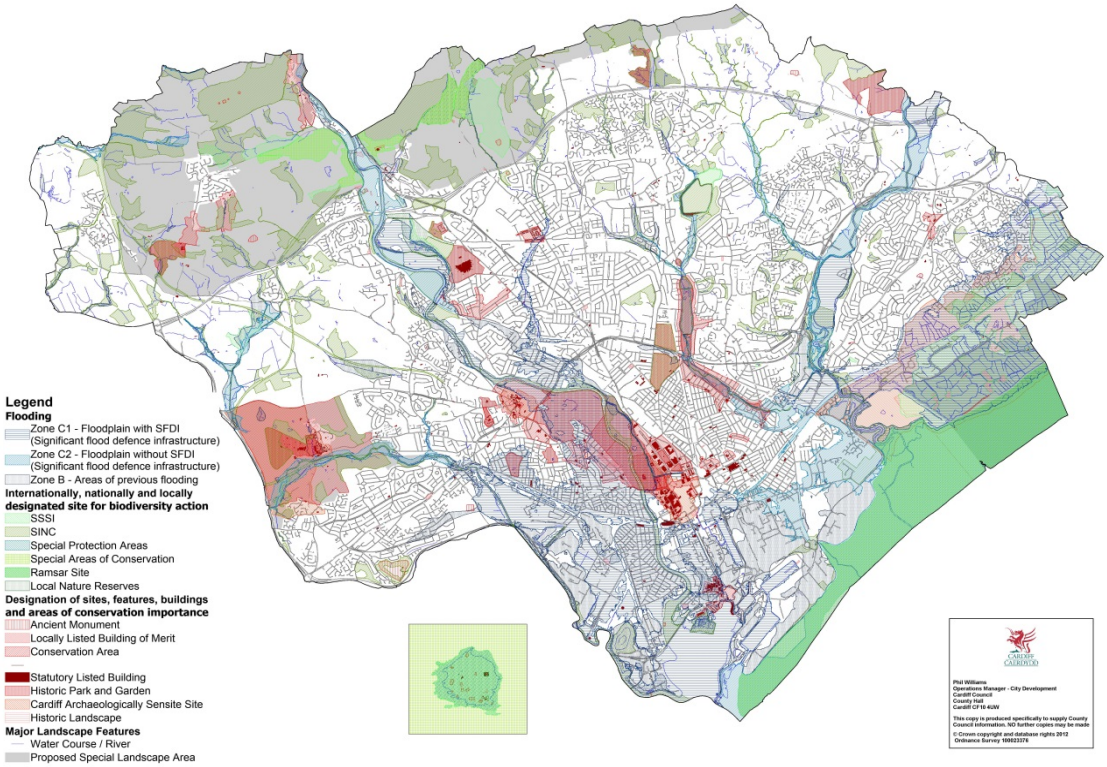
SA/SEA topic	Policy aims and how the LDP might support them	Considerations included in the LDP
Natural resources	Policy aims • Minimise the use of non-renewable resources and, where necessary, use them efficiently, and encourage the use of renewal resources • Conserve and, where possible, enhance the countryside and its resources, including the best and most versatile agricultural land • Promote urban regeneration and the re-use of previously developed land • Promote increased efficiency and demand management of water resources • Minimise adverse impacts on water quality, the ecology of rivers and on groundwater • Safeguard mineral resources from sterilisation and encourage their efficient and appropriate How the LDP might assist in delivering policy aims: • Avoid development of greenfield sites where possible and appropriate, by giving preference to the re-use of suitable previously developed land • Give considerable weight to protecting the best and most versatile agricultural land • Plan new development in discussions with water and wastewater companies and the Environment Agency Wales, to ensure that water resources are adequate and water quality is maintained • Promote energy efficiency, energy conservation, and the production of renewable energy • Safeguard mineral resources from sterilisation, provide minerals in line with Cardiff's minerals apportionment, and encourage efficient and appropriate use of minerals and the re-use and recycling of suitable materials efficient and appropriate use of minerals and the re-use and recycling of suitable materials encourage efficient and appropriate use of minerals and the re-use and recycling of suitable materials • Promote and facilitate the re-use and re-cycling of waste	Objectives The Preferred Strategy includes objectives: • To conserve, manage and enhance Cardiff's natural resources including geodiversity, the best soils, water and air quality • To protect existing mineral resources Policies KP18 aims to protect Cardiff's natural resources. EN10 promotes sustainable water management. EN11 protects water resources The minerals policies M1-M8 define how mineral reserves should be maintained for the future.

SA/SEA topic	Policy aims and how the LDP might support them	Considerations included in the LDP
Population	Policy aims • Provide for an adequate and continuous supply of land, available and suitable for development to meet society's needs – including homes, infrastructure, investment and jobs - in a way that is consistent with sustainability objectives. • Ensure that everyone has good quality housing sufficient for their needs and access to employment, shopping, education, training, health, community, leisure and sports facilities and open and green space. How the LDP might assist in delivering policy aims: • Identify requirements for market and affordable housing, taking into account household projections • Allocate land for housing, favouring the re-use of previously developed land and buildings within settlements before settlement extensions and new development around settlements with good public transport links • Include policies for affordable and special needs housing (including Gypsies and Travellers) where there is identified need • Indicate where developer contributions and/or community infrastructure levies will be expected towards infrastructure, facilities (including open space) and affordable housing	Objectives The Preferred Strategy includes objectives on housing and employment needs to provide for anticipated trends in population growth. Policies The policies listed under 'access and equality' and 'economy' constitute the LDP's response to projected population growth.
Waste	Policy aims • Promote the waste hierarchy: reduce, reuse, recycle, recover energy and only then landfill • Meet targets set by European and national legislation • Manage waste without endangering human health and the environment How the LDP might assist in delivering policy aims: • Ensure that waste management infrastructure is adequate to accommodate proposed development while minimising adverse impacts on health, the environment and communities • Identify sites for waste management facilities or areas where such facilities may be suitable • Incorporate adequate and effective waste management facilities in new developments	Objectives The LDP includes objectives to: • Support the waste hierarchy • Support sustainable collection and recycling methods • Ensure the provision of waste facilities • Promote resource efficiency in new developments and neighbourhood regeneration projects • Facilitate an integrated network of waste management with the needs of south east Wales Policies KP12 supports sustainable waste treatment facilities following the waste hierarchy. Sustainable waste collection will be supported in all new developments, as will waste minimisation and the provision of facilities that use recycled or composted products. W1 specifies provision for waste management facilities. W2 calls for provision for waste handling in development.

4.7 **Appendix B** shows how the indicators perform when compared to local, regional or national targets. Alternatively, where comparators are not available, historical trends are used to show how an indicator is performing. An explanation is also given of the quality of the data: for example an indicator that uses good quality local data will carry more weight than an indicator that uses national data as a proxy source.

4.8 Figure 4.1 summarises the key constraints to development in Cardiff.

Figure 4.1 Constraints to development



Identifying sustainability issues and environmental problems (Task A3)

Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC (SEA Directive Annex I(d))

4.9 Section 4 of the Scoping Report set out the key issues affecting Cardiff and the methodology used to identify them. Table 4.2 summarises the main sustainability issues affecting Cardiff. Some of the key problems are in the 'southern arc' of deprivation: Figure 4.2 shows the Index of Multiple Deprivation 2011, and Cardiff's 'southern arc' of deprivation.

Figure 4.2 Index of Multiple Deprivation 2011 and 'southern arc' of deprivation

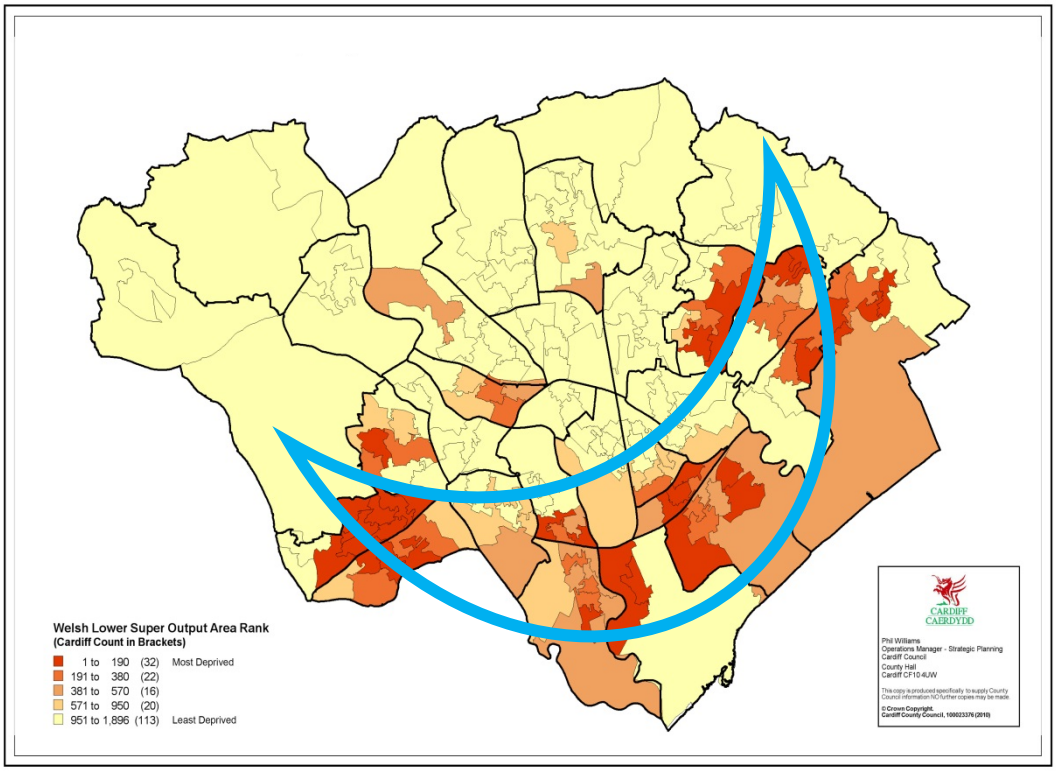


Table 4.2 Sustainability issues affecting Cardiff

1. Access and equality
• Cardiff contains some of the most deprived areas in Wales - geographically there is a concentration of deprivation in the 'southern arc' although hotspots exist elsewhere. • The cost of housing - particularly family housing - is excluding those on low incomes from entering the housing market. • Cardiff has a significant number of homeless people. • At a city-wide scale Cardiff has good levels of access for key services (GPs, schools, libraries, leisure centres etc). However access deficiencies exist at the local level. • The educational, training and skill base of Cardiff's population varies significantly.
2. Air quality
• There are currently three air quality management areas in Cardiff based on nitrogen oxide levels. There were four in 2006, this went down to two and then a third AQMA was designated in December 2010. • Levels of other air pollutants are within current standards.
3. Biodiversity, flora and fauna
• Cardiff has a wide range of sites designated for their biodiversity value including the Severn Estuary and Cardiff Beech Woods European sites. The Great Crested Newt, Otter, Dormouse and Bats are European protected species which are known to exist in Cardiff. • Targets have been set for maintaining and enhancing the range, size/population, and condition of many vulnerable habitats and species. • Cardiff's biodiversity resource is vulnerable to new developments and land management practices which could result in habitat loss and fragmentation.
4. Climate change
• Carbon dioxide emissions are now reducing after decades of continuing growth, although the reduction is probably largely due to the economic recession and to importing rather than making more goods. The Welsh Government (WG) has set challenging new greenhouse gas emission targets. • Traffic flows into and within the city centre are decreasing, but those outside the city centre are increasing. Cardiff is a major attractor of in-commuters from other parts of South East Wales. Traffic management is a consistently high priority for Cardiff's residents, based on the Ask Cardiff surveys. • Energy use in buildings is responsible for about one-third of Cardiff's greenhouse gas emissions. WG policies will require buildings to become more energy efficient. • Cardiff is subject to a significant threat of flooding due to its low lying nature. The Wentloog levels, Taff at Morganstown, Taff/Ely area, North East Cardiff and the Bay area to Pengam Green are at particular risk of flooding. • Little renewable energy is currently being produced in Cardiff.
5. Cultural heritage and the historic environment
• Cardiff contains a wide range of areas, buildings and monuments with historic value designated at both a statutory national and local level. • In 2010, slightly over 3% of listed buildings were not in a favourable condition. • Cardiff's cultural and historic attractions, including important historic landscape areas, attract large numbers of visitors each year and perform an important national / regional role. Cardiff should promote and facilitate a wider range of cultural and sporting facilities for economic and

quality of life reasons.

6. Economy

- Attracting and retaining jobs is a consistently high concern for Cardiff's residents.
- Commuting patterns into Cardiff demonstrate the city's importance to the regional economy and the Wales Spatial Plan acknowledges that maintaining Cardiff's performance is vital for the economic well-being of the region and Wales as a whole.
- Cardiff experienced strong jobs growth and growth in Gross Value Added in the decade to 2008, significantly higher than the Welsh and UK average. Employment has since dropped as a result of the economic recession, and Cardiff struggles to match its employment growth with a growth in pay.
- Cardiff's workforce is polarised between the more highly qualified and low or unskilled workers; there are significant concentrations of unemployment in parts of the city. The Community Strategy emphasises the need to support small businesses and local enterprise.
- Significant areas of employment land have changed to other uses (notably housing) in recent decades as a result of changing employment patterns and market conditions.
- Innovative solutions to Cardiff's congestion and parking problems are needed - e.g. rapid transit or light rail, park and ride, improved parking enforcement – as well as improved access to Cardiff International Airport.
- Various policies promote high value, low carbon jobs for Cardiff; links between the universities and businesses; and support for the creative industry.

7. Health and well-being

- Community safety is the top issue raised in successive Ask Cardiff surveys. Crime levels in Cardiff have remained broadly steady over time.
- The health of Cardiff's population is generally slightly better than the Welsh average but getting slightly worse over time.
- Over half of Cardiff's adults are clinically overweight or obese, less than a third meet recommended physical activity guidelines (the worst of the Welsh authorities), and this is worsening over time.
- There has been a steady decline in traffic accidents.
- Life expectancy and crime levels vary sharply across the city, with the worst wards being in the 'southern arc' of deprivation. There is a more than 10 year difference between the best and the worst wards in terms of life expectancy.

8. Landscape

- Cardiff's setting is very distinctive with the ridge to the north (the Garth, Caerphilly Mountain and Graig Llanishen), Leckwith escarpment to the west, low-lying Gwent Levels to the east, Severn Estuary to the South, and three river valleys running through the City.
- The Cardiff Landscape Study has proposed five areas as Special Landscape Areas.
- More than two-thirds of Cardiff's area is within easy walking distance to natural green spaces, but only two out of Cardiff's 29 wards meet the nationally recommended open space targets. The most central wards fare the worst. Open spaces are important because they improve people's mental and physical health, encourage physical activity, are attractive, support biodiversity, act as a carbon sink, and can help to adapt to climate change.
- Cardiff's landscape qualities are vulnerable to insensitive new development and land management practices.

9. Natural resources
• In recent years almost all new housing has been built on brownfield land. Much has been apartments, relatively little family housing. • Cardiff's industrial past has left a legacy of many potentially contaminated sites. These are being remediated as they are redeveloped. • Good quality agricultural land is known to exist within Cardiff but no survey has been undertaken using the latest agricultural land classification. • Cardiff's allotments are important for people's health and food security, but they are already oversubscribed, and many more will be needed. • Cardiff has significant, good quality mineral reserves (mainly limestone) which are an important source of aggregates for the region; however dredging from the Estuary has potential erosion impacts. • Water quality in the rivers Taff, Ely and Rhymney is improving, but is far from achieving the requirements of the Water Framework Directive. The groundwater around Taff Gorge / Creigiau area is vulnerable. • Abstraction from the Rivers Usk and Wye is a concern, and this will be exacerbated by population growth and climate change.
10. Population
• Cardiff's population has increased steadily over the past 20 years (by about 400 people per year) but much more rapidly since 2001 (about 2,400 per year). Welsh Government projections indicate that the number of households in Cardiff will increase by more than 32% between 2006 and 2026, from 132,108 to 174,471 households. This is driven partly by in-migration, and partly by a decline in married couples and an increase in one person households, lone parents and cohabiting couples. • Research commissioned by the Council in early 2013 suggests that growth may be slower than previously projected. However, providing an appropriate range and choice of housing for this population growth in a sustainable way (including services and infrastructure) remains the key sustainability issue raised by Cardiff's planners. • Cardiff has a higher proportion of young adults and ethnic minorities, and a lower proportion of older age groups, compared to the national average.
11. Waste
• Street cleaning, litter and recycling are consistently high priorities for Cardiff's residents, based on the Ask Cardiff survey. • Construction/demolition waste is the largest contributor to the waste stream, followed by commercial/industrial and municipal (household) waste. Municipal waste production has dropped sharply in the last five years, and the proportion of that waste that is recycled and composted grew from 3% to 49% between 2001 and 2012.

Developing SEA and SA objectives (Task A4)

> *"the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation"*
>
> (SEA Directive Annex I(e))

4.10 Section 5 of the Scoping Report sets out the sustainability appraisal framework and the methodology used to develop it. The framework consists of 11 objectives and related sub-objectives and indicators. The sub-objectives provide further information on how to interpret the headline objectives and are designed to guide the assessment. The indicators will show changes on the ground once the LDP is implemented. Table 4.3 shows the sustainability objectives, sub-objectives and indicators.

Consulting on the scope of SEA and SA (Task A5)

4.11 Consultation on the Scoping Report took place from 1 November to 6 December 2010. Comments were received from 14 consultees - a variety of stakeholders, statutory consultees and individuals. **Appendix C** shows the full list of comments. The consultees mostly suggested minor amendments to the Scoping Report and associated appendices (mainly additions to the policy review or baseline data); or else their comments were directed at the LDP rather than at the SA. Amendments to the SA were made where appropriate. Where, instead, the comments related to LDP issues, then these were noted and passed onto the LDP Team for consideration as part of the preparation of the LDP.

Table 4.3 Sustainability appraisal framework for Cardiff

Sustainability objective	Sub Objective: Will the LDP strategic option, objective, strategy, policy or allocation…	Indicators
1. Help deliver equality of opportunity and access for all	1.a Address existing imbalances of inequality, deprivation and exclusion 1.b Improve access to education, life-long learning and training opportunities 1.c Improve accessibility to affordable housing and employment opportunities, particularly for disadvantaged sections of society 1.d Improve access to community facilities and services 1.e Secure a more accessible environment	1.1 Number and percentage of Cardiff's lower super output areas in the most deprived 10% lower super output areas for Wales 1.2 Average house price compared to average annual salary 1.3 Number and percent of domestic units that are provided for affordable housing per year 1.4 The number of homelessness presentations received by Cardiff Council per 1000 households annually 1.5 Percentage of population of a working age qualified to NVQ level 4+ or equivalent
2. Maintain and improve air quality	2.a Reduce the need to travel through the location and design of new development, provision of public transport infrastructure and promotion of cycling and walking 2.b Avoid locating new development where air quality could negatively impact upon peoples' health	2.1 Number of air quality management areas
3. Protect and enhance biodiversity, flora and fauna	3.a Maintain and achieve favourable condition of international and national sites of nature conservation importance (SACs, SPAs and SSSIs) 3.b Maintain extent and enhance the quality of locally designated sites (LNRs and SNCIs) and LBAP priority habitats 3.c Protect and enhance protected species and LBAP priority species 3.d Maintain and enhance connectivity of corridors of semi-natural habitats 3.e Provide opportunities for people to experience wildlife and habitats	3.1 Number and extent (in hectares) of designated sites of importance (SACs, SPAs, SSSIs, LNRs and SNCIs) 3.2 Area (in hectares) of ancient woodland cover 3.3 Total extent (in hectares) of LBAP priority habitats 3.4 Percentage of features of internationally and nationally designated sites in favourable condition (SACs, SPAs, SSSIs)

Sustainability objective	Sub Objective: Will the LDP strategic option, objective, strategy, policy or allocation…	Indicators
4 Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	4.a Support energy conservation and energy efficient design 4.b Promote renewable energy generation 4.c Promote efficient land use patterns that minimise the need to travel 4.d Promote sustainable modes of transport and integrated transport systems 4.e Ensure that a precautionary approach is applied, and ensure that the location and design of new development manages the potential risks and consequences of flooding down to an acceptable level. 4.f Promote sustainable drainage systems in new development 4.g Reduce vulnerability of the built environment to the effects of climate change	4.1 Annual emissions of greenhouse gases by end use and sector 4.2 Cardiff's ecological footprint 4.3 Traffic growth: traffic volumes entering the County and city centre 4.4 Traffic volumes (billion vehicle Km) 4.5 Mode of travel to the city centre for all purposes 4.6 Average household energy consumption (kWh) 4.7 Percentage of major developments that generate a percentage of their energy from renewable sources 4.8 Number of properties at risk from river and coastal flooding 4.9 Percentage of new development with sustainable urban drainage systems (SUDS) 4.10 Number of new housing units approved in C1 and C2 flood risk areas
5. Protect and enhance historic and cultural heritage	5.a Protect and enhance historic and cultural assets including scheduled ancient monuments, listed buildings, historic parks and gardens, historic landscapes and conservation areas 5.b Encourage access to the historic and cultural heritage 5.c Support local character and distinctiveness through good design	5.1 Number of paid attendances for cultural venues in Cardiff 5.2 Percentage of conservation areas with an appraisal undertaken in the last 10 years 5.3 Percentage of listed buildings 'at risk'

Sustainability objective	Sub Objective: Will the LDP strategic option, objective, strategy, policy or allocation…	Indicators
6. Help deliver the growth of a sustainable and diversified economy	6.a Increase the number and range of employment opportunities 6.b Support and enhance the role of Cardiff as the economic driver of South East Wales city region 6.c Provide good quality employment opportunities accessible to all sections of the population by a variety of travel modes 6.d Promote and support city and local centres, local employment opportunities and mixed use development 6.e Support the regeneration of deprived areas 6.f Promote and support the rural economy	6.1 UK Competitiveness Index 6.2 Number of jobs in Cardiff 6.3 Gross Value Added (GVA) per head of local population 6.4 Full time gross median pay (£/week) 6.5 Percent of residents working age population in employment 6.6 The percentage of unemployed people claiming benefits who have been out of work for over a year 6.7 Proportion of residents on Jobseeker's Allowance 6.8 Amount of land (in hectares) available for employment
7. Improve health and well-being	7.a Promote healthy living and reduce health inequalities 7.b Encourage and facilitate walking and cycling 7.c Improve access to open space, the countryside and other opportunities for physical activity 7.d Improve environmental quality by minimising adverse impacts on health and wellbeing from pollution, flooding and waste management disposal 7.e Promote good design that minimises adverse impacts on health and wellbeing from crime and road traffic accidents	7.1 Prevalence of key illnesses 7.2 Gap between wards with the highest and lowest life expectancy 7.3 Percent of adults who are overweight or obese 7.4 Adults who reported meeting physical activity guidelines in the past week 7.5 No. people killed or seriously injured in traffic accidents 7.6 Notifiable offences
8. Protect and enhance the landscape	8.a Protect and enhance the landscape including the countryside, areas of landscape value, river valleys, greenspaces and the undeveloped coastline 8.b Protect and enhance geologically important sites 8.c Promote access to areas of landscape value 8.d Promote high quality design in keeping with its landscape context	8.1 Length of coast with formal public access 8.2 Area (in hectares) of landscape protected by local landscape designations (Green Belt, special landscape area and conservation areas) 8.3 Achievement of recreational open space requirements 8.4 Area of Cardiff within 400m of accessible natural green space

Sustainability objective	Sub Objective: Will the LDP strategic option, objective, strategy, policy or allocation…	Indicators
9. Use natural resources efficiently and safeguard their quality	9.a Re-use derelict and other previously developed land 9.b Remediate contaminated land 9.c Safeguard soil quality including the best and most versatile agricultural land, and protect and enhance allotments 9.d Safeguard mineral resources and encourage their efficient and appropriate use 9.e Conserve water resources and increase water efficiency 9.f Improve the water quality of rivers, lakes, groundwaters and coastal areas	9.1 Percent of housing on previously developed land 9.2 Number and area (in hectares) of potentially contaminated sites 9.3 Area (in hectares) of grades 1, 2 and 3a agricultural land 9.4 Number and area of allotments, number of plots 9.5 Landbank (in years) of mineral reserves 9.6 Percent of river lengths achieving good ecological status or potential 9.7 Total non-tidal water abstractions 9.8 Percentage of Cardiff's rivers achieving Good General Quality Assessments
10. Respond to demographic changes in a sustainable way	10.a Meet the need of Cardiff's population for homes, jobs and community facilities	10.1 Total population size 10.2 Number of households and average household size
11. Minimise waste, increase re-use and recycling	11.a Promote resource efficiency and the use of secondary and recycled materials 11.b Promote waste reduction, re-use, recycling and recovery	11.1 Commercial and industrial waste arising per year 11.2 Construction and demolition waste arising per annum 11.3 Municipal waste arising per year 11.4 Number of planning applications with site waste management plans 11.5 The percentage of municipal waste composted or recycled 11.6 Number of bring sites and large household recycling centres

5. Appraisal of the Vision and Objectives

> *"**the likely significant effects on the environment**, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors"*
>
> (SEA Directive Annex I(f))
>
> *"**the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects** on the environment of implementing the plan or programme"*
>
> (SEA Directive Annex I(g))

5.1 This is the first of four chapters which appraise, respectively, the sustainability impacts of the LDP vision and objectives, strategic options considered for the LDP, individual candidate sites for development, and key and detailed policies. The SA framework of Table 4.3 was used as the basis for each appraisal. For the strategic options and candidate sites, the appraisal helped to inform the decision of which options to choose. For the vision, objectives, and key and detailed policies, the appraisal helped to fine-tune each element of the LDP.

5.2 The Local Development Plan Manual states that the purpose of the appraisal at this stage is to predict the likely economic, environmental and social effects of the options being considered. The Practical Guide to the Strategic Environmental Assessment Directive states that "predictions do not have to be expressed in quantitative terms ... quantification is not always practicable, and qualitative predictions can be equally valid and appropriate".

5.3 This chapter discusses the appraisal of the LDP Vision and Objectives - which were shown at Chapter 3.

Sustainability Appraisal of the LDP vision

5.4 The appraisal of the LDP vision showed that the vision would primarily have positive impacts. It highlighted a number of issues that were not explicitly addressed through the LDP vision. Features such as landscape could also be strengthened to improve the sustainability of the vision. The detailed assessment of the LDP vision can be found in **Appendix D**.

Appraisal of the LDP Objectives

5.5 Table 5.1 summarises the results of the appraisal of the LDP objectives, and **Appendix D** shows the full appraisal. The LDP objectives mostly have positive sustainability effects. However in some cases, although per capita impacts are likely to reduce, overall impacts are likely to worsen as a result of Cardiff's increasing population.

5.6 Rewording was suggested for several sub-objectives and one headline objective. For instance, it was suggested that Sub-Objective 1.12 should be divided into three separate objectives to more adequately cover waste issues;

and that provision of healthy food choices should be stressed more. Most of these changes were subsequently made, as shown in Table 5.2. Where proposed changes were not implemented, reasons for this have been documented in the final column of Table 5.2.

Table 5.1 Summary appraisal findings for the LDP objectives

SA Objective	**LDP Objectives**
1.Help deliver equality of opportunity and access for all	✓ The LDP Objectives aim to provide affordable housing and access to education, employment, facilities and services, and promote social inclusion, equality of opportunity and access for all. Location of development is key for achieving sustainable transport solutions and networks.
2.Maintain and improve air quality	✓ / ? – per capita, ? / ✗ – city wide The LDP Objectives help to improve air quality through the provision of sustainable transport solutions, and by aiming to reduce the need to travel. However, whilst per person emissions may reduce as a result of the LDP, it is a plan for the growth of Cardiff and therefore it is unlikely that, overall, the city's emissions to air will decrease.
3.Protect and enhance biodiversity, flora and fauna	✓ The LDP Objectives aim to protect and enhance biodiversity not only at designated sites but also in areas without designation or of unknown biodiversity value.
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓ - per capita, ✗ - city wide The LDP Objectives assist and support in reducing carbon emissions by reducing the need to travel, encouraging a modal shift in transport, aiming to provide sustainable transport solutions and aiming to adapt to and mitigate the effects of climate change, including flooding. However although carbon emissions per person may reduce as a result of the LDP, this is a plan for the city's growth and as such it is unlikely that the city's overall carbon emissions will decrease.
5. Protect and enhance historic and cultural heritage	✓ The LDP Objectives help to protect and enhance historic assets, to ensure that new development is respectful to existing character, and to provide accessible cultural facilities for all communities.
6. Help deliver the growth of a sustainable and diversified economy	✓ The LDP Objectives help to provide a range of employment land, promote specialist sectors to support economic diversity, and provide good transport links. Location of development will be key to delivering sustainable economic growth.
7. Improve health and well-being	✓ The LDP Objectives assist in the promotion of more healthy lifestyles by increasing the provision of cycle and walk ways, aiming to protect public open spaces such as parks, and including healthier food choices as part of community centres and facilities.
8. Protect and enhance the landscape	✓ The LDP Objectives help to protect Cardiff's distinctive landscape features, both designated and undesignated. They also aim to safeguard geodiversity and important geological sites.
9. Use natural resources	✓/? The LDP Objectives aim to protect Cardiff's mineral supply, protect and

SA Objective	**LDP Objectives**
efficiently and safeguard their quality	enhance water and soil quality, increase water efficiency and promote good design with resource efficiency. However, there may be issues with sustainably sourcing appropriate building materials for development.
10. Respond to demographic changes in a sustainable way	✓ The LDP Objectives aim to meet the needs of Cardiff's growing population both socially and economically. However, whilst per person resource use and emissions are expected to decrease over the plan period, their absolute levels will probably increase as a result of growth of the city and its population.
11. Minimise waste, increase re-use and recycling	✓ - per capita, ✗ - city wide The LDP Objectives aim to minimise waste, maximise recycling and reuse and promote good design, which may reduce the waste generated by developments. However, whilst the LDP will help to reduce the amount of waste from development and per capita, the total waste arisings will probably increase over the plan period in Cardiff as a result of growth.

Table 5.2 Changes resulting from appraisal of LDP objectives

Original LDP Strategic Objectives and Sub-Objectives	Change proposed by SA team	Response to proposed change
1. To respond to evidenced economic needs and provide the necessary infrastructure to deliver development	Reword: 'to deliver sustainable and accessible…'	Change rejected as suggested additional wording duplicates other sections and is considered superfluous.
1.2 To maximise the economic potential of the city centre of Cardiff as a major financial and service sector opportunity that builds upon its position next to a transport hub of national and regional significance and is readily accessible from all areas within the city	Reword: 'and well connected to other UK cities'.	1.2 changed to '<u>and well connected to other UK cities.</u>
1.10 To establish Cardiff as a sustainable travel city by increasing the use of sustainable travel modes (particularly walking and cycling), decreasing private car use and improving the city's key transport hub based at the adjacent central bus and train stations	Reword: 'by reducing the need to travel… sustainable travel modes and networks…'	1.10 To establish Cardiff as a sustainable travel city by <u>reducing the need to travel</u>, increasing the use of sustainable travel modes <u>and networks</u> (particularly walking and cycling)...
1.12 To support the reduction of waste together with reducing the need to transport waste through providing an integrated network of waste management facilities consistent with the needs of the South East Wales area and the waste hierarchy	Suggest 1.12 is divided into 3 separate waste objectives.	1.12 To support sustainable collection and recycling methods for Municipal Waste by maintaining and improving an integrated network of facilities in Cardiff 1.13 To lead and participate in securing regional facilities for the sustainable treatment and disposal of Municipal Waste in accordance with/ in line with the Regional Waste Plans and the waste hierarchy which seeks to maximise the reduction of waste in the first place and thereafter reusing, recovering and recycling options before the disposal of water material is considered. 1.14 To facilitate an integrated network of

Original LDP Strategic Objectives and Sub-Objectives	Change proposed by SA team	Response to proposed change
		commercial and industrial sustainable waste management facilities consistent with the needs of the south east Wales area and in a manner that follows the waste hierarchy which seeks to maximise the reduction of waste in the first place and thereafter reusing, recovering and recycling options before the disposal of waste material is considered.
2.6 To create an environment that is made more accessible to all groups in society so that the facilities and services of the city can be more readily used and enjoyed by all	Reword: 'so that the employment opportunities…'	2.6 To create an environment that is made more accessible to all groups in society so that the employment opportunities,...
2.8 To recognise, support and enhance the key role played by existing District, Local and Neighbourhood Centres as accessible local hubs providing community services, local shops, businesses, employment and access to public transport	Reword: added 'healthy food choices…'	2.8 ... accessible local hubs providing community services, local shops, healthy food choices,...
2.10 To ensure that the necessary education and training facilities are provided and are accessible to all: to build strong futures for children, provide a diverse range of youth/adult learning opportunities and assist economic progress through the development of required skills	Reword: Remove 'youth/adult', add 'opportunities for all'.	2.10 ...provide a diverse range of ~~youth/adult~~ learning opportunities for all and assist economic progress through the development of required skills
2.12 To ensure that the necessary community facilities (community centres, youth facilities, child care, faith buildings, health centres etc) are provided that are accessible to all	Reword: Add 'and cultural facilities', 'shops with health food choices' and 'especially in areas that are deprived'.	2.12 To ensure that the necessary community and cultural facilities (community centres, shops with healthy food choices, youth facilities, child care, faith buildings, health centres etc) are provided that are accessible to all, especially in areas that are deprived
3.1 To mitigate the effects of climate change through reducing energy consumption and increasing the supply of renewable energy	Reword: Remove 'consumption' and replace with 'demand'	3.1 To mitigate the effects of climate change through reducing energy ~~consumption~~ demand and increasing the supply of renewable energy
3.3 To protect, manage and enhance Cardiff's natural environmental assets, including:...	Reword: 4th bullet point 'networks that…'	• The city's biodiversity, its internationally, nationally and locally designated sites, wildlife habitats

Original LDP Strategic Objectives and Sub-Objectives	Change proposed by SA team	Response to proposed change
• The city's biodiversity, its internationally, nationally and locally designated sites, wildlife habitats and features that contain important species and link together areas of value; and • Natural resources including geodiversity, the best soils, water and air quality including the reduction of pollution	Add 6th bullet point 'The role that vegetation plays in combating climate change by providing shading, cooling and carbon sinks'.	and features that contain important species and networks that link together areas of value; and • Natural resources including geodiversity, the best soils, water and air quality including the reduction of pollution • The role that vegetation plays in combating climate change by providing shading, cooling and carbon sinks.
3.4 To conserve and enhance Cardiff's built and historic assets that help give a distinctive character to the city and reflect its past development including: • The city's 27 Conservation Areas; • Its Listed Buildings and Ancient Monuments; • Registered Historic Landscapes and areas of archaeological importance; and • Other valued public places and spaces that provide local distinctiveness and are well used by the community	Reword: main objective 'define Cardiff's distinctive character…' Reword: 4th bullet point 'including parks and amenity', remove 'and are well used by the community'.	3.4 To conserve and enhance Cardiff's built and historic assets that ~~help give a~~ define Cardiff's distinctive character ~~to the city~~ and reflect its past development including: • The city's 27 Conservation Areas; • Its Listed Buildings and Ancient Monuments; • Registered Historic Landscapes and areas of archaeological importance; and • Other valued public places, including parks and amenity spaces that provide local distinctiveness ~~and are well used by the community~~
4.1.2. Minimise car use and maximise sustainable transport solutions to create accessible, permeable and legible places- to avoid creating predominantly car-based developments in remote or inappropriate locations by focusing new development in accessible locations. To encourage greater use of sustainable modes of transport- walking, cycling (ideally linked to the strategic cycle network) and via fast and frequent public transport that provides an effective network around and beyond the city;	Reword: Added 'and decrease air pollution'. Remove '~~ideally~~ linked to the strategic cycle network' Suggest that objective is strengthened to "prevent" car based developments.	4.1.2. Minimise car ~~use~~ travel, ~~and~~ maximise sustainable transport ~~solutions~~ use and decrease air pollution by ~~to~~ creating accessible, permeable, and legible places, preventing ~~to avoid creating~~ predominantly car-based developments ~~in remote or inappropriate locations by~~ and focusing new development in accessible locations which are ~~To encourage greater use of sustainable modes of transport- walking, cycling (~~linked to the strategic cycle network and can be served mainly by effective networks of sustainable transport – walking cycling and ~~via~~ fast and frequent public transport ~~that~~

Original LDP Strategic Objectives and Sub-Objectives	Change proposed by SA team	Response to proposed change
		~~provides an effective network~~ around and beyond the city;
4.1.3. Minimise waste and maximise recycling- to minimise waste at the outset but to recognise the value of waste as a resource and effectively plan for how it can be collected and productively used;	Suggested alternative: '4.1.3. To effectively plan for how business and neighbourhoods can sort and store for collection for onward productive use; to Minimise waste to landfill and maximise recycling whilst seeking to optimise the overall value of waste as a resource and ensure proper provision for new developments is made through developer proposals'	4.1.3. To maximise recycling- to ~~minimise waste at the outset~~ optimise ~~but to recognise~~ the overall value of waste as a resource and to effectively plan for how ~~it can be collected and productively used~~ new developments can sort and store waste for collection for onward productive use and minimise material needing treatment and final landfill.

6. Appraisal of Strategic Options

> *"**the likely significant effects on the environment**, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors"*
>
> (SEA Directive Annex I(f))
>
> *"**an outline of the reasons for selecting the alternatives dealt with**, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information"*
>
> (SEA Directive Annex I(h))

6.1 This section discusses the sustainability impacts of the strategic options considered for the 2012 LDP Preferred Strategy: levels of housing and jobs growth, and broad spatial options for housing delivery. The impacts of individual candidate sites for development are discussed at Chapter 7.

6.2 The SEA Directive requires an environmental report to describe and evaluate the environmental impacts of the plan 'and reasonable alternatives taking into account the objectives and the geographical scope of the plan' (Article 5.1), and to include 'an outline of the reasons for selecting the alternatives dealt with' (Annex Ih). The Welsh Assembly Government's LDP Manual explains that:

"The purpose of this task is to predict the social, environmental and economic effects of the options being considered in the LDP preparation process. The main technique is to predict both positive and negative effects of each option on the environmental baseline and objectives set out in the SA framework. The performance of each option can then be compared, taking account where necessary of the "business as usual" scenario, i.e. how sustainability would change under the current development plan" (Sec. 6.4.1).

Options considered

6.3 A range of options had already been considered and appraised during the development of the (now withdrawn) 2009 version of the LDP: whether or not to include an International Business Park in the LDP; different scales of housing and jobs growth; whether new growth should be accommodated in one large Greenfield site, several smaller Greenfield sites, or only on previously developed land; and whether or not to include a Green Technology Park in the LDP.

6.4 The economic and political situation in 2013 is different from that in 2009, so many of these options are no longer relevant. In particular, development on only brownfield sites is no longer felt to be a reasonable option. However these early options and their appraisals informed the options considered for this LDP.

Options for growth

6.5 Cardiff's population is growing, due to both natural population increase and in-migration. Demographic changes such as divorce and people living longer means that household size is decreasing, so more homes will be needed to accommodate these additional households. A 'zero growth' option is thus not reasonable. The LDP team considered a range of options of future homes and jobs growth in Cardiff, shown at Table 6.1.

Table 6.1 Options for growth

Option	Housing/ employment growth	New dwelling requirement per annum	Evidence
A High	About 54,400 new homes and 55,000 new jobs	2,720 (2006-2026) 2,976 (April 2010 – 2026)	Based on the Welsh Government's 2008 population and household projection figures.
B Medium	About 45,400 new homes and 40,000 new jobs	2,270 (2006 – 2026) 2,214 (April 2010 – 2026)	Based on the Welsh Government's 2008 population and household projection figures recalculated using local robust data.
C Low	About 36,500 new homes and 26,000 new jobs	1,825 (2006 – 2026) 1,858 (April 2010 – 2026)	Based on long term net migration rates and housing completion rates over the last 8 years.

Spatial options for delivery

6.6 Different spatial options were considered to deliver the level of growth set out in the plan. Developers' responses to a call for candidate sites helped to indicate the broad range of potential development areas, namely:

- Dispersed brownfield sites;
- Greenfield sites west of Pentrebane;
- Greenfield sites south of Creigiau/ north of Junction 33;
- Greenfield site north of M4 at Thornhill;
- Greenfield sites west and east of Pontprennau;
- Greenfield sites around Old St Mellons village;
- Greenfield sites in the east- largely employment uses; and
- Dispersed smaller greenfield sites.

6.7 Given the scale of development being considered in growth Options A, B and C, it is inevitable that more than one of these areas is likely to contain sites allocated for development. Therefore, the potential 'in combination' effects of several candidate sites together, and of enlarged or reduced candidate site areas, were also considered.

Appraisal methodology

6.8 Initial appraisal workshops were held in June 2011 to evaluate the LDP strategic options, and the appraisals were later refined by the SA team. The appraisals were undertaken using the SA framework of Table 4.3. For each option, the appraisers considered what the issues and opportunities were, and possibilities for improving the sustainability of the option. The appraisals of options for delivering growth later helped in developing the LDP Preferred Strategy by identifying key sustainability issues for different areas of the City before detailed site assessments began.

Appraisal results

Options for growth

6.9 **Appendix E** shows the appraisal of the different options for growth, and Table 6.2 summarises these findings.

Table 6.2 Summary appraisal findings for the options for growth

SA objective	1. Equality	2. Air quality	3. Biodiversity	4. Climate change	5. Heritage	6. Economy	7. Health and wellbeing	8. Landscape	9. Natural resources	10. Demographic change	11. Waste
A. High growth: total	✓✓	✗✗	✗✗	✗✗	✗	✓✓	✓✗	✗✗	✓?	✓✗	✗✗
per capita				✓?							✓?
B. Med. growth: total	✓	✗	✗	✗	✗	✓	✓✗	✗	✓✗?	✓	✗
per capita				✓?							✓?
C. Low growth: total	✗?	✗?	✗?	✗	✗?	✓?	✓✗?	✗?	✓?	?	✗
per capita				✓?							✓?

6.10 Option A would provide the greatest social and economic benefits to the city whilst having the most detrimental impacts on the natural and historic environment. Conversely Option C would provide fewer social and economic benefits whilst preserving more of Cardiff's natural environment resources. The impacts of Option B are between those of Options A and C.

6.11 More specifically issues and opportunities include:

- Options A and B could help to address existing socio-economic issues within the city, including the need for affordable homes and accessible community and health care facilities, by providing new large coherent developments and a high number of employment opportunities. The level of growth provided under Option C is less likely to deliver these kinds of social and economic benefits. It may not be able to deliver new developments that support the necessary population thresholds to provide new community and health facilities.

- Options A and B, and to a lesser extent Option C have the potential for significant negative environmental effects. Option A would require the majority of the development land available in the city, leaving little residual land for mitigation measures: this would lead to significant and widespread loss of habitats and severe disruption of habitat connectivity across the city. The lower scale of development under Options B and C could provide opportunities to integrate the landscape into new developments whilst Option A is likely to have unavoidable significant negative impacts on Cardiff's landscape setting.
- All three options have the potential to have negative impacts to the city's air quality due to increased transport and economic activity. This effect could be mitigated by providing mixed use, self-contained developments that reduce the need to travel and incorporate sustainable transport solutions. The impact of Option C on air quality is harder to predict: whilst the effect on air quality would be lower than for Options A or B, the reduced provision of housing could lead to an increase in commuting e.g. from the Valleys by car.
- Over the plan period, for any of the options, citywide greenhouse gas emissions and waste arisings are likely to increase: all the options support a significant growth of the population, and thus consumption, waste and other activities such as transport. There is potential under all of the options to decrease the per capita emissions through the design of new developments e.g. integrating sustainable transport and waste (reuse: recycling: reduction) solutions. Options A and B would involve development on large Greenfield sites, which currently provide important carbon sinks for the City. Their loss would exacerbate the carbon emissions arising from growth. Additionally green spaces help to reduce the impacts of climate change by providing land drainage and reducing the urban heat island effect.
- All of the options have the potential to impact negatively on historic and cultural assets and local character. This is particularly true for Option A where the level of growth is high and almost all of the available land in Cardiff would be developed. These impacts could be mitigated by ensuring that design of new developments is sympathetic to local character and distinctiveness, and that the cultural and historic assets are protected.
- Cardiff needs to be able to respond, sustainably, to future demographic changes. Option C provides a level of growth that is consistent with the last 8 years of demographic change in the city based on local data. Beyond the LDP's plan period (20 years) there would be sufficient development land remaining in the city for further growth if this trend in population increase continues. Under Option A almost all of the available development land would be filled within the plan period and it is uncertain how future demographic changes could be accommodated beyond the plan period. Option B provides housing and employment but leaves some residual development land beyond the plan period.

6.12 Option B formed the basis of the October 2012 Preferred Strategy. However Policy KP1 of the Deposit LDP reduces the dwellings figure to 41,100, roughly midway between Options B and C. (The jobs figure remains 40,000 as in Option B). The reasons for this are explained in detail in paras 4.12 to 4.26 of the Deposit LDP. The decisive point is that more recent modelling of the kind that informed the earlier choice of Option B, using more up to date information, indicates that both migration and household formation rates now appear likely to be lower than previously projected.

6.13 However, given the uncertainties, KP1 also includes provision to deliver an additional 4,000 homes (ie back to almost Option B) later in the plan period if monitoring indicates this is necessary.

6.14 This new option has not been formally appraised. Given that it lies between two options, B and C, which were appraised, that their scores were similar, and that the revised population modelling means that the new option should perform as well as B did previously on the two criteria (1 equality and 10 population) where it might have been expected to do worse, this is not a problem.

6.15 The roughly 10% reduction in housing was not accompanied by any pro rata reduction in the areas of land allocated for development. (An apparent small reduction in area was due to two brownfield sites included in earlier drafts of the LDP being removed because they have planning permission and development is already proceeding.) This means that, if and when the extra 4000 dwellings are needed, they will need additional sites: ie that the same quantum of development would now be around 10% less dense and take around 10% more greenfield land than was envisaged in the Preferred Strategy. When the appraisal queried this, the LDP team responded that their more detailed masterplanning had revealed that community facilities, open space and environmental protection were going to require more land than had previously been estimated, so the reduction in density was going to be needed to comply with other LDP objectives and policies anyway.

6.16 Following the public Examination, the housing provision was reviewed. Several different adjustments and updates together resulted in a small increase in the total, to 41,415. It was also made more explicit how the additional 4000 dwellings could potentially be accommodated by faster building out of one strategic site and extensions to two others which have been appraised. These changes do not warrant any change in the overall appraisal.

Spatial options for delivery

6.17 **Appendix E** shows the appraisal of the different spatial options for delivery, and Table 6.3 summarises these findings.

Table 6.3 Summary appraisal findings for the spatial options for delivery

SA objective	1. Equality	2. Air quality	3. Biodiversity	4. Climate change	5. Heritage	6. Economy	7. Health and wellbeing	8. Landscape	9. Natural resources	10. Demographic change	11. Waste
Dispersed brownfield sites	Too varied and diffuse to effectively appraise at the strategic level										
Greenfield sites west of Pentrebane	✓ ××	×?	×	✓×	×?	✓	✓?	×/ ××?	×	✓✓	×
South of Creigiau / north of Junction 33	×	×/ ××	××	✓×	?	✓✓	✓?	××	×	✓✓	×
Greenfield sites west and east of Pontprennau	✓×	×?	×	×	?	✓✓	✓?	×/ ××?	×	✓✓	×
Greenfield site north of M4 at Thornhill	×	×/ ××	×	×	×	0	✓×	××	×	✓	×
Greenfield sites around Old St Mellons Village	×	×/ ××	×?	×?	0	0	✓×	0	×	✓?	×
Greenfield sties in the east	✓	×?	××	××	×	✓✓	×?	××	×	✓	×
Dispersed Greenfield sites	Too varied and diffuse to effectively appraise at the strategic level										

6.18 All the large Greenfield sites would have negative impacts on biodiversity and landscape because they would take up large areas of greenfield land. Air quality would worsen under all of the options because they would increase the use of cars: North of Junction 33, North of the M4 at Thornhill, and sites at Old St Mellons would have particularly negative impacts due to their location in less central locations poorly served by public transport. All new development sites will use natural resources and generate waste, but these are negative impacts of the overall level of development which will not in general differ significantly between locations.

6.19 All the large Greenfield sites would respond to demographic change by providing needed housing and employment land. Several would also provide health benefits in the form of improved access to open space, encouragement for walking and cycling, and/or improved health facilities.

6.20 The sites' impacts on heritage, equality and climatic factors depends on whether the sites include any aspects of cultural/heritage importance, whether they are located near the 'southern arc' of deprivation, whether they would provide facilities for existing communities, and whether they have the potential to provide renewable energy. Several include areas that are prone to flooding.

6.21 Having considered these points, the planning team's main reasons for including or not including the main strategic sites in the LDP are:

Dispersed brownfield sites	Generally have few constraints and are considered acceptable in principle . Most of the sites have been taken forward, providing for 27,615 homes – about 65% of the overall housing provision.
Greenfield sites west of Pentrebane	Included: Some environmental constraints with protected species on site and close to a Site of Special Scientific Interest, no flood risk implications, a large site with the potential to bring forward a comprehensive range of supporting social and community facilities. Suitable mitigation measures will need to be identified.
Greenfield sites south of Creigiau / north of Junction 33	Included: Contains several Sites of Importance for Nature Conservation, no flood risk implications, a strategically important and visible location in a well used transport corridor adjacent to a proposed Special Landscape Area, can help to deliver wider transport strategy (provision of Park & Ride/Share facility, new rapid transport bus corridor etc.)
Greenfield sites west and east of Pontprennau	Included: Contains several Sites of Importance for Nature Conservation, some flood risk implications, no strategic landscape importance, possibility of integrating existing natural features (stream, woodlands, hedgerows) into any new development, a large site with the potential to bring forward a comprehensive range of supporting social and community facilities, including a primary school for Pontprennau and public open space.
Greenfield site north of M4 at Thornhill	Not included: Crosses a well defined urban edge (the M4), forms part of the strategically important green countryside backdrop to Cardiff, has some biodiversity and landscape importance, relatively isolated from existing community facilities and without the critical mass necessary to effectively deliver on-site provision.
Greenfield sties around Old St Mellons Village	Not included: A relatively isolated area with no notable existing social/community facilities and served by narrow lanes. Additional development would be highly car-based. The disjointed nature of submissions mitigates against a comprehensive approach to dealing with these limitations.
Greenfield sites in the east	Included: Significant environmental constraints: most of the area is a Site of Special Scientific Interest, the adjoining estuary is an internationally important site for birds, it is a Historic Landscape and Archaeologically Sensitive Area, the site meets the criteria for Special Landscape Area status, and flood risk is a major concern. Suitable mitigation measures will need to be identified.

Dispersed Greenfield sites	Generally cause concern because of their isolated and piecemeal nature. More information on these sites can be found at the 2012 LDP Preferred Strategy Background Technical Paper No. 8.

7. Appraisal of Candidate Sites for Development

*"**the likely significant effects on the environment**, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors"*

(SEA Directive Annex I(f))

*"**an outline of the reasons for selecting the alternatives dealt with**, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information"*

(SEA Directive Annex I(h))

7.1 This section discusses how the specific candidate sites that were proposed for development in Cardiff were identified and appraised.

7.2 In determining where housing and employment growth could be directed spatially, the planning team considered the existing land bank of housing and employment land, scheduled completions, windfall sites and information received from landowners and developers on potential candidate sites. This resulted in 112 possible development sites.

7.3 Various combinations of sites were also considered:

- North west transport corridor- Candidate sites south of Creigiau, north of Junction 33 of the M4, sites to west of Fairwater and Radyr
- North east- Several candidate sites located between Lisvane and Pontprennau plus the site located east of the Pentwyn Link Road
- St Mellons Village- A collection of relatively small candidate sites in a well-defined area around the fringes of St Mellons Village which collectively cover about 57 hectares
- Land north of Junction 33 of M4 / south of Creigiau
- Land south of St Mellons Business Park.

7.4 The following enlarged sites were also appraised:

- North west Cardiff submission extended slightly to the west up to Croft Y Genau Road
- North west Cardiff extended north towards M4
- North west Cardiff extension to the west
- Land north of Junction 33
- Cardiff Central Enterprise Zone – Since the candidate sites were submitted, the Welsh Government have designated the Cardiff Central Enterprise Zone in April 2012. This covers a much larger geographical area than the 3 small candidate sites previously submitted.

Appraisal methodology

7.5 A modified approach was taken to the appraisal of individual candidate development sites. It is not possible, at the plan-making stage, to know

precisely what kind of development will go on each site, for instance what combination of housing, employment and infrastructure a developer will propose when they make a planning application; or what site layout and development design they will propose. For other aspects of sustainability, like waste management, the choice of development sites will not affect the impact. As a result these topics were not assessed for individual sites. On the other hand, detailed information is available on some other sustainability topics: for instance, whether they are near sites of nature conservation importance or in areas of flood risk.

7.6 To ensure full integration between the plan-making and SA processes, one joint planning/SA pro forma was agreed by the SA and planning teams, and was filled in by the planning team for each candidate development site. The pro forma takes into account the feasibility and applicability of potential mitigation measures. **Appendix F** shows the SA criteria used in the pro formas, and these are summarised at Table 7.1 .

Table 7.1 Appraisal criteria used for candidate sites: links to the site pro forma

SA Objective	Corresponding factor in the candidate site pro forma
1. Help deliver equality of opportunity and access for all	C1: Transport context: is the site near a train station or bus stop, is it easily accessible by foot or cycling etc. D2: Community facilities: is a good range of community facilities near the site, reducing the need to travel
2. Maintain and improve air quality	F1: Air quality: is the site in an Air Quality Management Area, does it pose concerns about air quality etc.
3. Protect and enhance biodiversity, flora and fauna	A1: Biodiversity/geology: is the site on or near any nature conservation designations, have protected species been found on the site etc.
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	B1: Existing flood risk: does the site lie in the floodplain E3: Scope for renewable energy solutions
5. Protect and enhance historic and cultural heritage	A3: Historic, cultural and built environment: is the site on or near any historic designations, could it affect the cultural heritage etc.
6. Help deliver the growth of a sustainable and diversified economy	Not applicable for assessment at location level
7. Improve health and well-being	F2: Health and wellbeing : could development at the site affect the health of existing or future residents etc.
8. Protect and enhance the landscape	A2: Landscape: is the site on or near any landscape designations or would it otherwise affect the townscape or landscape
9. Use natural resources efficiently and safeguard their quality	A4: Natural resources: is the site on high quality agricultural land, are mineral resources on the site etc. A5: Contaminated land: does the site offer the potential to clear up contaminated land
10. Respond to demographic changes in a sustainable way	Not applicable for assessment at location level

SA Objective	Corresponding factor in the candidate site pro forma
11. Minimise waste, increase re-use and recycling	

7.7 After the planning team filled in the pro formas, the SA team checked the pro formas for consistency and logic, and discussed any concerns with the planning team. The main problem identified was that the planners' assumptions about potential mitigation measures meant that almost none of the candidate sites were found to have biodiversity or landscape impacts, even when they were on Greenfield land or designated nature conservation sites. This led to the planners revising many of the pro formas in response to the SA, including:

- Changing many of the planners' neutral impacts on biodiversity or landscape to negative impacts. In the absence of certainty that mitigation measures would be implemented and be successful, a more precautionary approach was felt to be more appropriate;
- Changing some of the planners' positive impacts on health to neutral impacts because of concerns about the air pollution generated by traffic from the site;
- Changing some of the planners' neutral impacts on equality of opportunity to positive impacts because of the site's proximity to existing services and public transport.

7.8 In other cases, this review by the SA team led the planning team to more clearly explain in the pro forma the reasons for deciding that the site would have specific impacts.

7.9 Table 7.2 shows the results of the candidate site appraisal process for both individual sites and combinations/extensions of sites, and also shows whether the site is included in the plan or not. More information on the choice of preferred candidate sites is available in the Preferred Strategy , and in the pro formas at the 2012 LDP Preferred Strategy Background Technical Paper 8 / Appendix 3.

Table 7.2 Summary appraisal findings for the LDP candidate sites

SA objective	1. Help deliver equality of opportu-nity and access for all	2. Maintain and improve air quality	3. Protect and enhance biodiversity, flora and fauna	4. reduce and adapt to emissions of greenhouse gases	5. Protect and enhance historic and cultural heritage	7. Improve health and well-being	8. Protect and enhance the landscape	9. Use natural resources efficiently	Planning conclusions
Equivalent to pro forma criterion...	C1 D2	F1	A1	B1 E3*	A3	F2	A2	A4 A5	
1. Land at Wentloog Levels									J
2. St. Mellons Business Park									X
3. Land at Pill Du Farm									X
4. Energlyn, Ty Draw Road									G
5. Land rear of Fairmeadow									✓
6. Land at Cefn Mably Road									G
7. Land at Tregyrnog House									X
8. Land W of Clos y Cwarra									X
9. Land of Sunnybank Farm									G
10. The Dutch Garden Centre									X
11. Land east of Graig Road									G
12. Parc Ty Glas/Malvern Dr									X
13. Land to rear of Brynteg									X
14. Land to NW of Druidstone									X
15. Druidstone Rd, OSM									X
16. Land at Ely Bridge									B
17. Ely Bridge Farm									✓
18. Queen Alexandra Head									✓
19. Pengam Green									X
20. Queens Gate Car Park									✓
21. Land at Areas 9-12									X
22. Trowbridge Mawr									X
23. Land Crickhowell									PP
24. Land east of Cypress Drive									J
25. Land at Cefn Garw Quarry									X
26. Land Ty Isaf Farm House									X
27. Land at Pwll Coch Uchaf									X
28. Land North of Ty Isaf									X
29. Land NW of Druidstone									X
30. Pwll Coch Druidstone									X
31. Land at Brindley Road									✓
32. Land at Michaelston Road									PP
33. Llanishen Reservoir									X
34. Llanishen Reservoir									X
35. Rookwood Hospital									✓
36. Former Lansdowne H-l									✓
37. Greenhill School									X
38. Land off Tyr Winch Road									X
39. Whitchurch Hospital Site 1									PP
40. Whitchurch Hospital Site 2									PP
41. Whitchurch Hospital Site 3									PP
42. Whitchurch Hospital Site 4									✓
43. Land to E of Brook House									X
44. Land at Bridge Road									X
45. Government Offices									✓
46. Land N of Junction 33									E
47. Goitre Fach Farm									D
48. Church Farm									H
49. Blooms Garden Centre									X
50. Land at Briwnant									X
51. Land at Mill Road									✓
52. Land at Paper Mill Road									X
53. Cardiff Gate	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
54. Taffs Well Quarry	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
55. Land at Trowbridge Road									PP
56. Former St Johns College									✓

SA objective	1. Help deliver equality of opportu-nity and access for all	2. Maintain and improve air quality	3. Protect and enhance biodiversity, flora and fauna	4. reduce and adapt to emissions of greenhouse gases	5. Protect and enhance historic and cultural heritage	7. Improve health and well-being	8. Protect and enhance the landscape	9. Use natural resources efficiently	Planning conclusions
57. Land at Hannah Street									PP
58. Rear of Moorland Road									✓
59. Goitre Farm, St Mellons									X
60. Roath Basin South									I
61. Land S of Central Station									A
62. Land rear of Clive Street									✓
63. Former Cwm Farm									✓
64. Former Cwm Farm									X
65. Land at former Cwm Farm									X
66. Land at Church House Frm									G
67. Land at Maerdy Farm									G
68. Land at Llwyn y Pia Farm									G
69. Land at Tynewydd									X
70. Central Square									A
71. Wales Millennium Centre									✓
72. Land E&W of Church Rd									H
73. Graving Docks									X
74. Wentloog Industrial Park E									X
75. Land east of GH Farm									X
76. Land S of Wentloog Ave									X
77. Gas Works, Ferry Road									C
78. Fruit Market, B&Q									PP
79. Land at Ty Draw Road									G
80. Land at Bridge Road									X
81. Land at Began/Bridge rd.									X
82. Land West of Cardiff									D
83. JR Freeman Factory									PP
84. Malthouse Frm NE Cardiff									G
85. Land off Llwyn y Pia Road									G
86. North East Cardiff									G
87. North East Cardiff									G
88. North East Cardiff (part)									G
89. North East Cardiff (part)									G
90. North East Cardiff (part)									G
91. Land at Pwll Coch									X
92. Greenhill School									X
93. Greenhill School									X
94. UWIC, Colchester Avenue	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	PP
95. Howard Gardens									X
96. Land Llandaff Campus									X
97. Plas Gwyn RC/BBC									X
98. Land at Church Rd									H
99. Dan y Garth (a)									✓
100. Dan y Garth (b)									✓
101. Dumballs Road									A
102. Land south of Creigiau									F
103. Mill Farm, St Mellons Rd									G
104. Land off Druidstone Rd									X
105. Land off Druidstone Rd (2)									X
106. Cardiff Parkway									J
107. Land at Gelynis Farm									X
108. Electrocoin Automatics									✓
109. Land at Bridge Road									X
110. Land NE of Cefn Eurwg									X
111. Land NW of Great House F									X
112. NE Cardiff									G
Site combinations:									
North West Transport Corridor									
North East Cardiff									
St Mellons Village									

SA objective	1. Help deliver equality of opportu-nity and access for all		2. Maintain and improve air quality	3. Protect and enhance biodiversity, flora and fauna	4. reduce and adapt to emissions of greenhouse gases	5. Protect and enhance historic and cultural heritage	7. Improve health and well-being	8. Protect and enhance the landscape	9. Use natural resources efficiently		Planning conclusions
North of J33 / South of Creigiau											
South of St Mellons Business P											
Enlarged sites:											
NW Cardiff to Croft Y G											
NW Cardiff N toward M4											
NW Cardiff to the west											
Land N of J33 extended											
Cardiff Central Enterprise Zone											

* All E3 are unknown so they are not recorded here

Appraisal findings

very positive	positive	neutral	un-known	data not yet available	negative	very negative

Planning conclusions

site accords with LDP V&O*	site included as a strategic site**	site not included	planning permission granted for site

* Site considered suitable for inclusion in Deposit LDP
**Letter corresponds to Policy 2 numbering

8. Appraisal of Key and Detailed Policies

> *"**the likely significant effects on the environment**, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors"*
>
> (SEA Directive Annex I(f))
>
> *"**the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects** on the environment of implementing the plan or programme"*
>
> (SEA Directive Annex I(g))

8.1 This section discusses the main sustainability impacts of the LDP's policies. The following list shows the key and detailed policies of the LDP with the Matters Arising Changes (with additions since the Deposit plan underlined and deletions crossed through).

KEY POLICIES

KP1: LEVEL OF GROWTH
KP2: STRATEGIC SITES
KP2 (A): CARDIFF CENTRAL ENTERPRISE ZONE AND REGIONAL TRANSPORT HUB
KP2 (B): FORMER GAS WORKS, FERRY ROAD
KP2 (C): NORTH WEST CARDIFF
KP2 (D & E): NORTH OF JUNCTION 33 ON M4 AND SOUTH OF CREIGIAU
KP2 (F): NORTH EAST CARDIFF (WEST OF PONTPRENNAU)
KP2 (G): EAST OF PONTPRENNAU LINK ROAD
KP2 (H): SOUTH OF ST MELLONS BUSINESS PARK
KP3 (A): GREEN ~~BELT~~ WEDGE
KP3 (B): SETTLEMENT BOUNDARIES
KP4: MASTERPLANNING APPROACH
KP5: GOOD QUALITY AND SUSTAINABLE DESIGN
KP6: NEW INFRASTRUCTURE
KP7: PLANNING OBLIGATIONS
KP8: SUSTAINABLE TRANSPORT
KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS
KP10: CENTRAL AND BAY BUSINESS AREAS
KP11: ~~MINERALS AND~~ CRUSHED ROCK AGGREGATES AND OTHER MINERALS
KP12: WASTE
KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS
KP14: HEALTHY LIVING
KP15: CLIMATE CHANGE
KP16: GREEN INFRASTRUCTURE
KP17: BUILT HERITAGE
KP18: NATURAL RESOURCES

DETAILED POLICIES

HOUSING

H1: NON-STRATEGIC HOUSING SITES

H2: CONVERSION TO RESIDENTIAL USE
H3: AFFORDABLE HOUSING
H4: CHANGE OF USE OF RESIDENTIAL LAND OR PROPERTIES
H5: SUB-DIVISION OR CONVERSION OF RESIDENTIAL PROPERTIES
H6: CHANGE OF USE OR REDEVELOPMENT TO RESIDENTIAL USE
~~H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)~~
H~~8~~7: SITES FOR GYPSY AND TRAVELLER CARAVANS

ECONOMY

EC1: EXISTING EMPLOYMENT LAND
EC2: PROVISION OF COMPLEMENTARY FACILITIES FOR EMPLOYEES IN BUSINESS, INDUSTRIAL AND WAREHOUSING DEVELOPMENTS
EC3: ALTERNATIVE USE OF EMPLOYMENT LAND AND PREMISES
EC4: PROTECTING OFFICES IN THE CENTRAL AND BAY BUSINESS AREAS
EC5: HOTEL DEVELOPMENT
EC6: NON-STRATEGIC EMPLOYMENT SITE
EC7: EMPLOYMENT PROPOSALS ON LAND NOT IDENTIFIED FOR EMPLOYMENT USE

ENVIRONMENT

Countryside Protection
EN1: COUNTRYSIDE PROTECTION
EN2: CONVERSION, EXTENSION AND REPLACEMENT BUILDINGS IN THE COUNTRYSIDE

The Natural Environment
EN3: LANDSCAPE PROTECTION
EN4: RIVER ~~VALLEYS~~ CORRIDORS
EN5: ~~LOCAL NATURE RESERVES AND NON-STATUTORY SITES OF NATURE CONSERVATION AND GEOLOGICAL IMPORTANCE~~ DESIGNATED SITES
EN6: ECOLOGICAL NETWORKS AND FEATURES OF IMPORTANCE FOR BIODIVERSITY
EN7: PRIORITY HABITATS AND SPECIES
EN8: TREES, WOODLANDS AND HEDGEROWS

The Historic Environment
EN9: CONSERVATION OF THE HISTORIC ENVIRONMENT

Natural Resources
EN10: WATER SENSITIVE DESIGN
EN11: PROTECTION OF WATER RESOURCES

Renewable Energy
EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES

Pollution
EN13: AIR, NOISE, LIGHT POLLUTION AND ~~CONTAMINATED~~ LAND CONTAMINATION

Flood Risk
EN14: FLOOD RISK

TRANSPORT
T1: WALKING AND CYCLING
T2: STRATEGIC RAPID TRANSIT & BUS CORRIDORS
T3: TRANSPORT INTERCHANGES
T4: CENTRAL TRANSPORT HUB
T5: MANAGING TRANSPORT IMPACTS
T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES
T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE
T8: STRATEGIC RECREATIONAL ROUTES
T9 CARDIFF CITY REGION 'METRO' NETWORK

RETAIL

~~R1: RETAIL PROVISION WITHIN STRATEGIC SITES~~
R1 RETAIL HIERARCHY
R2: DEVELOPMENT IN THE CENTRAL SHOPPING AREA
R3: PROTECTED SHOPPING FRONTAGES
~~R5~~4 DISTRICT CENTRES
R~~6~~5 LOCAL CENTRES
R~~4~~6 RETAIL DEVELOPMENT (OUT OF CENTRE)
~~R7 FOOD AND DRINK USES~~
R7 RETAIL PROVISION WITHIN STRATEGIC SITES
~~R8 PROTECTION OF LOCAL SHOPPING PARADES~~
R8 FOOD AND DRINK USES

COMMUNITY

C1: COMMUNITY FACILITIES
C2: PROTECTION OF EXISTING COMMUNITY FACILITIES
C~~2~~ 3: COMMUNITY SAFETY/CREATING SAFE ENVIRONMENTS
C~~3~~4: PROTECTION OF OPEN SPACE
C~~4~~5: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION, CHILDREN'S PLAY AND SPORT
~~C5: PROVISION FOR ALLOTMENTS AND COMMUNITY GROWING~~
~~C6: PROVISION FOR CHILDREN'S PLAY~~
C~~7~~ 6: HEALTH
~~C8: PLANNING FOR SCHOOLS~~
~~C9: NEW EDUCATIONAL FACILITIES~~
~~C10: HEALTH EMPLOYMENT NON-STRATEGIC ALLOCATION~~
C7 PLANNING FOR SCHOOLS

MINERALS

M1: MINERAL LIMESTONE RESERVES AND RESOURCES
M2: PREFERRED ORDER OF MINERAL RESOURCE RELEASE
M3: QUARRY CLOSURES AND EXTENSION LIMITS

M4: MINERALS BUFFER ZONES
M5: RESTORATION AND AFTER - USE OF MINERAL WORKINGS
M6: ~~DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES~~ SAND WHARF PROTECTION AREAS
~~M7: SAFEGUARDING OF SAND AND GRAVEL RESOURCE~~
~~M8: SAFEGUARDING OF COAL RESOURCES~~
~~M9: SAFEGUARDING OF LIMESTONE RESOURCES~~
M7: SAFEGUARDING OF SAND AND GRAVEL, COAL AND LIMESTONE RESOURCES
M8: AREAS WHERE COAL WORKING WILL NOT BE ACCEPTABLE

WASTE

~~W1: LAND FOR WASTE MANAGEMENT~~
W~~2~~1 SITES FOR WASTE MANAGEMENT FACILITIES
W~~3~~2: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT

8.2 All the key and detailed policies were appraised in August 2013 using the SA framework of Table 4.3. For the many policies repeated from the Preferred Strategy with only minor changes, the appraisals already done in June and July 2012 were reviewed and tweaked as necessary. Appraisals of new policies in the Matters Arising Changes were added in May 2015, and the earlier appraisals revised or deleted as necessary. Further minor changes were made to take account of the further Matters Arising Changes in October 2015 and January 2016. The results for the key policies are summarised in Table 8.1. The full appraisals for all policies are in **Appendix G.** Table 8.1a summarises the impacts of the strategic sites in Key Policy 2.

Table 8.1 Summary appraisal findings for the LDP key policies

SA objective	1. Equality	2. Air quality	3. Biodiversity	4. Climate change	5. Heritage	6. Economy	7. Health and wellbeing	8. Landscape	9. Natural resources	10. Demographic change	11. Waste
KP1: Level Of Growth	✓	×	×	✓×	×	✓	✓×	×	✓×	✓	✓×
KP2: Strategic Sites	✓×	×	×	×	×	✓✓	✓	×	✓×	✓✓	×
KP3(a), KP3(b) Green Wedge, settlement boundary	0	✓	✓	✓	0	?	✓	✓✓	✓	?	0
KP4: Masterplanning Approach	✓	✓	✓	✓	✓	✓	✓✓	✓	✓	0	✓
KP5: High Quality and Sustainable Design	✓	?	✓	✓✓	✓	✓	✓	✓	✓	✓	✓
KP6 New infrastructure, KP7 planning obls	? ✓	? ✓	? ✓	? ✓	? ✓	? ✓	? ✓	? ✓	? ✓	? ✓	? ✓
KP8: Sustainable Transport	✓	✓	0	✓	0	✓	✓	0	0	✓	0
KP10: Central and Bay Business Areas	✓	✓	×	✓	0	✓	✓	✓	✓	✓	0
KP11: Crushed Rock Aggregates and Other Minerals	0	×	?	?	0	✓	×	×	✓	✓	✓
KP12: Waste	0	?	0	✓	0	✓	✓?	0	✓	✓	✓✓
KP13: Responding to evidenced social needs	✓✓	✓	0	✓	✓	✓	✓	0	0	✓	0
KP14: Healthy Living	✓	0	?	?	0	?	✓✓	?	0	✓	0
KP15: Climate Change	0	?	?	✓✓	0	0	0	0	✓?	0	0
KP16: Green Infrastructure	0	✓	✓✓	✓	✓	?	✓	✓	✓	0	0
KP17: Built Heritage	0	0	✓	0	✓✓	? ✓	✓	✓	0	0	0
KP18: Natural Resources	0	✓	✓	✓	0	✓	✓	✓	✓✓	0	0

Table 8.1a. Summary appraisal of KP2 sites policies (see Figure 3.2)

SA objective		1. Equality	2. Air quality	3. Biodiversity	4. Climate change	5. Heritage	6. Economy	7. Health and wellbeing	8. Landscape	9. Natural resources	10. Demographic change	11. Waste
Strategic Sites	Size (ha)											
A. Cardiff Central Enterprise Zone and Regional Trans Hub	13	✓✓	✓×	?	✓×	0	✓✓	✓	✓	✓	✓	×
B. Former gas works, Ferry Road	12	✓✓	✓×	?	×?	0?	0	✓	✓×	✓	✓	×
C. North West Cardiff	346	✓× ×	×?	×	✓×	×?	✓	✓?	×/ ×× ?	×	✓✓	×
D. & E. North of J33 on M4 and South of Craigiau	139	×	×/ ××	××	✓×	?	✓	✓?	××	×	✓✓	×
F. North East Cardiff (West of Pontprennau)	240	✓×	×?	×	×	?	✓✓	✓?	×/ ×× ?	×	✓✓	×
G. East of Pontprennau Link road	81	✓×	×?	×	×	×?	0	✓×	×/ ×× ?	×	✓✓	×
H. South of St. Mellons business park	99	✓	×?	××	××	××	✓	×?	××	×	✓	×

8.3 Overall, the appraisal found that the LDP policies would have mostly positive or neutral impacts. The impacts were particularly positive with regard to social and economic issues such as equality, economic growth and response to demographic change. The main negative effects would be caused by the policies that promote housing and economic growth and specific development locations, notably Policies KP1 and KP2. Together these would have significant impacts on air quality, biodiversity, the historic and cultural heritage, the landscape and waste production. The LDP's overall impacts are discussed in more detail at Chapter 9.

8.4 A range of changes to key policies were suggested as a result of the appraisal. The planning team put in place most of these changes in the 2012 Preferred Strategy, although some changes were not made for planning reasons. Table 8.2 summarises the suggested changes and shows how they were taken into account. (For ease of reference, policy numbers have been changed to refer to where the relevant material now appears.) As a result of these changes, the LDP policies have become less repetitive, give greater emphasis to reducing the need to travel by car and making facilities accessible by walking and cycling, have increased emphasis on resilience to climate change, and focus more on remediating contaminated land.

8.5 The planning team made two major changes between the Preferred Strategy and Deposit Plans. The first was the 10% reduction in housing provision. This

was a direct response to a downward revision in projected population growth, so the revised policy scores the same against the social and economic objectives as the previous one did. Since the same land will be allocated for development (for the reasons explained at 6.15), the scores against environmental objectives are also unchanged. Further detailed review of housing projections in spring 2015 resulted in a 1% upward adjustment of the provision as a Matters Arising Change.

8.6 The second change was the addition of Key Policies KP3a and KP3b designating a green belt and restricting development outside existing settlements. These policies improve the LDP's performance against environmental objectives, with a very small social and economic penalty from restricting development.

8.7 A number of smaller changes were also made. Many made no difference to the appraisal. Some, in response to appraisal recommendations, improved the LDP's sustainability performance. A few weakened it.

8.8 Further changes were made after the public Examination. These are summarised in Appendix I. Many of these were concerned with clarifying drafting, improving alignment with guidance, updating references or rearranging material, and will make no significant difference to the Plan's sustainability impacts. Some will improve the Plan's impacts, notably by providing more explicitness and certainty over requirements for sustainable transport infrastructure, development densities, meeting the 50:50 modal split target, considering renewable energy opportunities in major developments, and preventing loss of needed community facilities. However very few of these were significant enough to require changes in policy appraisal scores.

8.9 Two changes had significant negative effects. The most important was the replacement of the Green Belt policy KP3a with one for Green Wedge. The boundaries and level of protection are unchanged. The change matters because of the loss of permanence. Planning Policy Wales says: 'the boundaries of Green Belts should be altered only in exceptional circumstances and land within a Green Belt should be protected for a longer period than the current development plan period' (para 4.8.5). In contrast, 'Green Wedge policies should be reviewed as part of the development plan review process.' (para 4.8.12.) This means that the Green Wedge would have to be re-argued at each LDP review. It could even be rolled back during the Plan period if, for example, annual monitoring revealed a serious shortfall in housing construction and developers blamed lack of attractive sites.

8.10 This creates the possibility of a perverse incentive on developers to hold back from progressing the kinds of development the Plan seeks to encourage (such as brownfield regeneration) in the hope of using underperformance as an argument for rolling back the Green Wedge policy to allow further greenfield development. The change from Green Belt to Green Wedge therefore

potentially weakens the Council's ability to deliver the spatial strategy which underpins the Plan, and which performs well against the SA/SEA objectives.

8.11 The second significant negative change is the deletion of a former policy on provision of allotments and community gardens which scored very positively on a number of environmental and social criteria.

Table 8.2 Changes resulting from the appraisal of LDP key policies

LDP Key Policy	Change proposed by SA team	Response to proposed change
KP2. In addition to a wide range of brownfield site commitments, the following Strategic Sites (500 homes or more) and/or significant employment/mixed use sites are proposed:...	Provide more detail about individual sites in Policy KP2 - e.g. number of affordable homes sought, precise infrastructure to be provided etc. – to ensure that policy is implemented as expected.	Suggested changes rejected. Policy wording unchanged. The role of the LDP Preferred Strategy is to set a strategic framework to inform more detailed work at the master and infrastructure planning stages. At this stage it would be difficult to set out the number of jobs, affordable housing, etc without being too prescriptive. General principles covering these issues are set out in other policies notably KP13 which includes a target for affordable housing on new housing developments (30% on Greenfield sites and 20% on brownfield sites, with a total of 6973 affordable homes built by 2026) and Policy KP14 which sets out principles of sustainable neighbourhoods including the provision of a full range of accessible social, health, leisure and education facilities and community infrastructure for the new communities proposed in the LDP.

LDP Key Policy	Change proposed by SA team	Response to proposed change
	Ensure that the Habitats Regulations Assessment has appraised the impacts of the individual strategic development sites in Policy 2, and has confirmed that these can be developed without significant 'in combination' impact on the integrity of any SPA, SAC or Ramsar site. In particular, development of the land south of St. Mellons Business Park is currently expected to involve land raising, which could have significant impacts on water quality and hydrology of the Severn Estuary SPA/ SAC/ Ramsar site.	The HRA has appraised all of the Key Policies, Strategic Options, Spatial Options and Vision Outcomes within the LDP, and performed a test of likely significance (TOLS) both alone and in-combination. This site has been assessed in the HRA, and because of its distance from the foreshore, we do not believe that development thereon is likely to have a significant effect upon the Severn Estuary designations. The soil recycling facility south of Wentloog Avenue involves spreading large amounts of soil over fields of a similar area to this Candidate Site, but despite concerns over water quality in the SSSI, CCW have not raised any issues over the effects on water quality in the estuary itself.
KP2C. North West Cardiff – comprehensive development including approximately 7,500 homes, employment and other associated uses;	Include in the LDP description that the disused railway line will be safeguarded, including wide green buffers to allow for a wildlife corridor, walking/cycling trail, and possible future reinstatement of the railway line.	Not appropriate at this stage to include specific details about the site in the key policy. These issues can be considered in the more detailed master planning and infrastructure planning stages.

LDP Key Policy	Change proposed by SA team	Response to proposed change
	Include in the LDP description that a segregated rapid bus lane towards the city centre is expected to be in place before the first house on any part of the site is moved into. If this does not happen, then people who move into the homes in the early stages of development will become used to travelling in their cars. Also there might otherwise be the temptation to develop parts of the site – with different planning applications for different parts of the site - without these essential pieces of infrastructure being delivered.	Policy KP8 on Sustainable Transport amended to include statement that 'Development in Cardiff will be integrated with transport infrastructure and services in order to: …(i) Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport' and proposed sustainable transport infrastructure and service provision in individual masterplans. Commitment added to the site specific principles to 'ensure frequent public transport provision is in place prior to residential occupation of the site'.
KP2D. North of Junction 33 on M4 – mixed use of approximately 2,000 homes, employment and other associated community uses and a strategic Park and Ride site; KP2E. South of Creigiau – housing-based scheme of approximately 750 homes with associated community uses;	Include in the LDP description that a segregated bus route or tram/railway line to the city centre via North West Cardiff is expected to be in place before the first house on any part of the site is moved into. This may mean that this site cannot be developed until North West Cardiff is developed. If this does not happen, then people who move into the homes in the early stages of development will become used to travelling in their cars. Also there might otherwise be the temptation to develop parts of the site – with different planning applications for different parts of the site - without this essential piece of infrastructure being delivered.	Policy KP8 on Sustainable Transport amended to include statement that 'Development in Cardiff will be integrated with transport infrastructure and services in order to: …(i) Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport' and proposed sustainable transport infrastructure and service provision in individual masterplans. Commitment added to the site specific principles to 'ensure frequent public transport provision is in place prior to residential occupation of the site'.

LDP Key Policy	Change proposed by SA team	Response to proposed change
	Include in the LDP description that the Park and Ride site is expected to be in place early in the project development, for the same reasons as the segregated bus/tram route	Policy KP8 on Sustainable Transport amended to include statement that 'Development in Cardiff will be integrated with transport infrastructure and services in order to: …(i) Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport' and proposed sustainable transport infrastructure and service provision in individual masterplans. Commitment added to the site specific principles to 'ensure frequent public transport provision is in place prior to residential occupation of the site'.
KP2H. South of St Mellons business park	From an environmental perspective, this is a very poor site and it is recommended that it is avoided. Its only real benefit is that it will provide land for the kinds of jobs that would not easily be accommodated in the city centre, and that these may be accessible for residents of Trowbridge and Rumney. From a transport perspective, it would be more sustainable to provide several smaller employment sites scattered across the city.	Although significant mitigation measures are required on this site in order to bring it into use i.e. site raising, flood prevention measures, transport, it is considered feasible due to the strategic nature of the site. It will provide a significant number and range of jobs which is one of the key objectives of the LDP.
3.* Cardiff Central Enterprise Zone A Central Enterprise Zone and Regional Transport Hub is proposed in Cardiff city centre in order to fulfil Cardiff's role as economic driver of the city-region, provide major employment opportunities focused on financial and business services and maximise the advantages of its location adjacent to the Central Station and Cardiff Bus Station.	Remove this policy as it duplicates Policy KP2A.	Policy removed, and all subsequent policies renumbered
KP9. There will be a strong presumption in favour	...retaining and encouraging the	Suggested changes rejected. Policy wording unchanged

LDP Key Policy	Change proposed by SA team	Response to proposed change
of retaining and encouraging the intensification and refurbishment of existing industrial and warehousing land….	intensification and refurbishment… recommended to be replaced by ...retention, enhancement, and efficient use.	
KP13.Encouraging the provision of a full range of accessible social, health, leisure and education facilities and community infrastructure for both existing and new communities;	Meaning of 'accessible' expanded to that are 'accessible to all and by walking and cycling' and moved to end of point.	Agree policy amended.
KP14. Cardiff will be a made a healthier place to live by seeking to reduce health inequalities, encouraging healthier lifestyles and providing accessible and usable green spaces including allotments. In particular Cardiff….	Add: ...usable green spaces including allotments , and providing accessible health facilities	Agree policy amended.
KP8. Through their location and design reduce car use and dependency by enabling residents to access employment, shopping, medical, educational and other essential services and community facilities by sustainable travel modes;	Add: reduce the need to travel, and…. after Through their location and design….	KP8 says 'Development in Cardiff will be integrated with transport infrastructure and services in order to: … (ii) Reduce travel demand and dependence on the car'. The key sustainability aim of reducing the *need* to travel remains as objective 1(j), but there is now no policy or supporting text explicitly directed to achieving it.
17.* Travel Plans will include practical and deliverable measures designed to stimulate the use of sustainable travel choices by residents or users of a development. Including, although not restricted to:	Add: and neighbouring communities after …..users of a development.	Suggested changes rejected. Policy wording unchanged. Now no reference to travel plans in any policy text, only in supporting text (para 5.245 of Deposit LDP).
19 (vii)* Car parking and servicing. Car parking will be minimised in line with improvements to access by sustainable transport, in particular, reducing long stay parking for commuters;	Add: (whilst still providing for disabled users);	No reference to minimising car parking anywhere now. Supporting text states that parking and servicing will be provided in accordance with the Councils adopted standards.
KP5(ix) Promoting the efficient use of land;	Add: 'and where appropriate the remediation of contaminated land;'	Agree policy amended.

LDP Key Policy	Change proposed by SA team	Response to proposed change
KP5(x) Ensuring no undue effect on the amenity of neighbouring properties;...	Add: 'and connecting positively to surrounding communities;'	Agree policy amended.

*Numbers retained from 2012 Preferred Strategy because there is no corresponding material in the Deposit LDP

8.12 In addition to reviewing policies, the sustainability appraisal identified some gaps where the Deposit Draft policies did not fully cover the SA objectives. These are shown at Table 8.3, along with the planning team's response to the SA comments. Some of these have now been overtaken by the Matters Arising Changes summarised in Appendix I.

Table 8.3. Changes resulting from the appraisal of gaps in the LDP policies

Comments on gaps in the LDP policies	LDP response
Air quality / climate change: The LDP notes that 45% of air pollution is from industry, 30% is from domestic sources and 25% is from road. However by far the greatest focus has been on pollution from cars. Does the LDP need to say something about emissions from homes and industry, e.g. sustainable home standards?	Policy KP18 on Natural Resources changed to: "(iii) Minimising air pollution <u>from industrial, domestic and road transportation sources</u> and managing air quality." Policy KP5(vii) on Good Quality and Sustainable Design changed to: "Achieving a resource efficient and climate-responsive design that provides sustainable water and waste management solutions, minimises water usage and maximises sustainable drainage <u>and minimises emissions from transport, homes and industry</u>;"
Renewable energy: Overall the LDP says little on the subject of renewables. This may be because the Council is conducting a Renewable Energy Assessment. Should/can the LDP be more proactive here? Can the LDP identify development sites where renewables would be expected to be provided? Can the LDP identify sites especially for renewables?	Criterion (iv) of policy KP15 states that the LDP will seek to increase the supply of renewable energy and criterion (vi) of Policy KP5 states that the LDP will seek to maximise renewable solutions. This is supported by policy EN12 on renewable energy and low carbon technologies
Biodiversity and landscape: The LDP explicitly states that brownfield sites will not be sufficient so greenfield will have to be used. Given this and a general shortage of discussion on biodiversity in the LDP, biodiversity and the landscape are generally not well treated in the plan Should there be greater consideration of biodiversity protection, specification of what biodiversity enhancement would be provided at each strategic housing site, offsetting of biodiversity impacts where these are unavoidable, creation and designation of new biodiversity sites etc?	Policy KP5 on good quality and sustainable design changed to: "(x) Ensuring no undue effect on the amenity of neighbouring properties <u>and connecting positively to surrounding communities</u>". In terms of biodiversity the Natural Environment section of the LDP emphasises the strategic importance of protecting Cardiff's natural environmental assets – including its countryside, landscape and biodiversity. This is supported by Policies EN3-8. These principles have been applied in the detailed master planning to protect biodiversity interests of the strategic sites. Given this, it is considered the plan addresses biodiversity issues adequately and the necessary hooks are in place to enable this issue to be picked up in more detail as the LDP progresses.

Contaminated land The LDP does not promote the remediation of contaminated land	Policy KP5 on good quality and sustainable design changed to: "(ix) Promoting the efficient use of land and where appropriate achieving the remediation of contaminated land;"
Housing density The LDP says little about housing density. It refers to 'appropriate and efficient density' (Objective 4.9), notes that efficient use of land is desirable, and states that developers should 'respond to the local character and context...' (including density) in their development proposals. However it gives no indication of what typical density would be expected, or what the high and low ranges would be. This could encourage low density development, particularly on the outlying Greenfield sites.	Policy KP5 includes: (ix) Promoting the efficient use of land, developing at highest practicable densities. General Masterplanning Principle 2 sets out a high level aspiration to focus high density development along public transport corridors and in neighbourhood centres with lower densities provided elsewhere to deliver an overall range and choice to meet different needs. The Masterplanning General Principles have informed the Site Specific principles and Schematic Frameworks for the strategic sites and will be used by the Council through the planning and design process to work with developers to design detailed masterplans. This work will include identifying appropriate densities across the strategic sites.

9. Overall Effects and Mitigation

> *"**the likely significant effects on the environment**, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors"*
>
> (SEA Directive Annex I(f))
>
> *"**the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects** on the environment of implementing the plan or programme"*
>
> (SEA Directive Annex I(g))

9.1 The Local Development Plan Manual states that a sustainability appraisal should include an evaluation of the significance of the predicted effects including "the probability, duration, frequency and reversibility … [and] secondary, cumulative and synergistic effects". The Practical Guide to the Strategic Environmental Assessment (Office of the Deputy Prime Minister et al 2005) states that the nature of the effects should be assessed.

Impact prediction and evaluation

9.2 The LDP was evaluated to establish what its probable effects would be on the indicators identified in the Scoping Report, including

- short-term impacts (0-5 years), expected to be mostly related to construction of new developments
- medium term impacts (6-10 years)
- long term impacts (11-20 years), expected to be mostly related to operation of new developments.

9.3 Table 9.1 brings together the previous appraisals of Chapters 5-8 to show what the overall/cumulative impacts of the LDP would be. Table 9.2 goes into further detail on the overall impacts of the LDP (the final row of Table 9.1), with a particular emphasis on the impacts of the proposed strategic development sites.

9.4 Overall the LDP would have significant benefits in providing the housing and employment land that Cardiff's current and future residents will need. It will help to improve access to good quality jobs, services and infrastructure for Cardiff's residents, although it is unlikely to fully redress the imbalance between the 'southern arc' of deprivation and other areas of the city. Residents' health should improve in response to better housing, access to open space, and walking and cycling facilities. The new development may draw in people who currently live or work in the Valleys, and so have indirect impacts on neighbouring authorities.

Table 9.1 Overall sustainability impacts of the LDP

SA objective		1. Equality	2. Air quality	3. Biodiversity	4. Climate change	5. Heritage	6. Economy	7. Health and wellbeing	8. Landscape	9. Natural resources	10. Demographic change	11. Waste
Vision		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Objectives		✓	✓×	✓	✓×	✓	✓	✓	✓	✓	✓	✓×
Key Policies												
KP1: Level Of Growth		✓	×	×	✓×	×	✓	✓×	×	✓×	✓	✓×
KP2: Strategic Sites *		✓×	×	×	×	×	✓✓	✓	×	✓×	✓✓	×
KP3(a), KP3(b) Green Wedge, settlement boundary		0	✓	✓	✓	0	?	✓	✓✓	✓	?	0
KP4: Masterplanning Approach		✓	✓	✓	✓	✓	✓	✓✓	✓	✓	0	✓
KP5: High Quality and Sustainable Design		✓	?	✓	✓✓	✓	✓	✓	✓	✓	✓	✓
KP6 New infrastructure, KP7 planning obls		? ✓	? ✓	? ✓	? ✓	? ✓	? ✓	? ✓	? ✓	? ✓	? ✓	? ✓
KP8: Sustainable Transport		✓	✓	0	✓	0	✓	✓	0	0	✓	0
KP10: Central and Bay Business Areas		✓	✓	×	✓	0	✓	✓	✓	✓	✓	0
KP11: Crushed Rock Aggregates and Other Minerals		0	×	?	?	0	✓	×	×	✓	✓	✓
KP12: Waste		0	?	0	✓	0	✓	✓?	0	✓	✓	✓✓
KP13: Responding to evidenced social needs		✓✓	✓	0	✓	✓	✓	✓	0	0	✓	0
KP14: Healthy Living		✓	0	?	?	0	?	✓✓	?	0	✓	0
KP15: Climate Change		0	?	?	✓✓	0	0	0	0	✓?	0	0
KP16: Green Infrastructure		0	✓	✓✓	✓	✓	?	✓	✓	✓	0	0
KP17: Built Heritage		0	0	✓	0	✓✓	? ✓	✓	✓	0	0	0
KP18: Natural Resources		0	✓	✓	✓	0	✓	✓	✓	✓✓	0	0
Strategic Sites	Size (ha)											
A. Cardiff Central Enterprise Zone and Regional Trans Hub	13	✓✓	✓×	?	✓×	0	✓✓	✓	✓	✓	✓	×
B. Former gas works, Ferry Road	12	✓✓	✓×	?	×?	0?	0	✓	✓×	✓	✓	×
C. North West Cardiff	346	✓× ×	×?	×	✓×	×?	✓	✓?	×/ ×× ?	×	✓✓	×
D. & E. North of J33 on M4 and South of Craigiau	139	×	×/ ××	××	✓×	?	✓	✓?	××	×	✓✓	×
F. North East Cardiff (West of Pontprennau)	240	✓×	×?	×	×	?	✓✓	✓?	×/ ×× ?	×	✓✓	×
G. East of Pontprennau Link Road	81	✓×	×?	×	×	×?	0	✓×	×/ ×× ?	×	✓✓	×
H. South of St. Mellons business park	99	✓	×?	××	××	××	✓	×?	××	×	✓	×
Cumulative impacts		✓	×	××	×	0?	✓✓	✓	×	✓×	✓✓	×

Table 9.2 Overall sustainability impacts of the LDP: short, medium and long term impacts

SA Objective	Overall impacts			
	S	M	L	
1. Help deliver equality of opportunity and access for all	✓ ?	✓ ?	✓ ×	Policy KP1 aims to deliver about 40,000 new jobs and 41,415 new dwellings, and Policy KP2 supports this by identifying strategic sites to deliver this growth. Policy KP13 supports the delivery of affordable housing, and promotes sustainable neighbourhoods. The proposed sites together would provide substantial additional housing and employment land. However several of the strategic sites are out of the existing urban area and only a few would support regeneration of the 'southern arc' of deprivation. The large strategic sites would have poor public transport accessibility unless and until substantial new investments were made. The addition to the site specific principles of the requirement to 'ensure frequent public transport provision is in place prior to residential occupation of the site' will help. Inequalities are likely to increase over time as the residents of outlying Greenfield sites drive through existing more deprived areas to access the city centre.
2. Maintain and improve air quality	× ?	× ?	× ?	Policy KP18 on Natural Resources aims to minimise air pollution and manage air quality. Policy KP8 amplified by policies T1-T8 aspires to reduce travel demand and car dependence, support the delivery of high quality public transport, deliver improved bus corridors and Park and Ride/ Share schemes, and support walking and cycling. T9 seeks to work towards developing a new 'metro' network. However the scale of growth envisaged for Cardiff will inevitably lead to more air pollution from traffic, homes and businesses. The largest strategic sites are on the edge of Cardiff, far from the city centre, and likely to be heavily car dependent. Where these sites provide for both housing and employment, the need to travel may be reduced if residents both live and work in the same area. Stronger commitments in the MACS to ensure sustainable transport infrastructure is in place early in development and to deliver a 50:50 modal split are welcome.

SA Objective	Overall impacts			
3. Protect and enhance biodiversity, flora and fauna	×	××	××	Policy KP16 on Green Infrastructure aims to protect and enhance Cardiff's areas of biodiversity, including designated sites. However the scale of development being proposed, and the amount of development that is expected to be on Greenfield sites, means that Cardiff's biodiversity will be significantly negatively affected by the LDP. Strategic site H would be 99 hectares entirely in a Site of Special Scientific Interest (SSSI). Several strategic sites would affect Sites of Importance for Nature Conservation (SINCs), though satisfactory mitigation is expected to be possible for most of these: • Site C would affect one SINC • Sites D and E would affect 8 SINCs and are adjacent to a river SSSI • Site F would affect 9 small SINCS, is adjacent to two SSSIs, and a river valley runs through the middle of the site. Several sites also include protected species such as bats and dormice. Site H would have by far the most significant impacts.
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	× ?	× ?	× ?	Policy KP15 aims to reduce greenhouse gas emissions and adapt to climate change, including flooding. Policies T1-T9 on transport aim to support a modal change from car use to walking, cycling and public transport. However the scale of growth envisaged for Cardiff will inevitably lead to more greenhouse gas emissions from traffic, homes and businesses. The largest strategic sites are on the edge of Cardiff, far from the city centre, and likely to be heavily car dependent. Where these sites provide for both housing and employment, the need to travel may be reduced if residents both live and work in the area. However the aspiration for a 50:50 modal split is unlikely to be achieved unless the LDP requires specified sustainable transport infrastructure and services to be in place before the sites are occupied. The addition to the site specific principles of the requirement to 'ensure frequent public transport provision is in place prior to residential occupation of the site' will help. Of the strategic sites, • Most of Site A is in flood risk zone C1 (served by significant infrastructure) • Part of Site B is in zone C1 • Some of Site F is in zone C2 (not served by significant infrastructure) • All of site H is in zone C1: the initial suggestion is that development would require land raising and improvements to the sea wall to respond to this.

SA Objective	Overall impacts			
5. Protect and enhance historic and cultural heritage	0?	0?	× ?	Policy KP17 on Built Heritage aims to protect and enhance Cardiff's heritage assets. Most of the proposed development sites will have no effect on the historic and cultural heritage, provided that harm to the setting of nearby historic buildings is avoided through good design. Of the strategic sites: • Site B would affect one Grade II listed building • Site C would affect two Grade II listed buildings and St. Fagans conservation area • Sites D&E contain one Grade II listed building • Site F contains one Grade I and one Grade II listed building • Site G contains three Grade II and II* listed buildings plus other historic records • Site H is located within an archaeologically sensitive site and most of it is in a registered Landscape of Outstanding Historic Interest It would probably not be possible to mitigate the historic/ cultural impacts of Site H.
6. Help deliver the growth of a sustainable and diversified economy	✓	✓ ✓?	✓✓	Policy KP1 aims to deliver about 40,000 new jobs. Policy KP9 promotes new employment sites and protects existing ones. Policy KP10 supports economic development in the city centre and Bay Business Area. Cumulatively, the proposed development sites will diversify and support the city's economy. Some strategic sites outside the existing urban area may undermine the vitality and viability of the city centre, although where both housing and employment land are provided on the same site this could help to provide for a diversified economy.
7. Improve health and well-being	?	✓ ?	✓ × ?	Policy KP13 supports the provision of affordable housing, which would help to improve health, and encourages the provision of adequate community facilities and infrastructure, including health facilities. Policy KP14 supports healthy living by seeking to reduce health inequalities and provide accessible green spaces. Policy T1 supports walking and cycling. Policy T8 safeguards strategic recreational routes. Some of the proposed development sites will support regeneration, and new community facilities are proposed as parts of the 'package' for some larger sites which currently lack them. One of the non-strategic sites, site 18, could also provide additional community facilities for its area. Development sites outside the urban area are likely to increase car dependency, with health disbenefits. Several of the strategic sites have longer term flood risks (see 4.), and increasing air pollution would have a negative impact on people's health (see 2.).

SA Objective	Overall impacts			
8. Protect and enhance the landscape	✓ ×	×	× ×	Policy KP16 on Green Infrastructure aims to protect and enhance the natural heritage, and Policy KP18 on Natural Resources aims to protect the city's natural resources: both will also have landscape benefits. Policy EN3 aims to protect five Special Landscape Areas. Policy KP5 on High Quality and Sustainable Design will help to ensure that new development protects and enhances the landscape. Many of the proposed development sites have been previously developed, and their development would have a neutral or positive effect on the landscape. Regeneration of the Cardiff Central Enterprise Zone (strategic site A) would be particularly beneficial. However most of the area of proposed development is Greenfield, which would have significant negative landscape impacts. Overall, the preferred strategy would lead to the development of more than 900 hectares of Greenfield land. Strategic sites D, E and H are adjacent to a potential Special Landscape Area, and site H has been identified as a high quality landscape by a study undertaken in 2008. Site H is adjacent to the Newport Green Belt, and most of the site is in a registered Landscape of Outstanding Historic Interest.
9. Use natural resources efficiently and safeguard their quality	✓ ×	✓ ×	✓ ×	Policy KP11 aims to promote the efficient use of minerals, and Policy 25 aims to protect natural resources in the city by protecting agricultural land, water resources, and air and water quality, and remediating contaminated land. Of the strategic sites: • Sites A and B have been previously developed, and their re-use would make efficient use of land. • Site C may include contaminated land and Site G includes two areas of landfill: redevelopment of these sites would help to clean up this contamination. • Sites C, D, E, F and H are Greenfield sites with no record of contamination, and in several cases significant amounts of high quality agricultural land would be lost. • Water quality at the Severn Estuary SPA/SAC/Ramsar site and in the historic reens of the Wentloog Levels could be significantly affected by development at Site H. Mitigation of these impacts would be difficult if the site was built on raised land. Sites B, D,E and F have rivers running through/adjacent to them: careful mitigation will be needed to maintain river quality.

SA Objective	Overall impacts			
10. Respond to demographic changes in a sustainable way	✓	✓✓	✓✓?	Policy KP1 is for the delivery of about 40,000 new jobs and 41,415 new dwellings, and Policy KP2 supports this by identifying strategic sites to deliver this growth. The sites would help respond to clear existing demand for housing and employment sites, including identified demand for Greenfield sites. Supporting text to KP1 explains how the additional 10% flexibility allowance could, if required, be accommodated on one of the strategic sites and extensions to two others. The significant growth proposed for Cardiff could affect development of the Valleys, since it could draw people away from the Valleys to take up work or housing in Cardiff.
11. Minimise waste, increase re-use and recycling	× ?	× ?	×	Policy KP12 on waste aims to reduce the generation of waste and provide adequate waste management facilities. This is amplified by the waste polices W1 and W2. However the LDP generally says relatively little about reducing waste, or promoting reuse and recycling. The scale of growth proposed in the LDP would lead to the generation of considerably more waste than at present, during both construction and operation.

9.5 Environmentally, the LDP would have some significant negative impacts. The sheer volume of development which the LDP has to provide for will inevitably result in increased total air pollution, greenhouse gas emissions, use of natural resources and waste because of increased traffic, houses and employment. The LDP includes many enlightened policies to reduce these impacts. If these are fully, thoroughly and promptly implemented they could substantially reduce per capita impacts. Some of the Matters Arising Changes provide welcome strengthenings in commitments to implementation but their effectiveness is still uncertain.

9.6 The LDP provides for development of several major Greenfield sites amounting to about 902 hectares. The largest of these are located far from Cardiff city centre, so will increase transport impacts even if sustainable transport provision is made before occupants move in; and several would affect areas that are designated for their landscape or biodiversity importance, and even with the mitigation measures contained in the policies biodiversity and landscape quality are likely to decrease significantly.

9.7 Strategic Site H is particularly problematic. It comprises 99 hectares fully in a Site of Special Scientific Interest, archaeologically sensitive site, and Landscape of Outstanding Historic Interest (national level designations). It is susceptible to flooding, and so the initial proposal is to raise the land and make improvements to the sea wall to protect the development from flooding. However this would affect the hydrology and water quality of the historic reens (ditches) in the area. The reens

drain to the Severn Estuary SPA/SAC/Ramsar sites, and so water quality problems in the reens could affect the integrity of those sites.

Mitigation measures

9.8 Measures previously suggested to avoid or reduce the impact of individual LDP policies or proposed development sites are listed at Tables 5.2, 8.2 and 8.3. Table 9.3 proposes measures to avoid or reduce additional plan-wide impacts of the LDP. It also makes suggestions for how to improve the benefits of the LDP.

Table 9.3. Changes proposed to the LDP in response to cumulative/overall impacts

Significant overall / cumulative impacts of the LDP	Suggestions for avoiding or minimising negative impacts or enhancing positive ones	LDP response
Existing deprivation and inequalities unlikely to be significantly reduced by the LDP	Give greater emphasis to providing housing and employment sites in the 'southern arc' of deprivation, and improving community facilities and green areas there.	Policy KP13 of the Plan relating to sustainable neighbourhoods seeks to support the regeneration of deprived communities within the city and enhance communities through better equality of access to services. 65% of the need for new dwellings over the Plan period will be met from brownfield sites. Many of these sites are in the existing landbank and are located in the “southern arc of deprivation” where development will aid the regeneration. The LDP also protects existing employment land located within this area with resultant community benefits.
The LDP could attract people from the Valleys to live and work in Cardiff	Consult with local authorities in the Valleys to help minimise any negative impacts on Valley communities	Surrounding Local Authorities have been consulted on the preparation of the plan from the first stages of development. During a regional collaborative exercise at Preferred Strategy stage there was support from these authorities for the level of growth proposed in the LDP. The findings of this collaborative work are set out in the Supporting Document No. 17.
Air pollution and greenhouse gas emissions likely to increase due to remoteness of large Greenfield sites and their expected car dependence	Provide employment sites in many smaller rather than a few larger clusters, to prevent them becoming 'trip attractors'	The LDP provides for a range of both large and small employment sites and seeks to protect existing employment sites within the city to ensure a good spread across the city of employment opportunities.
	Include requirement for relevant sustainable transport infrastructure and services to be implemented before any development is occupied in strategic site masterplans	LDP Policies KP4 and KP6 require sustainable transport infrastructure and services to be delivered in a timely manner to meet the needs of existing and planned communities, and the strategic site policies under KP2 now specify infrastructure to be provided before or at the start of development.

Significant overall / cumulative impacts of the LDP	Suggestions for avoiding or minimising negative impacts or enhancing positive ones	LDP response
Significant impacts on biodiversity from development on Greenfield sites, particularly Strategic site H	Remove Strategic site H from the plan	See response below.
	Include a policy in the LDP requiring strategic sites to have no net biodiversity loss – this will require them to provide biodiversity benefits (perhaps off site) to offset any biodiversity losses	The need to protect and enhance biodiversity and landscape features is identified in Masterplanning General Principle 9 and Policies KP4 (9) KP16, EN1, EN5, EN6 and EN7 of the LDP. The Masterplanning General Principles have informed the Site Specific Principles and Schematic Frameworks for the strategic sites which also recognise the need to protect and enhance biodiversity. These will be used by the Council through the planning and design process to work with developers to design detailed masterplans. In addition Masterplanning General Principle 8 promotes strategic green connected open spaces which will aim to protect areas of biodiversity value and provide connectivity to enable movement of wild species. Again this principle has informed the site specific Principles and Schematic frameworks which identify such features.

Significant landscape and historical impacts from development on some of the Greenfield sites, particularly Strategic site H	Remove Strategic site H from the plan	The Site Specific Principles on page 57 of the Masterplanning Framework which forms a Supporting Document to the LDP state that the Wentloog Levels Landscape of Outstanding Historic Interest and Archaeologically Sensitive area will be protected. In order to ensure this it is important that the development of the site is undertaken in a sensitive manner to minimise harm. These principles will be used by the Council through the planning and design process to work with developers to design detailed masterplans.
Cumulative impact on water resources is unclear	Confirm with Dŵr Cymru that water provision and wastewater treatment infrastructure will be adequate for the amount of development being proposed	Dwr Cymru have been consulted on the preparation of the LDP from the early stages of development and have not raised any significant issues relating to capacity.
Other possibilities	Consider developing mini-	Given the non-strategic sites which are

for improving benefits or reducing impacts	masterplans for the non strategic sites where these sites are near to each other and could jointly provide benefits or reduce costs in a way that they could not do individually.	allocated in the Deposit Plan are not directly adjacent each other this approach is not considered appropriate.

10. Next Steps

10.1 This chapter discusses what happens next: post-adoption explanation of how the SA influenced the LDP, and monitoring of the LDP's significant effects.

Post adoption 'SEA statement'

10.2 Once the LDP is adopted, Cardiff Council will publish an 'SEA statement' which explains how the sustainability appraisal influenced the LDP. Publication of such an SEA statement is required by the SEA Directive (Article 9.1b). Most of that information is already available in this SA report, but the SEA statement will also include information on how further rounds of SA, and consultation comments on this report and any further SA rounds, were taken into account by the planning team.

Monitoring

> *"a description of the **measures envisaged concerning monitoring**"*
>
> (SEA Directive Annex I(i))

10.3 Once a plan is adopted, the SEA Regulations require local authorities to "monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action" (Reg. 17), and the environmental report should describe how this might be carried out.

10.4 Much monitoring is already carried out in Cardiff for other purposes, for instance traffic counts for transport planning, and reviews of landscape and nature conservation designations as an input to national level monitoring. **Appendix B** shows the current situation in Cardiff, based on existing monitoring data.

10.5 The SA process has identified a range of significant environmental effects, as well as underlying assumptions of the LDP which, if they do not work out in practice, could lead to adverse effects. Table 10.1 proposes a framework to monitor these impacts. It shows:

- monitoring indicators that aim to measure likely effects of the LDP identified in the SA;
- who would monitor the indicators and how frequently;
- targets (positive) that the LDP will try to achieve;
- information about why the indicator has been proposed.

10.6 Most of the data is already being collected through existing monitoring systems. The previous proposals have been tweaked to use indicators that will be reported as part of the LDP's own monitoring for the sake of efficiency and consistency: these are identified by their 'monitoring reference' in chapter 6 of the LDP below. However the overlap is only partial. LDP monitoring concentrates on the *implementation* of policies (for example, whether planning permissions are granted

that would damage designated sites) while SA monitoring is primarily concerned with *outcomes* (for example the condition of designated sites.) Some new monitoring is proposed here that would measure specific aspects of the LDP that are important for the sustainability of future development in Cardiff.

Table 10.1. SA monitoring framework

SA objective	1. Indicator	2. Who monitors	3. Target	4. Reason for monitoring
1. Help deliver equality of opportunity and access for all	The percentage of population in the 100 most deprived wards in Wales	*Contextual*	Reduction	Cardiff has more deprived areas than the Welsh average. The LDP aims to help redress this.
	The number of net additional affordable dwellings built	*OB2 SO3*	6,646 net affordable units over the remaining Plan period (representing an average of 22.8% of total housing provision	Provision of affordable housing is an ongoing problem in Cardiff, with more than 10,000 applicants on the council housing register and more than 300 households in temporary accommodation in mid-2010
	Total number of Gypsy and Traveller pitches for residential accommodation	*OB2 SO10*	Net increase	Identified as being a problem by the Equalities Impact Assessment
2. Maintain and improve air quality	NO2 levels	Cardiff Council Pollution Control	40µg/m^3	Many areas of the city already exceed legal standards
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)	Cardiff Council / CCW	No loss of area	Many of the development sites proposed in the LDP are adjacent to or include designated biodiversity sites, or include LBAP priority habitats. These should be protected as part of development of the sites
	Condition of SSSIs	CCW	No reduction in condition	
	Extent of Local Biodiversity Action Plan priority habitats	Cardiff Local Biodiv. Action Plan	No reduction in extent	
4. Reduce emissions of greenhouse gases	Traffic volumes (vehicle-km)	Welsh Government		The LDP aims to reduce travel demand, particularly by car, in part by improving the balance between

SA objective	1. Indicator	2. Who monitors	3. Target	4. Reason for monitoring
that cause climate change and adapt to its effects	% of people walking, cycling, travelling by bus and train for each journey purpose	*OB1 EC15-18*		homes and jobs in Cardiff, and in part by providing jobs and services where people can reach them by non-car modes
	No. residents working in Cardiff, no. people commuting out of Cardiff, no. people commuting into Cardiff	Welsh Government		
	Modal split	*OB1 EC14*	'at least 50% of all trips on Cardiff's transport network … made by sustainable modes by the end of the Plan period in 2026'	Several of the large Greenfield sites proposed in the LDP – notably west of Pentrebane, north of J33, and west and east of Pontprennau – are in relatively inaccessible locations and can only be sustainable if a high proportion of journeys can be made by modes other than car. This is unlikely to be achieved unless relevant transport infrastructure is delivered in advance of people moving into the development.
	Delivery of transport infrastructure as part of key strategic sites	Cardiff Council Transport Policy Team	As per the LDP and site masterplans	
	Permissions granted for highly vulnerable development in C1 and C2 flood risk areas	*OB3 EN1 and EN2*	0	Several of the development sites proposed in the LDP are in flood risk areas.
5. Protect and enhance historic and cultural heritage	Number of listed buildings, conservation areas, etc.	Cardiff Council Conservation Team	No reduction	Several of the development sites proposed in the LDP could affect the historic and cultural heritage
6. Help deliver the growth of a sustainable and diversified economy	Net job creation over the remaining Plan period	*OB1 EC9*	40,000 net additional jobs over plan period, 20,900 between 2006 and 2015	A key expected outcome of the LDP is delivery of 40,000 new jobs

SA objective	1. Indicator	2. Who monitors	3. Target	4. Reason for monitoring
7. Improve health and well-being	Delivery of community infrastructure as part of key development sites	Part of *OB4 SN12*		Provision of new community facilities – many of which can also improve the well-being of existing communities – is expected to be a key benefit of new development.
	% of journeys made by walking/cycling	Parts of *OB1 EC15-18*	Increase	Physical activity is a key component of good health. Several LDP policies aim to increase the proportion of Cardiff residents who walk and cycle.
	Percentage of population in the 100 most deprived wards in Wales in the 10% most deprived wards in Wales for physical environment	Local Government Data Unit	Reduction	People's physical environment, and their ease of access to recreational open space, are key contributors to health and well-being
8. Protect and enhance the landscape	Achievement of functional open space requirements	*OB3 EN13*	2.43ha per 1000 population	
	Special Landscape Areas	Cardiff Council Planning Policy Team	Five SLAs designated by plan adoption	Policy EN3 is for the designation of five SLAs
9. Use natural resources efficiently and safeguard their quality	Percent of housing on previously developed land	Cardiff Council Housing Monitoring	60%	Development on previously developed land is generally more sustainable than development on Greenfield land.
	Average density of new development	Cardiff Council Planning Policy Team		Although very high density development may not be appropriate for many locations, low density development is not a good use of land and tends to increase car use.
	Area of contaminated land cleared up	Cardiff Council Pollution Control	>0	A significant benefit of several of the proposed development sites is that they would lead to the remediation of contaminated land.

SA objective	1. Indicator	2. Who monitors	3. Target	4. Reason for monitoring
10. Respond to demographic changes in a sustainable way	Total population	Cardiff Council Planning Policy Team	n/a	The LDP aims to respond to changes in the population. If actual population levels are significantly different from those assumed for the LDP, then parts of the LDP may need to be reconsidered.
	No. homes in Cardiff	Cardiff Council Planning Policy Team	45,400 net additional homes by 2026	A key expected outcome of the LDP is delivery of 41,100 new homes
11. Minimise waste, increase re-use and recycling	Waste reduction rate	*Contextual*	Reduction per household	The scale of growth envisioned by the LDP would have significant impacts on overall waste generated. Reducing the amount of waste generated per household will help to reduce the impacts associated with managing this waste.

Cardiff Council & Levett-Therivel Sustainability Consultants

Sustainability Appraisal and Strategic Environmental Assessment of the Cardiff Local Development Plan

Non Technical Summary

Final Sustainability Appraisal Report of the Cardiff Local Development Plan

January 2016

Introduction

This Sustainability Appraisal (SA) Report tests how sustainable the Cardiff Local Development Plan (LDP) is. SA of LDPs is required by the Planning and Compulsory Purchase Act 2004 and the European Strategic Environmental Assessment (SEA) Directive. SA identifies the LDP's likely significant economic, environmental and social effects, and aims to minimise any negative effects and maximise positive ones.

Cardiff Council carried out the SA with the help of consultants. The SA findings were taken into account by the planning team, who changed parts of the LDP in response to the SA. The planning team also attended several SA workshops.

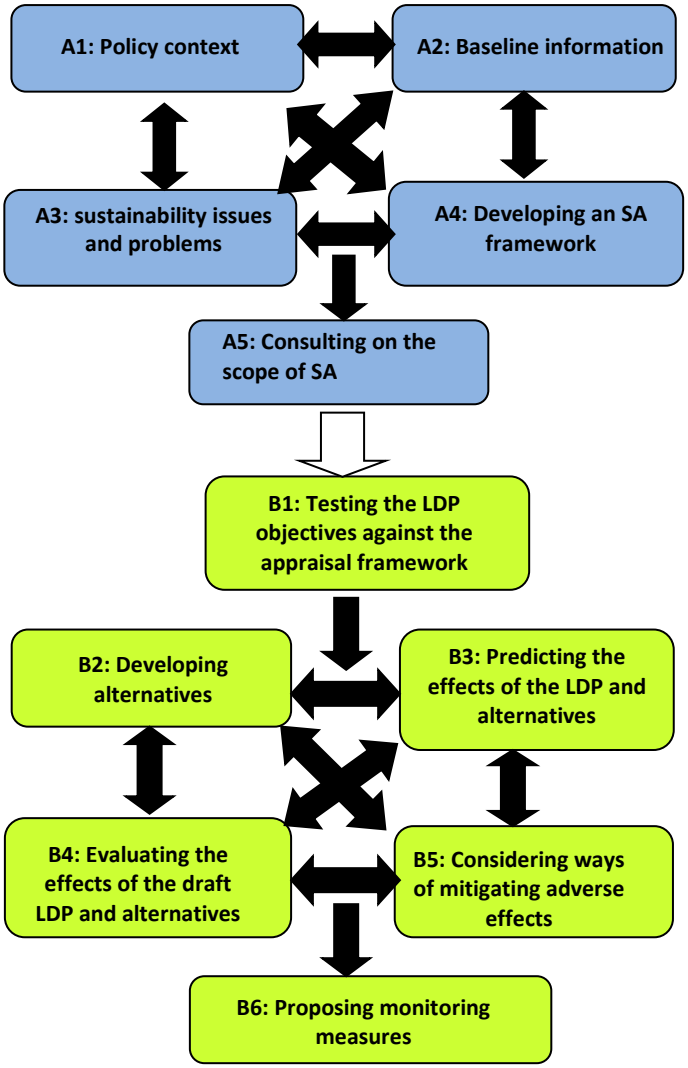


Figure 1. The sustainability appraisal process

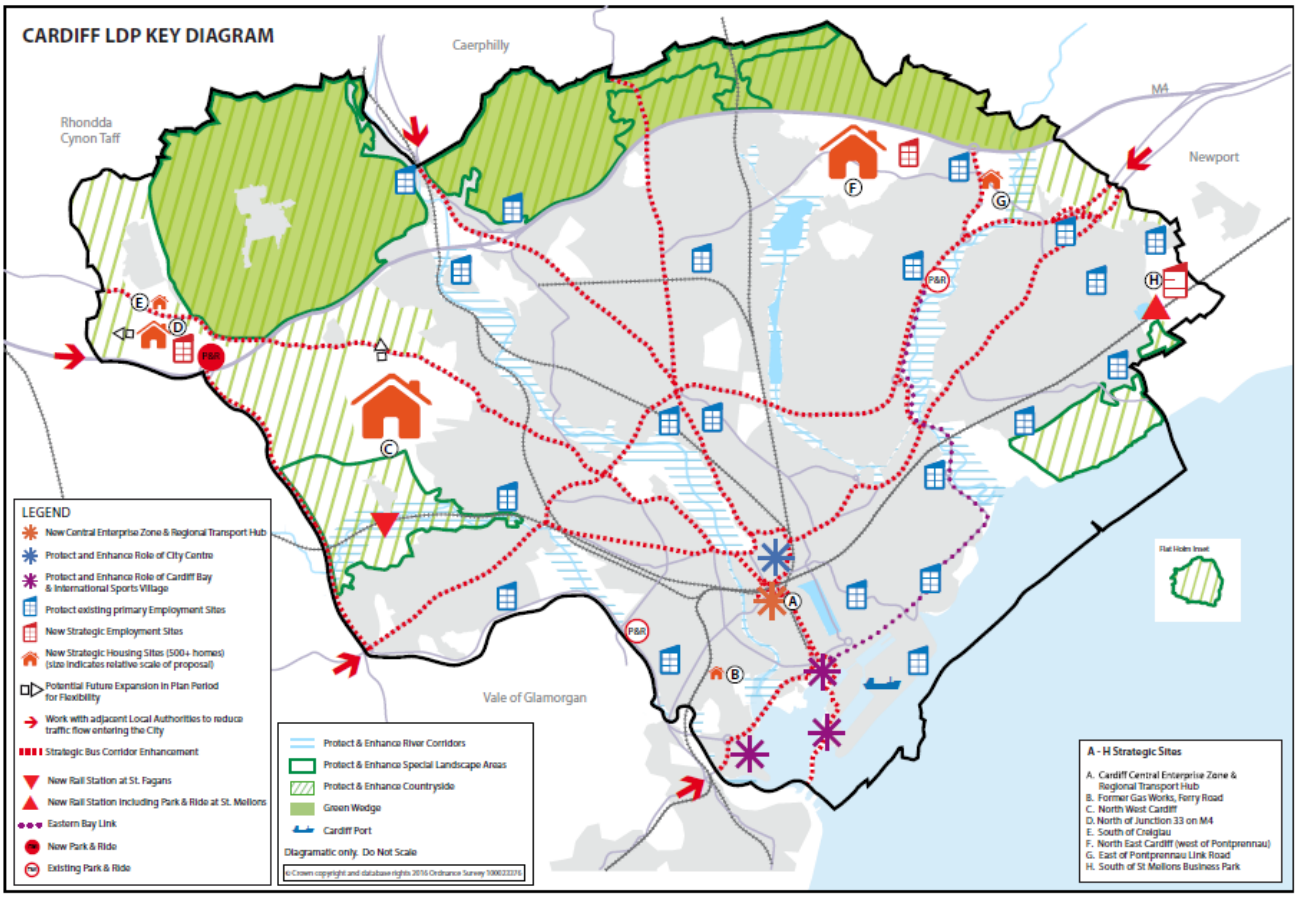
Figure 1 shows the SA process. A Scoping Report of October 2010 reviewed background policies and baseline information, and described the economic, social and environmental issues affecting Cardiff. It set up an appraisal framework which was then used to assess different alternatives to the LDP and parts of the LDP. Where the LDP would have negative impacts, suggestions were made for reducing them. The process was repeated several times as the LDP was developed.

The Local Development Plan

The LDP sets out:

- the key trends, issues and policies that have informed it;
- the Council's vision and objectives for future development of Cardiff;
- the growth options and sites that the Council has considered for development;
- the kinds, amounts and locations of development that will be provided for over the plan period, including a Key Diagram (Figure 2);
- Policies setting out detailed standards and requirements for how development will be done, supporting infrastructure provided, and the environment protected.

Figure 2. LDP key diagram



A1. Policy context

Many policies and plans, from the international to the local level, influence Cardiff's LDP. These include the recent Planning Policy Wales 2012 edition; consultation on a Sustainable Development Bill for Wales; and National Strategy for Flood and Coastal Erosion Risk Management in Wales. Key messages from this policy context are that the LDP should:

1. Access and equality	• Ensure that everyone has access to good quality housing, jobs, services and facilities. • Secure a safer and more accessible environment for everyone. • Promote social inclusion and equality of opportunity.
2. Air quality	• Take account of the effects of development on air quality and vice versa, and meet air quality standards.
3. Biodiversity, flora & fauna	• Protect and enhance biodiversity, natural habitats and wild fauna and flora.
4. Climate change	• Reduce greenhouse gas emissions by 3%, with overall reductions of at least 40% by 2020. • Plan for and respond to climate changes, including flooding.
5. Cultural and historic	• Protect the historic environment and cultural heritage. • Strengthen Wales' cultural identity including the Welsh language. • Enhance Cardiff's status as a centre of cultural excellence.
6. Economy	• Promote Cardiff's role as a world-class Capital City by developing a diverse, competitive, high added value economy. • Enhance employment opportunities for all. • Ensure that employment development respects the environment. • Secure good retail provision and support town centres.
7. Health and well-being	• Improve health and well-being, and tackle poverty and inequality. • Increase participation in sport and physical activity. • Improve quality of life and enable social progress for everyone.
8. Landscape	• Protect and enhance the landscape, including the countryside, the undeveloped coast, river valleys and other green spaces.
9. Natural resources	• Minimise the use of non-renewable resources, use resources efficiently, and encourage the use of renewable resources. • Protect the countryside and good quality agricultural land. • Re-use previously developed land. • Reduce the need for water resources and use water efficiently. • Minimise impacts on water quality, river ecology and groundwater. • Safeguard mineral resources and encourage their efficient use.
10. Population	• Provide an adequate supply of land to meet society's needs. • Ensure that everyone has good quality housing and access to jobs, facilities and services.
11. Waste	• Promote the waste hierarchy: reduce, reuse, recycle, recover energy and only then landfill. • Manage waste without harming human health or the environment.

A2. Baseline information

Much information about Cardiff's economic, social and environmental condition was collected as part of the SA. Figure 3 shows the main constraints to development in Cardiff: environmental, landscape and historic designations and areas of flooding. Figure 4 shows, in darker shades, Cardiff's 'southern arc' of more deprived wards.

Figure 3. Constraints to development

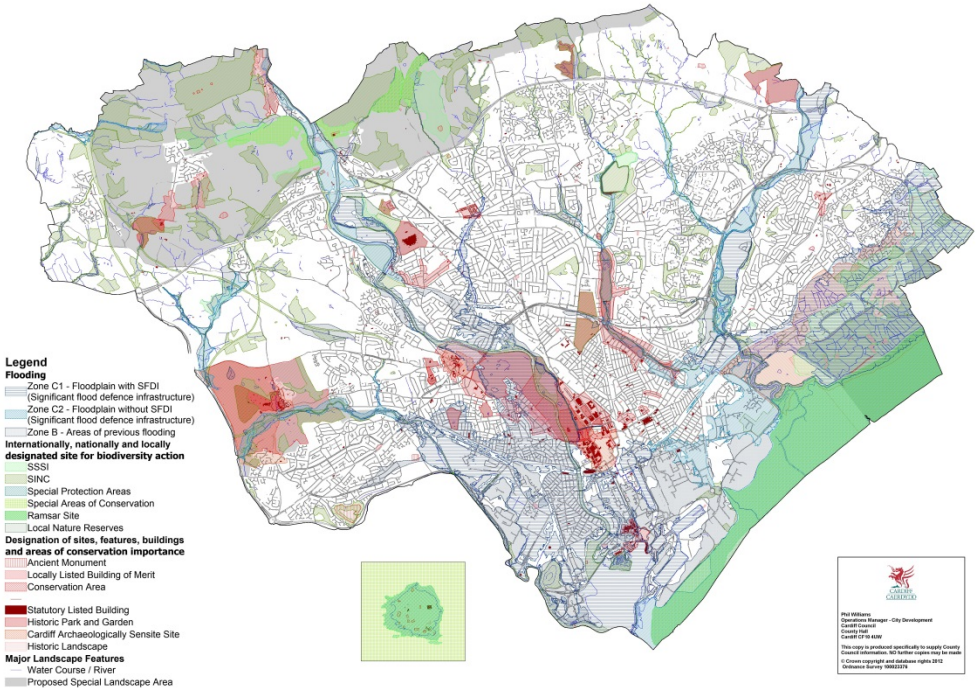
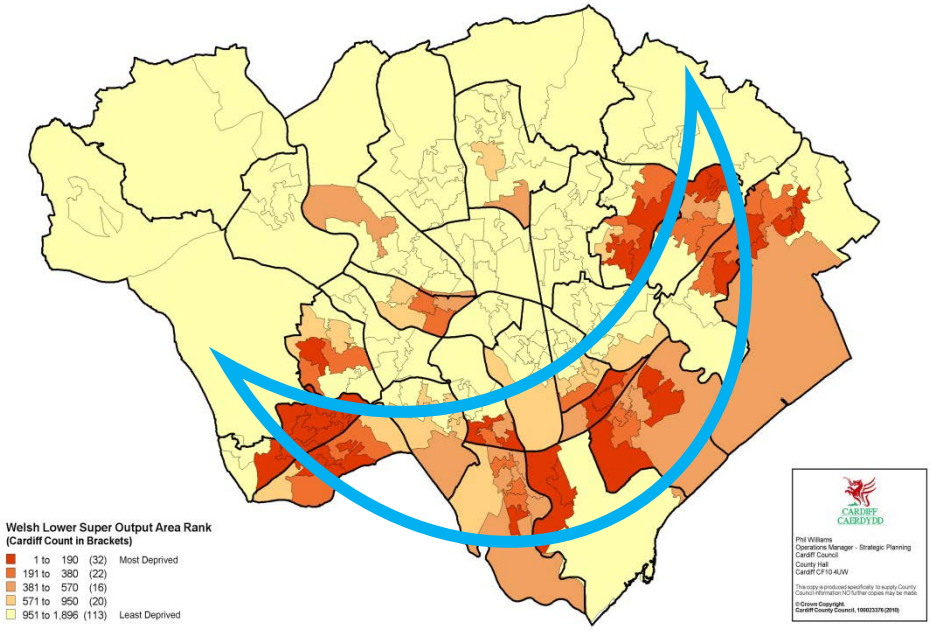


Figure 4. Index of Multiple Deprivation 2011



A3. Sustainability issues and problems

The main economic, environmental and social issues affecting Cardiff are:

1. Access and equality	Cardiff contains some of the most deprived areas in Wales and a significant number of homeless people. The cost of housing - particularly family housing - is excluding those on low incomes from entering the housing market.
2. Air quality	Cardiff has three air quality management areas. Levels of other air pollutants are within current standards.
3. Biodiversity, flora and fauna	Cardiff has many sites designated for their biodiversity. Cardiff's biodiversity is vulnerable to habitat loss and fragmentation through new development.
4. Climate change	Carbon dioxide emissions are going down after decades of growth, although this is probably largely due to the economic recession and to importing rather than making more goods. Traffic flows into and within the city centre are going down, but those outside the city centre are increasing. Many people commute into Cardiff from other parts of South East Wales. Energy use in buildings causes about one-third of Cardiff's carbon dioxide emissions. Much of Cardiff is low-lying and at risk of flooding. Little renewable energy is being produced in Cardiff.
5. Cultural and historic	Cardiff contains many buildings and monuments with historic value. About 3% of listed buildings are not in a favourable condition.
6. Economy	Cardiff is important to the regional economy. Jobs in Cardiff grew rapidly in the decade to 2008. Employment has since dropped as a result of the recession, and Cardiff struggles to match its employment growth with a growth in pay. Much employment land has recently changed to housing.
7. Health and well-being	Cardiff's population is healthier than the Welsh average but over half of Cardiff's adults are overweight, and less than a third are active enough. Life expectancy and crime levels vary sharply across the city: residents of the best wards live on average 10 years longer than those of the worst wards.
8. Landscape	Five areas have been proposed as Special Landscape Areas. More than two-thirds of Cardiff's area is within easy walking distance to natural green spaces, but only two of Cardiff's 29 wards meet national open space targets.
9. Natural resources	Recently almost all new housing has been built on previously developed (brownfield) land. Much has been apartments with relatively little family housing. Cardiff's industrial past has left many potentially contaminated sites. Cardiff provides minerals (aggregates) for the region. Water quality in Cardiff's rivers is improving, but is far from achieving the requirements of the Water Framework Directive. Over-

	abstraction of water from Cardiff's rivers is a concern.
10. Population	Cardiff's population has increased steadily over the past 20 years, and the number of households in Cardiff is expected to rise from 132,108 in 2006 to 174,471 in 2026. Providing a good choice of housing (and associated services and infrastructure) for this population growth will be a challenge.
11. Waste	The largest source of waste in Cardiff is construction/demolition, followed by commercial/industrial and then household waste. Household waste has dropped sharply in the last five years, and the proportion of waste that is recycled and composted grew from 3% to 49% between 2001 and 2012.

A4. SA framework

An 'SA framework' was developed to help identify the impacts of various parts of the LDP. The framework is basically a series of questions about the LDP's sustainability. The main questions are:

Does the LDP (or a particular part of the LDP):
1. Help deliver equality of opportunity and access for all?
2. Maintain and improve air quality?
3. Protect and enhance biodiversity, flora and fauna?
4 Reduce emissions of greenhouse gases that cause climate change and adapt to its effects?
5. Protect and enhance historic and cultural heritage?
6. Help deliver the growth of a sustainable and diversified economy?
7. Improve health and well-being?
8. Protect and enhance the landscape?
9. Use natural resources efficiently and safeguard their quality?
10. Respond to demographic changes in a sustainable way?
11. Minimise waste, increase re-use and recycling?

A5. Consultation on the Scoping Report

A Scoping Report with this information was sent out for consultation in November 2010. Fourteen comments were received on the report. The report was then changed to take these comments into account, and was updated again in August 2012.

B1. Testing the LDP objectives against the SA framework

The LDP vision and objectives were tested against the SA framework and broadly found to have positive impacts. Some suggestions were made to further improve the objectives. The planning team made most of the suggested changes.

B2. Developing alternatives

Several strategic alternatives were considered for the LDP, and their impacts were identified using the SA framework.

Different levels of future growth

- High growth: about 54,400 new homes and 55,000 new jobs
- Medium growth: about 45,400 new homes and 40,000 new jobs
- Low: about 36,500 new homes and 26,000 new jobs

No growth was not considered reasonable because Cardiff's population is expected to rise, and the number of households is expected to rise even faster due to people living longer, divorcing etc. The medium growth option was preferred because it would provide the best balance of social and economic benefits versus environmental costs. In the light of further population modelling which predicted lower growth than before, this was revised down to 41,415 new homes though with flexibility to go back up to 45,415 towards the end of the plan period if needed.

Different broad locations for housing and employment development

- Dispersed brownfield sites;
- Greenfield sites west of Pentrebane;
- Greenfield sites south of Creigiau/ north of Junction 33;
- Greenfield site north of M4 at Thornhill;
- Greenfield sites west and east of Pontprennau;
- Greenfield sites around Old St Mellons village;
- Greenfield sites in the east- largely employment uses; and
- Dispersed smaller greenfield sites.

Of these, north of M4 at Thornhill and Old St Mellons were not included in the Preferred Strategy because they are in relatively isolated locations, would not provide adequate services, and be mostly car-based. North of M4 would also have significant landscape impacts.

Different specific sites for development
Based on information received from landowners and developers, and planners' expert knowledge, a total of 112 sites were considered, plus different combinations of these sites. A pro forma was prepared for each site to show its size, constraints and opportunities, and whether (and why) it is included in the Preferred Strategy or not.

B3./B4. Predicting and evaluating the impacts of the alternatives and draft LDP

The impacts of all the alternatives and of each policy were appraised using the SA framework. Table 1 shows what the overall impacts of the LDP would be, and Table 2 provides further details on these.

Overall the LDP would have significant benefits in providing the housing and employment land that Cardiff's current and future residents will need. It will help to improve access to good quality jobs, services and infrastructure for Cardiff's residents, although it is unlikely to fully redress the imbalance between the 'southern arc' of deprivation and other areas of the city. Residents' health should improve in response to better housing, access to open space, and walking and cycling facilities. The new development may draw in people who currently live or work in the Valleys, and so have indirect impacts on neighbouring authorities.

Table 1. Overall sustainability impacts of the LDP

SA objective		1. Equality	2. Air quality	3. Biodiversity	4. Climate change	5. Heritage	6. Economy	7. Health and wellbeing	8. Landscape	9. Natural resources	10. Demographic change	11. Waste
Vision		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Objectives		✓	✓×	✓	✓×	✓	✓	✓	✓	✓	✓	✓×
Key Policies												
KP1: Level Of Growth		✓	×	×	✓×	×	✓	✓×	×	✓×	✓	✓×
KP2: Strategic Sites *		✓×	×	×	×	×	✓✓	✓	×	✓×	✓✓	×
KP3(a), KP3(b) Green Wedge, settlement boundary		0	✓	✓	✓	0	?	✓	✓✓	✓	?	0
KP4: Masterplanning Approach		✓	✓	✓	✓	✓	✓	✓✓	✓	✓	0	✓
KP5: High Quality and Sustainable Design		✓	?	✓	✓✓	✓	✓	✓	✓	✓	✓	✓
KP6 New infrastructure, KP7 planning obls		? ✓	? ✓	? ✓	? ✓	? ✓	? ✓	? ✓	? ✓	? ✓	? ✓	? ✓
KP8: Sustainable Transport		✓	✓	0	✓	0	✓	✓	0	0	✓	0
KP10: Central and Bay Business Areas		✓	✓	×	✓	0	✓	✓	✓	✓	✓	0
KP11: Crushed Rock Aggregates and Other Minerals		0	×	?	?	0	✓	×	×	✓	✓	✓
KP12: Waste		0	?	0	✓	0	✓	✓?	0	✓	✓	✓✓
KP13: Responding to evidenced social needs		✓✓	✓	0	✓	✓	✓	✓	0	0	✓	0
KP14: Healthy Living		✓	0	?	?	0	?	✓✓	?	0	✓	0
KP15: Climate Change		0	?	?	✓✓	0	0	0	0	✓?	0	0
KP16: Green Infrastructure		0	✓	✓✓	✓	✓	?	✓	✓	✓	0	0
KP17: Built Heritage		0	0	✓	0	✓✓	? ✓	✓	✓	0	0	0
KP18: Natural Resources		0	✓	✓	✓	0	✓	✓	✓	✓✓	0	0
Strategic Sites	Size (ha)											
A. Cardiff Central Enterprise Zone and Regional Trans Hub	13	✓✓	✓×	?	✓×	0	✓✓	✓	✓	✓	✓	×
B. Former gas works, Ferry Road	12	✓✓	✓×	?	×?	0?	0	✓	✓×	✓	✓	×
C. North West Cardiff	346	✓× ×	×?	×	✓×	×?	✓	✓?	×/ ×× ?	×	✓✓	×
D. & E. North of J33 on M4 and South of Craigiau	139	×	×/ ××	××	✓×	?	✓	✓?	××	×	✓✓	×
F. North East Cardiff (West of Pontprennau)	240	✓×	×?	×	×	?	✓✓	✓?	×/ ×× ?	×	✓✓	×
G. East of Pontprennau Link Road	81	✓×	×?	×	×	×?	0	✓×	×/ ×× ?	×	✓✓	×
H. South of St. Mellons business park	99	✓	×?	××	××	××	✓	×?	××	×	✓	×
Cumulative impacts		✓	×	××	×	0?	✓✓	✓	×	✓×	✓✓	×

Environmentally, the LDP would have some significant negative impacts. The sheer volume of development which the LDP has to provide for will inevitably result in increased total air pollution, greenhouse gas emissions, use of natural resources and waste because of increased traffic, houses and employment. The LDP includes many enlightened policies to reduce these impacts. If these are fully, thoroughly and promptly implemented they could substantially reduce per capita impacts. Some of the Matters Arising Changes provide welcome strengthenings in commitments to implementation, but their effectiveness is still uncertain, and the downgrading of the former Green Belt policy to Green Wedge may in the longer term weaken the Council's ability to push development to more sustainable brownfield sites within the city.

The LDP provides for development of several major Greenfield sites amounting to about 902 hectares. The largest of these are located far from Cardiff city centre, so will increase transport impacts even if sustainable transport provision is made before occupants move in; and several would affect areas that are designated for their landscape or biodiversity importance, and even with the mitigation measures contained in the policies biodiversity and landscape quality are likely to decrease significantly.

Strategic Site H is particularly problematic. It comprises 99 hectares fully in a Site of Special Scientific Interest, archaeologically sensitive site, and Landscape of Outstanding Historic Interest (national level designations). It is susceptible to flooding, and so the initial proposal is to raise the land and make improvements to the sea wall to protect the development from flooding. However this would affect the hydrology and water quality of the historic reens (ditches) in the area. The reens drain to the Severn Estuary SPA/SAC/Ramsar sites, and so water quality problems in the reens could affect the integrity of those sites.

Table 2. Overall sustainability impacts of the LDP

SA objective	Overall impact of LDP	
1. Help deliver equality of opportunity and access for all	✓	The LDP aims to deliver about 40,000 new jobs and 41,415 new dwellings, supports the delivery of affordable housing, and promotes sustainable neighbourhoods. The proposed sites together would provide much new housing and employment land. However several of the strategic sites are out of the existing urban area and only a few would support regeneration of the 'southern arc' of deprivation. Inequalities are likely to increase over time as the residents of outlying Greenfield sites drive through, and use the services of, existing more deprived areas.
2. Maintain and improve air quality	×	The LDP aims to minimise air pollution; promote walking, cycling and public transport; and aspires for less than half of journeys from new developments to be by car. However the scale of growth envisaged for Cardiff will inevitably lead to more air pollution from traffic, homes and businesses. The large strategic development sites are on the edge of Cardiff, far from the city centre, and likely to be heavily car dependent.

3. Protect and enhance biodiversity, flora and fauna	××	The LDP aims to protect and enhance Cardiff's areas of biodiversity. However the scale of development being proposed, including more than 900 hectares of Greenfield sites, means that Cardiff's biodiversity will be significantly negatively affected by the LDP. Strategic site H would be 99 hectares entirely in a Site of Special Scientific Interest, and is by far the most problematic site. Several other strategic sites would affect Sites of Importance for Nature Conservation.
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	×	The LDP aims to reduce greenhouse gas emissions and adapt to climate change, including flooding. Its transport policies support a change from car use to walking, cycling and public transport. However the scale of growth envisaged for Cardiff will inevitably lead to more greenhouse gas emissions from traffic, homes and businesses. The largest strategic sites are on the edge of Cardiff, far from the city centre, and likely to be heavily car dependent even if the sustainable transport infrastructure and services planned are delivered. Parts of strategic sites B and F are in flood risk zones, as is all of site H.
5. Protect and enhance historic and cultural heritage	0?	The LDP aims to protect and enhance Cardiff's heritage assets. Most of the proposed development sites will have little or significant effect on the historic and cultural heritage: about a dozen listed buildings would be affected, and Site H is in the Wentloog Levels Archaeologically Sensitive Area and Landscape of Outstanding Historic Interest.
6. Help deliver the growth of a sustainable and diversified economy	✓✓	The LDP aims to deliver about 40,000 new jobs, promote new employment sites, and protect existing ones. The proposed development sites will diversify and support the city's economy. Some strategic sites outside the existing urban area may undermine the vitality and viability of the city centre, although where both housing and employment land are provided on the same site this could help to make the economy more sustainable.
7. Improve health and well-being	✓	The LDP supports the provision of affordable housing, good community facilities, green spaces, and routes for walking and cycling. All of these would help to improve health. Some of the proposed development sites will help to regenerate existing communities, and new community facilities are proposed as parts of the 'package' for some larger sites which currently lack them. Several of the strategic sites have longer term flood risks, and increasing car use and air pollution would harm people's health.
8. Protect and enhance the landscape	×	The LDP aims to protect and enhance the natural heritage, designate new Special Landscape Areas, and promote high quality and sustainable design. Some of the proposed development sites have been previously developed, and would have a neutral or positive effect on the landscape. Regeneration of the Cardiff Central Enterprise Zone (strategic site A) would be particularly beneficial. However most of the area of proposed development – more than 900 hectares - is Greenfield, which would have significant negative landscape impacts. Site H is in a Landscape of Outstanding Historic Interest (Wentloog Levels).

9. Use natural resources efficiently and safeguard their quality	✓×	The LDP aims to promote the efficient use of minerals, remediate contaminated land, and protect agricultural land, water resources, and air and water quality. Where proposed development sites are on previously developed land or include contaminated land, their redevelopment would have a positive effect. Sites C, D, E, F, and H are Greenfield sites with no record of contamination, and several include high quality agricultural land. Water quality could be significantly affected by development at Sites B, D, F and H.
10. Respond to demographic changes in a sustainable way	✓✓	The LDP aims to deliver about 40,000 new jobs and 41,415 new dwellings. This would help respond to clear existing demand for housing and employment sites, including identified demand for Greenfield sites. The significant growth proposed for Cardiff could draw people away from the Valleys to take up work or housing in Cardiff.
11. Minimise waste, increase re-use and recycling	×	The LDP aims to reduce the production of waste and provide adequate waste management facilities. However it says relatively little about reducing waste, or promoting reuse and recycling. The scale of growth proposed in the LDP would lead to considerably more waste being produced than at present, during both construction and operation.

B5. Considering ways of mitigating adverse effects

The appraisal process resulted in many suggestions for reducing the negative impacts of the LDP and enhancing its benefits. Most of these suggestions led to changes in the LDP, including:

- Rewording of LDP objectives, to better cover waste issues and give more emphasis to healthy food choices;
- Stronger and more systematic consideration of sustainability issues in the process of sifting and choosing between potential candidate development sites by the planning team;
- Removal of a key policy that duplicated another one;
- Greater emphasis to reducing the need to travel by car, making facilities accessible by walking and cycling, ensuring good public transport before remote greenfield sites are occupied, and resilience to climate change;
- Reference to industrial and domestic sources of air pollution as well as transport pollution, and promotion of remediation of contaminated land.

B6. Proposing monitoring measures

Once the LDP is adopted, its actual impacts will be monitored to make sure that unexpected effects are identified and dealt with. Much monitoring is already carried out in Cardiff for other purposes, for instance traffic counts for transport planning. This can also be used to monitor the effects of the LDP. However some new monitoring is proposed here that would measure important sustainability aspects of the LDP.

Next steps

Once the LDP is adopted, Cardiff Council will publish an 'SEA statement' which explains how the sustainability appraisal influenced the LDP.

Cardiff Council & Levett-Therivel Sustainability Consultants

Sustainability Appraisal and Strategic Environmental Assessment of the Cardiff Local Development Plan

Appendix A: Policy Review

Final Sustainability Appraisal Report of the Cardiff Local Development Plan

January 2016

Appendix A. Policy Review

This appendix contains the reviews of all plans, policies, programmes and strategies listed in Table 2.1 of the Scoping Report. It should be read together with the updated Scoping Report (and Appendix 2) and the Initial Sustainability Appraisal Report.

An earlier version of this Appendix, covering nearly 100 policies, plans and programmes, was produced in 2006. This was comprehensively updated in autumn 2010 and again in August 2012 with focused updates in August 2013. It was also rationalised by removing redundant and less relevant policies, plans and programmes, so as to focus on those policies that are most significant and recent. It is thus not an exhaustive review of all potentially relevant policy documents, but rather a sufficient, 'fit for purpose' review which sets out the main 'policy landscape' within which the LDP is being prepared. The Council will keep the policy landscape under review and up date as and when necessary.

General / overarching PPPs	Implications for the LDP
UK	
Planning Act 2008 Introduces a new process for deciding planning permission for nationally significant infrastructure projects, and power for planning authorities to charge a Community Infrastructure Levy (CIL) on most types of new development.	LDP team should contribute to Infrastructure Planning Commission consultations to seek to secure decisions consistent with LDP aims Consider whether charging a CIL could help achieve LDP objectives
Community Infrastructure Levy Regulations 2011 Provide for the imposition of a CIL.	LDP team should consider whether and how CIL can be used to help fund and deliver infrastructure in Cardiff. Additionally, an infrastructure delivery plan will need to be developed in tandem with the LDP to ensure that infrastructure is delivered appropriately and sustainably throughout the plan period and to ensure that CIL and S106 funding can be directed and fully utilised.
Wales	
One Wales: One Planet, a new Sustainable Development Scheme for Wales (Welsh Assembly Government 2009) Sets out WAG's vision of a sustainable Wales: • Sustainable development will be the central organising principle of the WAG • Within a generation, Wales should only use its fair share of the earth's resources • Wales should have healthy, functioning ecosystems that are biologically diverse and productive and managed sustainably • Wales should have a resilient and sustainable economy that is able to develop whilst stabilising, then reducing, its use of natural resources and reducing its contribution to climate change • Wales should have safe, sustainable, attractive communities in which people live	The LDP can assist sustainable development objectives through a wide range of measures identified alongside policy documents dealing with specific topics/issues

General / overarching PPPs	Implications for the LDP
and work, have access to services, and enjoy good health and can play their full roles as citizens • Wales should be just and bilingual. All citizens should be empowered to determine their own lives, shape their communities and achieve their full potential	
A Sustainable Wales: Better Choices for a Better Future: Consultation on proposals for a Sustainable Development Bill (Welsh Government December 2012) builds on earlier consultations to propose 'a stronger duty that requires specified public service organisations [including local authorities] to embed sustainable development as their central organising principle', with supporting measures	Indicates continuing commitment to sustainable development and proposes further strengthening of local authorities' powers and duties to promote it.
Natural Resource Management Programme (Welsh Government 2013) The programme will include: • Natural resource management policy, including the setting of national priorities • the Environment Bill • embedding the ecosystem approach, including associated demonstration projects which will showcase the benefits this approach can bring, and from which we can learn about how and when the approach can be used • working with Natural Resources Wales and coordinating performance management arrangements • communications, engagement and knowledge sharing.	The ecosystem approach systematically identifies the benefits from the environment that matter for human wellbeing, and what needs to be done to maintain or compenate for them. It offers a basis for setting constraints and conditions for development, including offsetting and compensation, to ensure no net loss of public benefits. It is potentially a powerful tool for making operational the LDP's environmental aims. Masterplanning of one or more of Cardiff's strategic sites could make an interesting demonstration project, and the results of this programme should inform the later stages of development of all of them.
Wales Spatial Plan 2008 Update (Welsh Assembly Government 2008) The National Vision is: "*We will sustain our communities by tackling the challenge presented by population and economic change. We will grow in ways which will increase Wales' competitiveness while assisting less well-off areas to catch up on general prosperity levels and reducing negative environmental impacts. We will enhance the natural and built environment and we will sustain our distinctive identity*". Subsections of the plan involve: • building sustainable communities • promoting a sustainable economy	LDPs must have regard to the Wales Spatial Plan. For Cardiff, the plan priorities are: • The area will function as a networked city region, on a scale to realise its international potential, its national role and to reduce inequalities • A fully integrated high quality transport system is necessary for this to happen. Over the 20 year horizon of the Wales Spatial Plan, all the Area's key settlements should be linked to Cardiff or Newport by suitable high capacity public transport • The success of the Area relies on Cardiff developing its capital functions, together with strong and distinctive roles of other towns and cities

General / overarching PPPs	Implications for the LDP
• valuing our environment • achieving sustainable accessibility • respecting distinctiveness The Plan also includes a distinct vision for each area of Wales. The vision for the Capital Region which includes Cardiff is for "*An innovative skilled area offering a high quality of life – international yet distinctly Welsh. It will compete internationally by increasing its global visibility through stronger links between the Valleys and the coast and with the UK and Europe, helping to spread prosperity within the area and benefiting other parts of Wales.*"	It sets as measures of success for the Capital region: • A working city region that can adapt creatively to economic change and innovate to improve • A learning city region that grows talent, provides lifelong opportunities and attracts talent from elsewhere • A connected city region that aids accessibility for goods and people and encourages sustainable transport choices • A living city region that provides a high quality natural and built environment complemented by high quality green space, promoting healthy, strong communities and a strong civic culture. Achieving a networked environment region will be a key part of this • A lively city region that provides a "buzz" in culture, tourism, shopping and leisure • A low-carbon city region that reduces its resource use, energy and travel footprint and greenhouse gas emissions • A well-governed city region with community involvement and strategic national engagement
Planning Policy Wales (Welsh Assembly Government 2011) Replaces Planning Policy Wales 2002 and previous Ministerial Interim Planning Policy Statements. Sets out WAG's land use planning policies and how these can help achieve its goals for: • Planning for sustainability • Conserving and improving natural heritage and the coast • Conserving the historic environment • Supporting the economy • Transport • Housing • Planning for retailing and town centres • Tourism, sport and recreation • Infrastructure and services • Minimising and managing environmental risks and pollution Gives strong and detailed emphasis to climate change (reduction and adaptation)	States that every local planning authority in Wales must prepare an LDP, which will set the structure for a plan-led planning system The LDP can assist sustainable development objectives through a wide range of measures identified alongside policy documents dealing with specific topics/issues
Environment Strategy for Wales (Welsh Assembly Government 2006) Sets out the Welsh Government's long-term strategy for the environment of Wales and sets the strategic direction until 2026. The Vision is "By 2026, we want to see our distinctive Welsh environment thriving and contributing to the economic and social wellbeing and health of all	Through this strategy the Welsh Government are committed to tackling climate change, conserving and enhancing biodiversity, land, resources and heritage, and the built environment through policy. Additionally there are priorities that direct implications for the community strategy, which the LDP must have regard for.

General / overarching PPPs	Implications for the LDP
of the people of Wales"	The statutory consultees, the Wales Local Government Association and many other organisations are committed to progressing this strategy through its action plans.
Cardiff	
Cardiff Integrated Partnership Strategy: What Matters 2010:2020 The 10 Year Strategy: Cardiff's What Matters Strategy (2010 – 2020) combines the Community Strategy, Children & Young People's Plan; Health Social Care & Wellbeing Strategy and the Community Safety Strategic Assessment programmes into one consolidated document. The vision of What Matters is "By 2020… Cardiff will be world class European capital city with an exceptional quality of life and at the heart of a thriving region" Under the vision there are 7 outcomes, these are: • People in Cardiff are healthy; • People in Cardiff have a clean, attractive and sustainable environment; • People in Cardiff are safe and feel safe; • Cardiff has a thriving and prosperous economy; • People in Cardiff achieve their full potential; • Cardiff is a great place to live, work and play; and • Cardiff is a fair, just and inclusive society	The LDP takes its vision and the basis for its strategic objectives from this document. The vision and direction of What Matters is central to the vision for Cardiff and is key material consideration for the LDP.
Cardiff A Proud Capital: Cardiff Community Strategy 2007-2017 (Cardiff Council 2007) The vision is "To ensure that Cardiff is a world class European capital city with an exceptional 'quality of life' and at the heart of a competitive city region". Includes an economic, social and environmental vision, and 'Cardiff connections' about public services.	S62 of the Planning and Compulsory Purchase Act 2004 prescribes that LDPs must have regard to the Community Strategy for the area of the plan. Planning-related themes of the strategy include: • Improvement and expansion of Cardiff's cultural and sporting offer • Enhanced collaboration between Cardiff and other local authorities to promote the regeneration of south-east Wales • Establishment of Cardiff as a hub for high growth, knowledge-intensive sectors • Development of Cardiff as a leading tourism, leisure and conference destination • Improved, sustainable transport
Cardiff Council Sustainable Development Policy Statement and Action Programme 2009-2012(Cardiff Council 2009) States the Council's commitment to sustainable development.	Promotes a range of sustainable development priorities for Cardiff, including sustainable design, increased recycling and composting, carbon reduction and energy efficiency

Access and equality PPPs	Implications for the LDP
Wales and South East Wales	
Wales Transport Strategy (ESG, 2008) Sets out the role that transport can play in delivering WAG's agenda of integrating transport with spatial planning, economic development, education, health, social services, environment and tourism. Main expected outcomes are: • Improved access to a range of services and facilities • Encouragement of healthy lifestyles • Improvements in the safety of travel • Improved connectivity within Wales and internationally • Improved movement of freight and people • Reduced impacts on climate change, air quality, the local environment, heritage and biodiversity It emphasises the importance of Cardiff International Airport, and public transport links to the airport.	In preparing the LDPs the Council should: • Integrate with transport policy and traffic management; and have regard to road traffic reduction targets, air quality requirements and Local Transport Plan proposals • Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity • Promote measures to facilitate public transport, walking and cycling, and movement of freight by rail and ship • Locate development, particularly major generators of travel demand, so as to minimise that demand, particular by cars and other motor vehicles, and where it is accessible by a range of forms of travel/transport • Promote mixed use developments • Promote good design that provides an environment that is accessible for everyone
Technical Advice Note 18: Transport (Welsh Assembly Government 2007) Provides guidance on how land use planning can promote more sustainable travel demand and forms of transport.	As above
Wales: National Transport Plan (March 2010) The National Transport Plan sits alongside the regional transport plans in assisting the delivery of the Wales Transport Plans. The National Transport Plan concentrates on delivering transport integration across Wales and ensuring that provision is consistent including measures such as ticket integration, local guidance on speed limits, and the appropriate direction of new transport infrastructure. The National Transport Plan includes actions for Wales as a whole and specific actions for strategic transport connections.	

Access and equality PPPs	Implications for the LDP
South East Wales Regional Transport Plan (South East Wales Transport Alliance 2010) Replaces the Cardiff Local Transport Plan. Its priorities are to (in priority order): 1. improve access for all to services, facilities and employment, particularly by walking, cycling and public transport 2. increase the proportions of trips undertaken by walking, cycling and public transport 3. minimise demand on the transport system 4. develop an efficient, safe and reliable transport system, with improved links between the 14 key settlements in South East Wales, and between South East Wales and elsewhere 5. encourage healthy and active lifestyles 6. reduce significantly the emission of greenhouse gases and the impact of the transport system on local communities 7. ensure developments are accessible by sustainable transport and make sustainable transport an integral component of regeneration schemes 8. make better use of the existing transport system	
Cardiff	
Cardiff Sustainable Travel City In March 2009 the Welsh Government designated Cardiff as Wales' first Sustainable Travel City (STC) and a pathfinder for a wider initiative. Initiatives to help make sustainable modes of travel easier to use include: • improving bus access in the city centre • making St Mary Street more pedestrian friendly • improving links between the city centre and Cardiff Bay • expanding the Cycling Network • the Pont-y-Werin Bridge, linking Penarth to the International Sports Village • Bus Corridors and other infrastructure to support public transport • new Park and Ride/ Park and Share scheme • Civil Parking Enforcement (CPE) • a Smart City Hub which will help to keep the transport infrastructure in the city flowing.	The LDP should both support and exploit these measures.

Air quality PPPs	Implications for the LDP
International	
EC Directive 1966/62/EC on Ambient Air Quality and Management (as amended by Directives 1999/30/EC, 2000/69/EC and 2002/3/EC) Establishes mandatory standards for air quality and set limits and guide values for air pollutants.	Locational policies in LDPs should take account of the effects of development on air quality and vice versa. The LDP should include: • Strategic policies on the location of potentially polluting developments and criteria by which applications for such developments should be determined • Realistic provision for the types of industry or facility that may be a potential source of pollution • Policies and proposals to ensure that incompatible uses of land are separated, in order to avoid potential conflict The LDP can also contribute to maintaining and improving air quality by locating development so as to minimise travel demand, particularly by motor vehicles, and where it is accessible by a range of forms of travel/transport, including walking, cycling, public transport and alternatives to movement of freight by road.
Wales	
Air Quality Standard (Wales) Regulations 2010 Implements the European standards in Wales	As above

Biodiversity, flora and fauna PPPs	Implications for the LDP
International	
EC Directive 1992/43/EEC on Conservation of Natural Habitats and of Wild Fauna and Flora (Habitats Directive) Protects important habitats and species through the establishment of a European network of Natura 2000 sites. Establishes process of Appropriate Assessment for considering the impact of plans and projects on European sites.	Appropriate Assessment / Habitats Regulations Assessment must be undertaken during LDP preparation, to assess the implications of the plan for SPAs, SACs and Ramsar sites (including any in neighbouring authorities) whose integrity may be adversely affected by the plan. Appropriate assessments are also required for all projects that have the potential to affect site integrity. In addition, the LDP should: • Include detailed policies for the conservation and, where appropriate, enhancement of international, national and local designated sites, reflecting their relative significance • Provide criteria against which developments affecting the different types of designated site will be assessed • Identify the areas to which such policies apply
EC Directive 1979/409/EEC on the Conservation of Wild Birds (Birds Directive) Protects Europe's wild birds including through the establishment of a European network of Special Protection Areas (SPAs).	
Convention on Wetlands of International Importance especially as a Waterfowl Habitat (Ramsar Convention 1971 as amended) Requires signatories to designate and protect wetlands of international importance, to promote wetlands generally and to foster the wise use of wetland areas, in recognition of their importance as a habitat for waterfowl.	
UK	

Biodiversity, flora and fauna PPPs	Implications for the LDP
Conservation (Natural Habitats, &c) Regulations 1994 (amended 2007) Implements the Habitats Directive.	As above
Wildlife and Countryside Act 1981 (as amended by Schedule 9 of the Countryside and Rights of Way Act 2000) Places a duty on all public bodies, including local planning authorities to further the conservation and enhancement of the features by reason of which a Site of Special Scientific Interest is of special interest.	Policies and proposals in LDPs must be informed by international obligations and the Assembly's objectives for the conservation and improvement of the natural environment and biodiversity, including the proper protection of statutorily designated sites and species. The LDP should: • Include detailed policies for the conservation and, where appropriate, enhancement of international, national and local designated sites, reflecting their relative significance • Provide criteria against which developments affecting the different types of designated site will be assessed
Countryside and Rights of Way Act 2000 Places a duty on the National Assembly to take (or encourage others to take) reasonably practicable steps to further the conservation, restoration or enhancement of those species and habitat types identified by the Assembly as priorities for biological conservation.	
NERC Act (Natural Environment and Rural Communities Bill) 2006 Section 40(1) of the NERC Act places a duty upon public bodies, in carrying out their function, to regard the conservation of biodiversity. The key target for this act is Local Authorities.	DEFRA guidance on the biodiversity duty for local authorities sets out the importance of planning system for the conservation of biodiversity. The LDP should consider impacts on biodiversity and this will be achieved through the statutory requirement for SEA.
Wales	
Technical Advice Note 5: Nature Conservation and Planning (Welsh Assembly Government 2009) Provides advice about how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation. The planning system should: • work to achieve nature conservation objectives through a partnership between local planning authorities, CCW, the Environment Agency Wales, voluntary organisations, developers, landowners and other key stakeholders • integrate nature conservation into all planning decisions, looking for development to deliver social, economic and environmental objectives together • ensure that the UK's international and national obligations for site, species and habitat protection are fully met in all planning decisions • look for development to provide a net benefit for biodiversity conservation with no significant loss of habitats or populations	The LDP should: • Develop an ambitious vision that includes healthy, functioning ecosystems, a wealth of native wildlife and natural features, and the habitats and natural processes on which they will depend • Incorporate international and Welsh Assembly Government nature conservation objectives into its plan objectives • Have regard to other plans and strategies such as Shoreline, Estuary, Integrated Coastal Zone and River Basin Management Plans The LDP should include policies that: • Set out criteria against which development proposals will be tested for their compatibility with nature conservation objectives and/or sustainable development principles • Give local expression to the protection and, where possible, enhancement of species, habitats, and designated sites • Provide for the conservation, enhancement, management and, where appropriate, restoration of woodlands, veteran trees and other trees of nature conservation value;

Biodiversity, flora and fauna PPPs	Implications for the LDP
of species, locally or nationally • help to ensure that development does not damage, or restrict access to, or the study of, geological sites and features or impede the evolution of natural processes and systems especially on rivers and the coast • forge and strengthen links between the planning system and biodiversity action planning, particularly through LDP policies and the preparation of supplementary planning guidance • accommodate and reduce the effects of climate change by encouraging development that will reduce damaging emissions and energy consumption and that help habitats and species to respond to climate change	locally distinctive natural habitats; and networks of habitats including wildlife corridors • Encourage the conservation and management of features of the landscape of major importance for wild flora and fauna • Draw attention to the requirement for appropriate assessment of projects likely to have a significant effect on an internationally designated site • Create strong links to national and local Biodiversity Action Plans and help to meet their targets by habitat creation and management • Address the implications of climate change, including potential effects of habitat change, the risks of coastal flooding and erosion and river basin flood management issues • Propose necessary new development in ways and at locations that are consistent with nature conservation objectives
South East Wales	
Severn Estuary European Marine Site Management Scheme (Natural England, CCW, WAG 2009) A management scheme for the Severn Estuary SAC/SPA/Ramsar site aimed at ensuring that relevant authorities undertake their statutory duty to deliver the requirements of the Habitats Directive to conserve the species and habitats of the designated area.	Appropriate Assessment / Habitats Regulations Assessment for the LDP and projects that could affect the integrity of the Severn Estuary SAC/SPA/ Ramsar site must take account of this management scheme
Cardiff	
Cardiff Local Biodiversity Action Plan (CCW, Cardiff Council, CBP, WAG 2008) Sets targets for many of the most important species and habitats in Cardiff: calcareous grassland, gardens and allotments, maritime cliffs and slopes, neutral grassland, ponds, reedbeds, purple moor grass and rush pasture, woodland, bats, childing pink, dormouse, great crested newt, hawfinch, otter, pied flycatcher, reptiles, silver-washed fritillary, stag beetle, water vole, waxcap species. It promotes the maintenance of extent and distribution of habitats, and an improvement in their condition; and the maintenance of the range and population of species, and an improvement over time.	The LDP should: • Support the achievement of LBAP targets • Provide for the conservation and, where appropriate, enhancement of biodiversity outside statutorily designated sites, in particular identifying opportunities to conserve important local habitats and species, and to safeguard and manage landscape features of major importance for nature conservation • Provide the opportunity for people to access biodiversity in Cardiff

Climate change PPPs	Implications for the LDP
UK	
Climate Change Act 2008 Gives the UK government a statutory duty to reduce greenhouse gas emissions by 80% between 1990 and 2050, and by at least 34% by 2020. It also establishes a carbon budgeting system which caps emissions over five-year periods.	The LDP should play its part in delivering these targets by: • Promoting renewable methods of energy production and their use in new development • Promoting energy efficiency and energy conservation in new development • Promoting other measures that mitigate the causes of climate change (e.g. the protection/enhancement of carbon sinks) • Ensuring that the location and design of new development has regard to the potential risk, causes and consequences of flooding • Locating and designing development so as to minimise travel demand, particular by cars and other motor vehicles, and where it is accessible by a range of forms of travel/transport • Promoting mixed use development
Flood Risk Regulations (2009) **The European draft Directive 2007/60/EC on the assessment of flood risks (the flood directive) is transposed in to UK, and Welsh, law through the Flood Risk Regulations (2009).** These Regulations require that the competent authorities produces the following documents: • Preliminary flood risk assessments (by December 2011) • Flood hazard maps (by December 2013) • Flood risk management plans (by December 2015).	The LDP team will need to refer to and consider the flood risks highlighted in these documents as they emerge.
Flood and Water Management Act (DEFRA 2010) The Flood and Water Management Act sets out specific provisions on: • roles and responsibilities for flood and coastal erosion risk management • reservoir safety • flood resilience within properties • sustainable drainage systems • drought measures • development of a project based delivery approach for large infrastructure projects in the water sector	The LDP Should: • consider flood and coastal erosion risk • consider flood risk to new developments and existing properties The Flood and Water Management Acts places the responsibility upon responsible authorities (The Environment Agency and Local Authorities) to develop flood strategies.

Wales	
Climate Change Strategy for Wales (Welsh Assembly Government, 2010) Sets a greenhouse gas reduction target of 3% per year on all emissions except heavy industry and power generation, with overall reductions of at least 40% by 2020. Areas of focus will be: • behaviour change • leading by example by WAG and the public sector • increased energy efficiency, making low carbon transport a reality, and building the skills needed to ensure that Wales can make the most of opportunities from a low carbon economy • ensuring that approaches to R&D, technology, innovation and skills help Wales gain maximum benefit from climate change related business and research • supporting adaptation • ensuring that land use planning promotes sustainable development and enables a move towards a low carbon economy	The LDP should: • Ensure that buildings are energy efficient, resilient to climate change, and in sustainable locations • Support the development of renewable energy • Support local food production • Encourage low carbon and resource efficient businesses • Support public transport, walking and cycling
National Strategy for Flood and Coastal Erosion Risk Management in Wales (Welsh Government November 2011) Sets out the framework for "Risk Management Authorities" to allow them to deliver their flood and coastal risk management functions (as prescribed by the Welsh Government). The strategy provides a set of overall strategic objectives/outcomes along with a more specific objectives and actions for the management of flood and coastal erosion risk management. Overarching objectives: • reducing the consequences for individuals, communities, businesses and the environment from flooding and coastal erosion; • raising awareness of and engaging people in the response to flood and coastal erosion risk; • providing an effective and sustained response to flood and coastal erosion events; and • prioritising investment in the most at risk communities	The LDP should: • "include adequate provisions in respect of flood and coastal erosion" • Include policies on effective land use management - In line with the National Flood and Coastal Erosion Risk Management Objectives and Actions for the Development of LDPs and spatial planning.

A Low Carbon Revolution - The Welsh Assembly Government Energy Policy Statement (Welsh Assembly Government 2010) Acknowledges 'both a moral and a practical imperative to move rapidly to … a low carbon economy' and proposes actions on (1) energy saving and energy efficiency, (2) resilient low carbon energy production, both centralised and localised, (3) exploiting economic opportunities.	The LDP should: • help to support a step-change in the energy efficiency performance of all housing stock • progressively increase the standards for new-build housing towards zero-carbon aspirations • support small-scale renewable developments and other forms of local energy generation • support anaerobic digestion, biomass, and other larger renewable energy generation projects
Technical Advice Note 8: Planning for Renewable Energy (Welsh Assembly Government 2005) Provides guidance on land use planning considerations relating to renewable energy provision and how LDPs can help achieve national targets for renewable energy generation.	
Energy Wales: A Low Carbon Transition (Welsh Government 2012) States the Welsh Government's commitment to 'create a sustainable, low carbon economy for Wales' featuring low carbon energy and energy efficiency, by, among other things, ensuring that planning and regulations are supportive, ensuring communities benefit, and supporting appropriate infrastructure.	Further confirms the need for the LDP to support energy efficiency and low carbon energy.
Technical Advice Note 15: Development and Flood Risk (Welsh Assembly Government 2004) Provides guidance on flood risk (including land at risk of flooding) and how such risk should be addressed and managed. Aims to reduce the risk to people and development from flooding in line with a precautionary framework.	The LDP should: • Take a precautionary and strategic approach to flood risk, having regard to WAG guidance, the potential consequences of flooding and the extent and location of unobstructed floodplains • Ensure that the location and design of new development has regard to the potential risk, causes and consequences of flooding

Cultural / historic PPPs	Implications for the LDP
Wales	
Welsh Office Circular 60/96 Planning and the Historic Environment: Archaeology (1996) Sets out advice on legislation and procedures relating to archaeological remains.	The LDP must take account of the need to conserve the historic environment. It should: • Include policies for the protection and enhancement of sites of archaeological interest and their settings • Identify scheduled archaeological remains and, where appropriate, unscheduled remains of local importance
Welsh Office Circular 61/96 Planning and the Historic Environment: Historic Buildings and Conservation Areas (1996) Sets out advice on legislation and procedures relating to historic buildings and conservation areas. (Likely to be updated and consolidated with Circular 60/96 in forthcoming Wales	The LDP must take account of the need to conserve the historic environment, including: • Policies for the preservation and enhancement of listed buildings and their settings, conservation areas and historic parks, gardens and landscapes, and the factors to be taken into account in assessing planning applications that

Cultural / historic PPPs	Implications for the LDP
Heritage Bill.)	could affect these • Proposals for re-use or new development affecting historic areas and buildings • Policies for demolition, alteration, extension or re-use of listed buildings and their curtilages • Criteria to be applied to development proposals impinging upon listed buildings.
Technical Advice Note 12: Design (Welsh Assembly Government 2009) Provides guidance about how 'Promoting sustainability through good design' may be facilitated through the planning system.	The LDP should promote and support the 5 aspects of good design: • Ensuring access for all • Sustaining and enhancing local character • Ensuring attractive, safe public space • Environmental sustainability • Providing sustainable means of travel To do this it should • Include design policies, area wide and/or for specific places as appropriate • Consider producing topic based, area based or site specific SPGs

Economy PPPs	Implications for the LDP
Wales	
Economic Renewal: A New Direction (Welsh Assembly Government 2010) Sets out the Assembly's proposed strategy for moving Wales out of the recession and to future economic growth. The vision is of "a Welsh economy built upon the strengths and skills of its people and natural environment; recognised at home and abroad as confident, creative and ambitious; a great place to live and work". Its five priorities are to: • Invest in high quality and sustainable infrastructure • Make Wales a more attractive place to do business • Broaden and deepen the skills base • Encourage innovation • Target business support	The LDP can support economic development objectives by supporting: • the roll-out of Next Generation Broadband • the planning and delivery of infrastructure • low-waste low-carbon employment • links between universities and businesses
Technical Advice Note 4: Retailing and Town Centres (Welsh Assembly Government 1996) Provides detailed advice on the collection of retail information and assessment of retail and town centre development proposals.	The LDP should: • Identify and support the retail hierarchy of centres • Support the vitality, attractiveness and viability of centres • Allocate sites for new retail and leisure facilities and other uses best located in town centres where there is assessed need and using the sequential approach • Include criteria for the assessment of proposals

Economy PPPs	Implications for the LDP
	on unallocated sites
Technical Advice Note 13: Tourism (Welsh Assembly Government 1997) Provides guidance on how the planning system can encourage sustainable forms of tourism and maximise economic and employment benefits while improving and safeguarding the environmental interests of local communities.	The LDP should provide a strategic framework for tourism developments having regard to the tourism potential of the area and the need to limit the impact on the environment, conservation interests and local communities
SE Wales	
South East Wales Development Strategy (South East Wales Economic Forum 2005) An economic development framework for South East Wales mapping out a comprehensive approach to achieving the forum's vision for the region to become one of the most prosperous in Europe.	The LDP can support economic development objectives by: • Ensuring that there is a sufficient range and choice of land allocated for economic development and employment purposes in accessible locations • Improving access to employment opportunities particularly for communities with high levels of economic inactivity, unemployment and deprivation • Supporting the vitality, attractiveness and viability of centres
City Regions Final Report (Welsh Government, May 2012) Product of a task and finish group set up by WG; strongly recommends recognising a South East Wales (ie Cardiff centred) city region, with an over-arching city region strategic planning tier, and strengthened governance, transport, infrastructure and financing, to remedy underperformance of Wales' cities	If the recommendations are adopted, the Cardiff City LDP would need to form a subordinate tier contributing to wider city region objectives, and with stronger emphasis on cross boundary co-ordination.
Cardiff	
Competitive Cardiff, The Cardiff Economic Strategy 2007-2012 (Cardiff Council 2007) It vision is "To ensure that Cardiff, as an International Capital, is an inclusive, vibrant and thriving city in which to live and work, with a skilled creative workforce and a buoyant business environment".	The LDP can support these objectives by: • Maintaining and improving the city's cultural, leisure and sporting facilities • Developing Cardiff's retail, conference and office offer • Providing a range of premises and facilities for different business sizes and types, including incubation and growth facilities • Protecting employment land • Focusing on high value added, knowledge based sectors, and the creative industries • Facilitating the roll-out of high speed broadband • Regenerating neighbourhoods • Improving Cardiff's accessibility through an integrated transport infrastructure and improved airport connectivity • Supporting links between the universities and businesses, and between businesses • Ensuring a match between skills supply and business provision

Economy PPPs	Implications for the LDP
Central Cardiff Enterprise Zone was designated in 2012 to 'attract and grow the financial and professional services sector'	The LDP can support the Enterprise Zone objectives by seeking to provide land, infrastructure and supporting services attractive to financial and professional services in the city centre.

Health and wellbeing PPPs	Implications for the LDP
Wales	
'Climbing Higher': The Welsh Assembly Government Strategy for Sport and Physical Activity (Welsh Assembly Government 2005) Sets targets that, by 2025, • The percentage of people in Wales using the Welsh natural environment for outdoor activities will increase from 36% to 60% • 95% of people in Wales will have a footpath or cycle path within a 10 minute walk • No-one should live more than a 6 minute walk (300metres) from their nearest natural green space • All public sector employees and 75% of all other employees will have access to sport and physical activity facilities at, or within 10 minutes walk of the workplace **'Climbing Higher: Next Steps' (Welsh Assembly Government 2006)** outlines investment priorities to deliver Climbing Higher.	The LDP should provide a framework for sport and recreation and set out a strategic approach to such development. It should: • Promote active travel through land uses and coordinated infrastructure to make walking and cycling practicable, convenient and attractive wherever possible • Protect areas of open space that have recreation, amenity and/or conservation value • Identify standards of open space and recreational provision • Promote measures to assist walking and cycling The LDP should support the achievement of the 'Climbing Higher' targets. This will have implication on open space and footpath/bridlepath provision.
Technical Advice Note 16: Sport Recreation and Open Space (Welsh Assembly Government 2009) Provides guidance on planning for sport, recreation and informal open spaces, as well as protecting existing facilities and open spaces. Includes guidance on developing Open Space Assessments and standards of provision and the links between health and well being, sport and recreational activity and sustainable development.	The LDP should provide a framework for sport and recreation and set out a strategic approach to such development. It should aim to: • Provide the 'benchmark standard' of, per 1000 population: 1.2 ha of land for playing pitches; 1.6 ha of land for all outdoor sport; 0.25ha children's designated equipment playing space; 0.55ha for children's informal playing space; and 0.80 ha for children's playing space • Provide 'local areas' for play or informal recreation within 100 metres of homes; 'locally equipped or landscaped areas' within 400 metres; and 'neighbourhood equipped areas' within 1000 metres • Protect areas of open space that have recreation, amenity and/or conservation value
Technical Advice Note 11: Noise (Welsh Assembly Government 1997) Provides advice on how the planning system can minimise the adverse impact of noise without placing unreasonable restrictions on development or unduly adding to the costs and administrative burdens of business.	Policies and proposals in LDPs should: • Locate noise sensitive developments away from existing or planned sources of significant noise • Locate potentially noisy developments where noise will not be such an important consideration • Promote design that minimises or mitigates

Health and wellbeing PPPs	Implications for the LDP
	noise generation
Cardiff	
Cardiff Physical Activity and Health Strategy 2008 – 2011 (Cardiff Health Alliance 2008) Aims to improve the health of Cardiff's residents through physical activity. (Time expired but evidently not replaced or withdrawn)	Policies and proposals in LDPs should provide opportunities for physical activity, e.g. through green infrastructure and other opportunities for walking and cycling
Allotment strategy for Cardiff (Cardiff Council 2005) Sets a strategy for the improvement of Cardiff's allotments, and to ensure that there are enough allotments to meet local demand.	Policies and proposals in the LDPs should: • Safeguard existing allotments wherever possible • Aim to provide at minimum 15 allotment plots per 1000 households

Landscape PPPs	Implications for the LDP
International	
The European Landscape Convention (2004) Promotes the protection, management and planning of European landscape and organises European cooperation on landscape issues. The convention provides a set of guidelines to be transposed into national, regional and local regulations.	The LDP should: • consider landscape strategies • recognise the value of landscapes both ordinary and unique/ historical • assist in achieving landscape quality objectives.
Cardiff	
Countryside Strategy Review (Cardiff Council 2005) Sets out the Council's vision for Cardiff's countryside under five key themes: awareness of the countryside, access, biodiversity, landscape and supporting a working countryside.	The LDP can support the Strategy by: • Giving considerable weight to protecting the best and most versatile agricultural land • Avoiding development of greenfield sites by giving preference to the re-use of suitable previously developed land • Promoting conservation and enhancement of the countryside and strictly control development in the open countryside • Promoting farm diversification and sustainable rural development • Protecting biodiversity, and the quality and character of the landscape • Promoting access to and enjoyment of the countryside
River Taff Corridor Action Plan (Cardiff Council, CCW, WAG 2007)	The LDP can support the action plans by: • Supporting the enhancement, extension and maintenance of the Taff Trail, Rhymney Trail
River Ely Corridor Action Plan (Cardiff Council, CCW, WAG 2006)	

Landscape PPPs	Implications for the LDP
River Rhymney and Nant Fawr Corridor Action Plan (Cardiff Council, CCW, WAG 2009)	and the Nant Fawr Corridor and networks • Providing access to all to the river corridors, maximising the use of open spaces, and maximising the range of activities • Managing and enhancing the landscape and biodiversity in the river corridors and gorges • Ensuring that new and existing developments enhance and do not harm the qualities of the valley • Maximising the tourism potential of the Taff Corridor • Maximising the afteruse value of the Lamby Way landfill site

Natural resources PPPs	Implications for the LDP
International	
EC Water Framework Directive (2000/86/EEC) Establishes a strategic framework for managing surface water and groundwater. The core aims are to: • Prevent deterioration of aquatic ecosystems • Protect, enhance and restore polluted waters • Comply with water related standards and objectives for environmentally protected areas • Progressively reduce pollution from priority substances • Prevent or limit input of pollutants to groundwater	See Severn River Basin Management Plan below
EC Directive 1991/271/EEC on Urban Waste Water Treatment (as amended by EC Directive 1998/15/EEC) Protects the environment from the adverse effects of discharges of urban waste water and of waste water from industrial sectors of agro-food industry. Sets standards for wastewater collection and treatment.	• Locational policies to take account of the effects of development on water quality and seek improvements • Planners should discuss wastewater treatment arrangements with sewerage authorities and the Environment Agency Wales • Location and design policies should also promote Sustainable Urban Drainage Systems
Wales	
Technical Advice Note 14: Coastal Planning (Welsh Assembly Government 1998) Provides guidance on: • Planning the coastal zone • Recreation • Heritage coasts and non statutory coastal groupings • Shoreline management plans	The LDP must have regard to: • Other plans and policies with implications for the coastal area • Existing policies for coast protection and defence and Shoreline Management Plans • Coastal and marine designations The LDP should: • Include specific policies for coastal areas • Show locations suitable/unsuitable for

Natural resources PPPs	Implications for the LDP
	development and relevant designations on the Proposals Map • Promote conservation and enhancement of the undeveloped coast
Technical Advice Note 22: Sustainable Buildings (Welsh Assembly Government 2010) TAN22 provides guidance and advice on: • Sustainable buildings and standards of assessment • The design solutions that may be used to meet these standards • Further design guidance on delivering low carbon buildings	This technical advice note has guidance for LDPs, highlighting the potential opportunities for local authorities to impose specific local requirements for strategic sites identified. The LDP should: • Encourage high sustainable building standards • Promote the delivery of low carbon buildings • Identify areas that are most suitable for development with high sustainability standards.
Minerals Planning Policy Wales (Welsh Assembly Government 2001) Provides land use guidance on mineral extraction and related development – includes all minerals and substances in, on or under land extracted either by underground or surface working. **Minerals Technical Advice Note 01: Aggregates (Welsh Assembly Government 2004)** Provides detailed guidance to ensure that: • Aggregates supply is managed in a sustainable way so that the best balance between environmental, economic and social considerations is struck • The environmental and amenity impacts of any necessary extraction are kept to a level that avoids causing demonstrable harm to interests of acknowledged importance.	The LDP should: • Provide for aggregate needs in accordance with the agreed regional apportionment • Encourage efficient and appropriate use of minerals and the re-use and recycling of suitable materials • Safeguard mineral resources from sterilisation • Limit the impact of mineral extraction on the environment and interest of conservation importance • Promote high standard restoration and beneficial after-use
Water is Precious, Water for people and the environment: Water Resources Strategy for Wales (Environment Agency 2009) This document sets out the Environment Agency's approach to the overall management of water resources in Wales. The strategy sets out a series of strategic actions for adapting to climate change, protecting the water environment (including conservation and water quality) and the management of water resources with regard to development and future demand.	The LDP should: • Take the strategy's strategic actions into account • Support water efficiency measure in new developments • Consider how the water environment can cope with the additional demand placed upon it by proposed developments.
SE Wales	
Severn River Basin Management Plan (Environment Agency 2009) Prepared under the Water Framework Directive, it describes the river basin district	The LDP should: • Include strong water efficiency policies • Take the Management Plan's objectives into

Natural resources PPPs	Implications for the LDP
(which includes Cardiff's rivers), pressures on it, and what actions will be taken to address the pressures. It sets out what improvements are possible by 2015 and how the actions will make a difference to the local water environment.	account • Reduce the physical impacts of urban development in artificial or heavily modified waters • Implement surface water management plans, increasing resilience to surface water flooding and ensuring water quality is considered on a catchment basis • Promote sustainable drainage • Include Water Cycle Studies in growth or high risk areas
Severn Estuary Shoreline Management Plan (Severn Estuary Coastal Group with DEFRA and NAW 2000) Provides the basis for sustainable coastal defence policies in the Severn Estuary and sets objectives for the future management of the shoreline. A revised version of this plan is currently out for consultation	In preparing the LDP the Council must have regard to: • Other plans and policies with implications for the coastal area • Existing policies for coast protection and defence and Shoreline Management Plans • Coastal and marine designations The LDP should: • Include specific policies for coastal areas; • Show locations suitable/unsuitable for development and relevant designations on the Proposals Map
Cardiff	
Rhymney Catchment Abstraction Management Strategy (Environment Agency Wales 2006) **Ebbw and Lwyd Catchment Abstraction Management Strategy (Environment Agency Wales 2006)** **Taff and Ely Catchment Abstraction Management Strategy (Environment Agency Wales 2006)** Describes how much water is available within the catchments, areas where water resources are constrained, and the Environment Agency's proposed options for managing this water now and in the future.	The LDP should: • Promote the efficient use of water • Include policies on the location of potentially polluting developments and criteria by which applications for such developments should be determined • Ensure that incompatible uses of land are separated, in order to avoid potential conflict Locational policies in the LDP should take account of the effects of development upon water quality and vice versa. Location and design policies should also promote sustainable water provision and use in new developments including Sustainable Urban Drainage Systems.

Population PPPs	Implications for the LDP
Wales	
Better Homes for People in Wales: A National Housing Strategy for Wales (The National Assembly for Wales 2001) Provides a vision for the future of Welsh housing and a policy framework to facilitate action at the local level. Aims to provide: • Homes that are in a good condition in safe neighbourhoods • Better housing services and a greater	The LDP should: • Identify the requirement for market and affordable housing • Allocate land for housing, favouring the re-use of previously developed land and buildings within settlements before settlement extensions and new development around settlements with good public transport links

Population PPPs	Implications for the LDP
choice for people over the types of housing and locations they live in	• Provide guidance on design, access, density, off-street parking and open space provision • Include policies for affordable and special needs housing where there is identified need • Indicate where developer contributions will be expected towards infrastructure, community facilities and affordable housing
Improving Lives and Communities – Homes in Wales (Welsh Assembly Government 2010) Aims to respond to existing housing problems, including demand outstripping supply, increasing demand for affordable housing, ageing population, and age and quality of the current social housing stock. Aims to: • Provide more housing of the right type and offer more choice • Improve homes and communities, including the energy efficiency of new and existing homes • Improve housing-related services and support	The LDP should: • Provide sufficient housing of the right type to meet people's needs • Provide sufficient affordable homes • Support energy efficiency of new and existing homes, and ensure that local authority and housing association homes meet the Welsh Housing Quality Standard
Housing White Paper, "Homes for Wales" , Welsh Government, May 2011, outlines the key role of planning in increasing the supply of housing**.**	
Technical Advice Note 1: Joint Housing Land Availability Studies (Welsh Assembly Government 2006) Provides guidance on the preparation of Joint Housing Land Availability Studies, the purpose of which is to monitor the provision of market and affordable housing.	The LDP should: • Identify the requirement for market and affordable housing • Ensure that there is land genuinely available to provide a 5 year supply of land for housing • Allocate land for housing, favouring the re-use of previously developed land and buildings within settlements before settlement extensions and new development around settlements with good public transport links
Technical Advice Note 2: Planning and Affordable Housing (Welsh Assembly Government 2006) Aims to ensure the provision of enough affordable housing.	The LDP should: • Be informed by a Local Housing Market Assessment • Include an affordable housing target, based on the need identified in the local housing market assessment • Indicate how the target will be achieved • Monitor the provision of affordable housing against the target and where necessary take action to ensure that the target is met
Household Projections for Wales (2008-Based) (Welsh Assembly Government 2010) Suggests that the number of households in Cardiff will rise from 137,000 in 2008 to 179,000 in 2023.	The LDP should take these projections into consideration when planning for future housing numbers
South East Wales	

Population PPPs	Implications for the LDP
South East Wales Regional Housing Apportionment Memorandum of Understanding (SPWSPG 2007) Allocates 26,070 new houses to Cardiff to 2021 to implement the Wales Spatial Plan 2024.	As above
Cardiff	
Local Housing Strategy 2012-17 (Cardiff Council 2012) Sets out the key issues facing housing in Cardiff and outlines priorities for the strategy period. Highlights the importance of increasing the number of homes available to people who cannot afford a home of their own through the housing market.	The LDP Regulations (WAG 2005) prescribe that LDPs must have regard to the Local Housing Strategy. The LDP should help to: • Increase the supply of quality affordable and sustainable homes, including through S106 obligations • Aim to meet the Welsh Housing Quality Standard by 2012 • Implement neighbourhood regeneration and environmental schemes • Improve energy efficiency of homes • Provide adequate homes for vulnerable groups, including Gypsies and Travellers, migrant workers and homeless people

Waste PPPs	Implications for the LDP
International	
Waste Framework Directive (2008/98/EC) Requires member states to: • Apply the waste hierarchy (reduce, reuse, recycle, recover) • Apply the proximity principle • Promote high quality recycling • Set up separate collections • Reuse and recycle 50% of household paper, metal, plastic and glass by 2020 • Recover 70% of construction and demolition waste by 2020 • Establish plans, programmes, targets and facilities for waste prevention and disposal	The LDP should help to meet the WFD targets by: • Ensuring that infrastructure for waste management is adequate to accommodate proposed development while minimising adverse impacts on health, the environment and communities • Identifying sites for waste management facilities, including recycling and recovery, or areas where such facilities may be suitable • Incorporating adequate and effective waste management facilities in proposed new developments • Using S106 and planning conditions where appropriate to improve waste reduction, reuse and recycling during construction and operation of developments
EC Landfill Directive 1999/31/EC Sets targets to reduce the amount and negative impacts of waste going to landfill and promoting recycling and recovery: • By 2010 to reduce BMW to 75% of that produced in 1995 • By 2013 to reduce BMW to 50% of that produced in 1995 • By 2020 to reduce BMW to 35% of that produced in 1995	The LDP should help to meet these challenging targets
Wales	
Towards Zero Waste: The Overarching Waste	The LDP should ensure that waste management

Waste PPPs	Implications for the LDP
Strategy Document for Wales (Welsh Assembly Government 2010) Long-term framework that aims to set Wales on a path towards zero waste by 2050. Aims to reduce waste arisings across all sectors by around 1.5% per year.	infrastructure supports the strategy's proposals for more reuse and recycling of waste, anaerobic digestion and other forms of waste treatment
Technical Advice Note 21 Waste (Welsh Assembly Government 2001) Provides detailed guidance on how land use planning can assist sustainable waste management.	The LDP should: • Take account of the waste hierarchy, proximity principle, regional self-sufficiency, best practical environmental option, and sustainable transport • Ensure that infrastructure for waste management is adequate to accommodate proposed development while minimising adverse impacts on health, the environment and communities • Identify sites for waste management facilities, including recycling and recovery, or areas where such facilities may be suitable • Incorporate adequate and effective waste management facilities in proposed major new developments • Promote reuse and recycling commitments from developers during construction
SE Wales	
South East Wales Regional Waste Plan 1st Review (Consultation version) (Welsh Assembly Government with local authorities 2008) Identifies the facilities needed to treat and dispose of waste in South East Wales to 2013 and beyond, in order to: • Achieve the Landfill Directive 2020 targets by 2013 principally through maximising recycling and composting • Achieve 50% 'front end' recycling and composting for municipal waste in 2013 • Ensure that targets for the management of other controlled waste streams are met	The plan identifies the need for additional waste management facilities on a sub-regional basis. Further discussions and consultation will be needed to identify local authority specific facilities. The LDP should help to provide these facilities once the plan is agreed.
Cardiff	
Cardiff Municipal Waste Management Strategy 2011 – 16 Outlines the changes planned for Cardiff's waste service over next 5 years. It details: • How much waste is produced in Cardiff • What waste will be collected and when • How waste will be treated or recycled • How Cardiff's waste will be managed sustainably • How litter and other environmental	The Municipal Waste Management Strategy relies on the LDP to provide the policy framework to support the transition to more sustainable waste management methods. It also relies on the LDP to identify locations that are suitable for waste management facilities. The LDP should: • Look to develop policy that facilitates and/or promotes the use of the waste hierarchy • Enable the infrastructure required for sustainable waste management

Waste PPPs	Implications for the LDP
issues such as fly tipping will be addressed	

Cardiff Council & Levett-Therivel Sustainability Consultants

Sustainability Appraisal and Strategic Environmental Assessment of the Cardiff Local Development Plan

Appendix B: Baseline

Final Sustainability Appraisal Report of the Cardiff Local Development Plan

January 2016

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Preface

This Appendix was initially produced in 2007; it was updated in autumn 2010 and summer 2012, and should be read together with the updated Scoping Report and Initial Sustainability Appraisal Report. This appendix sets out the main environmental, social and economic issues that are or are likely to affect Cardiff over the life of the Plan. Section 4 of the Scoping Report summarises the issues that are covered in this appendix, which were identified through:

- Discussions with the planning team
- Workshop and meetings with key consultees, stakeholders and other interest groups
- Consultation on the 2007 Scoping Report
- Desk based research

Indicators

This appendix includes a set of indicators that are used to show change over time in the issues identified. Some of the indicators are of more direct relevance to the LDP while others are contextual and will be used to provide a more general picture of the conditions which the plan should take into account. The indicators are shown in table format under the relevant issue and topic headings. The key to the indicator table is as follows:

Local, Welsh or UK data: This is used to compare Cardiff's situation to that of Wales and the UK. It also highlights gaps (at any level).

Target: Targets to achieve, based on the policy analysis of Appendix 1. These can be local targets or regional and national ones that Cardiff Council are obliged to work towards.

Trend:

↑	Indicator is moving towards a more sustainable position
↔	Indicator is staying roughly steady
↓	Indicator is moving towards a less sustainable position.
?	Indicator trend is unclear or cannot be assessed due to lack of data

Note that an indicator can be increasing (e.g. car use) but be going in a less sustainable direction.

Indicator status:

+	Indicator is equal to or better than target or equivalent regional/national/international performance. Alternatively (where comparators are not available) historical trends show that the situation is improving.
-	Indicator is below target or equivalent regional/national/international performance. Alternatively (where comparators are not available) historical trends show that the situation is getting worse
!	Indicator is significantly below target or equivalent regional/national/international performance and is a priority for action
?	Indicator status is unclear and cannot be assessed due to lack of data

Commentary: A commentary on the data set. Includes reasons for gaps, any anomalies, what the trends suggest and why.

Data quality:

0	National data only; no data identified from public sources
1	Good quality local data, recent measurement and historical trend
2	Local data for recent period only (i.e. no trend), uses proxy data to derive local data or good quality regional data, recent measurement and historical trend
3	Regional data for recent period only (i.e. no trend)

Data source: Web links, hard copy sources, Council officers etc

1. Access and equality

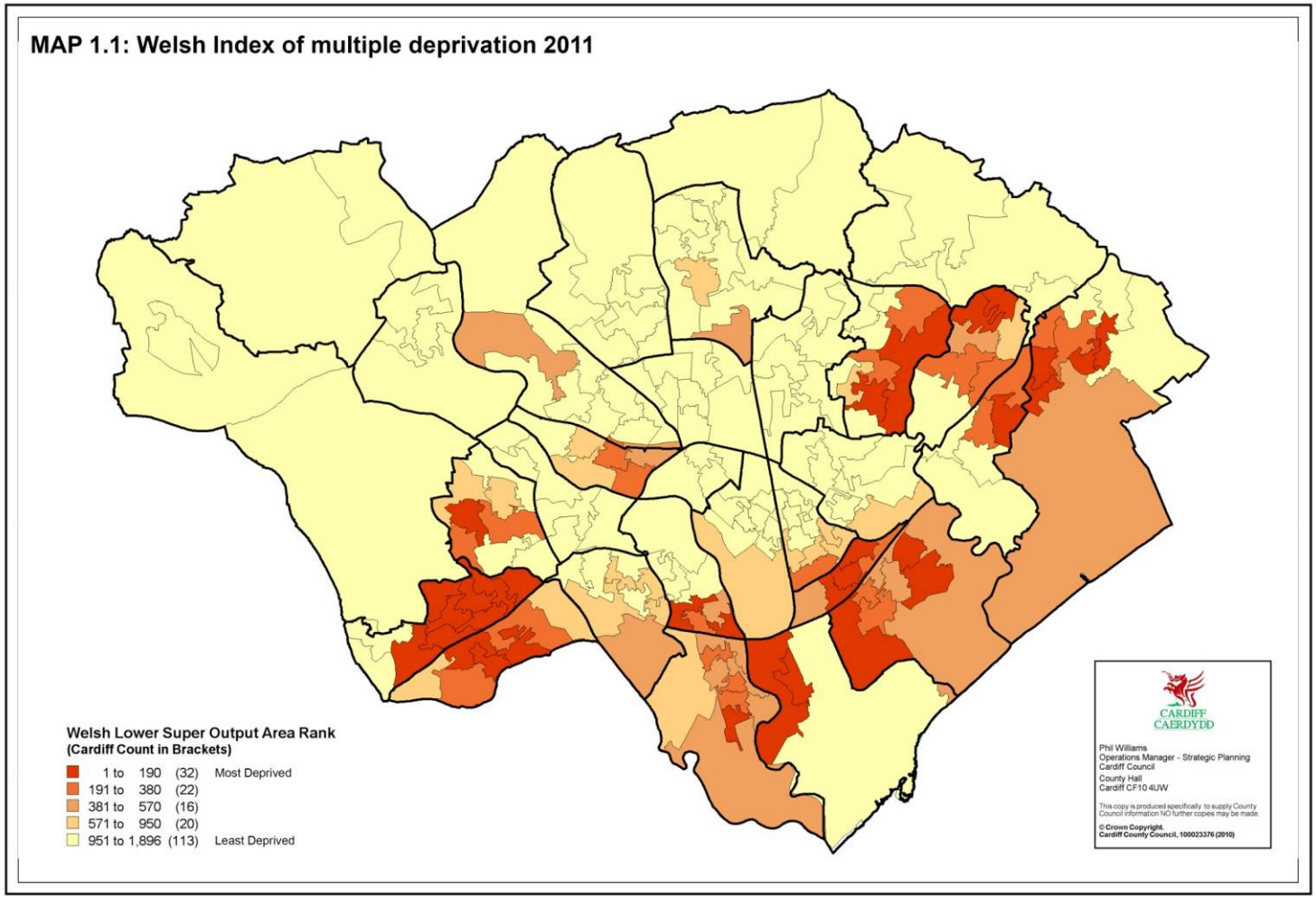
Introduction

1.1 Over the last decade, Cardiff has experienced strong economic growth and increasing levels of prosperity, and major redevelopment has permeated the city. Yet this prosperity has not been evenly distributed. There are considerable variations within and between localities, with people in some parts of Cardiff experiencing deprivation that is amongst the worst in Wales.

Cardiff contains some of the most deprived areas in Wales - geographically there is a concentration of deprivation in the 'southern arc' although 'hotspots' exist elsewhere

1.2 The Welsh Index of Multiple Deprivation (WIMD) is a measure of the relative levels of deprivation in local areas of about 1500 people (called Lower Level Super Output Areas). 8 individual measures of deprivation are combined to make up the index covering income, employment, health, education, housing, access to services, environment and crime. In the most recent WIMD 2011, 21.2% (or 40 out of 190) of the 10% most deprived areas in Wales, are in Cardiff. This is higher than any other Welsh local authority except Blaenau Gwent (21.3%). However, fewer than 50% of Cardiff's LSOAs (46.3%) are in the 50% most deprived, indicating that Cardiff has more prosperous as well as well as more deprived areas than average for Wales. Deprivation is concentrated mainly in the 'southern arc' of Cardiff (see Map 1.1) which includes Ely, Butetown, Splott, Riverside, Adamsdown, Caerau, Grangetown, Trowbridge, Rumney, Llanrumney, Pentwyn and Fairwater.

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
1.1	Number and percent of Cardiff's lower super output areas in the 10% most deprived lower super output areas for Wales	40 out of 190 21%	190 out of 1896 10%	Not applicable	Decrease percent of LSOAs in most deprived 10%	↓ 33 in 2005	-		1	Local Govt. Data Unit, Welsh Index of Multiple Deprivation 2011


MAP 1.1: Welsh Index of multiple deprivation 2011
Welsh Lower Super Output Area Rank
(Cardiff Count in Brackets)
1 to 190 (32) Most Deprived
191 to 380 (22)
381 to 570 (16)
571 to 950 (20)
951 to 1,896 (113) Least Deprived
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1.3. When the WIMD was calculated, Cardiff accounted for 10.7% of the population of Wales, but accounted for more than 10.7% of the population living in the most deprived communities for all WIMD indicators except employment and access to services: see Figure 1.1. Cardiff had more than twice the expected share of population living in the most deprived communities in terms of education, housing and community safety.

1.4. Deprivation is not restricted to the southern arc of Cardiff. The disaggregated Index domains show that deprivation is spread across the city (see Maps 1.1, 1.2, 1.3, 6.1, 6.2, 7.1, 7.3).

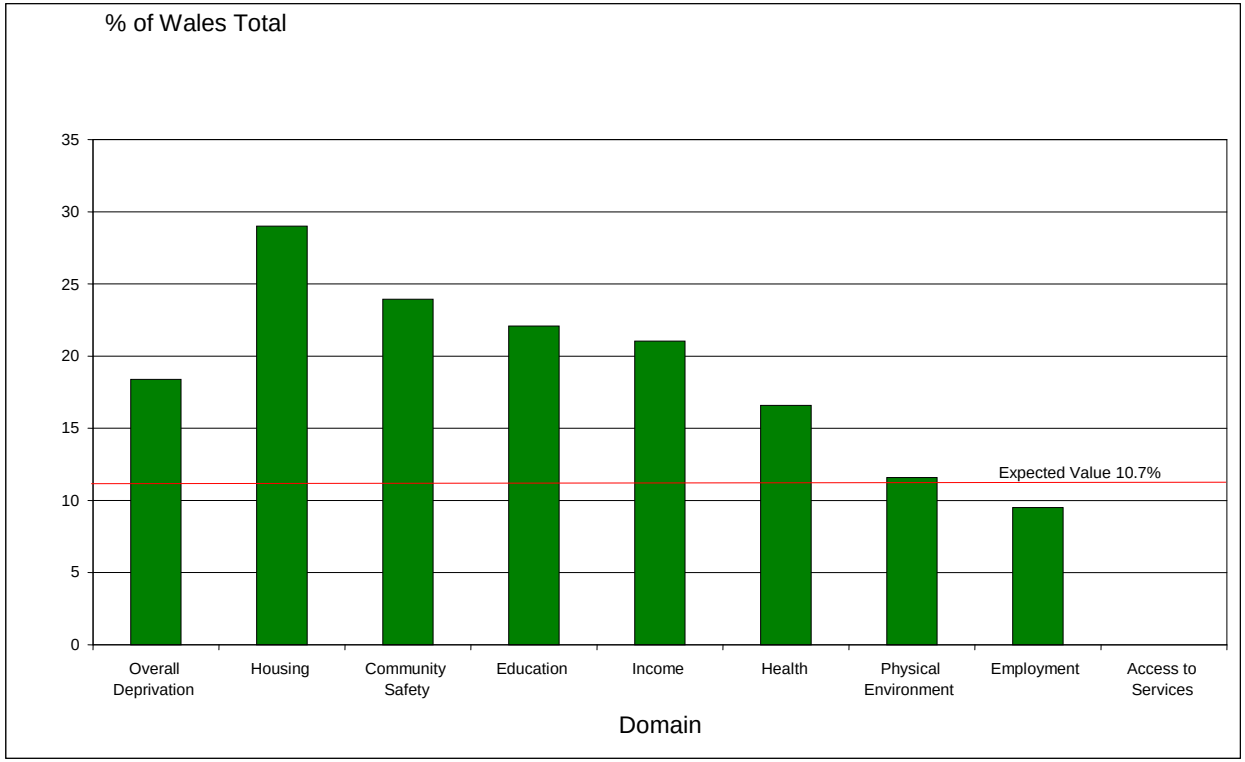


Figure 1.1. Cardiff residents living in the 10% most deprived communities in Wales as a percent of the Wales total in 10% most deprived (Cardiff Council, 2010, Joint Needs Assessment)

Lack of affordable housing units - particularly family housing – is excluding those on low income from entering the housing market

1.5. In May 2012, the average price of a house for Cardiff was slightly less than £145,000, down from £150,000 in 2006. The average annual salary in 2011 was £24,362. In 2012, the ratio of house price to annual salary was just under 6, down from 6.75:1 in 2006 and a little under the UK average.

1.6. Provision of enough affordable housing is an ongoing problem in Cardiff. In mid-2010, there were 10,491 applicants on the council housing register, of which 47% required family housing. For the financial year, 2009/10, 463 new domestic units (53% of the total) were available as affordable housing, far below the levels needed. However even this is an anomaly: for the previous decade, affordable housing comprised about 10% of all new housing.

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
1.2	Average house price compared to average salary	May 2012 house price £144,844 Annual salary 2011 £24,362 Ratio 5.95: 1	England and Wales House price £161,677 Annual salary £26,623 Ratio 6.07: 1		No target	↑ 6.75 in 2005,though will worsen if house prices rise again	-	The recession has dampened house prices more than earnings, making housing more affordable than a few years ago.	1	Land Registry (Res Prop Price Reports) [1] Annual Survey of Hours and Earnings (ONS)[2]
1.3	Number and percent of domestic units that are provided for affordable housing per year	127 or 22.7% (2011/12) 147 or 15.3% (2010/11) 303 or 35% (2009/10) 212 or 14% (2008/09)	Not available		352	↔ 202 in 2005/06 346 in 2006/07 194 in 2007/08	-	Several large Registered Social Landlord schemes were completed in 2009/10, as well as some 'credit crunch' windfalls and housing built with additional strategic capital funding from WAG.	1	Cardiff Council, housing monitoring 2009 Housing Strategy Officer, July 2012

[1] www.landregistry.gov.uk/_data/assets/pdf_file/0005/13946/HPIReport120622.pdf ,accessed 12/7/12
[2] www.ons.gov.uk/ons/rel/ashe/annual-survey-of-hours-and-earnings/2011-provisional-results--soc-2010-/2011-provisional-table-7.zip, accessed 12/7/12

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
						212 in 2008/09				

1.7. The quality of housing in Cardiff is very variable, with housing in the 'Southern arc of deprivation' being more likely to be overcrowded and without central heating than elsewhere in Cardiff (WIMD 2008).

Cardiff has a significant number of homeless people

1.8. Homeless people are especially vulnerable and there are a significant number of them living in Cardiff. A number of hostels and lodging houses are concentrated around the city centre. Cardiff also attracts a high number of young people who have left home, absconded from care, or are vulnerable in other ways. During 2008-09, Cardiff Council received 2,916 enquiries from homeless people or those at risk of homelessness, and accepted 618 households as being eligible for assistance. In April 2010, there were 361 households in temporary accommodation in Cardiff, waiting for a permanent home.

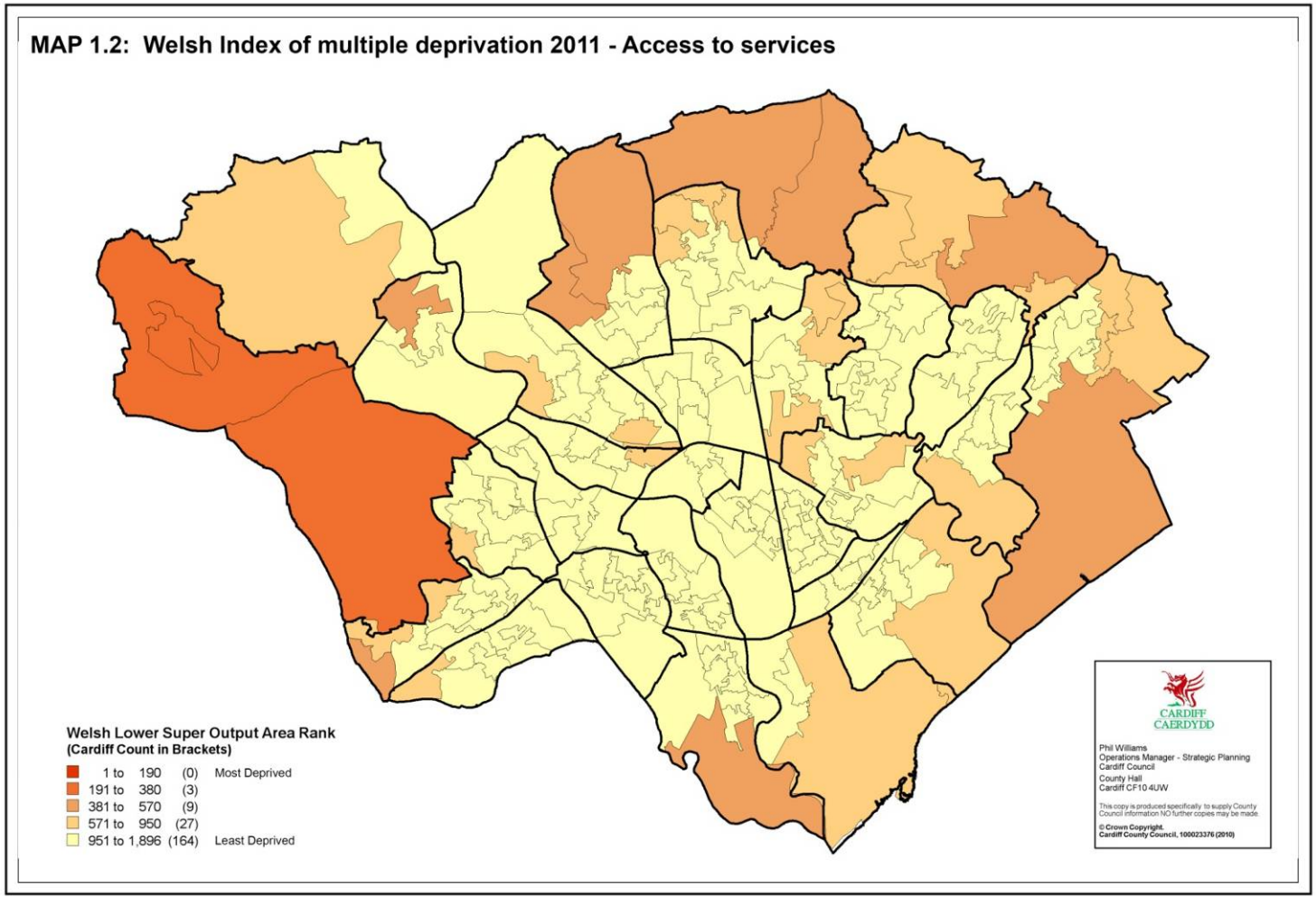
No.	**Indicator**	**Cardiff data**	**Wales data**	**UK data**	**Target**	**Trend**	**Indicator status**	**Commentary**	**Data quality**	**Data sources**
1.4	The number of homelessness presentations received by the local authority during the year per 1000 households.	2916 enquiries out of 137,000 households = 21.3 per 1000 people	Not available		8.5 (Cardiff Council)	↓ 10.3 in 2005/06 2418 inquiries in 2007/08 2916 in 2008/09	!	The increase in the number of enquiries reflects the impact of the wider economic climate on households and on their individual housing situations.	1	Cardiff Council Affordable Housing Delivery Statement 2007/08 – 2010/11

Cardiff has good access to services although deficiencies still exist at a local level

1.9. As would be expected for a compact city, the Welsh Index of Multiple Deprivation indicates that Cardiff has good access to services[3]. Nowhere in Cardiff is in the worst 10% for Wales in terms of access. However, the less central parts of Cardiff have comparatively poor access, notably Creigiau and St. Fagans, Lisvane, Rhiwbina, Pontprennau and Trowbridge (see Map 1.2).

1.10. The Needs Assessment also identified a number of vulnerable groups such as ethnic minority populations, the homeless and asylum seekers where access to services is restricted as a result of social and cultural issues (Cardiff Council and Local Health Board 2004).

[3] The access to services index is comprised by calculating the average time it would take to access 8 key services (food shop, GP surgery, primary school, post office, public library, leisure centre, NHS dentist, secondary school, and a transport node)


MAP 1.2: Welsh Index of multiple deprivation 2011 - Access to services
Welsh Lower Super Output Area Rank
(Cardiff Count in Brackets)
1 to 190 (0) Most Deprived
191 to 380 (3)
381 to 570 (9)
571 to 950 (27)
951 to 1,896 (164) Least Deprived
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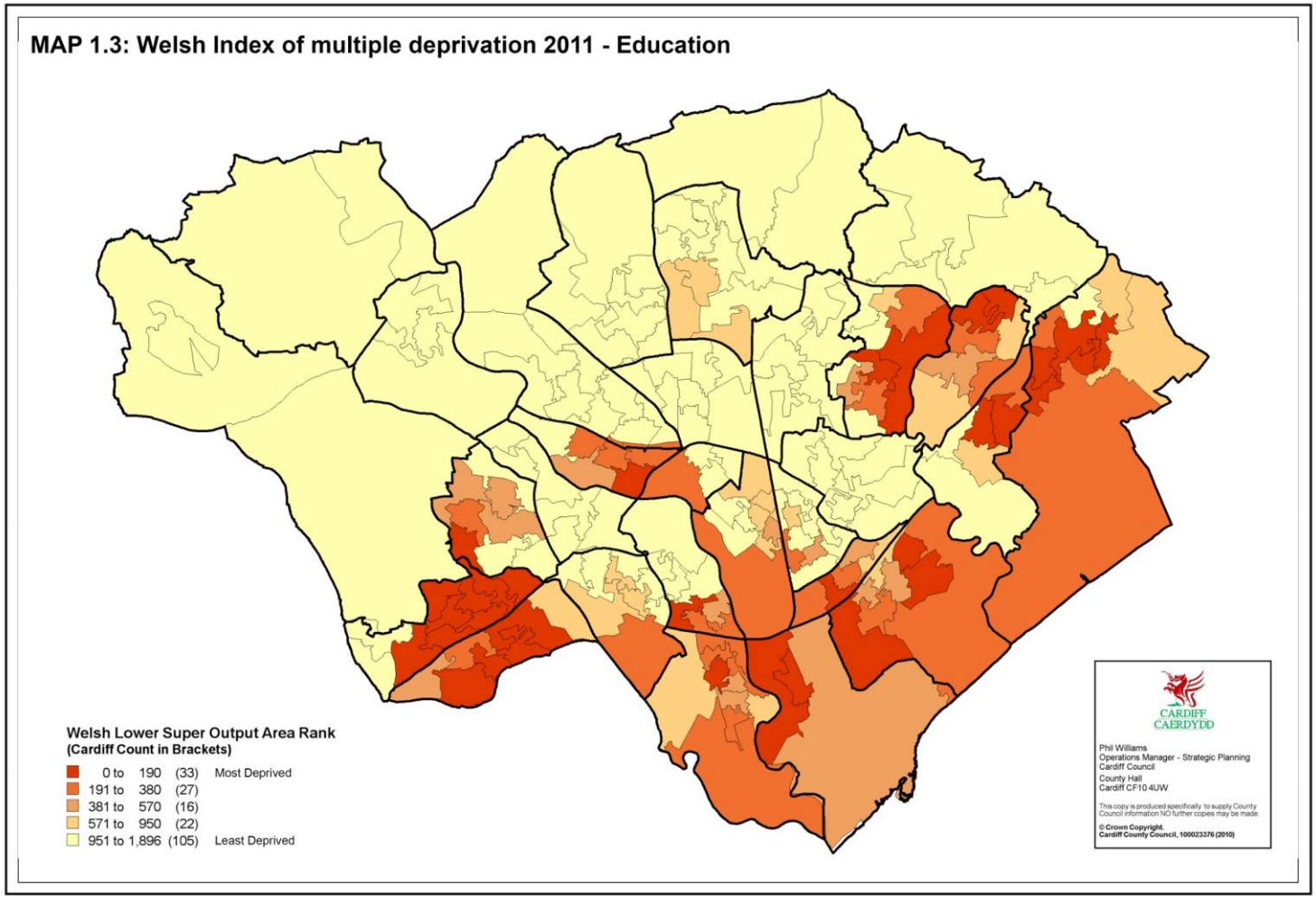
The educational, training and skill base of Cardiff's population is good overall but varies significantly across the County

1.11. Cardiff's population consistently outperforms the Wales and UK averages in terms of education and skills. This is partly determined by demographics, with Cardiff's relatively young population and the existence of several universities. However, Cardiff also has more than 20% of the 10% most deprived lower super output areas in Wales for education (Local Government Data Unit 2008). These are mostly concentrated in the south and east part of the city, as shown by Map 1.3. Low educational achievement and deprivation are linked[4], creating a vicious cycle of poor attainment and low skilled employment opportunities.

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
1.5	Percent of population of working age qualified to NVQ level 4+ or equivalent	39.8% (2010)	28.4%(2010) (Wales)	31.3% (2010) (GB)	No target identified	↔ 34.0% in 2005	+		1	Local Area Labour Force Statistics (National Statistics - Nomis)

[4] The Townsend index shows that as deprivation increases so educational attainment decreases. This correlation was demonstrated in the Cardiff Community Profile 2002. The data used to prove the correlation was old though there is no evidence to suggest that the relationship has changed.


MAP 1.3: Welsh Index of multiple deprivation 2011 - Education
Welsh Lower Super Output Area Rank
(Cardiff Count in Brackets)
0 to 190 (33) Most Deprived
191 to 380 (27)
381 to 570 (16)
571 to 950 (22)
951 to 1,896 (105) Least Deprived
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2. Air quality

Introduction

2.1. There is a direct link between air pollution and human health, Cardiff Council periodically reviews and assesses air quality for compliance with objectives set down in the Air Quality (Wales) Regulations 2000. The following pollutants have been reviewed and assessed:

- Benzene
- Lead
- Particulates
- 1,3 Butadiene
- Nitrogen dioxide (NOx)
- Sulphur dioxide
- Carbon monoxide

Levels of benzene, 1, 3 butadiene, carbon monoxide, lead and sulphur dioxide are within current standards

2.2. The 2009 Air Quality Updating and Screening Assessment (Cardiff Council, 2009) concludes that there are no 'hotspots' for five of the seven pollutants. Particulate matter (PM10), currently meets UK standards but there is doubt that provisional EU objectives would be achieved across the city.

Nitrogen oxides is the main cause of air pollution 'hot spots' in Cardiff

2.3 Table 2.1 shows monitored NO_2 levels at various locations in the city centre. Many of these exceed the legal threshold (40 µg/m3). Modelling showing predicted breaches led to four Air Quality Management Areas being declared: Newport Road, Philog and Cardiff West in 2000, and St Mary Street in 2002. The first two were revoked in 2007, and the area of the Cardiff West AQMA (renamed Ely Bridge) was reduced. An Air Quality Action Plan for St. Mary Street was adopted in early 2010. In December 2010 the Stephenson Court AQMA was declared due to

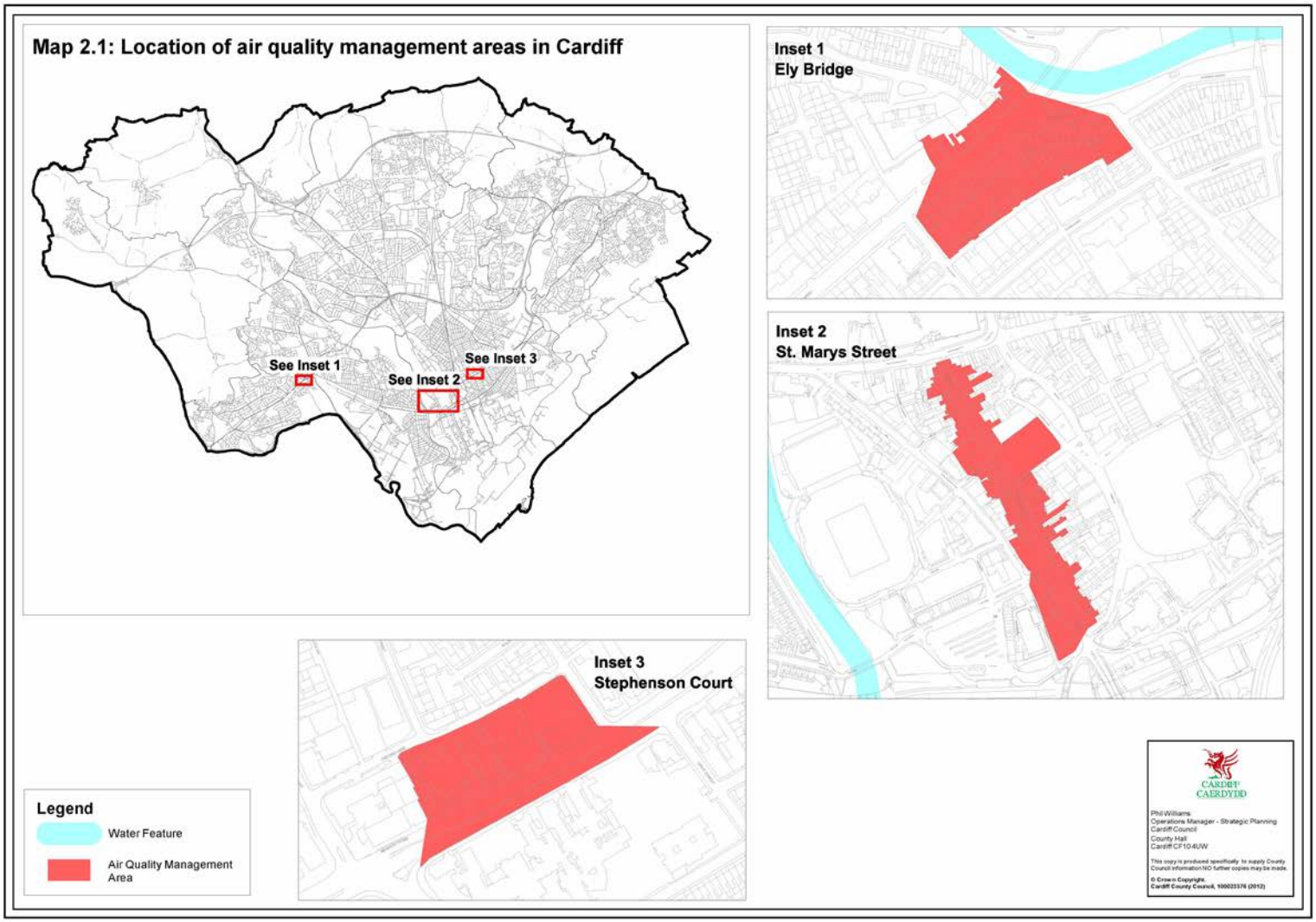
Year	2002	2003	2004	2005	2006	2007	2008	2009
Threshold (µg/m3)	43	42	41	40	40	40	40	40
Frederick Street	31	36	30	34	30	32	29	31
Terminus building	48	60	48	55	-	-	-	-
St Mary Street	59	61	58	62	60	58	51	-
Westgate Street	41	43	45	49	48	48	39	48
High Street	71	74	73	66	68	70	69	50
Station Terrace	36	34	34	42	41	42	38	43
Havelock Street	-	-	-	-	-	41	31	33

concentrations of nitrogen dioxide from road traffic exceeding the threshold. The existing and proposed AQMAs are shown on Map 2.1.

Westgate Street Flats	-	-	-	-	-	42	35	38
Sandringham Hotel	-	-	-	-	-	65	46	43

Table 2.1 City centre NO_2 concentrations(2010 LAQM Progress Report)

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
2.1	Number of air quality management areas (AQMAs)	3	Not applicable		To be determined	↔ The number of AQMAs decreased from 4 to 2 in 2007, but a new AQMA was declared in December 2010	-	Surveys take place across the city at random locations and where air quality is predicted to be poor. Therefore AQMAs provide a good indication of city-wide air quality.	2	Cardiff Council (2009) 2009 Air Quality Updating and Screening Assessment Cardiff Council (2009) Detailed assessment, Stephenson Court, Newport Road


Map 2.1: Location of air quality management areas in Cardiff
See Inset 1
See Inset 2
See Inset 3
Inset 1
Ely Bridge
Inset 2
St. Marys Street
Inset 3
Stephenson Court
Legend
Water Feature
Air Quality Management Area
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3. Biodiversity, flora and fauna

Introduction

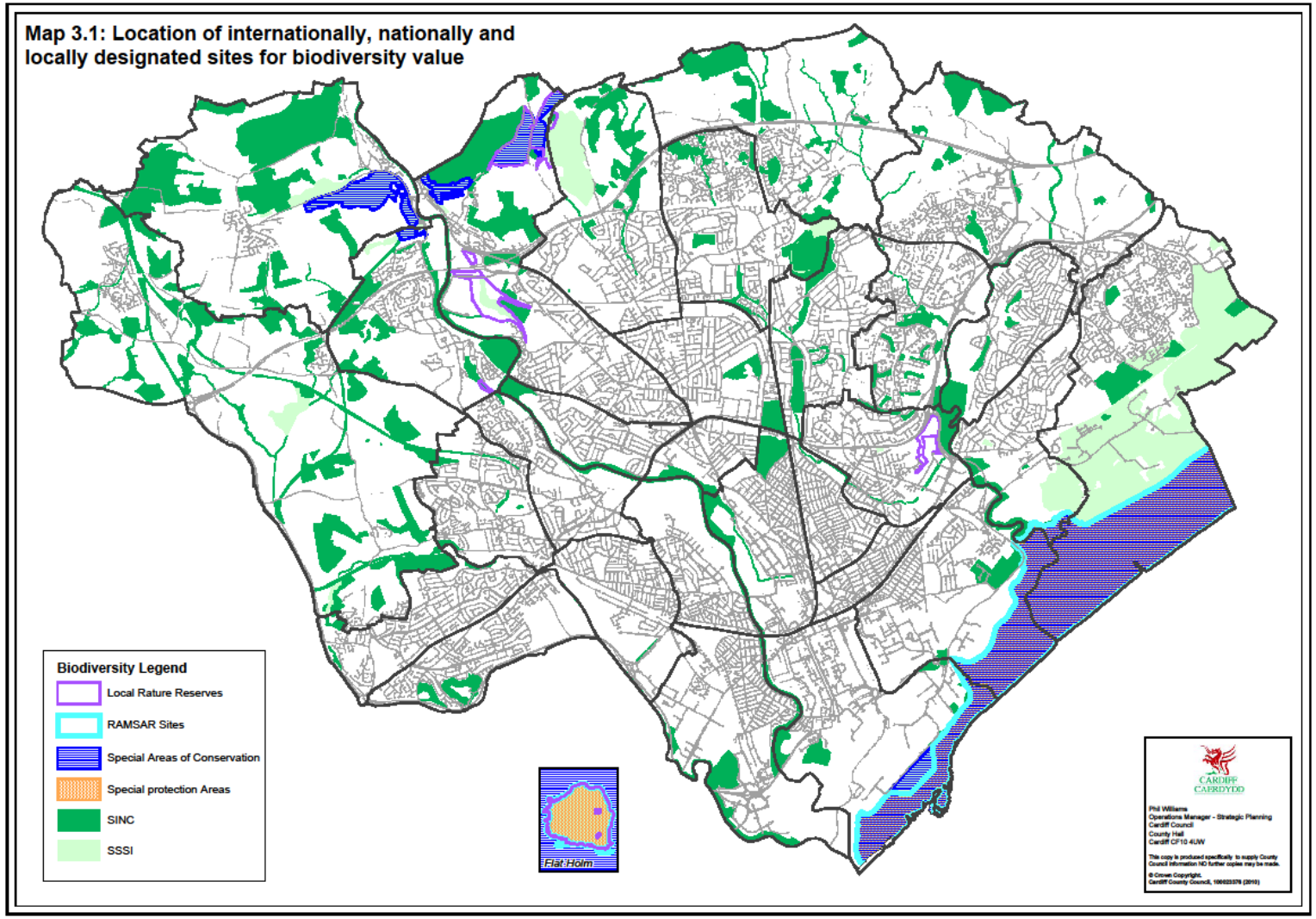
3.1. Cardiff has a wide range of biodiversity interests which extend from Flat Holm Island in the Severn Estuary to the hills forming the northern edge of the city, a thousand feet above sea level. Habitats and species have developed in response to local conditions and represent Cardiff's biodiversity resource. Cardiff Council's Local Biodiversity Action Plan (LBAP) was prepared in 2005 and revised in 2008. It includes Action Plans for 19 habitats and species, developed in partnership with other organisations.

Cardiff has a wide range of sites designated for biodiversity, including two European Designated Sites (the Severn Estuary and Cardiff Beech Woods)

3.2. Map 3.1 shows the extent of designated sites in Cardiff. It reveals a good distribution across the city, including sites within the urban area and several strategically important corridors.

3.3 The Severn Estuary Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar Site consists of intertidal mudflats, sandflats, saltmarsh, shingle and rocky shoreline. These habitats support internationally important populations of waterfowl. The estuary is also important for the run of migratory fish and has an immense tidal range. The Cardiff Beech Woods SAC is one of the largest concentrations of beech forests in Wales, and represents the habitat close to western limit of its past native range in both the UK and Europe.

3.4 There are 15 Sites of Special Scientific Interest (SSSIs) in Cardiff ranging from woodland, aquatic, marsh and grassland habitats to sites of geological interest. Five Local Nature Reserves provide good opportunities to access local wildlife and there are many additional Sites of Importance for Nature Conservation (SINCs). Since 2007, several new sites of nature conservation importance have been designated in Cardiff, an encouraging trend.


Map 3.1: Location of internationally, nationally and locally designated sites for biodiversity value
Biodiversity Legend
Local Rature Reserves
RAMSAR Sites
Special Areas of Conservation
Special protection Areas
SINC
SSSI
Flat Holm
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No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
3.1	Number and extent of designated sites of importance (SACs, SPAs, SSSIs, Ramsars, LNRs and SINCs)	SAC – 803.31 ha (2 sites) SPA – 701.5 ha (1) Ramsar – 696ha SSSI – 1470.4 ha (15) LNR – 150.31 ha SINC – 1581.5 ha	Not applicable		No net loss (Cardiff Council)	↑ Severn Estuary SAC and Blaen Bielly SSSI added since 2006; increase of SAC from 115ha, SSSI from 1461.7ha, SINC from 1391.3ha	+	Additionally, Nant Fawr is in the process of being designated as a new LNR (20.8ha)	1	Cardiff Council officers

The city hosts protected and rare species including the Great Crested Newt, Otter, Dormouse and Bat

3.5. European protected species occurring in Cardiff are the Great Crested Newt, Otter, Dormouse and Bats. Otters are now present on all three main rivers and have also extended to tributaries and other water bodies. Dormice require a woodland habitat and are known to primarily exist across the northern ridge and east of the city. All species of bats are protected and their distribution varies: some are widespread such as the Pipistrelle whilst others are localised.

3.6. UK protected species and habitats, as set out in the Wildlife and Countryside Act 1981 (as amended), are also present in Cardiff. Table 3.1 summarises the status of these species and habitats. Action plans have been established for Cardiff's lowland calcareous grassland, gardens and allotments, maritime cliff and slope, neutral grassland, ponds, reedbeds, purple moor grass and rush pasture, woodlands, bats, Childing Pink, dormouse, Great Crested Newt, Hawfinch, otter, Pied Flycatcher, reptiles, Silver-Washed Fritillary, Stag Beetle, water vole, and waxcap mushrooms. All of the plans involve, at minimum, maintaining the current range and/or population of the species or habitat.

Table 3.1 UK Biodiversity Action Plan species in Cardiff (Cardiff Biodiversity Action Plan 2008)

Insects	
Date-Coloured Waxcap	Known from 1 site in Bute Park but not recorded since 2004
Garden Tiger	
Small Heath	
Small Blue	
Ghost Moth	
Grayling	Found on brownfield sites in the south but scarce
Wall	
Stag Beetle	Formerly known from a garden in Roath but grubs recently found at Forest Farm
White Letter Hairstreak	
Chalk Carpet	After an absence of 80 years has recently been found in the Taff Gorge
Cinnabar	
Birds	
Skylark	Resident, breeds in grassland throughout Cardiff
Tree Pipit	Passes through Cardiff on migration
Lesser Redpoll	Winter visitor, no longer breeding in the area
Common Linnet	Common resident, particularly in the bay area
Twite	Not recorded in Cardiff since 1989
Ringed Plover	Common winter/passage visitor along the coast
Hawfinch	Secretive and scarce species apparently confined to forestry above the M4. Cardiff is the stronghold of the species in the Glamorgan area
Common Cuckoo	Recorded in Spring but increasingly scarce. No longer breeds in Cardiff
Lesser Spotted Woodpecker	A secretive species, but breeding has been confirmed in recent years. Most reliability recorded in Bute Park but also present north of the M4
Yellowhammer	A scarce species, mainly found in the north and east particularly near the Caerphilly ridge. Breeding status unknown
Reed Bunting	Common resident breeder
Kestrel	Common resident breeder
Pied Flycatcher	Breeding restricted to Coed-y-Bedw
Black-headed Gull	Common winter visitor

Birds cont.	
Herring Gull	Abundant. Breeds on roofs in the city centre & several hundred pairs breed on Flat Holm
Bar-tailed Godwit	Spring and Autumn migrant on passage
Black-tailed Godwit	Spring and Autumn migrant on passage
Grasshopper Warbler	Last recorded in Cardiff in 2000
Amphibians and reptiles	
Slow-worm	Widespread but under-recorded
Common Toad	Widespread but under-recorded
Common Lizard	Widespread but under-recorded
Grass Snake	Widespread but under-recorded
Great Crested Newt	
Adder	
Habitats	
Wood pasture & parkland; upland oak woodland; lowland beech & yew woodland; wet woodland	Total 600 hectares (ha)
Hedgerows	unknown amount
Arable field margins	unknown amount
Coastal and floodplain grazing marsh	520 ha
Neutral grassland	291 ha semi-improved
Lowland meadows	4 ha
Calcareous grassland	1 ha
Acid grassland	6 ha
Purple moorgrass and rush pastures	12 ha
Rivers	unknown extent
Ponds	186 ponds
Maritime cliff and slope	2.64 ha coastal grassland; 1.1 ha hard cliff
Sebellaria alveolata reefs	unknown amount
Coastal saltmarsh	34 ha
Intertidal mudlfats	unknown amount

Cardiff has many existing corridors and networks of mixed habitats providing good connectivity for species

3.7. The three main river valleys of the rivers Taff, Ely and Rhymney form strategically important corridors of open space containing a wide variety of habitats that run through the city from the countryside to the Severn Estuary. These provide valuable wildlife corridors and connectivity between habitats that are important for many species. Feeder tributaries and streams generally run from higher ground to the north and feed into the main rivers, providing a similar function. Features such as woodlands, hedgerows, marshlands, alder carrs and disused rail lines are common in the countryside surrounding the urban area. This patchwork of varied habitats provides a good resource for biodiversity. However Cardiff's woodland cover is fragmented, with few areas larger than 5 hectares. Management plans have been prepared for the three river valleys.

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
3.2	Area (in hectares) of ancient woodland cover	Total: 674.7 ha Semi-natural: 442.3 Planted: 232.4	Not applicable		No net loss (Cardiff Council)	↔	+	Includes semi-natural ancient woodland and planted ancient woodland. Most planted ancient woodland is being restored to semi-natural. Only detailed data from 2006 available.	2	Forestry Commission data on Council GIS
3.3	Total extent (in hectares) of Local Biodiversity Action Plan priority habitats	See Table 3.1	Not applicable		Broadly no net loss, and growth over time (varies by habitat)	?	+	At present there is no trend data. Trend data will become available in the future as surveys are carried out.	2	Cardiff Local Biodiversity Action Plan 2008

The condition of designated sites is a concern

3.8. Up to date information relating to the condition of all designated sites is not known. However, measures are in place to address this and ensure that any future changes in condition can be accurately monitored.

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
3.4	Percent of features of internationally and nationally designated sites in favourable condition (SACs, SPAs, SSSIs)	20% of all SAC, SPA & SSSI in favourable condition. However only about half of sites assessed, so figure is 41% of sites assessed.	Not applicable		UK / WAG target: 95% to be in favourable condition by 2015	?	?	35 features, of which the condition is known for only 17 (49%). Of these 9 are evidence based, 7 judgement based and 1 provisional assessment. Only data from 2006 available.	2	CCW, based on limited assessment only

Cardiff's biodiversity resource is vulnerable to new developments and land management practices which may result in habitat loss and fragmentation

3.9. As an expanding capital city, new developments within and outside the settlement boundary have the potential to harm Cardiff's biodiversity resource. Brownfield sites can contain significant biodiversity interest and it is important that these are recognised and protected where possible. Similarly, the river valleys and countryside are vulnerable to insensitive development and changing agricultural and land use practices.

4. Climate change

Introduction

4.1. Climate change is probably the greatest long-term challenge facing the human race, and is a serious and urgent issue. The climate is already beginning to change as a result of past greenhouse gas emissions and this trend shows no sign of abating. Publications by Nicholas Stern (2006) and Intergovernmental Panel on Climate Change (IPCC) (2007) highlight the urgent need to take action now. This section begins with causes of climate change – emissions of greenhouse gases - and continues with how Cardiff is dealing with climate change.

Cardiff's CO2 emissions per person are decreasing, particularly due to reductions in industrial and commercial emissions

4.2. Globally, greenhouse gas emissions have increased steadily since the industrial revolution. The Stern Report states that greenhouse gas concentrations in the atmosphere now stand at around 430ppm CO_2 equivalent, compared with only 280ppm before the Industrial Revolution. The stock is rising, driven by increasing emissions from human activities, such as energy generation, increased amounts of movement and land-use change. Emissions have been strongly correlated with GDP across time and countries, although this is now changing. UK emissions of the 'basket' of six greenhouse gases covered by the Kyoto Protocol decreased by 12% between 2006 and 2009, including an 8.6% drop between 2008 and 2009, some of which is probably due to the effects of the economic recession (DECC UK emission statistics, 2010).

4.3. Carbon dioxide (CO2) accounts for most greenhouse gas emissions, and is the only gas measured on a local authority basis. In Cardiff, CO2 emissions decreased by 22% between 2005 and 2009. About 44% of Cardiff's CO2 emissions are generated by industry, 30% by domestic uses, and 25% by traffic.

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
4.1	Annual emissions of CO2 per person	6.8 tCO2 per capita in 2009 (2.9 industry and commercial, 1.9 domestic, 1.9 road	9.5 tCO2 per capita in 2009	7.4 tCO2 per capita in 2009	WAG target: 40% cut by 2020 (2000 baseline)	↓ down from 8.1 tCO2 in 2005	+ 22% reduction 2005 - 2009	Industrial and commercial emissions decreased particularly quickly, from 3.9 tCO2 in 2005 to 2.9 in 2009.	1	Per capita reduction in CO2 emissions in the local authority areas (DECC)

		transport)			Cardiff target: 26% cut by 2020 citywide per capita emissions (2005 baseline)		Much of this is probably due to the recession, and there is a long way to go	National statistics do not say how much of this was due just to shrinkage or relocation of industry. This data does not include other greenhouse gases, or CO2 emissions over which local authorities have no control (e.g. aviation and shipping)		

4.4. Ecological footprinting is a tool to measure how much land area is required for an average citizen (of a geographically specific area) for everything they consume (products and resources) and produce (waste and emissions) per year. In 2001 Cardiff's ecological footprint was 5.59 gha[5] per person. This means that, in 2001, Cardiff required more than 125 times its land area or 82% of the land area of Wales for the resources it consumed. If every person on the planet had the same lifestyle as someone from Cardiff almost three planet earths would be required to support their lifestyles. The breakdown of Cardiff's footprint shows that the biggest contributors are food and drink (24%), energy use (18%), passenger travel (18%) and the city's infrastructure and housing (16%) (Cardiff Council *et al* 2005). No similar analysis has been carried out since then.

No.	Indicator	Cardiff data	Wales / UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
4.2	Cardiff's ecological footprint	5.59 gha per person in 2001, of which: Food and drink – 24% Energy use – 18% Passenger travel – 16% Infrastructure and housing - 16%	5.25 gha per person in 2001	Reduce growth in footprint	?	!	There are no plans at present to carry out another ecological foot print study of Cardiff. However, this does provide a	2	SDU, Cardiff Council; BRASS Research Centre (Cardiff University); and Stockholm

[5] A footprint is expressed in global hectares (gha) of 'earthshare'. By dividing the bio-productive land and sea on the planet by the number of people who use it a total of a fair earthshare is calculated (1.89gha per person)

		Consumables and durables – 11% Other – 14%					contextual indicator.		Environment Institute

Traffic flows in the city are decreasing, but outside the city it is increasing, contributing to increased greenhouse gas emissions and congestion

4.5. In Cardiff, traffic accounts for about 32% of CO2 emissions. Traffic on Cardiff's roads grew by 12% between 1997 and 2007, an average annual increase of 1.8%. While traffic volumes entering the City Centre have decreased by 18% since 1994, traffic crossing the County boundary and across the River Taff screenline have both increased over this period, by 37% and 13% respectively.

No.	Indicator	Cardiff data	Wales and UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
4.3	Traffic growth: Traffic volumes entering the County and city centre	Observed two-way 12 hour Counts, 2009 (circa, in vehicles): City Centre Cordon 2009 - 129,100 County Cordon 2009 - 308,000 River Taff Screenline 2009 - 174,900 Cardiff Bay Cordon (new) 2007 - 51,500 2009 - 49,200	Not applicable	To be determined	City Centre Cordon ↑ down from 157,800 in 1994* County Cordon ↓ 225,200 in 1994* River Taff ↓ 154,500 in 1994* No 1994 figures for Cardiff Bay Cordon * 5 year rolling average	- ! 	Each cordon count is surveyed annually on a single weekday between 7.00am and 7.00pm. The counts may be affected by seasonal factors or local incidents and are thus only a snapshot of traffic conditions. For this reason, where possible flows are averaged across 5 years to give a more reliable rolling average	1	Road Traffic Reduction Act Cordon and Screenline annual traffic survey data Infrastructure, Cardiff Council LTP APR Monitoring
4.4	Traffic volumes (billion vehicle km)	2.81 in 2010	Not applicable, though Welsh trend is towards an increase over time		↔ up from 2.74 in 2000, but gently declining since	-	Traffic in Cardiff is declining gently though a little faster than the rest of Wales,		Transport Statistics Wales 2011

				2007		but there is still a long way to go.		

4.6. Journeys into the city centre continue to change in favour of more sustainable modes of travel. The proportion of people choosing to travel into the city centre by car decreased by around 7% between 1994 and 2006, while the proportion of those travelling on foot, by bicycle, bus and rail all increased over the same period. Local Transport Services grants in Cardiff increased by over 37% in cash terms between 2004-05 and2011-12, from £566,000 to £778,010 (Transport Statistics Wales).

No.	Indicator	Cardiff data	Wales /UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
4.5	Mode of travel to the city centre for all purposes	All trips into the City Centre (all purposes in %) 1994 2006 Car/Van 50.1 43.4 Bus 23.8 25.0 Train 11.3 12.3 Walk 11.4 15.3 Bicycle 1.1 1.1 Park & Ride 1.0 0.7 Coach 0.6 1.8 Motorcycle 0.5 0.2 Taxi 0.1 0.2	Not applicable	To be determined	Statistically significant changes: ↑ car/van, bus, train, walk, bicycle Statistically insignificant changes to: Park & ride coach, taxi, motorcycle	+	The trend arrows show the change since 1994 only for those values where there is 95% confidence that a significant change has occurred for a given mode (based on analysis of confidence intervals). There were more than 1000 responses to the 1994 survey, and around 570 for the 2006 survey.	1	City Centre Users Survey Infrastructure, Cardiff Council LTP APR Monitoring

4.7. Over 70,000 of people who work in Cardiff live outside the city's boundaries: see Table 4.1. Most of the in-commuting is from the local areas of Rhondda Cynon Taff, the Vale of Glamorgan and Caerphilly. 65% (almost two-thirds) of Cardiff residents travel to work by car, but 20% walk or work from home, 9% take the bus and 3% cycle– see Figure 4.1.

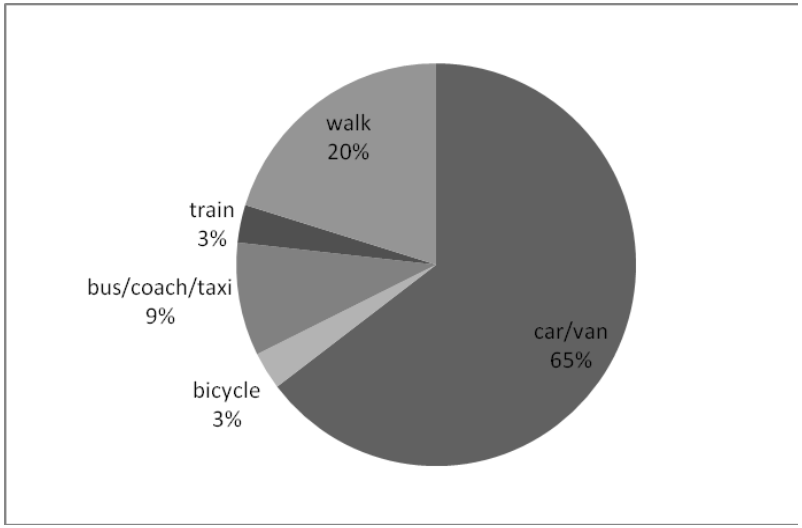


Figure 4.1 Travel to work in Cardiff (Statistics on Commuting in Wales, 2010)

Year	No. working residents	No. people working in Cardiff	No. residents working in Cardiff	No. people commuting out of Cardiff	No. people commuting into Cardiff
2001	131,500	176,200	107,300	24,200	68,900
2002	136,300	184,800	113,300	22,900	71,500
2003	141,000	185,200	114,600	26,500	70,600
2004	146,300	193,300	119,800	26,500	73,500
2005	143,300	188,600	115,900	27,400	72,700
2006	144,600	197,500	119,800	24,800	77,700
2007	147,700	196,200	122,300	25,400	74,000
2008	153,200	197,000	126,100	27,100	70,900
2010	152,900	198,400	124,200	28,800	74,200

Table 4.1 People working and commuting in Cardiff (Cardiff Today - Key Economic Statistics, 2010 edition; Statistics on Commuting in Wales 2010)

Domestic energy use is responsible for almost one third of Cardiff's CO2 emissions

4.8. Cardiff's domestic energy use is slightly lower than the Welsh average, and comparable with that of other large UK cities: see Figure 4.2

4.2. Cardiff's footprint analysis indicates that existing housing stock is responsible for 98.7% of the ecological impact of the total for housing.

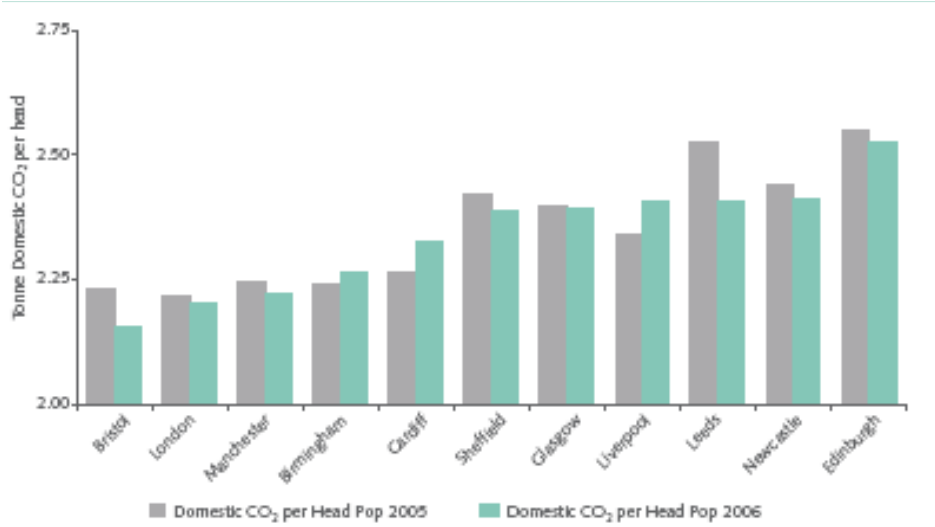


Figure 4.2 Domestic energy use in major UK cities
(GVA Grimley, 2009, *Cities, Commerce and Carbon*)

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
4.6	Average household energy consumption (kWh)	Electricity: 3840 Gas: 14,210.7 (2010)	4066 14,674.0 (2010)	GB: 4370 15,156.4 (2010)	Reduce	↑ 3796 18,094 (2005)	+	Cardiff's energy use is slightly better than the Welsh average and reducing over time	1	DECC Sub-national energy consumption statistics
4.7	Percent of major developments that generate some of their energy from renewable sources	Current data gap. Feasibility of this indicator to be investigated			Increase	Current data gap		Building regulations require developers to submit target energy use and CO2 emissions for their building(s). This can be used to calculate a percent of the demand to be met by renewables.	Current data gap	Part L2A revision of the building regulations

Flooding poses a particular threat to Cardiff due to its coastal location, low lying areas and rivers

4.9. The following risks are associated with climate change (Welsh Local Government Association (2008) Changing Climate: Changing Places):

- Increased risk of flooding and erosion
- Increased pressure on drainage systems
- Drier soils and subsidence
- Significant habitat and species changes and loss
- Water quality issues in rivers and lakes
- Greater incidence of drought and problems with water supply
- Lower air quality
- Acidification of the sea
- Health issues in the summer
- Reduced energy demand in winter but increased demand in summer
- Increased prevalence of insect and water borne diseases
- Vulnerability of transport, waste and energy infrastructure
- Increase in demand for, and cost of, water
- Increased insurance costs and decreased property values
- Increased risk of forest and heathland fires
- Changes in the landscape
- Increased tourism due to warmer weather

4.10. Secondary effects of flooding include subsidence, spreading of contaminants, increased insurance premiums and damage to the image of Cardiff. The Cardiff area is likely to be subject to greater increases in temperature as a result of climate change than most of the rest of the UK (UKCIP 2009).

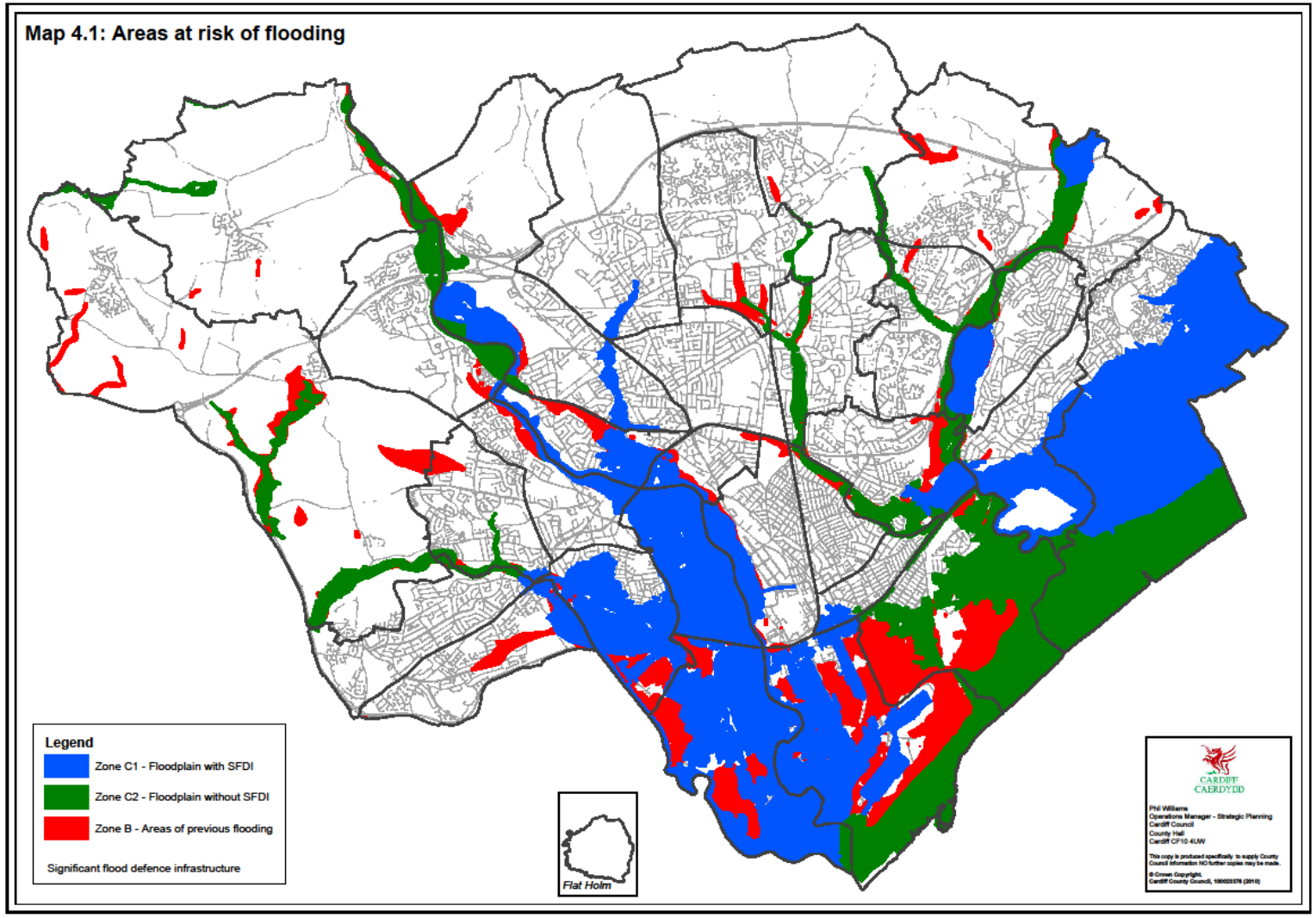
4.11. Flood risk is potentially the most serious of the problems associated with climate change, due to Cardiff's unique geography and distinctive location. Map 4.1 shows areas of Cardiff at risk of flooding. A more detailed flood risk consequences report of late 2009 focused on nine areas of Cardiff (Table 4.2).

Wentloog tidal	Briwnant & Tongwnlais	Area of Junction 33, M4 Motorway
Rhymney North Pontprennau	Taff at Morganstown	Taff/Ely 2d modelled area
NE Cardiff – Roath Brook & Nant Glandulais	Cardiff West	Bay Area to Pengam Green

Key:

High risk
Medium risk
Low risk
Risk varies from low to high

Table 4.2 Flood risk in selected areas (Atkins (2009) Cardiff Strategic Flood Consequences Assessment)


Map 4.1: Areas at risk of flooding
Legend
Zone C1 - Floodplain with SFDI
Zone C2 - Floodplain without SFDI
Zone B - Areas of previous flooding
Significant flood defence infrastructure
Flat Holm
CARDIFF
CAERDYDD
Phil Williams
Operations Manager - Strategic Planning
Cardiff Council
County Hall
Cardiff CF10 4UW
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Cardiff County Council, 100023376 (2010)

4.12 The following factors also affect flood risk in Cardiff:

- The completion of the Barrage enclosing Cardiff Bay has provided protection against tidal inundation for Cardiff Bay. During storm surges the sluices for regulating the water level within the Bay must be kept closed creating a "tidal lock". During times of tidal lock the water level in the Bay will steadily increase as both the Rivers Taff and Ely disgorge into it. With sea levels predicted to increase as climate change occurs, the time the bay experiences tidal lock will grow, increasing the likelihood that the Taff and Ely will start to back up. This could have major implications for the Bay and development along the lower stretches of the Taff and Ely, particularly during times when the rivers are transporting large volumes of water as a result of heavy rainfall
- Wentloog is at risk from inundation due to its low lying nature, predicted sea level rise, and some areas where coastal defences are at risk of overtopping. This will place the mud flats and sea wall under increasing pressure particularly during storm surges due to the tidal nature of the Severn Estuary. Several sites in the Wentloog area have extant planning permission.
- The lower reaches of the River Rymney are at particular risk of flooding during the storm surges when the level of the estuary can rise dramatically, combined with predicted sea level rises and the increased flow volumes of the Rumney.

No.	Indicator	Cardiff data		Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
4.8	Number of properties at risk from river and coastal flooding	About 1000 households at 'significant' risk (> 1 in 75 chance each year) of flooding, 4000 more at 'moderate' risk (> 1 in	No trend data is currently available but this data will be collected over the plan period.					?		Figures estimated from bar chart – actual numbers not available on the web	Flooding in Wales: a national assessment of flood risk, Environment Agency Wales, 2009

		200) and about 28000 'slight' risk								
4.9	Percent of new development with Sustainable Urban Drainage Systems (SUDS)		Current data gap. Feasibility of this indicator to be investigated				?	Cardiff Council has no data on this indicator.	Current data gap	
4.10	Number of new housing units approved in C1 and C2 flood risk areas	No data currently available					?	Data will be included and collected in future monitoring reports.	1	Planning Policy Team – Cardiff Council

5. Cultural heritage and the historic environment

Introduction

5.1. The city as seen and experienced today reflects a wealth of influences as it developed from a small community on the banks of the River Taff. Evidence still exists from Roman times and other key stages in the city's development. Most notably, the era of mining in the South Wales Valleys saw an unprecedented boom for Cardiff in terms of its economic and physical growth. Cardiff performed a vital role both as a port and commercial centre. The Victorian and Edwardian legacy in terms of street patterns and buildings is still clearly evident and provides a very distinctive character to large areas of the city. A range of formal designations have been used to help identify and protect the most important features of Cardiff's historic and architectural heritage. Whilst Cardiff continues to develop, it is important that its rich cultural, historic and architectural legacy is fully understood, protected and managed.

The City's cultural and historic attractions perform an important national and regional role, attracting large numbers of visitors each year

5.2. In 2010/11, St. David's Hall, New Theatre and Cardiff Castle each had more than 200,000 paid visitors. This reflects the importance nationally and regional of Cardiff's cultural and historic attractions.

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
5.1	Number of paid attendances for cultural venues in Cardiff	Attendance in 2010/11: St. David's Hall (not including conferences): 235,950 New Theatre: 230,971 Cardiff Castle: 212, 804	Not applicable		400,000 (Cardiff Council)	↔ Attendance in 2009/10: St. David's Hall: 224,038 New Theatre: 239,350 Cardiff	+	Trend information will become available over the life of the plan as more data collected.	2	Managers of St. David's Hall, New Theatre and Cardiff Castle

					Castle: 234,224				

Cardiff contains a wide range of areas, buildings and monuments designated for historic value befitting of its Capital City status

5.3. There are 28 Scheduled Ancient Monuments in Cardiff. Archaeological remains provide important, often irreplaceable, information about the past. Their investigation and, where appropriate, preservation is important in its own right and can provide an invaluable educational and tourism resource. Four archaeologically sensitive areas have been identified in Cardiff. They represent the most likely areas where the effect of development on the archaeological resource may be an issue during the determination of a planning application. They are:

- The City Centre
- St Fagans/Michaelstone-super-Ely
- The Wentloog Levels
- Llandaff

5.4. Cadw has listed 855 buildings or structures in Cardiff as being of Special Architectural or Historic Interest. Cardiff also has 27 conservation areas (covering 811.7ha in total) designated for their special historic or architectural interest. They vary greatly in size and character and range from the villages of St Fagans and old St Mellons, to the more recent Victorian and Edwardian suburbs which developed during Cardiff's 'boom years.'

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
5.2	Percent of conservation areas with an area appraisal undertaken in the last 10 years	27 appraisals have been completed since 2005 (August2012)	Not applicable		100% (Cardiff Council)	↑ (9 undertaken by March 2007)	+	A management plan is being prepared for the last conservation area	1	Conservation Team, Cardiff Council;

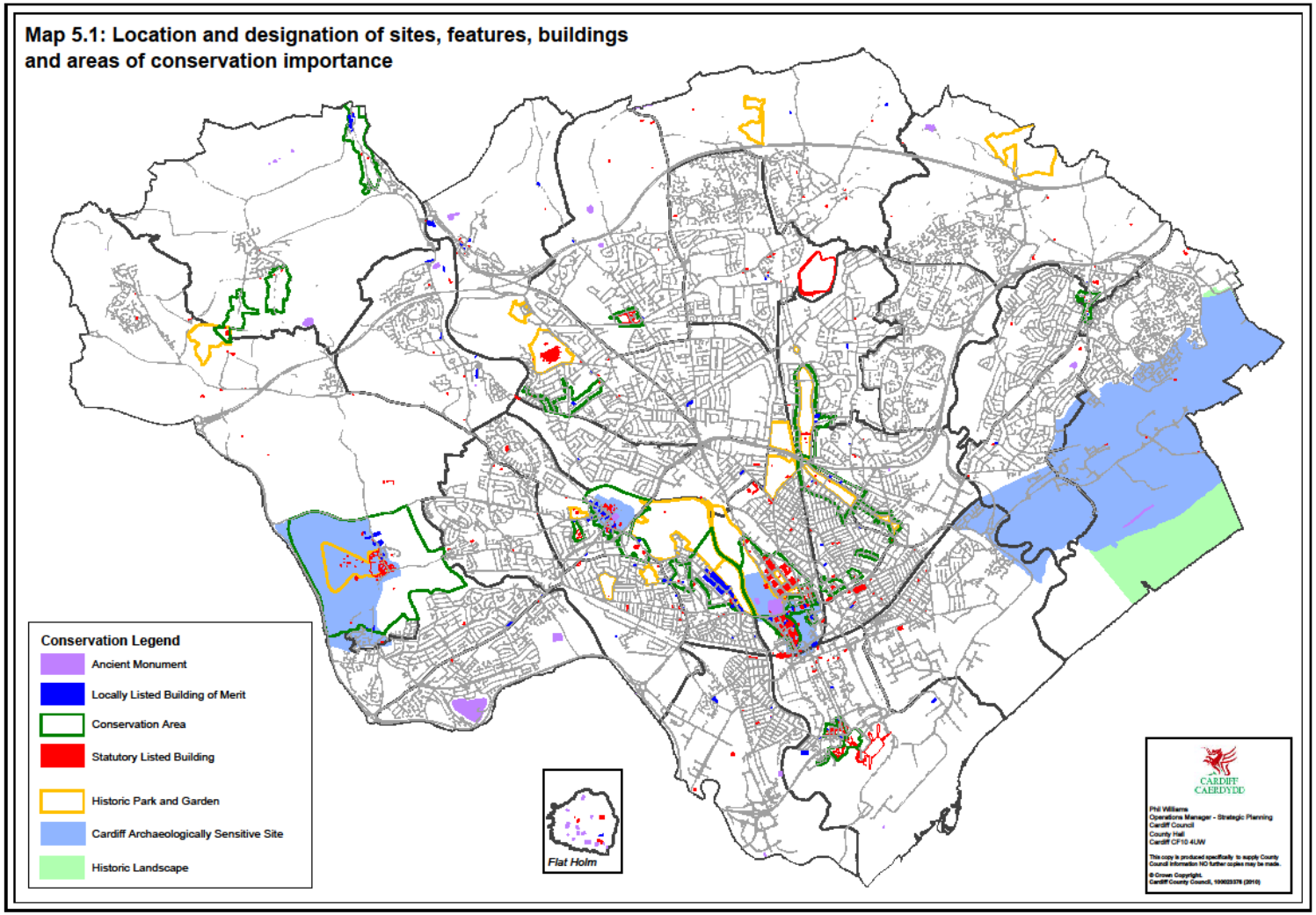
5.5. Cardiff has 15 Historic Parks and Gardens that cover 468 hectares. They are widely spread and of contrasting character. Some of the larger historic parks reach from the city centre to the outer suburbs. Cardiff's heritage extends well beyond those identified in statutory protections. All of the city's historic built fabric helps define the character of the city and the diverse cultural backgrounds of its residents and visitors. Map 5.1 shows the extent of designated sites, features, buildings and areas.

Some designated buildings/features are not in a favourable condition

5.6. In 2009, 29 of Cardiff's listed buildings were at risk (Cardiff Council 2010). This represents 3.4% of the current listed building stock in Cardiff. Three buildings have been taken off the 'at risk' list since 2006.

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
5.3	Percent of listed buildings at risk	29 buildings, 3.4% of the total (November 2009)	Not available		0% (Cardiff Council)	↑ (32 buildings, 3.75% of the total, at risk in March 2006)	-		1	Buildings at risk register, Conservation Team, Cardiff Council

Map 5.1: Location and designation of sites, features, buildings and areas of conservation importance



6. Economy

Introduction

6.1. Cardiff has undergone major changes over the last century with the decline of the coal industry, the increasing dominance of the service sector, and devolution combining to shape the city into what it is today.

Cardiff is the key economic driver for south-east Wales

6.2. Today, Cardiff is the main driver of the South Wales economy. Cardiff's population is more than346,000[6], more than 45% of whom are in employment. Cardiff employs more than 200,000 people, of whom about 70,900 (40%) commute into Cardiff for work. Overall, about one-third of the South East Wales workforce work in Cardiff (see Table 4.1). It is one of the UK's more competitive cities, and well ahead of the Welsh average. However the city struggles to convert this into outcomes for citizens, such as increased earnings; the recession has affected Cardiff like elsewhere; and the economic benefits of the last decade have not been felt universally across the city.

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
6.1	UK competitiveness Index	100.2 in 2010 (130th out of 379 local areas)	83.9 in 2010 (lowest of the UK regions)	100	No target identified	↔ 100.9 in 2006; 99.9 in 2009	+	The UK Competitive Index brings together a range of economic indicators. Cardiff performs much better than the Welsh average.	1	UK Competitiveness Index 2010

[6] 2011 census, www.statswales.wales.gov.uk/TableViewer/tableView.aspx?ReportId=40221

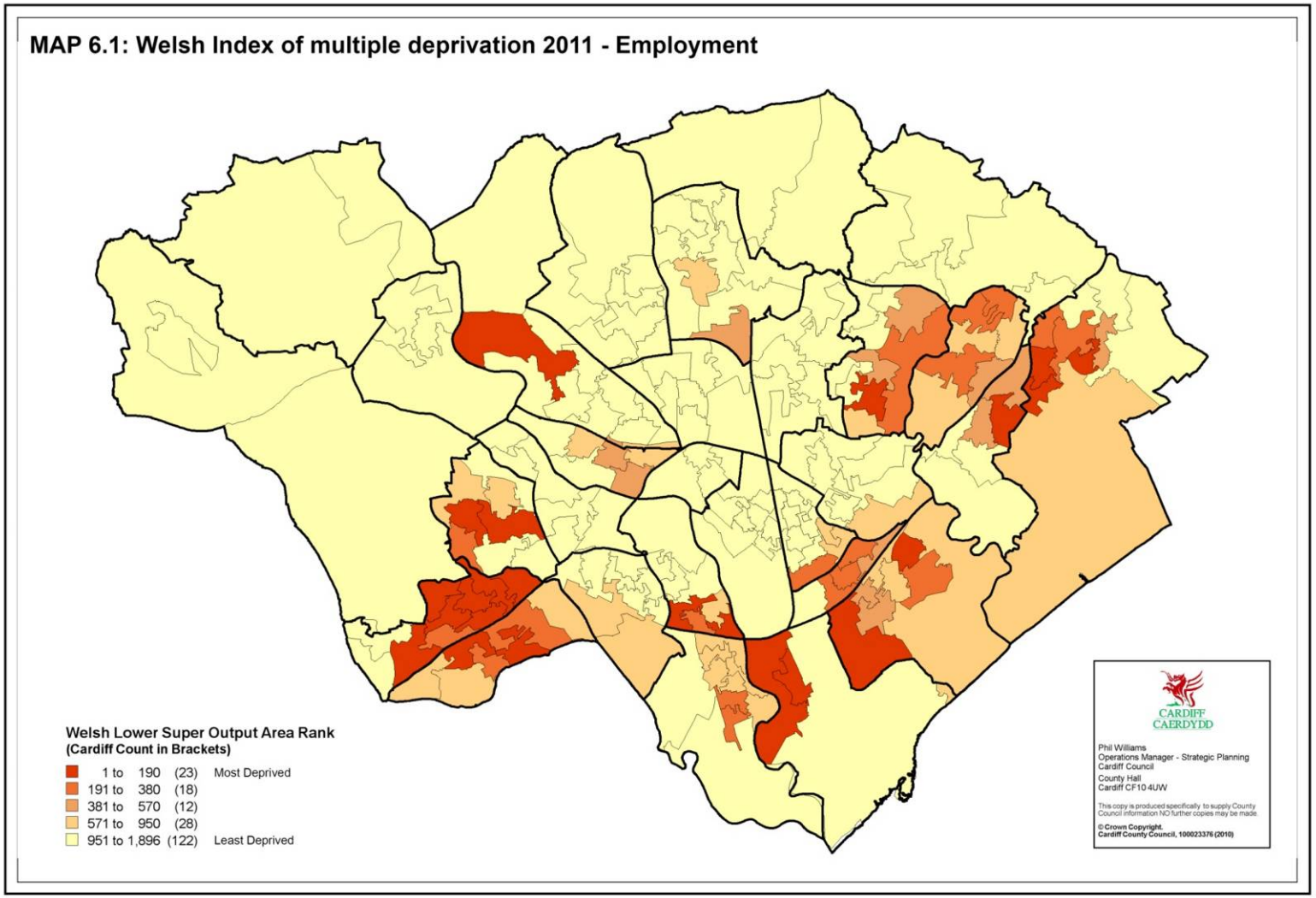
Cardiff has strong economic growth (reduced by the recession) and relatively high employment

6.3. Cardiff experienced strong growth in employment and Gross Value Added in the decade to 2007. Although the number of jobs has since fallen, Cardiff is still significantly outperforming the Welsh and UK average. In 2009, Cardiff generated 17% of the Welsh Gross Value Added, at over £22,000 per person. Average salaries are slightly above the UK average although significantly above the Welsh average. Employment levels have fallen since the recession, and currently (autumn 2010) stand between the UK and Welsh averages.

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
6.2	Number of jobs in Cardiff	Full time jobs 2008: 132,300 (17% increase since 2000) Part time jobs 2008: 58,600 (6% increase since 2000)	8% increase in FT, 13% increase in PT jobs since 2000	5% increase in FT, 8% increase in PT jobs since 2000	No target identified	↑ FT : 113,100 in 2000; 129,300 in 2005; 136,400 in 2007 PT : 55,200 in 2000; 65,700 in 2005; 56,500 in 2008 6% since 2000	+	Cardiff performs well when compared to Wales and the UK.	1	Nomis Labour Market Profile: Cardiff, August 2012
6.3	Gross Value Added (GVA) per head of local population	£22,234 (2008) £21,195 (Cardiff and the Vale, 2007)	£15,222 (2008) £14,853 (2007) 12,629 (2003)	£21, 103 (2008) £20,430 (2007) 17,043 (2003)	No target identified	↑ £16,501 (Cardiff and the Vale, 2003)	+	Cardiff's GVA grew by 28% between 2003 and 2007, compared with 17% for Wales and 20% for the UK. Data is for Cardiff and Vale of Glamorgan.	1	Office of National Statistics, Regional GVA, Dec. 2009

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
6.4	Full time gross median pay (£/week)	£506.40	£460.00	£503.10		↑ £347.60 in 2000 (46% increase to 2010)	+	Compares with 29.1% increase for Wales, 27.8% for UK	1	Nomis Labour Market Profile 2010
6.5	Percent of residents working age population in employment	65.4% (2011-12)	66.7% (2011-2012) 66.8% (2009-10)	70.2% (GB, 2011-12)	No target identified	↓ 70.5% in 2004	-	Recent figures are indicative of the current economic recession.	1	Nomis Labour Market Profile 2010

6.4. Maps 6.1 and 6.2 show areas of high and low employment and income in Cardiff. Again, these are generally concentrated in the 'southern arc of deprivation', particularly Ely, Butetown, Caerau, Grangetown, Splott, Llanrumney, Pentwyn, Rumney and Trowbridge.


MAP 6.1: Welsh Index of multiple deprivation 2011 - Employment
Welsh Lower Super Output Area Rank
(Cardiff Count in Brackets)
1 to 190 (23) Most Deprived
191 to 380 (18)
381 to 570 (12)
571 to 950 (28)
951 to 1,896 (122) Least Deprived
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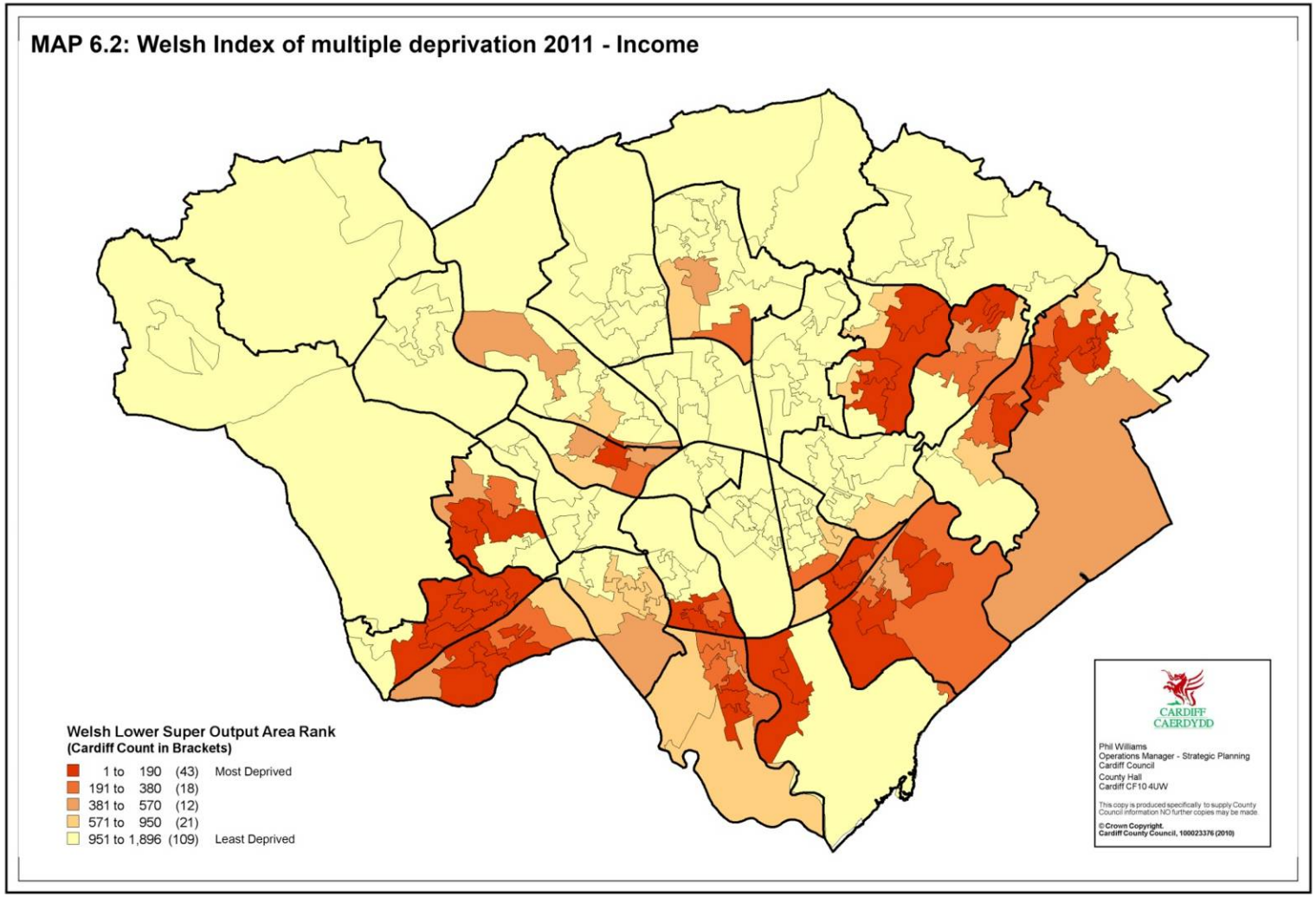
MAP 6.2: Welsh Index of multiple deprivation 2011 - Income
Welsh Lower Super Output Area Rank
(Cardiff Count in Brackets)
1 to 190 (43) Most Deprived
191 to 380 (18)
381 to 570 (12)
571 to 950 (21)
951 to 1,896 (109) Least Deprived
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Manufacturing industries are in decline, and service sector industries and private sector employment are growing

6.5 Table 6.1 shows that key sectors in the city include financial and business services, and public administration, health and education. The service industry accounts for almost 90% of the jobs in the city, and almost one in three Cardiff residents work in the public sector. Finance, IT and other business activities increased by more than 60% between 1998 and 2008, and account for one quarter of the employment in Cardiff. Manufacturing jobs in Cardiff have declined rapidly from over 20% thirty years ago, and are low compared to the Welsh and Great Britain average (Nomis, 2010; Cardiff Council Economic Needs Assessment, 2010).

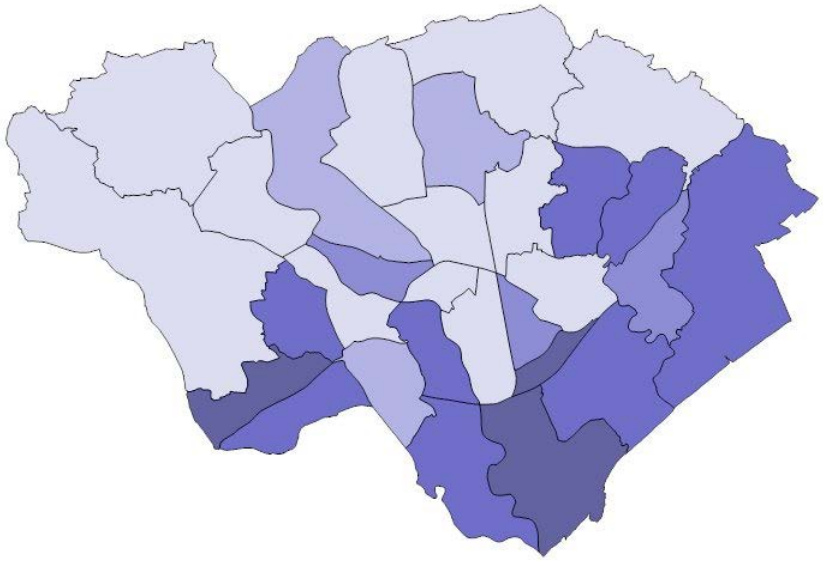
	Cardiff (employee jobs)	Cardiff (%)	Wales (%)	Great Britain (%)
Manufacturing	11,200	5.9	13.7	10.2
Construction	11,400	6.0	5.2	4.8
Services	167,800	87.9	79.1	83.5
Distribution, hotels & restaurants	39,000	20.4	23.0	23.4
Transport & communications	9,300	4.9	4.3	5.8
Finance, IT, other business activities	48,700	25.5	14.1	22.0
Public admin, education & health	59,000	30.9	32.9	27.0
Other services	11,800	6.2	4.8	5.3
Tourism-related	15,700	8.2	8.6	8.2

Table 6.1 Jobs in Cardiff, 2008 (Nomis, 2010)

The workforce is polarised between qualified graduates and low skilled workforce

6.6. Cardiff has the most skilled workforce in the region, with almost 40% educated to a degree level or above. Cardiff has three higher education institutions, Cardiff University, the University of Wales Institute Cardiff and the Welsh College of Music and Drama, providing about 4,000 new graduates each year.

6.7. However areas of the city are still experience significant deprivation and low educational achievement, as is shown at Maps 1.3 and 1.4. 17.2% of unemployed people claiming benefits have been unemployed for more than a year. The 'southern arc of deprivation' has a particularly high proportion of Job Seekers Allowance claimants (Map 6.3): in May the claimant rate in Butetown stood at 8.4%, seven and a half times the claimant rate of 1.1% in Lisvane. More significantly, the number of young people aged 18-24 claiming benefits for over 6 months has increased rapidly since the start of the recession (Figure 6.1) (Cardiff Economic Needs Assessment, 2010; Nomis, 2010).



Map 6.3 Claimant proportion by ward Darker = higher proportion (January 2010) (Cardiff Trends 2010)

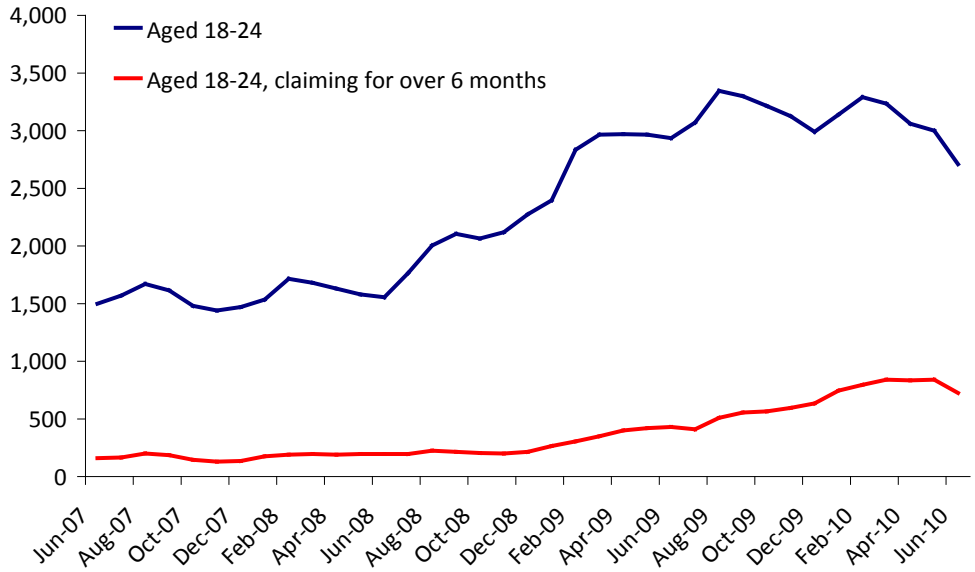


Figure 6.1 Unemployment claimants ages 18-24 (Cardiff Economic Needs Assessment, 2010)

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
6.6	Percent of unemployed people claiming benefit who have been out of work for over a year	17.7% (Dec. 2011)	13.9% (Dec. 2011)	15.7% (Dec. 2011)	No target identified	↓ 11.6% in 2005	-	Cardiff is performing unfavourably compared with Wales and UK, and still has some way to go.	1	Nomis Labour Market Profile: Cardiff

6.7	Proportion of residents on Jobseeker's Allowance	May 2011 4.0%	May 2011 3.7%	May 2011 3.6%	No target identified	↓ 2.5% (Jan. 2006)	-	JSA counts represent the economically active and working age population who are unemployed. This is the highest level since mid 1998.	1	Nomis Labour Market Profile: Cardiff

Significant areas of employment land have changed to alternative uses (notably housing) although land for employment is still available

6.8. Changing market conditions (as described above) have resulted in a shift in demand away from manufacturing towards alternative uses such as housing. Examples of this include the Arjo Wiggins site at Ely Bridge, AWE site on Caerphilly Road, and Maes y Coed Road. This trend has slowed due to the economic recession. Currently the employment land bank stands at 97.79 hectares.

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
6.8	Amount of land (in hectares) available for employment	97.79 (2011)	Not applicable		No target identified	↔ 100.4 in 2007	-		1	DTZ Employment Land Study 2011

7. Health and wellbeing

Introduction

7.1. Although Cardiff generally has above average health and social conditions compared to the rest of Wales, there are considerable variations between and within localities, with people in some electoral divisions experiencing health deprivation that is amongst the worst in Wales. In 2009 Cardiff was awarded Healthy City Status by the World Health Organisation, which demonstrates a commitment to improve the health and well being of local people.

The health of Cardiff's population is generally better than the Welsh average although considerable discrepancies exist at ward level

7.2. Life expectancy is determined by a range of factors and gives an indication of the comparative wellbeing of the population up to now[7]. A range of factors can influence life expectancy, including lifestyle, income, employment, access to services and the wider environment. Life expectancy at birth for Cardiff's residents is currently 76.6 years for men and 81.7 for women. Of the 404 local authorities in England and Wales, Cardiff ranks 301 for men and 240 for women: its women's life expectancy is roughly that of the Welsh average of 81.4, but men's life expectancy is less than the Welsh average of 77.0 (Office for National Statistics, 2009).

7.3. 23% of men and 22% of women in Cardiff have a limiting long-term illness. This compares well with the Welsh average of 26% (men) and 29% (women) (Welsh Heath Survey 2008/09).

[7] It does not provide an indication of the life expectancy for people born today. For this measure to accurately predict the life expectancy of existing residents two variables would need to remain constant: i) all people to live in the same area for their whole lives, and ii) the health of the population in the area to remain exactly the same for the next 80 years. These two conditions are obviously unlikely to be met.

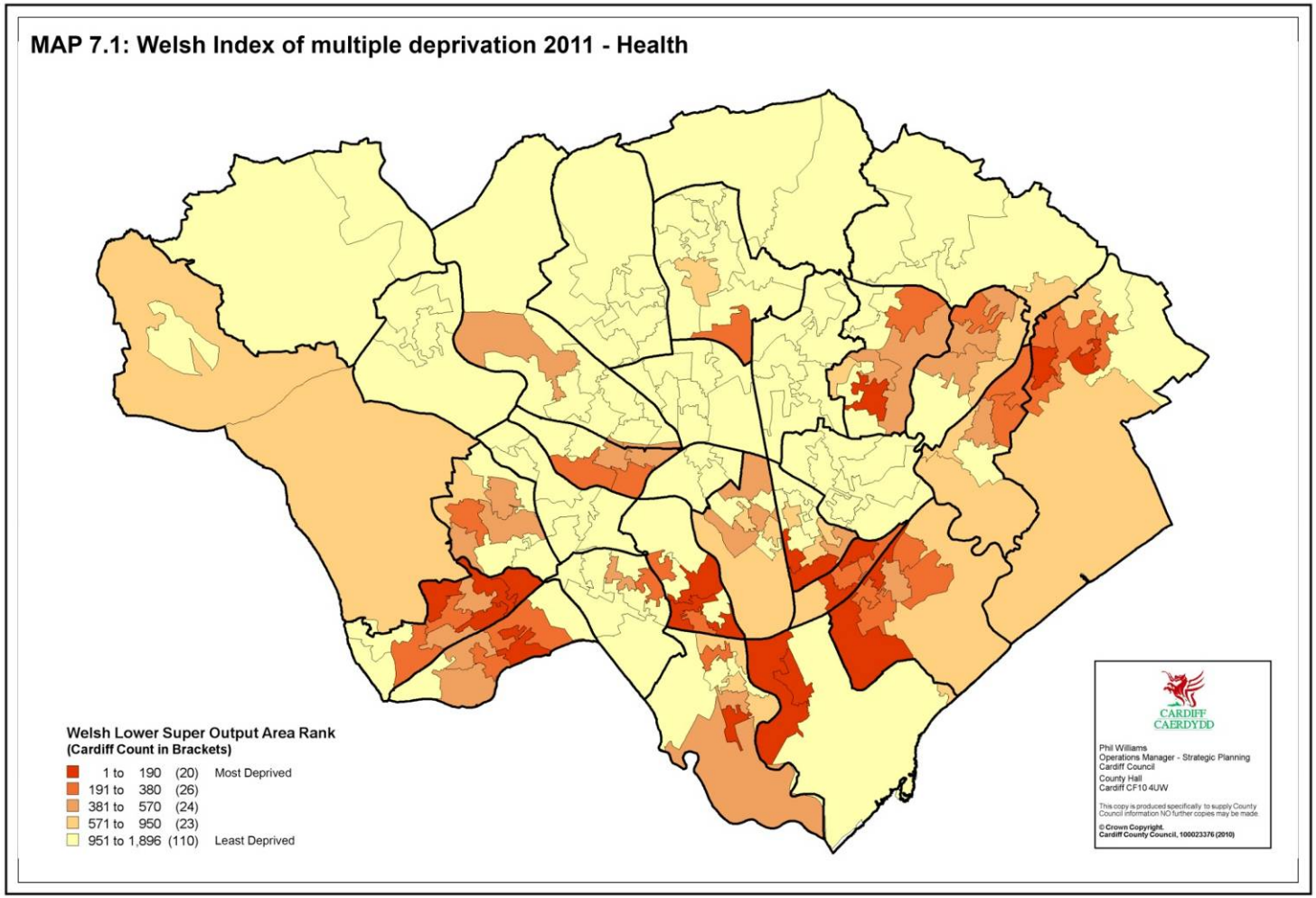
7.4 The single largest cause of death in Cardiff is cardiovascular disease. Two major determinants of cardio vascular disease are smoking and diabetes. Cardiovascular diseases have been decreasing over time (as have other smoking related diseases) as smoking rates have declined. The smoking ban in public places means that the number of people smoking is likely to continue to decrease.

Health varies considerably across the City

7.5. Considerable differences exist between individual areas within Cardiff. Map 7.1, which shows the health component of the Welsh Index of Multiple Deprivation 2011, suggests that residents of Plasnewydd, Grangetown and Adamsdown have worse than average health. The WIMD health component brings together data on cancer incidence, death and long term limiting illness. In 2005-9 the difference in life expectancy between the best fifth of Cardiff wards and the worst fifth was about 13 years for men and 10 for women. This was about the same as in 1999-2003 and a much bigger difference than the Welsh average.

No.	Indicator	Cardiff data			Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
7.1	Prevalence of key illnesses in 2009/10 (in %): High blood press. Heart condition Respiratory illness Mental Illness Arthritis Diabetes	 17 7 13 10 11 6			 20 9 14 10 13 6	No readily comparable data available	No target	↔ data for 2004/06 15 6 14 8 9 4	+ Cardiff out performs Wales - but most illnesses are rising		1	Welsh Health Survey 2010 Welsh Health Survey 2004/06
7.2	Gap between the wards with the highest and lowest life expectancy	2005-9 Lowest: highest: 1999-	M 70.5 83.3	F 76.7 86.7	Average: M - 77.2 F – 81.6 (2007-09) Average:	Average: M – 77.9 F – 82.0 (2007 – 2009) Average:	Reduce difference (Cardiff Council)	?	?		2	Measuring inequalities 2011: Trends in mortality and life expectancy in

		2003 Lowest: Highest:	69.4 83.0	75.4 84.8	M - 75.1 F - 79.9 (1999-2003)	M - 75.9 F - 80.5 (1999 – 2003)						Wales, NHS Public Hea;lth Wales Observatory Experimental Statistics, ONS Life Expectancy statistical bulletin (WAG – November 2010).


MAP 7.1: Welsh Index of multiple deprivation 2011 - Health
Welsh Lower Super Output Area Rank
(Cardiff Count in Brackets)
1 to 190 (20) Most Deprived
191 to 380 (26)
381 to 570 (24)
571 to 950 (23)
951 to 1,896 (110) Least Deprived
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Over half of Cardiff's adults are clinically overweight or obese

7.6. Obesity among UK children and adults is increasing, and evidence suggests that this trend will continue in the future. In Cardiff 57% of men and 46% of women were overweight or obese in 2008/09, up 2% from three years earlier.

Under a third of Cardiff's adults get the exercise that they need

7.7. Government guidelines recommend that adults should undertake 30 minutes or more of at least moderate intensity physical activity on five or more days a week (Department of Health 2004). Only one in three men and one in five women in Cardiff reported meeting these levels. Cardiff ranks second lowest of the Welsh authorities for men, and joint lowest for women on this basis. Access to recreational open space is an important determinant of good health: open space provision is discussed in Chapter 8 (landscape).

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
7.3	Percent of adults who are overweight or obese	M: 56%, W: 46% M+W: 51% Best of the Welsh local authorities for women	M: 62% W: 52%	England 2009: M: 66% W: 57%	No target	↓ 50% M+W in 2004/06	-	Better than Welsh and UK averages, but still a long way to go.	1	Welsh Health Survey, 2009 and 2010 Welsh Health Survey 2004/06
7.4	Percent of adults who reported meeting physical activity guidelines in the past week	M:30%, W: 21% 2nd lowest of the Welsh local authorities for men, joint lowest for women	M: 36% W: 23%	England 2008: M: 39% W: 29%	No target	↓ 31% overall in 2004/06	!		1	Welsh Health Survey 2009 and 2010 Welsh Health Survey 2004/06

Road safety has generally improved

7.8. Figure 7.1 shows that there continues to be a downward trend in the number of road casualties over time. Taking a five year rolling average, the total number of casualties for 2009 decreased by 23% from the 1998 baseline year. Similarly, there has been a decrease in the number of killed or seriously injured (KSI) casualties between 1998 and 2009 of 39%. There have been no child fatalities since 2007, however 6 serious child casualties occurred during 2009 and 10 in 2010.

7.9. Of all accident casualties (killed, seriously injured and slightly injured) in 2008, 18% were pedestrians, 8% cyclists, 5% motor-cyclists, 63% car users, and 7% other.

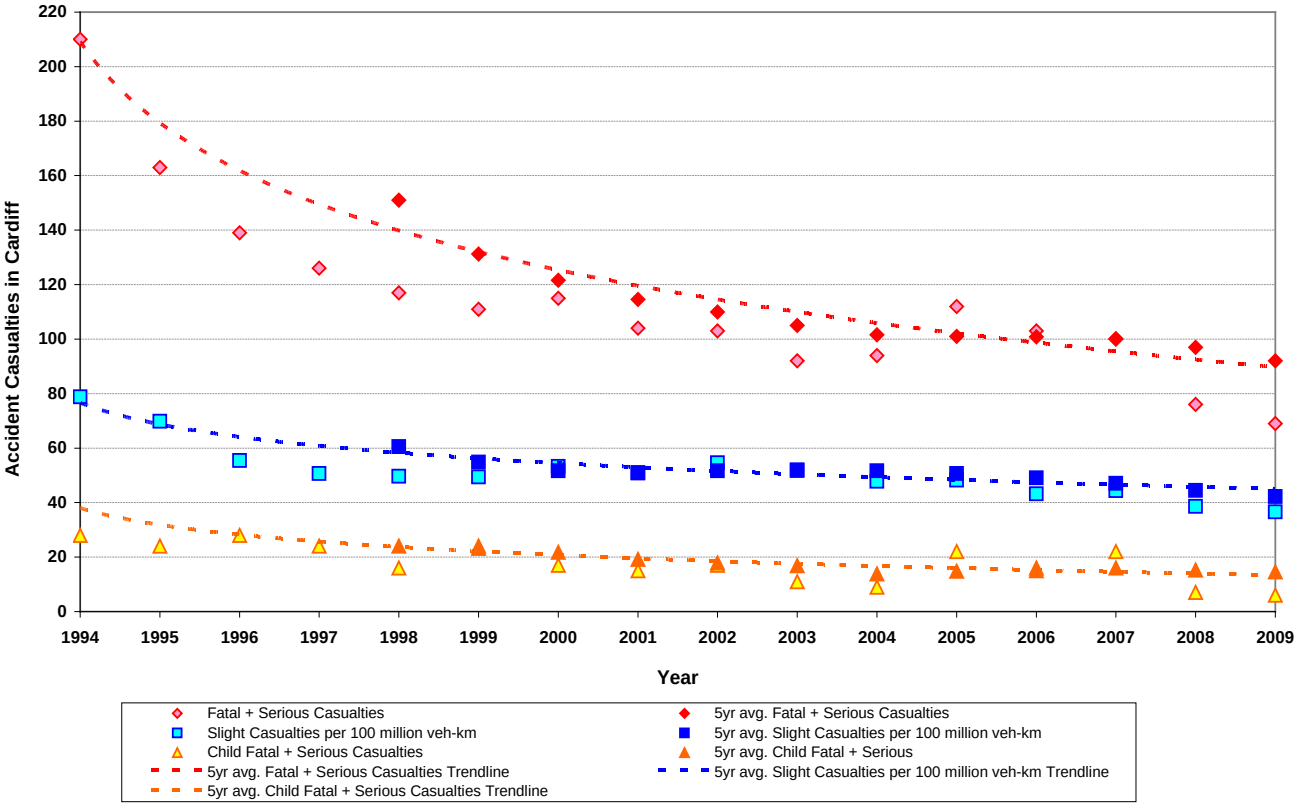


Figure 7.1 Accident trends for Cardiff

No.	Indicator	Cardiff data	Wales data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
7.5	No. people killed or seriously injured in traffic accidents	2005-2009 5 year average All: 92 Children: 15	1247 people were killed or seriously injured in 2011. This is up from 1087 in 2010, the first increase after steady reductions from 1871 in 1999. The 1994-1998 average was 2008.	40% fewer killed or seriously injured by 2010s (LTP t PI 3.1) 50% fewer children under the age of 16 killed or seriously injured by 2010 (LTP PI 3.2)	↑ on target: 39% decrease from 127 average 1994-1998	+	The number of fatal, serious and slight casualties continues to fall. The rate of slight casualties to total volume of road traffic saw a 26% decrease between the 5 year rolling average of 1994-98 and 2005-09.	1	Police Accident Statistics / Department for Transport Road Safety Cardiff Infrastructure, Cardiff Council LTP APR Monitoring LTP PI 3.1 and 3.2

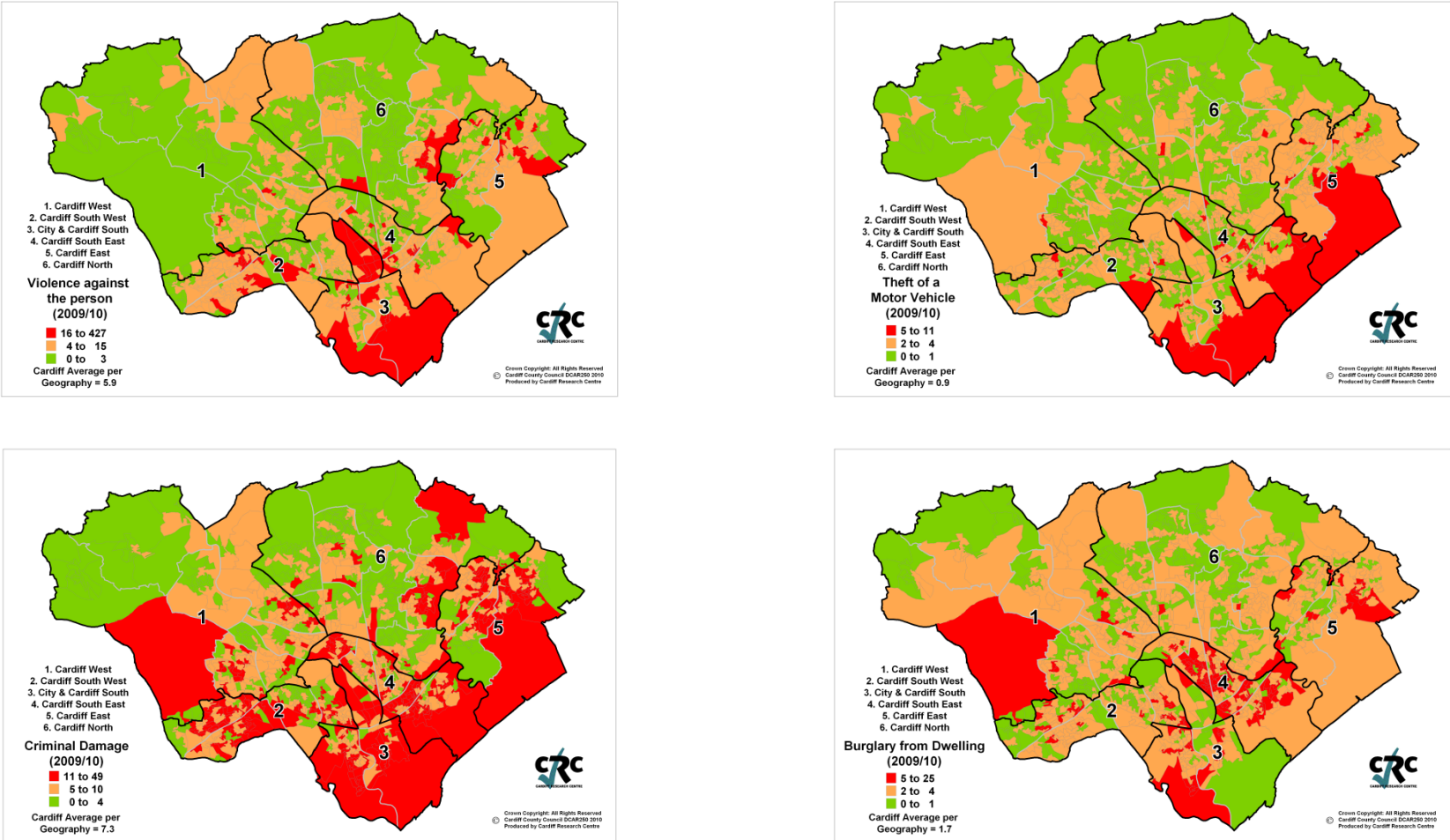
Crime levels have also broadly improved or remained steady

7.10. There were more than 30,000 notifiable offences in Cardiff in 2009/10, with criminal damage, violence against the person and theft from motor vehicles being the most prevalent. Overall crime levels have stayed broadly level over the last decade, with a reduction in burglaries and theft, but more variability amongst other forms of crime. The south and east of the city is subject to higher levels of crime than elsewhere, and Cathays ward (includes city centre) sees a particularly high number of criminal damage, violence against the person, and drug offences – see Map 7.3 (Cardiff Needs Assessment, 2010).

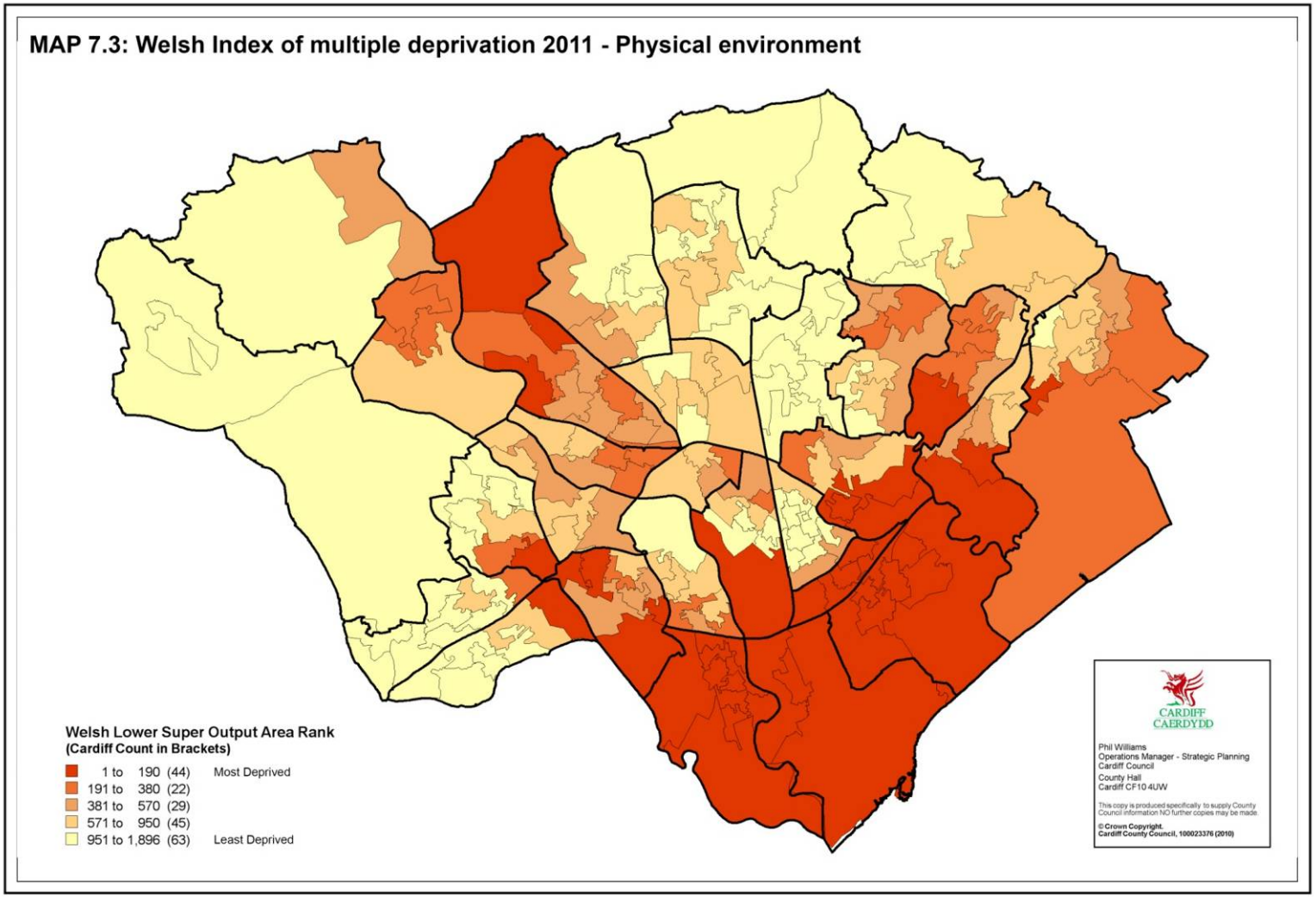
Environmental quality – a determinant of health – varies greatly within Cardiff

The Welsh Index of Multiple Deprivation brings together information about air quality, air emissions, flood risk, and proximity to waste disposal and industrial sites into a physical environment index. Map 7.3 shows that, under this index, Butetown, Splott and Adamsdown fare particularly badly, as does Whitchurch and Tongwynlais.

No.	Indicator	Cardiff data		Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
7.6	Notifiable offences 2010-11:		2003/04	Not applicable		No target identified	↔ Burglaries and theft down, others more variable	+ some offences are down - but still some way to go		1	Office of National Statistics, Neighbourhood Statistics
	violence against person	6141	6089								
	wounding/endangering life	317	364								
	other wounding	2434	2782								
	harassment	1806	1506								
	common assault	1217	702								
	robbery	284	367								
	theft from person	1387	1632								
	criminal damage	5894	9136								
	burglary in building	1801	2726								
	burglary elsewhere	1792	3081								
	theft of motor vehicle	685	2811								
	theft from motor vehicle	3126	6839								



Map 7.2 Violence against the Person, Theft of a Motor Vehicle, Criminal Damage, Burglary from a Dwelling (Joint Needs Assessment, 2010)


MAP 7.3: Welsh Index of multiple deprivation 2011 - Physical environment
Welsh Lower Super Output Area Rank
(Cardiff Count in Brackets)
1 to 190 (44) Most Deprived
191 to 380 (22)
381 to 570 (29)
571 to 950 (45)
951 to 1,896 (63) Least Deprived
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8. Landscape

Introduction

8.1. Cardiff has a unique landscape setting comprising of an island, coastline, three major river valleys and a countryside backdrop of distinctive topography. A landscape study (Cardiff Council *et al* 1999) using the Countryside Council for Wales LANDMAP methodology was completed in 1996 for Cardiff's countryside. The study identified fourteen areas of distinctive landscape character ('Combined Aspect Areas') and also proposed five of these areas as Special Landscape Areas (SLAs) to be considered for formal designation, in 2007 the 1999 landscape study was updated and extended to include more of the river corridors. Landscape interests also extend into the urban area, principally through the important strategic role played by the river valleys of the Taff, Ely, and Rhymney together with other valued areas of open space within the urban fabric. Map 8.1 shows some of the features that contribute to Cardiff's unique landscape. The main issues relating to Cardiff's landscape resource concern the effective protection, management and enhancement of this unique resource.

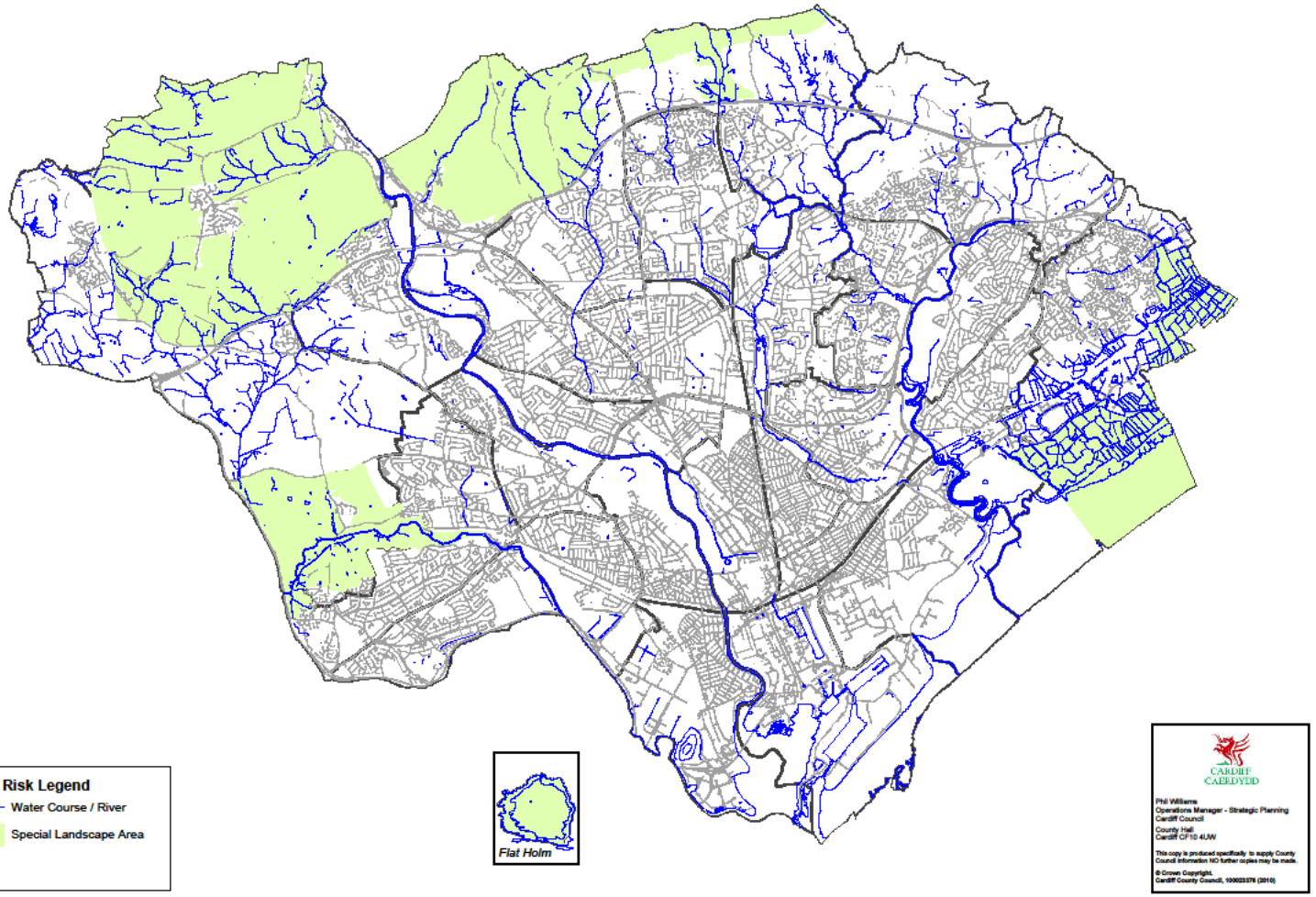
Cardiff has a very strong and distinctive landscape backdrop

8.2. Garth Mountain, Caerphilly Mountain and Graig Llanishen provide a strong and imposing backdrop along the northern edge to the city. The ridge rises to a thousand feet above sea level on the summit of Garth Mountain and has a pronounced escarpment together with lower slopes leading down to the M4 and northern edge of the urban area. The ridge, forming the southern rim of the South Wales coalfields, is dramatically broken where the River Taff breaks through, forming the Taff Gorge at Tongwnlias.

8.3. Much of the west of the urban area is enclosed by the Leckwith Escarpment. This forms a strong physical and visual backdrop for land immediately outside the administrative area and within the Vale of Glamorgan.

8.4. In contrast to the strong topography to the north and west, the eastern edge of the city, adjacent to the Severn Estuary, is flat. It forms part of a much larger historic landscape unit, the Gwent Levels, which extends alongside the River Severn beyond Newport.

Map 8.1: Major landscape features of Cardiff



Three major river valleys run through the city

8.5. Three major river valleys run through Cardiff. The valleys contain large areas of open space and are a significant determinant of the urban form of the city. They also provide a valued resource for biodiversity, recreational, historic and cultural interests.

8.6. The River Taff valley has strong historic links as it provided an important corridor for the movement of goods between Cardiff Docks and the South Wales Valleys. It is well accessed by local communities along its whole length and a National Cycleway, the Taff Trail, follows its length in Cardiff and beyond to the Brecon Beacons. It forms a significant and well-known feature, passing through Llandaff, the City Centre and Cardiff Bay.

8.7. The River Ely merges with the Taff in Cardiff Bay and forms the administrative boundary with the Vale of Glamorgan for its lower length. Although not containing the same scale of open spaces and adjoining communities as the River Taff, the Ely Valley performs an important strategic and local role. Its western section in the vicinity of St Fagans is of particularly high landscape, biodiversity and historic value.

8.8. To the east of the city, the River Rhymney forms a well defined valley and contains the only tidal estuary in the city (as the Taff and Ely run into Cardiff Bay that is held within a barrage to the Severn Estuary). Visually, the valley is very prominent as the A48, a main route into the city, follows the western edge of the valley into the city.

8.9. Tributaries to the rivers also add to Cardiff's range of landscape features. Most are small streams with catchments from within the city. However, some have become important corridors in their own right such as the Nant Fawr which contains a range of well-used open spaces including Roath Park, a major attraction of Green Flag status. Action plans have been prepared for all three river valleys detailed above.

The coastline presents complex issues and opportunities

8.10. Cardiff has a coastline on the River Severn Estuary with its huge tidal range, but its characteristics and accessibility are very mixed. The Cardiff Bay Barrage provides public access to the coast in the west but the shoreline to the east along the operational dock area and to the south of the steel works/ sewerage station is not currently accessible. To the east of the Rhymney estuary lies the Lamby Way landfill site, and part of a much longer stretch of undeveloped coastline running to Newport.

8.11. The undeveloped coast contains mudflats and rapidly eroding saltings below the high water mark. A sea wall then runs along the whole length of coast to Newport. The flat land behind forms part of the Gwent Levels, an area of land reclaimed from the sea in Roman times that is drained by a complex of ditches known as reens. This land is below high water level, hence the need for a sea wall.

8.13 Flat Holm Island is a Special Landscape Area (SLA) situated approximately 5 miles from Cardiff and Barry. Flat Holm is a locally, nationally and internationally designated site due to the unique assemblages of flora and fauna is supports plus historic interests.

8.12. The Wales Assembly Government announced in late 2006 its aim of improving public access to the coast. The Wales Coast Path (WCP) was from the border near Chester to Chepstow officially opened on 5th May 2012. The Cardiff section links to the Vale of Glamorgan at the Barrage in the west and Newport boundary along the seawall in the east, total route is 15.60km

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
8.1	Length of coast with formal public access	WCP route 15.60 km, inc 5.64 km (2012) PRoW 0.35 km (2012) Park 1.73 km (2010) 1.04 km (2006)	Not applicable Wales Coast Path total route 1,400 km		To increase - Achieved	↑ 1.73km in (2010 1.04km in 2006	+	New Creation orders for Public Rights of Way total 5.64km (inc 0.94km Dedication by DCWW & 1.41km as PRoW Bridleway) and 0.35km on Parks land (Parc Tredelerch). Appropriate Assessment has confirmed feasibility of the route adjacent to the Severn Estuary subject to mitigation measures.	1	Natural Environment Group, Cardiff Council Coastal Access Officer, Rights of Way Team, Cardiff Council

Five areas have been proposed as SLAs

8.13. The Cardiff Landscape Study (Cardiff Council *et al* 1999, updated 2007) considered that 5 of the 14 landscape character areas were of sufficient quality to be proposed for Special Landscape Area status (SLA). They indicate parts of Cardiff's landscape that are considered to be of quality meriting local designation. The areas are:

- Garth Hill & Pentyrch Hills
- Caerphilly Mountain
- St Fagans
- Gwent Levels
- Flat Holm

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
8.2	Area (in hectares) of landscape protected by local landscape designations	Proposed SLAs - 2409 ha Proposed Greenbelt - 1468 ha	Not applicable		No target	?	?	Areas of SLA and Green Belt are those proposed in the deposit copy of the UDP	1	Deposit copy UDP, Cardiff Council

Cardiff is generally well served by open spaces within the urban area, but some areas are under-provided

8.14. Green/open spaces are important because they improve people's mental and physical health, encourage physical activity, are attractive, support biodiversity, act as a carbon sink, and can help to adapt to climate change. There are several ways of testing the adequacy of open space provision:

- *Accessibility*: Distance to green areas influences how often people visit them. A survey of 2007 showed that 69% of Cardiff's area (not its population) is within 400 metres – about a six minute walk – of a green area, and only 1% is more than 2 kilometres from a green area. Whilst Pentwyn, Llanrumney, Llanishen, Pentyrch and Fairwater all have more than 85% of their area within 400m of an accessible natural green space, the areas of Roath, Birchgrove, Ely, Canton and particularly Adamsdown and Plasnewydd have limited areas within 400m of green spaces (CCW and Cardiff Council (2008) Analysis of Accessible Natural Greenspace Provision in Cardiff).
- *Amount*: The Welsh Assembly Government recommends that 2.43 hectares (6 acres) of open space should be provided per 1000 population, divided into formal, informal and children's play areas. Only two of Cardiff's 29 wards – Caerau and Riverside - meet these standards. The wards of

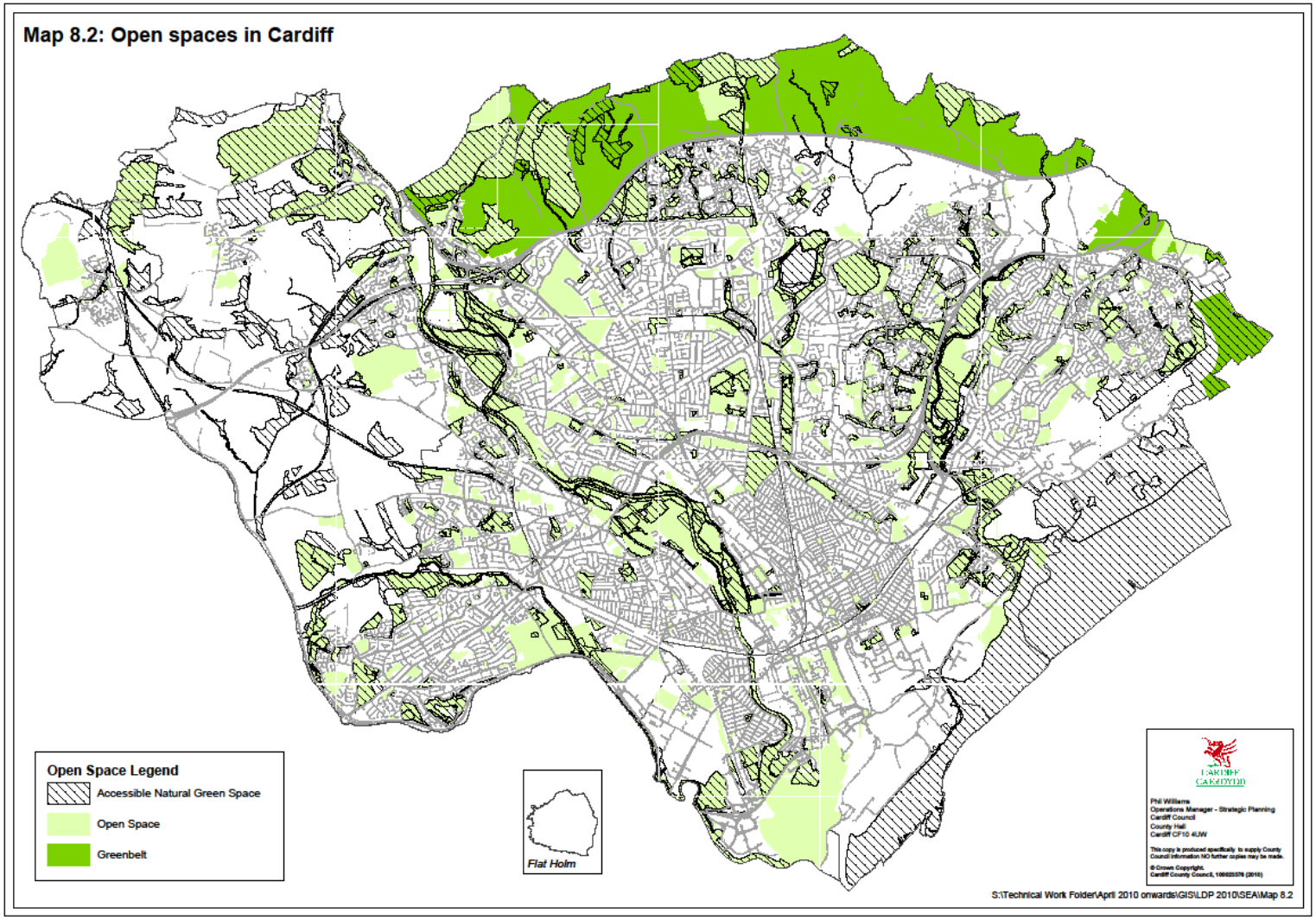
Adamsdown, Cyncoed, Ely, Fairwater, Gabalfa, Lisvane, Llandaff, Pentwyn, Penylan, Plasnewydd all have less than one-third of their open space requirements – see Map 8.2 (Cardiff Open Space Survey 2009).

- *Quality*: A survey of 2007 which analysed the quality and value of Cardiff's open spaces found that the Ely, Gabalfa, Llandaff North and Adamsdown, which contained no sites designated for nature and built environment conservation purposes, were the worst wards in terms of their average value ratings. Wards with open space of both high quality and value are concentrated at the heart of the city, with quality scores ranging from 43% to 64%. Open spaces in the eastern and western sides of the city were more likely to have lower scores, with the exception of Creigiau and St. Fagans. In terms of overall quality and value, Plasnewydd came out on top with an average of 64%, whilst Grangetown had the lowest average score of 55% (Cardiff Open Space Survey 2007).

Cardiff's landscape qualities are vulnerable to insensitive new development and land management practices

8.15. The Landscape Study (Cardiff Council *et al* 1999) identified a number of negative attributes and detractors that have and could adversely affect landscape quality in the city.

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
8.3	Achievement of recreational open space requirements	Only 2 out of Cardiff's 29 wards (Caerau and Riverside) meet requirements (2009)	Not available		(2.43ha per 1000 population)	?	!	Overall provision of 430.29ha; requirement of 780.03ha; deficit of 349.74ha.	2	Cardiff Open Space Survey 2009
8.4	Area of Cardiff within 400m of accessible natural green space	68.7% (2007)			100%	?	-	Over 30% of Cardiff's population are over 400m away.	2	


Map 8.2: Open spaces in Cardiff
Open Space Legend
Accessible Natural Green Space
Open Space
Greenbelt
Flat Holm
CARDIFF
CAERDYDD
Phil Williams
Operations Manager - Strategic Planning
Cardiff Council
County Hall
Cardiff CF10 4UW
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Cardiff County Council, 100022376 (2010)
S:\Technical Work Folder\April 2010 onwards\GIS\LDP 2010\SEA\Map 8.2

9. Natural resources

Introduction

9.1. Cardiff has developed over the centuries utilising the natural resources available within the area and from beyond. As the city continues to develop, it is important that its natural resources are used prudently. Land is a key resource in the city as it is an essential requirement for development, but also the basis for agriculture, open spaces and biodiversity interests. Approximately two thirds of the administrative area is built up, and a third is countryside or open space. Whilst there is physical capacity for greenfield expansion, account needs to be taken of the wider role and value of the land. Agricultural land and allotments help to provide local food, as well as improving residents' physical and mental health. Brownfield land offers opportunities for development, although remediation may be required on contaminated sites resulting from previous industrial activities. Water resources are becoming an increasingly important issue in the light of climate change. Water quality is improving in the rivers, but it is important that vulnerable aquifers are suitably safeguarded and that the water resource as a whole is properly managed.

Recent years have seen a high proportion of housing completions on previously used (brownfield) land

9.2. New housing built in 2011/12 was almost solely on brownfield sites. During the last decade, the use of predominantly brownfield sites has contributed to the development of a large proportion of apartments, particularly in the Cardiff Bay and central areas of the city (Local Housing Strategy 2010). Whilst this has reduced the demand on greenfield sites, they have also affected the range and choice of housing on supply, with implications for the provision of affordable housing, family housing and affordability in general. Additionally, the development of many brownfield sites may have implications for local employment if existing business premises are being lost to housing.

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
9.1	Percent of housing on previously developed land	98.6% (2011/12)	Not available		60% (DCLG)	↑ 94.7% in 2005/06, 36.4% in 1997/98	+		1	Housing Monitoring, Cardiff Council

As a result of Cardiff's industrial past, many sites could potentially be contaminated

9.3. Past industrial activities have led to land to become contaminated in various ways over many years. Cardiff Council is aware of about 1410 hectares of potentially contaminated land, including industrial, mining and quarrying, dockland and former waste disposal sites. Some contaminated land sites only come to the Council's attention when developers undertake site investigations on land being considered for future development, so this number could increase in the future.

9.4 In recent years Cardiff has undergone a significant amount of redevelopment works which has seen many remediation projects occurring. Development of contaminated land has the advantage of cleaning up land and securing regeneration although this incurs additional costs. When brownfield sites are redeveloped, they are usually done so on a 'suitable for use' basis, and as such the remediation undertaken on the sites depends on the proposed end use[8]. Most of the remediation that is undertaken involves engineering practices, for instance capping over the existing contaminated land with imported clean soils, thus encapsulating the contamination. Whilst this is an effective remediation methodology in that it breaks the pathways and exposure to the contamination, it does not reduce/ breakdown or remove the contamination from the site.

9.5. The Council has prepared a Contaminated Land Inspection Strategy (Cardiff Council 2010) that sets out how the Council will deliver its statutory duties and provides a framework to identify, inspect and remediate contaminated land.

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
9.2	Number and area (in hectares) of potentially contaminated sites	Approx. 1410 ha (10% of Cardiff area), 2010	Not applicable		Reduce area of potentially contaminated land (Cardiff Council)	? unclear due to how sites are identified	?	The sites have been identified (predominantly) by looking at past industrial activities and identifying those activities that could have resulted in contamination.	2	Cardiff Pollution Control Division

[8] For instance, the remediation undertaken on a site for commercial/industrial development would not be suitable to accommodate residential purposes, so if such a site was considered for residential development in the future, some form of additional remedial works would probably be required.

Good quality agricultural land is known to exist in Cardiff but no comprehensive survey has been undertaken recently

9.6. The latest Agricultural Land Classification (ALC) criteria adopted in 1976 classifies land into 5 grades. The 'best and most versatile land' is defined as Grades 1, 2 and 3a. This is the land which is most flexible, productive and efficient in response to inputs and which can deliver future crops for food and non food uses such as biomass, fibres and pharmaceuticals. Old ALC records (before the subdivision of Grade 3) show areas of grade 2 and 3 at locations outside the urban area. The best quality land is located within the Rhymney valley to the north east of the city and is known to have supported arable use in recent years. Other farmland outside the urban edge to the north and west was classified within Grade 3 but no known comprehensive survey has been undertaken to classify under the 1976 criteria. The ridge to the north of the city and levels to the east are considered less likely to fall within the best and most versatile land under the criteria.

9.7. Agricultural land values have risen sharply in recent years, particularly in Wales. A survey by Savills suggests that land values in Wales rose by more than 80% between 2003 and 2008 - more than twice as fast as the Great Britain average - driven in part by a sharp reduction in the land available for sale, and the higher values that non-farmers are willing to pay (Savills Agricultural Land Market Survey 2009).

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
9.3	Area (in hectares) of grades 1, 2 and 3a agricultural land	Current data gap				?	?	No recent survey of agricultural land (last survey occurred prior to the 1976 revision of ALC).	Current data gap	

Cardiff's allotments are important for people's health and food security, but they are oversubscribed

9.8. Allotments play an important part in improving people's health. Not only do they offer the opportunity to grow food but they also provide an excellent form of outdoor activity, exercise, relaxation, and a place where people can meet each other. Cardiff's allotments strategy suggests that a minimum of 15 plots should be provided per 1000 households[9]. This would mean 2055 plots for Cardiff's current population, and almost 2700 for its future population[10].

[9] This is equivalent to the 1993 average for England (Cardiff allotments strategy 2005).
[10] The Welsh Assembly Government's Household Projections for Wales 2010 predict that Cardiff will have 179,000 households in 2023

Although Cardiff currently has about 2000 plots, allotments in Cardiff are already often difficult to obtain due to long waiting lists: in 2009, only three of the council's sites had plots available (Cardiff Council allotment categories and prices, 2010).

No.	Indicator	Cardiff data	Wales / UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
9.4	Number and area of allotments, number of plots	Between 25 and 28 allotments (more than 2000 plots) covering between 65 and 79 hectares, depending on the data source used. 24 sites fully let with a total of 2015 tenants; waiting list over 1000	Not applicable	15 plots per 1000 households (Cardiff Allotment Strategy 2005) No loss of area of allotments (Cardiff Biodiversity Action Plan) "ensure that statutory allotments ... are sufficient to meet the demands of local residents wishing to cultivate them" (TAN 16)	?	-	Different data sources provide different information about allotments. Long waiting lists at many sites.	2	Cardiff Allotment Strategy 2005 Draft Allotment Strategy 2010 Cardiff Biodiversity Action Plan Cardiff Open Space Survey 2007

Cardiff has sufficient mineral reserves to last about 30 years

9.9. Mineral resources are a valuable but finite resource. They provide the essential raw materials for our buildings, infrastructure and their maintenance. An adequate and steady supply of minerals is essential to the national, regional and local economy and their exploitation makes a significant contribution to economic prosperity and quality of life.

9.10. Cardiff is one of the largest producers and consumers of minerals in the region. Natural minerals in Cardiff include quarried hard rock (carboniferous limestone and dolomite) and dredged sand landed in Cardiff Docks. In 2004, crushed rock production in Cardiff was just over half a million tonnes (mt) per year, and about 0.2 mt of sea dredged sand is landed at Cardiff Docks each year[11]. Most of this natural mineral production is used in the construction

[11] South Wales Regional Aggregates Working Party, Annual Reports 2004, 2008 and 2010

industry as aggregates. Secondary materials also substitute for natural aggregates. Approximately 0.1 mt of steelworks slag is used per year for construction purposes, and a significant quantity of construction and demolition waste is recycled as aggregate.

9.11. Cardiff's permitted reserves of hard rock minerals represented about 69 years of supply at the then current output rates in 2010, up from 33 years in 2008 and 53 years in 2004[12]. This variation reflects changes in rates of use in development. The land bank will continue to decrease as the reserves are quarried, highlighting the need to protect them from inappropriate development. However, they still represent a significant land bank.

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
9.5	Landbank (in years) of mineral reserves	About 69 years	18 – 122 (South Wales authorities)	n/a	10 years	↔ variable, depending on demand	+		2	South Wales Regional Aggregates Working Party, 2010

Chemical and biological water quality of the rivers Taff, Ely and Rhymney is 'fair to good' and water quantity is satisfactory

9.12. Cardiff contains the three major river valleys of the Taff, Ely and Rhymney together with other watercourses such as the Nant Fawr. Historically, the rivers' water quality has been degraded due to mining activities, urban run-off and extensive physical modifications. However water quality has dramatically improved in recent years as improvements have been made to drainage systems and mining related activities have ceased upstream. This has allowed the return of salmon and sea trout, with some tributaries providing spawning and nursery areas.

9.13. However Cardiff's rivers are still vulnerable to overflows from abandoned mine workings, and diffuse and intermittent pollution from urban and industrial development. The South East Valleys catchment, of which they are part, is one of the worst catchments of the ten that comprise the Severn River Basin. In the catchment overall, only 6% of river length is achieving good ecological status or potential, as required by the Water Framework Directive. The Environment Agency does not expect this to change by 2015. Proposed action to tackle problems in the river catchment include improvements to sewer overflows and sewage treatment works discharges to reduce pollution by ammonia and other substances, pollution monitoring and habitat improvements (Environment Agency, 2009, River Basin Management Plan Severn).

[12] ibid.

9.14. Abstraction in the lower Taff catchment is dominated by the exempt abstraction at Blackweir that supplies Cardiff docks, while the licensed abstractions sum to a comparatively small total. Water resources in the Ely catchment are currently not fully utilised. The main abstractions in this unit are industry related (Environment Agency Wales 2006).

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
9.6	Percent of river lengths achieving good ecological status or potential	South East Valleys Catchment: Good 4.0% Moderate 77% Poor 18% Bad 1%			100% good by 2027	? In 2006, good chemical quality 94.4%; good biological quality 79.4%	-	The Water Framework Directive requires water quality to be monitored differently from 2006, so there is no trend data. Data is for the entire catchment, including Cardiff's rivers	2	Environment Agency Wales
9.7	Total non-tidal water abstractions	Number of abstraction licenses: 47 4,409,970 M^3 per year, total. (2010)	No Comparator			? This was the amount abstracted in 2010, data will be acquired for subsequent years as part of LPD monitoring	?		2	Environment Agency Wales
9.8	Percentage of Cardiff's rivers achieving Good General Quality Assessments	Cardiff Data (including Whitchurch canal). biology A – 5.74	Wales Data Biology A – 33.18 B – 50.39			↑ General quality assessments for biology and chemistry	+	GQA are made yearly by the Environment Agency Wales. Cardiff has shown its strongest improvements in	Environment Agency Wales (2010)	

		B- 51.36 C- 22.96 D- 14.69 E- 0 F- 0 No data – 5.24 Chemistry A- 55.91 B- 18.32 C- 25.77 D – 0 E – 0 F – 0	C – 10.83 D – 0.71 E – 0.74 F – 0 No data – 4.15 Chemistry A- 74.43 B – 19.42 C – 3.01 D – 0.83 E – 1.23 F – 0.06 No data – 1.01		show year on year improvements (figure 9.1)		chemical water quality compared with biology. However, GQA is still below the Welsh average.	

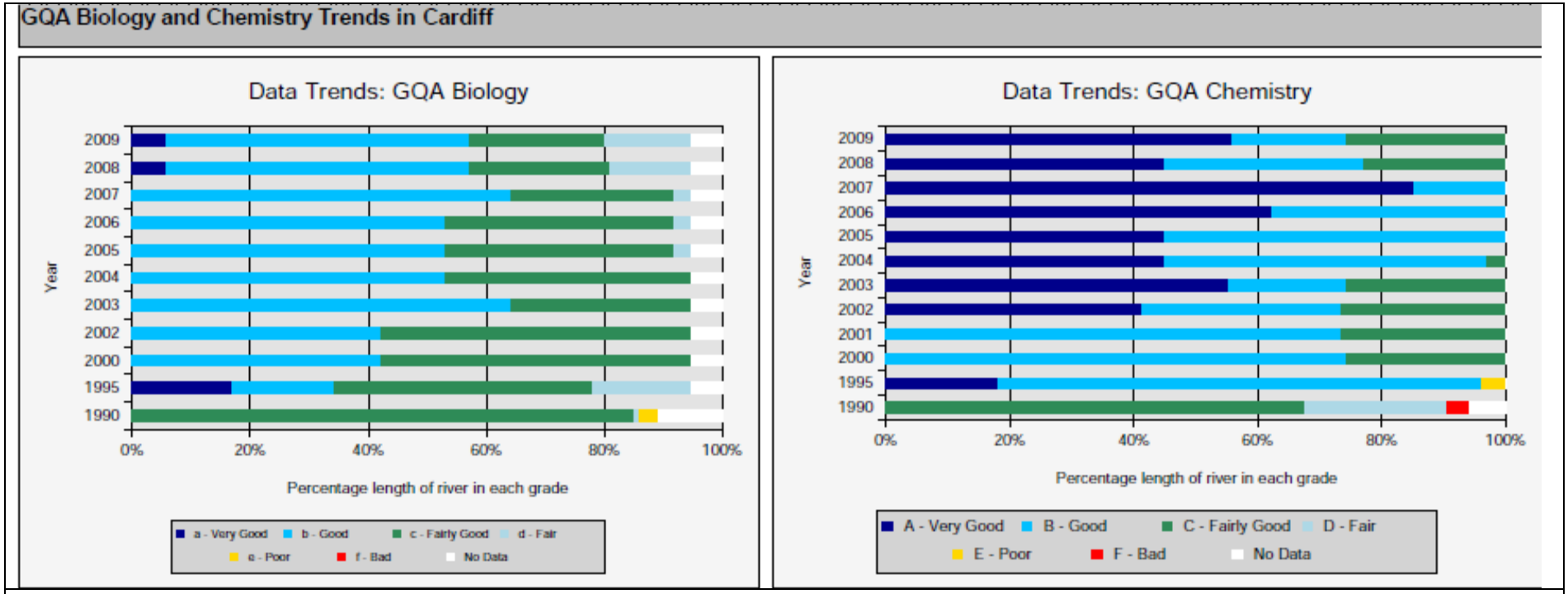


Figure 9.1 – Trends in Biological and chemical General Water Quality in Cardiff (1990 – 2009 Environment Agency Wales 2010)

10. Population

Introduction

10.1 Cardiff has unique population characteristics that are different to those experienced within the South East Wales region and Wales as a whole. Its population has grown rapidly over the last 20 years, and this rapid growth is expected to continue.

Cardiff's population has increased steadily over the past 20 years but much more rapidly since 2001 reaching 345,400 in 2011

10.2. Figure 10.1 shows the change in Cardiff's population over the last 29 years. The average growth rate over this period was 0.57%. Analysis of the components of population change (births, deaths and net migration) are shown at Figure 10.2. This reveals relatively stable birth and death rates resulting in an average natural change of 1,000 persons per year over the past 29 years. Migration trends fluctuate more considerably but the overall trend between 1981 and 2009 shows a net migration of 700 persons per year.

10.3. The average annual population increase over the period 2001-2009 was 3,300 per year, approximately 83% above the average for 1981-2009 and approximately 181% above the average for 1981-2009. This reflects the trend for population to increase mostly from net migration rather than from relatively stable natural increase. The last 4 years have seen a net in migration of approximately 2,800 per year.

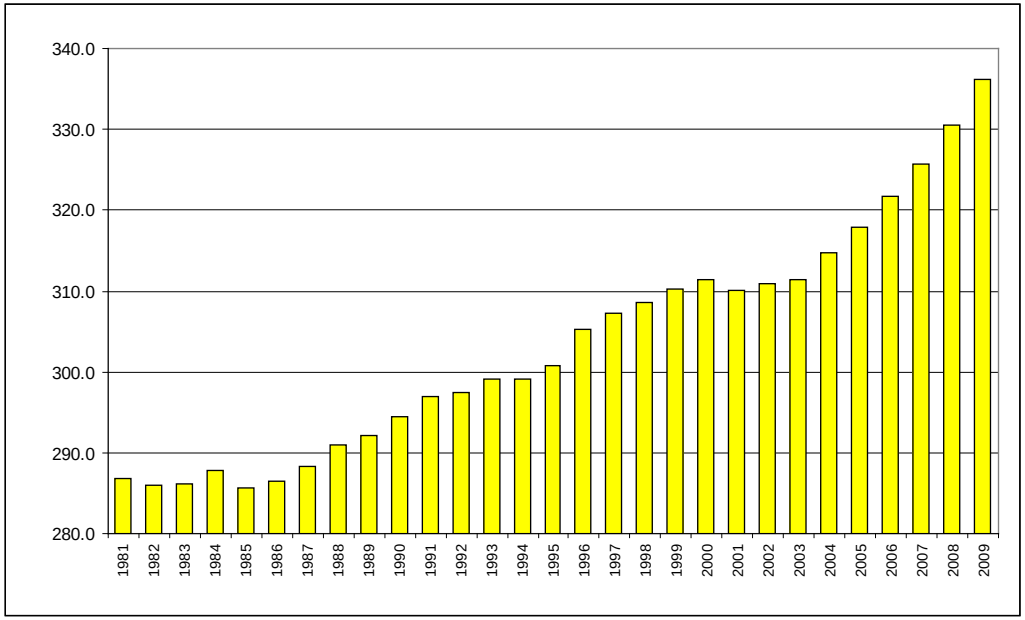


Figure 10.1 Cardiff's population (000s), 1981-2009 (National Statistics)

10.4. The population of the South East Wales region has increased from 1.37 million in 1981 (48.8% of the Wales total) to 1.45 million in 2009 (48.2% of the Wales total). However within the region, the coastal areas have seen an increase in populations whilst the valley authorities have experienced a loss of share (and amount) to varying degrees. For example, Cardiff has experienced a 17.2% growth in population over the period 1981-2009, whilst Merthyr Tydfil has experienced a loss of 8.1% over the same period.

Figure 10.2 Births, deaths and net migration, 000s (National Statistics)

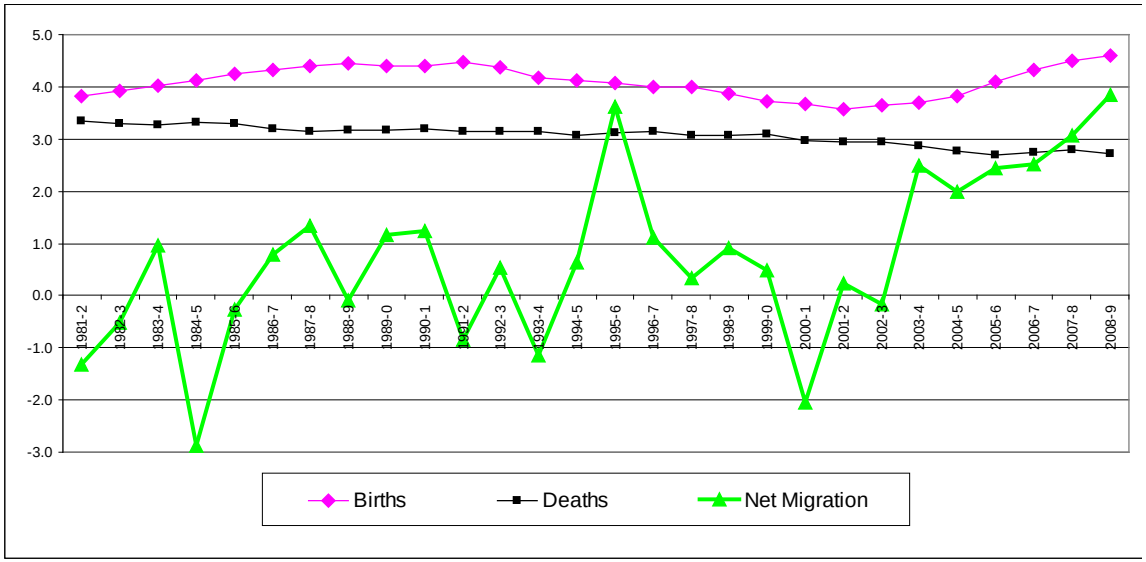
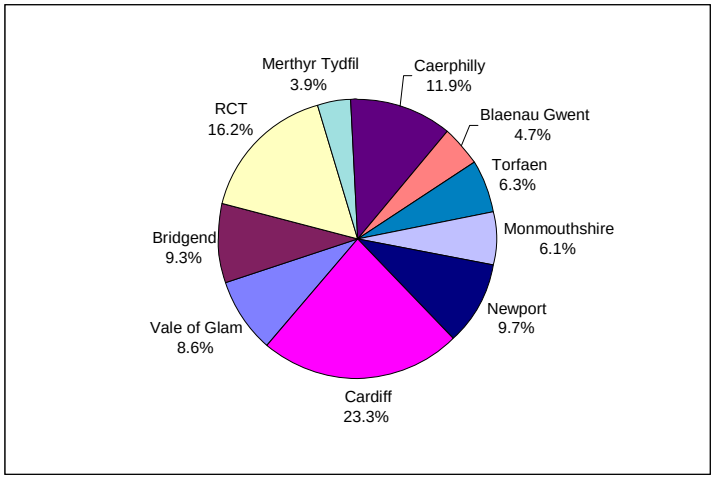


Figure 10.3 Population (%) by local authority in South East Wales 2009 (total 1.45 million) (National Statistics)



Population and household numbers will increase in South East Wales, and Cardiff's proportion of this is increasing

10.5. The Welsh Assembly Government's population projections suggest that Cardiff's population will increase by 22% to 2023, from 336,200 to 410,500. Predictions of household numbers are for a 31% increase between 2008 and 2023, from 137,000 households to 179,000 (WAG Household and Population Projections for Wales (2008-Based), 2010).

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
10.1	Total population	341,100 population (2010)	3,006,400	60,462,600	No target	Increase	contextual indicator	Cardiff's population and number of households has increased steadily over the past 29 years but much more rapidly since 2001. The number of households is increasing year on year in Cardiff, Wales and the UK. Average household size is decreasing.	1	Office for National Statistics
10.2	Number of households and average household size	Households 142,100 (2010) Average size 2.34 (2010)	1,318,500 (2010) Average size 2.26 (2010) 2.75 (1981)	England and Wales Households - 218,680,00 (2008) Average size -2.30 (2008) 2.65 (1981)	Accommodate LDP household projections	number up, size down: 2.45 (2001) 2.54 (1991) 2.75 (1981)	contextual indicator		1	DCLG and WAG projections

Average household size is decreasing, with a decline in married couples but an increase in one person, lone parents and cohabiting couples

10.6. Cardiff's average household size has been consistently higher than that for Wales and England & Wales, but it has been decreasing in line with national rates. Household size is diminishing due in part to a marked decline in the proportion of married couple households and an increase in single households and cohabiting couple households. The latest WAG 2006 based household projections indicates that Cardiff's predominant sizes of household is of 1 or 2 people (64% of households). Based on past trends, it is projected that this will increase to 68% of all households by 2026: see Table 10.1.

Cardiff: Projected Households by Type - Thousands (WAG 2006 based projections)

	Year		Change		
Household Type	**2006**	**2026**	**No**	**%**	**% of total change**
1 person	40.5	59.0	18.5	45.7	51.2
2 person (no children)	37.1	44.5	7.4	19.9	20.5
2 person (no children)	5.6	10.1	4.5	80.4	12.5
3 person (no children)	9	8.7	-0.3	-3.3	-0.8
3 person (2 adults, 1 child)	8.1	10.2	2.1	25.9	5.8
3 person (1 adult, 2 children)	3.9	7.0	3.1	79.5	8.6
4 persons (no children)	3.5	3.5	0.0	0.0	0.0
4 persons (no children)	11.1	10.5	-0.6	-5.4	-1.7
4 persons (1 adult, 3 children)	1.3	2.3	1.0	76.9	2.8
5+ persons (no children)	2.6	3.4	0.8	30.8	2.2
5+ persons (2 adults 1+ children)	7.3	6.3	-1.0	-13.7	-2.8
5+ persons (1 adult, 4+ children)	0.7	1.3	0.6	85.7	1.7
All Household Types	130.7	166.8	36.1	27.6	100

Table 10.1 Projected households by type for Cardiff, 000s (WAG 2006 based projections)

Cardiff has a relatively high proportion of young adults and a low proportion of older age groups compared to Wales as a whole

10.7. Figures 10.4 and 10.5 provide a summary of the population age structure for Cardiff and South East Wales. Cardiff's population distribution contrasts markedly from that of South East Wales (and UK, which are similar to each other). Cardiff has a higher percent of population in age groups 15-39 years but relatively lower percent in older age groups from 40 years upwards.

10.8. Of particular significance is the effect of Cardiff's student population who represent around 10% of the city residents. Most full-time students are aged between 18 and 29 years old. Almost 19% of Cardiff's population falls within the 20-29 age range compared with less than 12% for South East Wales as a whole.

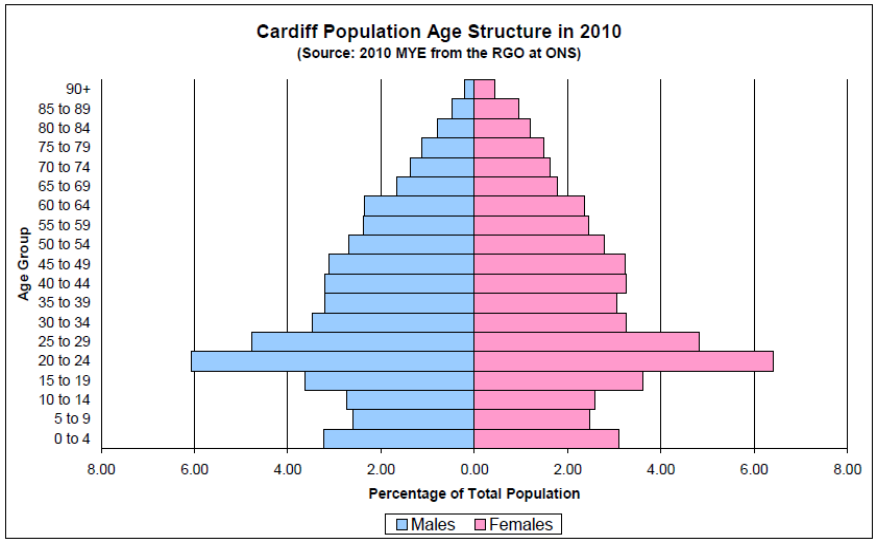


Figure 10.4 Cardiff age structure in 2010 (National Statistics)

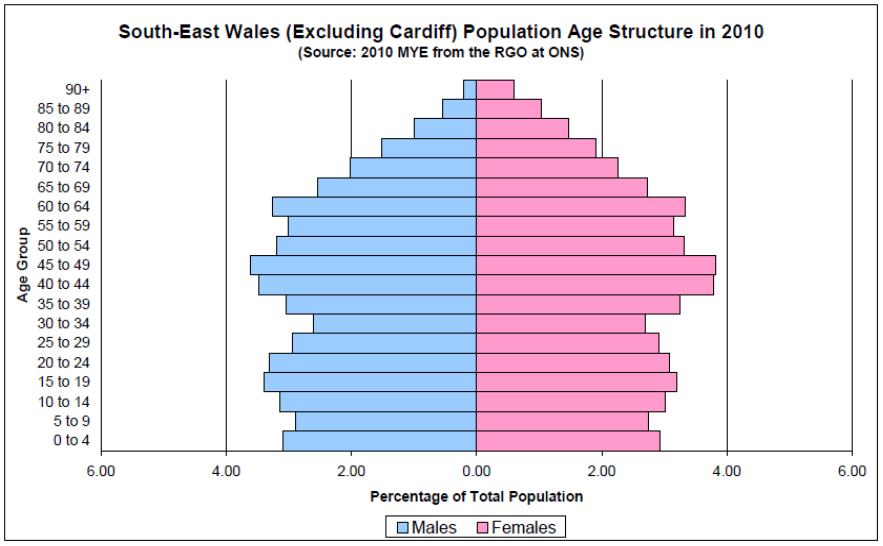


Figure 10.5 South East Wales age structure in 2010 (National Statistics)

Ethnic groups as a proportion of Cardiff's population are higher than for Wales as a whole

10.9. Figure 10.6 shows that Cardiff's population profile in terms of ethnic group is quite different to the Wales average but much closer to England and Wales combined. At the time of the 2001 population census, Cardiff's white population accounted for 91.6% of the total, compared to Wales (97.9%) and England & Wales (91.3%). The ethnic minority populations tend to live in the poorest inner city areas that rank amongst the most deprived areas in Wales (see Map 1.1).

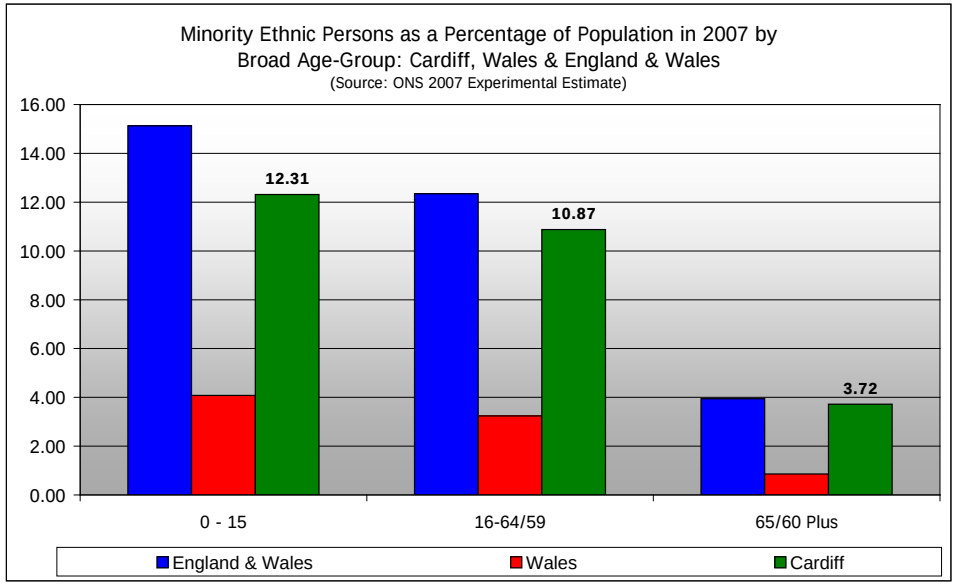


Figure 10.6 Ethnic groups of the population

(Cardiff Council, Joint Needs Assessment 2010, based on ONS 2007 Experimental Statistics)

11. Waste

Introduction

11.1. The Welsh Assembly Government has set challenging targets for recycling and composting. Combined with European Union legislation, these are driving change towards more sustainable waste management practice. Cardiff's waste is managed on a sub-regional basis, along with other local authorities in South East Wales. Information on waste produced in Cardiff is limited: much of the information provided in this chapter is about South East Wales as a whole.

11.2 The South East of Wales had an estimated 8.6 years of remaining landfill capacity in 2008, see figure 11.1.

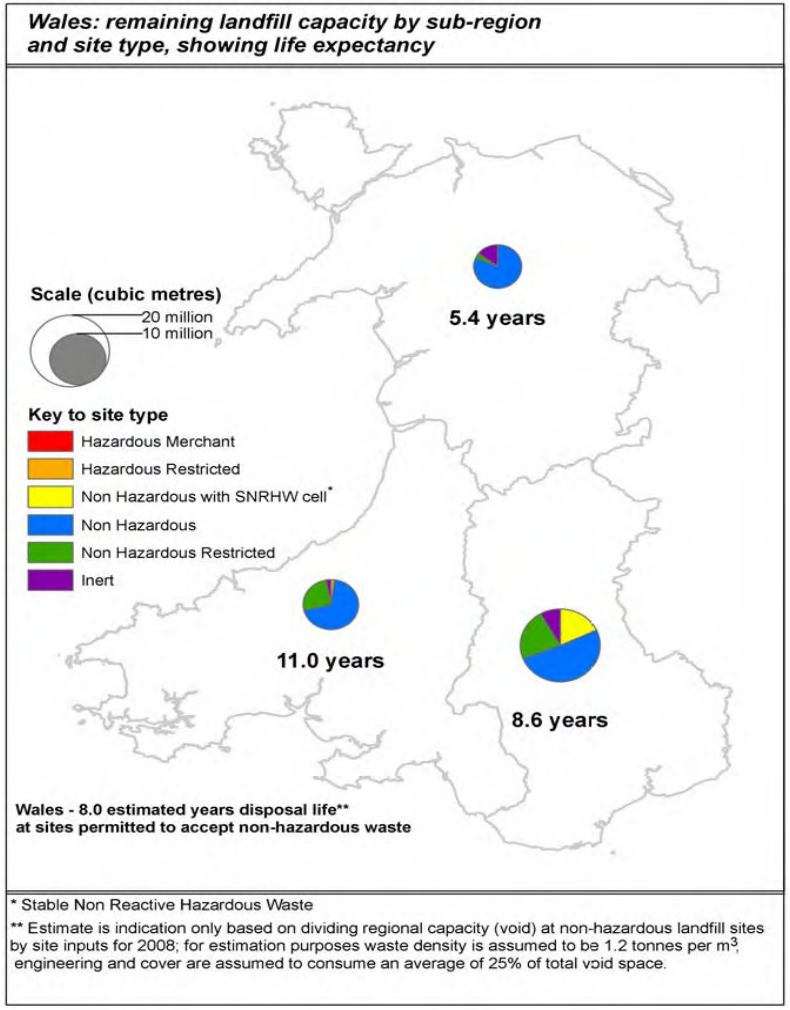


Figure 11.1 Remaining landfill capacity, in years (Environment Agency Wales 2008)

Construction and demolition waste is currently the biggest component of waste in South East Wales

11.2. Construction and demolition waste is the biggest component of waste in South East Wales, accounting for about 55% of all waste produced. This is followed by municipal (17%), industrial (15%) and commercial (10%) waste (South East Wales Regional Waste Group 2008) - see Figure 11.2.

11.3. Municipal waste produced in Cardiff, as in the UK as a whole, increased rapidly to a peak in 2004/05 but is now decreasing significantly. In 2008/09, Cardiff Council was responsible for over 118,000 tonnes of municipal waste, down sharply from a peak of 171,000 four years earlier (Statswales, 2010). The first quarter of 2012 was 11% lower than the same period in 2011.

11.4. In 2005/06, Cardiff had 4 civic amenity sites, 11 scrapyard/metal reprocessing sites, 24 mobile plants, 3 physical treatment plants, 1 physico-chemical treatment plant, 14 transfer stations, and 1 windrow composting site. In total, these had a capacity for 4.44 million tonnes of waste, more than half of that for South East Wales as a whole (South East Wales Regional Waste Group Regional Waste Plan 1st Review, 2008).

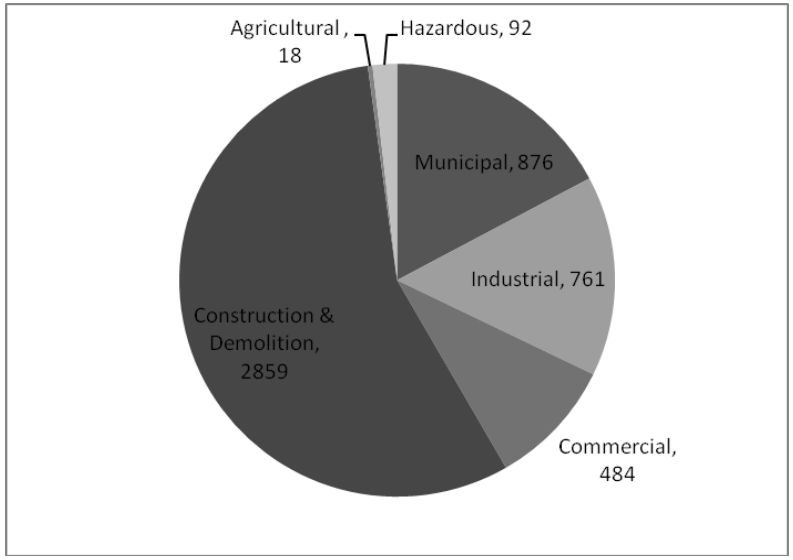


Figure 11.2 Amount (in 000 tonnes) of waste arisings in South East Wales, 2005/06 (South East Wales Regional Waste Group, 2008)

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
11.1	Commercial and industrial waste arising per year	247,608 tonnes (2002/03 – most recent data available)	SE Wales 1,244,948 (2005/06)	Not known	No target	↑ 1,290,902 in 2002/03 (SE Wales)	- tonnage down but still high	Cardiff Council has no suitable local data	3	South East Wales Regional Waste Group Regional Waste Plan 1st Review,

11.2	Construction and demolition waste arising per year	Not available	SE Wales 2,858,774 tonnes (2005/06)	Not known	Recycle or reuse 70% by 2025 (WG)	↓ 2,747,765 in 2002/03 (SE Wales)	-			2008
11.3	Municipal waste arising per year	161,800 tonnes (2011/12), down from 181,800 in 2007/8	Wales 1.479 million (2011/12), down from 1.713 (2007/8)	11% decrease in 4 years		↑ Decreasing	+		1	Statswales, Municipal Waste Arisings 2012 (http://www.statswales.wales.gov.uk/TableViewer/tableView.aspx?ReportId=10564)
11.4	Number of planning applications with site waste management plans		Current data gap. Feasibility of this indicator to be investigated				?	Such plans may become a legal requirement for large projects in the future	Current data gap	

Recycling rates are improving rapidly following the completion of a new recycling facility and rolling out a recycling scheme

11.5. Cardiff's recycling and composting rates have historically been significantly below the Welsh average. Only 10.4% of the municipal waste stream was recycled in 2004/05 compared to a Welsh recycling rate of 21.7%. However this has improved rapidly with the opening of the Materials Recycling Facility, the PAS 100 Composting Facility, the In-vessel composting facility and the roll-out of an integrated kerbside recycling scheme, and Cardiff at 49% is now slightly ahead of the Wales average of 48%.

No.	Indicator	Cardiff data	Wales data	UK data	Target	Trend	Indicator status	Commentary	Data quality	Data sources
11.5	The percent of municipal waste prepared for reuse, composted or recycled	49% (2011-12)	48% (2011-12)		WG targets of 52% (2012-13), 58% (2015-16) 64% (2019-20) and 70% (2024-25)	↑ 3.4% in 2000/01 10.4% in 2004/05 39% (2009/10)	+		1	Statswales, Local Authority Municipal Waste Management, January – March 2012 http://wales.gov.uk/docs/statistics/2012/120628sdr1042012en.pdf
11.6	Number of bring sites and large household recycling centres	14 bring sites 4 Household recycling centres	N/A	N/A	N/A					

It is unclear how Cardiff's waste will change in the future

11.6. There is considerable uncertainty regarding the likely future of Cardiff's waste. Factors affecting waste growth include:

- Population changes
- Changes to the number and size of households
- Consumer behaviour
- Effectiveness of waste minimisation strategies
- Changes in the economic prosperity of the region

11.7. In 2008, based on past trends, future population change, economic activity and legislation, the South East Wales Regional Waste Group predicted an 83% growth in municipal waste between 2003/04 and 2024/25; a 17-20% increase in commercial and construction waste; and a significant reduction in industrial, agricultural and hazardous waste – see Figure 11.3.

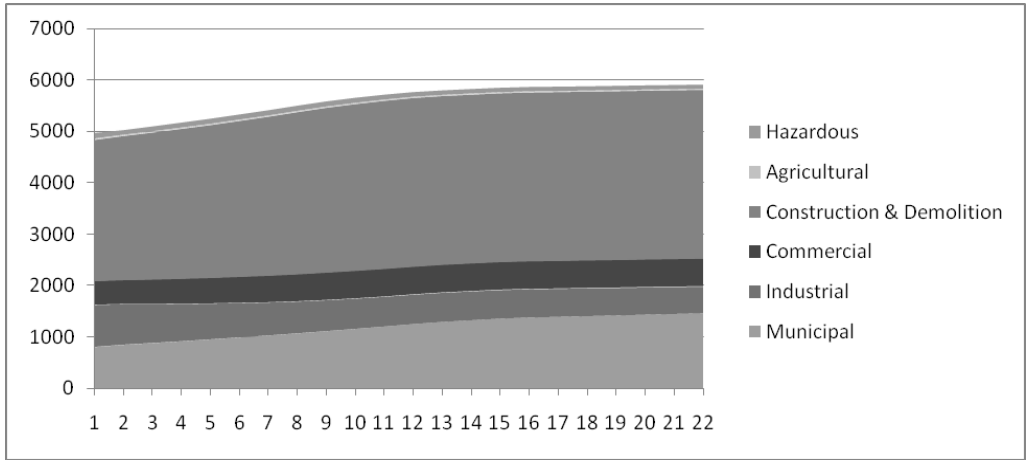


Figure 11.3 Predicted waste arisings, 2003/04 – 2024/25 (South East Wales Regional Waste Group Regional Waste Plan 1st Review, 2008)

11.8. The group predicted in 2004 that Cardiff would need significantly more waste treatment facilities of most types, albeit not landfill (South East Wales Regional Waste Group, 2004, South East Wales Regional Waste Plan). However these predictions may change now as a result of the economic recession, increased population projections for Cardiff, and further measures taken by the Council to reduce waste production. Prosiect Gwyrdd is looking for the best environmental, cost effective and practical solution for waste in South East Wales once recycling and composting has been maximised in each Local Authority area (partnership between Caerphilly, Cardiff, Monmouthshire, Newport and Vale of Glamorgan Councils).

Cardiff Council & Levett-Therivel Sustainability Consultants

Sustainability Appraisal and Strategic Environmental Assessment of the Cardiff Local Development Plan

Appendix C: Consultees' Responses on Scoping Report

Final Sustainability Appraisal Report of the Cardiff Local Development Plan

January 2016

Caldicot and Wentlooge Levels IDB	
Consultee comment	**Recommended response**
Policy Review	
Biodiversity, Flora and Fauna: Suggest including the 'Environment Strategy for Wales'. The Key Policy Document contains a number of outcomes and actions relevant to the LDP.	Agree, added.
Climate Change: • Suggest that references to the Flood Risk Regulations (2009) and the Flood and Water Management Act (2010). • The reference to threats from potential flooding is welcomed but the inclusion of a reference to existing communities, development, infra-structure and other assets alongside 'new developments' is suggested for the 'how the LDP might help' column. • Suggest that a reference to the additional flood risk assessments, mapping and related responsibilities and actions for local authorities in the recent legislation.	Agree, added. Agree, add to bullet point. Agree, added.
Landscape: Suggest including the 'Register of Landscapes of Historic Interest in Wales' to the Key Policy Documents part of the table.	Disagree; this is a non statutory advisory document.
Scoping Report	
The reference to the risk of flooding and new developments but would urge that existing developments are also included,	Agree, amended.
The specific reference to the need to consider the significant threat from flooding for the Wentlooge Levels is welcomed.	Noted.
Sustainability Issues	
Cultural Heritage and the Historic Environment: There is a case for making a reference here to the importance of Historic Landscape interests.	Agree, added.
Landscape: The reference to the Gwent Levels and the Severn Estuary are welcomed as these are very important assets for the City.	Noted.
SA/SEA Objectives	
Sub objective 4e: This point needs to refer to the need to protect existing developments, communities, infrastructure etc.	Disagree, objective 4g in the SA/SEA Framework encompasses all developments new and old.
Sub objective 4f: We welcome the reference here to the relevance and importance of Sustainable Drainage Systems. This is an area of work of direct relevance to the Board.	Noted.
Suggests studying Defra's Adaption to Climate Change Programme; particularly the Climate Change Risk Assessment Project for a comprehensive account of the potential effects of climate change, a section on Wales is available.	Noted.
The Board has concerns that there are development sites on Wentlooge Levels with extant planning permission.	This concerns the content of the LDP and is not directly relevant to the SA/SEA, and has been

	forwarded to the LDP Team for consideration as part of the preparation of the LDP.
Appendix 2	
The Board is also concerned about the current data gap in relation to indicators 4.9 and 4.11, relying on the Number of Properties at risk from flooding, percentage of new developments with SUDS and Number of new approved housing units in C1 and CV2 Flood risk areas.	At the current time changes are not considered necessary to the Scoping Report, however this issue will be kept under review. Current data gaps – the feasibility of these indicators is to be investigated, and alternative indicators developed if necessary.
Welcomes the inclusion of Wentlooge Levels in Paragraph 5.3 but would urge that specific reference is made here to the Historic Landscape Interest of this area.	Disagree, already included in cultural heritage and historic environment section.
Welcomes the inclusion of Gwent Levels as one of the five sites to be proposed as Special Landscape Areas.	Noted.

Cardiff Civic Society	
Consultee comment	**Recommended response**
Scoping Report	
The Draft Sustainability and Environmental Impact Assessment is comprehensive and written in plain English but presented but presented in an overly complex sequence making access difficult.	A Non-Technical Summary is provided, which summarises the information contained within the Scoping Report over 5 pages.
Major concern is the lack of importance given to climate change.	This is a matter for the LDP rather than the SA/SEA and has been forwarded to the LDP Team to consider as part of the preparation of the LDP. However, climate change is a principle concern and will be integral to the development of strategic options and policies. There is a specific objective, and range of sub objectives, in the SA/SEA Framework to 'reduce emissions of greenhouse gases that cause climate change and adapt to its effects'.
Welcome the statement in section 4 "climate change is probably the greatest long-term challenge facing the human race, and is a serious and urgent issue" as it suggests that sustainability and environmental policies will be central to the LDP.	
Suggest that a drive for a sustainable city must be central to any assessment of the LDP.	Agreed. The SA/SEA Framework of objectives

	has been designed to take into account socio-economic and environmental factors and provide a range of objectives that are based on achieving a more sustainable city. They form the basis of the criteria for assessment.
Appendix 1	
Transport: The implications of the goals on transport must be based upon extensive modelling of the options available, and requires data on actual projected traffic flows into and around the city. The proposals are too weak and radical alternatives must be professionally examined to ensure solutions are suitable for 2026 and the climate change goals.	This is a matter for the LDP rather than the SA/SEA but has been noted and forwarded to the LDP Team to consider as part of the preparation of the LDP.
Air Quality: Improvements must be specific and delivered, it is not sufficient to minimise travel and consider the location of polluting industry.	The SA/SEA can only set out how it assesses the LDP, but has been noted and forwarded to the LDP Team to consider as part of the preparation of the LDP.
Biodiversity: In this Year of Bio-diversity the importance of addressing this aspect of human damage to the planet has been accepted by many countries, not least by the WAG.	The SA/SEA can only set out how it assesses the LDP, but has been noted and forwarded to the LDP Team to consider as part of the preparation of the LDP. Biodiversity is an objective set out in the SA /SEA Framework.
Climate Change: Vague statements about promoting, helping, supporting and encouraging must be replaced by positive and action orientated words like providing, ensuring and delivering. There is not enough evidence on which to base protective measures like flood protection schemes in the event of water levels increasing and the anticipated risk is understated.	The SA/SEA can only set out how it assesses the LDP, but has been noted and forwarded to the LDP Team to consider as part of the preparation of the LDP.
Cultural heritage and histroric environment: Cardiff Civic Society concurs with the implications identified in the draft.	Acknowledged.
Economy: The list of things the LDP must do lacks supporting and justifying data from external sources.	This is a policy review document and supporting data and sources can be found in the original documents reviewed.
Health and well-being: There is no specific reference to the facilities to encourage young people to participate in sports.	This is a policy review document and as such can only reference items

	included in these policies.
Landscape: Cardiff Civic Society concurs with the implications identified in the draft	Acknowledged.
Population: Section on housing needs reinforcing by policy on standards, design, mix and regeneration/ green deals. It is not enough to indicate or support good development.	This is a policy review and cannot set additional policies, but comments have been noted and forwarded to the LDP Team to consider as part of the preparation of the LDP.
Waste: Recycling goals must be achieved not just given help. There is no reference to energy from waste schemes.	This is a policy review document and cannot set additional policies or include recommendations not included in the policies reviewed.
Appendix 2	
Indicator 4.2 Cardiff ecological footprint data is dated 2001; an update is needed to quantify the target "reduce growth in footprint".	At the current time changes are not considered necessary to the Scoping Report, however this issue will be kept under review. WAG have now taken responsibility for measuring this at a local authority level. Currently awaiting updated data that is comparable with the 2001 data.
Indicator 4.7 As stated, there is no data on affordable housing, despite this being an area of failure last time.	At the current time changes are not considered necessary to the Scoping Report, however this issue will be kept under review. Current data gap and seeking data to fill.
Indicator 4.8 As stated there is no data on renewable energy sources. This is a remarkable omission especially since Cardiff's potential was showcased in the Government Office for Science report "Powering our Lives" Published in 2008.	At the current time changes are not considered necessary to the Scoping Report, however this issue will be kept under review. Current data gap and the feasibility of this indicator is to be investigated, and alternative indicator developed if required. The LDP Team will be undertaking a Renewable Energy Assessment using

	the WAG toolkit, which will identify potential renewable energy sites and constraints.
Indicator 4.9 – 4.11 Flood Risk – This was specifically mentioned by the Inspector, and data is essential to ensure a prudent response to the LDP.	The SA/SEA contains objectives, sub-objectives and indicators relating to flood risk. Since the Inspectors report further flood risk data is being collected so work on the new LDP is informed by an up to date strategic flood risk consequences assessment.
Indicator 6.2 The assessment of Cardiff's competitiveness is misleading. Our position is, at best, average and it is not with other Welsh cities that we are in competition.	The data in 6.2 refers to the UK competitiveness index and is assessed on that basis. Whilst Cardiff does out perform other Welsh cities it's economy has still experienced strong growth and improved it's position in the UK Index.
Indicator 7.3 and 7.4: The poor state of public health is recognised and is an LDP issue but without targets action cannot be effective.	At the current time changes are not considered necessary to the Scoping Report, however this issue will be kept under review. Targets to be researched.
Indicator 9.2 A total of 1410 ha of contaminated land is identified, but is not accompanied by an analysis of its capability for development. This is sufficient, if appropriate for construction, once decontaminated for all Cardiff's housing needs in the plan period (1410 x 30 per ha). The model of the Olympic Park should be examined.	Noted, this is an issue for the consideration in the LDP, and will be forwarded to the LDP Team to consider as part of the preparation of the new LDP.
Indicator 9.3 As stated, the latest farmland data used is dated 1976, so at least 34 years old. This lack of up to date data will prevent effective planning for careful use of Greenfield sites if this proves necessary to support chosen growth plans.	At the current time changes are not considered necessary to the Scoping Report, however this issue will be kept under review. Further data is currently being collected by the LDP Team in liaison with WAG and ADAS.
Indicator 11.1 and 11.2 The data indicates that the recycling of commercial and construction waste is not adequately managed. As the main sources of waste this should be an LDP focus.	Disagree. Whilst it is an issue that will be considered by the LDP the problem might not be solvable by the Plan, rather

	it may be better addressed by the Waste Management Strategy.
The omission of data from the European Commission report Perception survey on Quality of Life in European Cities, published in November 2009 should be rectified.	At the current time changes are not considered necessary to the Scoping Report, however this issue will be kept under review. This will be used to inform indicators research.
Conclusion	
This report is an update on the 2006 document, and many of the data elements missing last time are still present.	This has been dealt with in the detailed comments and responses above.
The extended period of the plan adds force to the need for an ambitious approach that has not yet been fully grasped.	The SA/SEA can only set out how it assesses the LDP, but has been noted and forwarded onto the LDP Team for consideration as part of the preparation of the LDP.
There is a notable lack of benchmarking information and models of best practice that can be learned from. Cardiff Civic Society commend to the council the work undertaken in Seattle on sustainable cities: in the view of the Cardiff Civic Society this should form a core to the revised sustainability plan for the LDP.	This is a matter for the LDP rather than the SA/SEA, but has been noted and forwarded onto the LDP Team for consideration as part of the preparation of the LDP.

Cardiff and Vale University Health Board	
Consultee comment	**Recommended response**
Recommend that an HIA be carried out alongside SA/SEA and LDP development.	Noted, LDP Team is coordinating HIA.
Include that Cardiff is a member of the World Health Organisation Network of Healthy Cities for Phase V (2009 – 2013) and is committed to adopting the principles of healthy urban planning is recommended.	Agree, include in Health and Wellbeing chapter of Appendix 2.
Include the concept of healthy urban planning and health map and the impact of the environment on inequalities.	Disagree – the figure does not provide information that contributes to building an overview of the current state of Cardiff.
Healthy and Well-Being indicators (Source: Integrated Partnership Strategy, Interim Report of the Director of Public Health Cardiff Vale University Health Board, November 2010 – Appendix 2). - Life expectancy (7.2) (Page 8 of interim report on DPH). - Obesity (7.6). Replace map with data from WHS.	Appendix 2 contains data from the WHS, and the map demonstrates the distribution of the issues of obesity across the city. This may assist in the delivery of services for promoting healthy lifestyles.

Policy Review	
Include The Cardiff Health, Social Care and Well-being Strategy and Cardiff Children and Young People's Plan.	Agree, added.
Include The Healthy Weight Healthy City Strategic Framework (Cardiff Health Alliance 2010).	Disagree – this is an action plan to deliver policy in the Health, Social Care and Wellbeing Strategy, Cardiff and Young Persons Plan, Safer Capital and LDP in order to fulfil WHO Healthy City status.
Include Creating an Active Wales (Welsh Assembly Government 2009).	Disagree – the policy review only includes key policies.
Include Every Child Has the Right to Play – The Play Strategy for Children and Young People in Cardiff (Cardiff Council 2010).	Disagree – the policy review only includes key policies.
Include Interim Report of the Director of Public Health (Cardiff and Vale University Health Board, November 2010).	Disagree – the policy review only includes key policies.
Include NICE (2008) Physical Activity and the Environment, National Institute for Clinical Excellence, England.	Disagree – the policy review only includes key policies.
Include Marmot M (2010) Strategic Review of Health Inequalities in England post 2010. Fair Society Lives The Built Environment: Task Group 5.	Disagree – the policy review only includes key policies.

Civil Aviation Authority	
Consultee comment	**Recommended response**
The area in question does not contain any designated aerodrome. Therefore the Civil Aviation has no comments on the Final Draft Scoping Report.	Noted.

Countryside Council for Wales	
Consultee comment	**Recommended response**
CCW Warmly welcomes the scooping report, which is very clear, well structured and purposeful.	Noted.
Welcomes the recognition that the LDP is subject to Habitats Regulations Assessment Process.	Noted.
Policy review	
Welcome and acknowledge the Council's intention to keep the policy framework under review throughout the plan preparation period.	Noted.
Suggest the following additional information: <u>Biodiversity:</u> • Reference geodiversity as well as biodiversity • Cardiff Council's Countryside Strategy • The Welsh Assembly Government's emerging Natural Environmental Framework (A Living Wales) • Encourage the promotion of green infrastructure, a multifunctional network of green space providing for both	This issue is referenced in objectives 8 and 9. Disagree, already in Landscape section of policy review. Disagree – the policy review only includes

people and biodiversity. Spatial Plan Area work for SE Wales has a vision of a "Networked Environment Region'' , which Cardiff could help to deliver.	adopted policies. Disagree – this is guidance and not policy.
Climate Change: Cardiff specific policies should also come from Swansea and Carmarthen Bay Shoreline Management Plan 2.	Disagree – the policy review only includes adopted policies.
Health and Well-Being: • Rights of Way Implementation Plans • Encourage the Council to include the promotion of green infrastructure, a multifunctional network of green space providing for both people and biodiversity.	Only key policies are included in the policy review. The issues of green infrastructure will be covered by SA/SEA objectives 8 and 3.
Landscape: The need to protect the historic landscape of the Gwent Levels should be included as a Cardiff specific policy.	The policy review only includes adopted policies and is not a policy document in itself.
Natural resources: • The Welsh Government's emerging Natural Environment Framework (*A living Wales*) • Would like to see specific mention of the importance of conserving and enhancing the countryside for all of its intrinsic value – the Gwent Levels and Cardiff Beech Woods are particularly important in providing a setting for Cardiff.	The policy review only includes adopted policies. There is a SA/SEA objective and sub objectives on designated sites (objective 3).
Indicators	
Air Quality Suggest additional indicators for air quality might include: 1. Population living within AQMAs 2. Number of developments in AQMAs 3. annual statistics for PM_{10} and/or NO^2.	At the current time changes are not considered necessary to the Scoping Report. Additional info on AQMAs to be considered to enhance current indicator if data collection feasible. PM10 and NOXs are already monitored in order to decide whether a AQMA is required.
Biodiversity, flora and fauna Would like to see more indicators for biodiversity, including some that focus on geodiversity.	Geodiversity already covered in sections 3, 8 and 9 of Appendix 2.
Climate Change Many of the indicators are unclear or cannot be assessed due to lack of data. Would like clarity on how data for the indicators is to be collected in future, ensuring relevance.	At the current time changes are not considered necessary to the Scoping Report, however this issue will be kept under review. Current data gaps in some indictors – the feasibility of these indicators is to be investigated and alternative indicators formulated if required.

Health and well-being An indicator expressing the relationship between open/ green space and health and well-being would be beneficial. This should relate to the findings of the council's access to natural green space assessment.	Agree, although this is not currently a measureable indicator, and as such no changes will be made to the Scoping Report at present but the issue will be kept under review.
Landscape It is noticeable that the majority of indicators for landscape are either not in use, unclear or lacking data. Suggest additional, measurable indicators are added.	Disagree, current data available for indicators, but lacking historic data for trend comparison due to not previously measuring data.
Natural resources Many of the indicators for natural resources are either unclear or lacking data. Suggest additional, measurable indicators are added.	At the current time changes are not considered necessary to the Scoping Report, however the issue will be kept under review. Lacking historic data for trend comparison due to not previously measuring data. Agricultural land data is currently being collected by LDP Team in liaison with WAG and ADAS.
Sustainability issues Suggest that the following issues be considered:	
Utility Provision Both the risks to existing infrastructure posed by flooding as well as the need to consider the requirement and location of new installations such as masts and cables carefully.	This is a matter for the LDP rather than the SA/SEA, but it has been noted and forwarded to the LDP Team for consideration as part of the preparation of the LDP.
Health and well-being Recognition of the importance of open space to health and well-being (and current provision for this in Cardiff) would be welcomed.	Agree, added.
Minerals Supply versus demand and the potential link to aggregate dredging in the Severn Estuary.	Agree, added.
Transport The reliance on the car, the opportunity for the LDP to shift choice to favour public transport, the location of new roads/bus and rail stations and connectivity to neighbouring towns and cities.	Whilst not explicitly mentioned, this is implicit in table 4.1.
Population While the recognition of housing provision for an expanding population is welcomed, the scope should be extended to include all other services and infrastructure than an increased population will require.	Agree, added.
SA/SEA Objectives	

3. Protect and enhance biodiversity, flora and fauna This should also include geodiversity and opportunities to link grey and green infrastructure.	This is referenced in objectives 8 and 9 of the SA/SEA Framework.
6. Help deliver growth of a sustainable and diversified economy Development of skills should be mentioned as an objective and these should be consideration of green jobs.	This is covered by the overarching objective 'help deliver the growth of a sustainable and diversified economy' in the SA/SEA Framework.
9. Use natural resources efficiently and safeguard their quality Need to consider adding an objective that reflects the Welsh Assembly Government's emerging Natural Environment Framework (*A Living Wales*) with emphasis on valuing the environment for intrinsic goods and services that it provides.	This is unadopted policy.
Monitoring	
CCW expect to see a reference to a monitoring strategy within the Scoping document along with an Action Plan for monitoring.	The monitoring framework will be set out in detail in later publications.
Appendix 1	
Welsh Assembly Government's Natural Environment Framework (A Living Wales) – Currently under consultation.	The policy review only includes adopted policies.
WAG's Regeneration Framework (October 2010).	Framework for Regeneration Areas (2010) is not a key policy document.
WAG's *Creating an Active Wales (2009).*	The policy review only includes key policies.
WAG's Planning for Renewable and Low Carbon Energy – A Toolkit for Planners (July 2010).	This is a matter for the LDP rather than the SA/SEA, but has been noted and forwarded onto the LDP Team for consideration as part of the preparation of the LDP.
Emerging national strategy for Flood and Coastal Erosion Risk management in Wales (on consultation).	The policy review only includes adopted policies.
Appendix 2	
2. Air Quality Would like to see an explicit statement about the link between air quality and health of both humans and ecosystems.	Agree, added.
3. Biodiversity, flora and fauna Would like to see reference to geodiversity in this section – both an explanation of what geodiversity is and a review of important resources in Cardiff. These would include Castell Coch, Flat Holm and Rhymney Quarry.	Geodiversity issues are covered in sections 8 and 9, landscape and natural resources, of Appendix 2. Additional info on Flatholm added to landscape section.
3.9 Vulnerability of biodiversity resource Development and changing land use practice are significant concerns. Would also like to see recognition of long-term threats – for example predicted sea level rise and the future sustainability of	Sea level rise issues covered in section 4, climate change, of

the Gwent Levels. Take a broader view of the protection of biodiversity by considering other important reservoirs of biodiversity outside of designated sites such as brownfield land, parks and commons. This could be achieved by promoting green infrastructure. Would like to see recognition of the fact that the natural environment and the goods and services it provides underpin our well-being in a whole range of vastly different ways.	Appendix 2. Already included in section 3.9 of Appendix 2. At the current time changes are not considered necessary to the Scoping Report, however this issue will be kept under review. This is a small sector of the economy and no suitable data currently exists for Cardiff.
4.4 Risks associated with climate change Would add the loss of prime agricultural land (often coastal) due to saltwater incursion to the list.	Areas of potential coastal flooding in Cardiff are not prime agricultural land.
4.7 Travel in Cardiff Would encourage the Council to work with neighbouring authorities to ensure that sustainable transport solutions are joined up across administrative boundaries.	This is a matter for the LDP rather than the SA/SEA, but has been noted and forwarded onto the LDP Team for consideration as part of the preparation of the LDP.
Renewable energy Suggest a specific mention of renewable energy provision should be included on climate change. Suggest using the Welsh Assembly Government's Planning for Renewable and Low Carbon Energy – A Toolkit for Planners.	Objective 4b covers this issue as part of the SA/SEA Framework. The LDP Team will be undertaking a Renewable Energy Assessment using the WAG Toolkit.
7.7 Open space and health Would like to see recognition of the fact that the natural environment underpins well-being (as per comments above).	Already included in 8.14 of Appendix 2.

Environment Agency Wales	
Consultee comment	**Recommended response**
Non Technical Summary	
The table which provides a summary of indicators do not accurately reflect Appendix 2, i.e. indicators under item 4 Climate should include flood risk matters.	Items for which there are current data gaps are not measurable and thus have not been included / assessed in the indicator table within the NTS. Flooding is an important issue and we will identify ways in which to address these omissions as we

	develop the SA/SEA and LDP.
Additional information and data has been provided by the Environment Agency on WFD (Water Framework Directive), water quality and waste.	Acknowledged, information will be considered for the SA/SEA and shared with the LDP team.
Scoping Report	
In reference to the key messages under the policy review, the implications from the review should be addressed in the Plan, for example, inclusion of water efficiency measures and sustainable drainage in proposals; delivery of suitable waste management facilities for different waste streams.	This concerns the content of the LDP and is not directly relevant to the SA/SEA, and has been forwarded to the LDP Team for consideration as part of the preparation of the LDP.
Requirements of SEA regulations. Additionally recommend that a comparative analysis is used in reporting i.e. a Wales wide view and cross boundary. Recommend that a monitoring strategy is agreed so that objectives targets and indicators can be agreed for those environmental measures to be monitored.	Noted, the SA/SEA will take account of cross boundary issues. The monitoring framework will be set out in detail in later publications.
Climate Change, provides only a selection of areas at risk of flooding. There may be other areas and/or sites to include in your Plan for future development and these may be also at risk from flooding. These areas/sites will also need to be appropriately assessed.	This concerns the content of the LDP and is not directly relevant to the SA/SEA, and has been forwarded to the LDP Team for consideration as part of the preparation of the LDP. The LDP Team are currently updating the strategic flood risk consequences assessment for the city.
Natural Resources, agree that whilst water quality is improving in rivers Taff, Ely and Rhymney, WFD requirements still need to be addressed.	Noted.
Noted that in your Table 4.1 in your Scoping Document you state that "Abstraction from the Rivers Usk and Wye is a concern, and this will be exacerbated by population growth and climate change". Noted that your corresponding objective in Table 5.1 is to "Conserve water resources and increase water efficiency". Welcome this, although we would stress that you ensure that your evidence base provides evidence that sufficient water is available to supply new developments, prior to making allocations in the Plan. Policies should be based identification of key issues.	Noted.
Policy Review	
In reference to the key messages under the policy review, the implications from the review should be addressed in your Plan, for example, inclusion of water efficiency measures and sustainable drainage in proposals; delivery of suitable waste management	This concerns the content of the LDP and is not directly relevant to the SA/SEA, and has been

facilities for different waste streams.	forwarded to the LDP Team for consideration as part of the preparation of the LDP.
Under the heading of SA/SEA topic 'Climate Change' Technical Advice Note 14: Coastal Planning (Welsh Assembly Government 1998) should be included.	Disagree, already in natural resources section of policy review.
Under the heading of Landscape reference to TAN5 should be included. The EA also agree with LDP approach to delivering policy aim to "avoid development of greenfield sites where possible and appropriate by giving preference to the re-use of suitably developed land".	Disagree, already in biodiversity section of policy review.
Support the delivery of policy aims, "plan for new development in discussions with water and wastewater companies and the Environment Agency Wales, to ensure that water resources are adequate and water quality is maintained".	Noted.
SA/SEA Objectives	
Welcome Objective 3 (Protect and enhance biodiversity, flora and fauna) and its sub objectives 3d and 3e. As part of these sub objectives, the EA would expect the Plan to promote "green infrastructure", wherever possible, such as wildlife corridors and river corridors, in order to enhance the connectivity of biodiversity networks wherever possible.	This concerns the content of the LDP and is not directly relevant to the SA/SEA, and has been forwarded to the LDP Team for consideration as part of the preparation of the LDP.
Welcome Objective 4 (Reduce the emissions of greenhouse gases that cause climate change and adapt to its effects). However, we request that sub-objective 4e be re-worded to focus more on the management of consequences, i.e. Ensure that a precautionary approach is applied and ensure that the location and design of new development manages the potential risks and consequences of flooding down to an acceptable level.	Agree, amended.
Taking into account the baseline evidence for 'Environmental Quality – a determinant of health - varies greatly within Cardiff' you may wish to reword Sub Objective 7d to reflect this evidence. Suggest amending Sub Objective 7d to read, "Improve environmental quality by minimising adverse impacts on health and wellbeing from pollution, flooding and waste management disposal".	Agree, amended.
Welcome Objective 8a, in reference to the protection of river valleys. We would question whether there is any "undeveloped" coastline remaining in Cardiff, as most coastline within the borough is either urbanised or covered by flood defences. You may therefore wish to change remove the word "undeveloped".	Agree, amended.
Welcome Objective 9 (Use natural resources efficiently and safeguard their quality), especially sub-objectives 9a, 9b, 9e and 9f.	Noted.
Welcome Objective 11 (Minimise waste, increase re-use and recycling). However, advise that the objective should be expanded to encompass the aim to improve the waste management infrastructure available to the people of Cardiff. (Regional influence may also need to be considered).	Disagree, this is a matter for the Waste Management Strategy.
Acknowledge that in preparing new plan changes there is a policy direction away from building on brownfield land to also building on	This concerns the content of the LDP and is not

greenfield land. Note, however, that Table 2.1 of the Scoping document states that the LDP should give preference to the re-use of suitable previously developed land. Nevertheless decisions will need to be in accord with sustainable development principles. It will also need to be established whether the land is suitable for development.	directly relevant to the SA/SEA, and has been forwarded to the LDP Team for consideration as part of the preparation of the LDP
Appendix 1	
Welcome that "Locational policies in the LDPs should take account of the effects of development on air quality and vice versa". Refer to previous advice (in our letter dated 9 June 2009, Reference SE/2006/100087/LD-01/DE1-L01) in relation to air quality impacts (potential, significant and/or in combination effects) and Cardiff Beech Woods SAC. Recommend that further consultation with the Countryside Council for Wales (CCW) takes place in respect of Habitats Regulations Assessment.	This concerns the content of the LDP and is not directly relevant to the SA/SEA, and has been forwarded to the LDP Team for consideration as part of the preparation of the LDP.
Recommend the addition of the NERC Act (Natural Environment and Rural Communities Act) 2006.	Agree, added.
Suggest including: Environment Strategy for Wales (2006).	Agree, added.
Recommend the addition of: Sustaining Ecosystem Service for Human Wellbeing, which can be found on CCW's website. This may be useful to review because this links biodiversity as a resource in improving people's health and wellbeing.	The policy review only includes policy documents, however this guidance may be a useful resource for the LDP Team and has been forwarded for consideration as part of the preparation of the LDP.
<u>Climate Change Act 2008 and TAN15</u> • Ensure that a precautionary approach is applied and ensure that the location and design of new development manages the potential risk, causes and consequences of flooding down to an acceptable level.	This is a matter for the LDP rather than the SA/SEA, but has been noted and forwarded to the LDP Team for consideration as part of the preparation of the LDP.
<u>TAN15</u> • Take a precautionary and strategic approach to flood risk, having regard to WAG guidance, the potential consequences of flooding and the extent and location of unobstructed floodplains . • Ensure that the location and design of new development manages the potential risk, causes and consequences of flooding down to an acceptable level.	This concerns the content of the LDP and is not directly relevant to the SA/SEA, and has been forwarded to the LDP Team for consideration as part of the preparation of the LDP.

It is noted that Technical Appendix 1 does not include reference to documents or implications for LDP relating to the remediation of brownfield land. You may also wish to consider reviewing the following; • We would recommend that our new Groundwater Protection Policy is reviewed: "Underground, under threat, Groundwater Protection: Policy and Practice Parts 1-4". This is available from our website: http://www.environment-agency.gov.uk/research/library/publications/40741.aspx • We also advise that you review our latest land contamination guidance, 'Guiding Principles for Land Contamination (GPLC)': a series of 3 documents available at: http://www.environment-agency.gov.uk/research/planning/121619.aspx • Planning Policy Wales (2010) paragraph 13.6, which gives advice on Development Plans and Contaminated Land.	The policy review only includes policy documents, however this guidance may be a useful resource for the LDP Team and has been forwarded for consideration as part of the preparation of the LDP. The policy review only includes policy documents, however this guidance may be a useful resource for the LDP Team and has been forwarded for consideration as part of the preparation of the LDP. Already included in the policy review under the overarching policy section.
Welcome the implications for the LDP as set out in Technical Appendix 1 (under the heading of Natural Resources) and note that the LDP should include Water Cycle Studies in growth or high risk areas (Severn River Basin Management plan). With regard to EC Directive 1991/271/EEC on Urban Waste Water Treatment (as Amended by EC Directive 1998/15/EEC), we also suggest changes to the following implication; • Locational policies to take account of the effects of development on water quality and seek improvements. The PPPs should also include policies in regard to land affected by contamination, as this appears to have been omitted, for example, Planning Policy Wales (2010).	Noted. Agree, amended. PPW is already included in the policy review in the overarching policy section.
With regard to EC Directive 1991/271/EEC on Urban Waste Water Treatment (as Amended by EC Directive 1998/15/EEC) - We note that as part of the policy review in Technical Appendix 1, it is stated that an implication for the Plan is the intention to discuss wastewater treatment arrangements with sewage authorities and with ourselves. The EA welcomes this.	Noted.
The EA request that the SEA and HRA for Cardiff Council should take into account the plans of other local authorities, which are also supplied as part of the SEWCUS zone to understand the regional pressures on water resources, e.g Vale of Glamorgan, Blaenau Gwent, Caerphilly, Merthyr Tydfil, Bridgend, Rhondda Cynon Taff, Forest of Dean, Torfaen and Newport City Council.	Agree, the SA/SEA will take account of cross boundary issues.
The EA suggest the addition and review of: Strategic Environmental Assessment of their Water Resources Management Plan.	Disagree, this is not a policy document and has no direct bearing on the

	SA/SEA or LDP.
The EA suggest the addition and review of: Water Resources Strategy for Wales.	Agree, Added.
Water Cycle Studies: The EA welcome the intention to undertake water cycle studies, following the review of the Severn River Basin Management Plan, as stated in your Technical Appendix 1.	Noted.
Welcome the review CAMS (Catchment Abstraction Management Strategy) as part of the Policy Review in Technical Appendix 1. The CAMS areas within the Cardiff Unitary Authority boundary are Taff & Ely, Ebbw & Lwyd and Rhymney, as correctly stated. The implications of the relevant CAMS, which should considered in the development of the LDP and which should come out of the Policy review are as follows: The Ely CAMS area has been classified as 'water available' and the Taff as 'over licensed'. The Rhymney CAMS area is also classified as 'water available'. The Ebbw and Lwyd CAMS area has been classified as 'over abstracted'. However, the area contained within Cardiff's Unitary Authority boundary was not assessed as part of the first cycle of CAMS.	At the current time changes are not considered necessary to the Scoping Report, however the issue will be kept under review.
<u>Climate Change and Waste headings</u> The EA welcome the following implication for the LDP, as set out in Technical Appendix 1 (under the Climate Change and Waste headings): • Support for anaerobic digestion, biomass, and other large renewable energy generation projects. • Ensuring that infrastructure for waste management is adequate to accommodated proposed development. • Identifying sites for waste management facilities. • Promotion of recycling, anaerobic digestion and other forms of waste treatment.	Noted.
Appendix 2	
With reference to section 2 of Technical Appendix 2 Baseline Information, it is recommended that reference also be made to industrial emissions from PPC (Pollution Prevention and Control) Permit regulated installations and their impact on air quality. Examples could include current and proposed power stations.	At the current time changes are not considered necessary to the Scoping Report. Information will be considered as background to air quality indicators.
Condition of Designated sites: In paragraph 3.8 of the baseline data report, it is stated that the Council is not aware of any up to date information relating to the condition of all designated sites. The EA suggest referring to CCW's Special Sites Actions Database, where CCW have identified issues and actions for identified competent authorities which will remove the impact on the relevant designated sites. There will be actions for Cardiff Council in relation to its designated sites, which it may be possible to deliver through the LDP. The Database may also help to provide the conditions of the designated sites.	Noted, however measures are in place to address this and any future changes in condition will be monitored accurately.
Paras 4.9 to 4.11 in Section 4 of Technical Appendix 2, the EA welcome the reference to flood risk. The EA agree that management of flood risk in consideration of climate change is an	Noted.

environmental issue for Cardiff that should be addressed in the LDP and SA.	
Map 4.1 Areas at risk of flooding: With reference to the evidence in Technical Appendix 2, it is noted that Map 4.1 shows 'Areas at risk of flooding'. Please confirm whether these areas reflect the zones contained in TAN15 development advice maps or do these areas reflect your flood risk assessment? Subject to our requested amendments above, we welcome that you have proposed indicators related to flood risk as part of your measurement of the sustainability of the Plan. We would be pleased to discuss the rewording of objectives and indicators, data provision and collection with you further.	These are TAN15 development advice map zones. Acknowledged.
The EA welcome inclusion of indicators 4.9 and 4.10.	Noted.
Indicator 4.11: Whilst it is noted the proposed indicator on the number of housing units proposed in Zones C1 and C2, it may be useful to measure the extent to which planning permissions have been granted where the consequences of flooding can and/or cannot be acceptably managed. It may also be helpful to measure the approval of developments other than housing.	Acknowledged, this will be considered especially since there is a current data gap and this would provide a means to monitor allocations over the plan period. However at the current time changes are not considered necessary to the Scoping Report.
Suggest indicator 4.11 be reworded to "Number and percent of all new development approved in C1 and C2 areas where the risks and consequences of flooding are acceptably managed". Given the justification test, it may be useful to consider different types of development within this indicator, i.e. emergency services, highly vulnerable development, less vulnerable development and other development.	At the current time changes are not considered necessary to the Scoping Report, however this issue will be kept under review. These suggestions will be considered, however clear definitions will be required to monitor effectively.
It is noted that there is currently a data gap, and the LPA should consider how this data can be collected, including information from decision notices and High Level Target (HLT) reporting. The EA also may be able to contribute to data collection.	At the current time changes are not considered necessary to the Scoping Report, however this issue will be kept under review. Current data gap and seeking data to fill.
Comments made 'that brownfield land offers for opportunities for development, although remediation may be required on contaminated sites resulting from previous industrial activities". Recommendations on the redevelopment of brownfield land is as follows; Brownfield land and biodiversity: Advise that it should be recognised that brownfield sites often contain a significant biodiversity resource, as stated in paragraph 3.9 of Technical Appendix 2. Many of the river banks and coast of Cardiff are brownfield sites, encourage riverbank restoration over	This concerns the content of the LDP and is not directly relevant to the SA/SEA, and has been forwarded to the LDP Team for consideration as part of the preparation of the LDP. Issues of biodiversity will be covered by SA/SEA Framework objective 3.

redevelopment at these sites, in order to promote restored green corridors through Cardiff. If redevelopment of riverine and coastal brownfield sites does occur, it is recommended that buffer zones should be incorporated in the new developments to create a network of green infrastructure.	
The environmental impacts of mineral extraction and aggregates must be considered. Any continued operations or any mineral extension proposed may result in the loss of important and protected habitats. Potential impacts to particularly sensitive areas such as Cardiff Beech Woods SAC and Garth Woods SSSI should be appropriately assessed. Any quarry activity proposals should be accompanied with restoration proposals and recommendations, site aftercare and monitoring should also be agreed. CCW and the County Ecologist should be consulted for their advice on whether the expansion of the quarries would require an Appropriate Assessment under the Habitats Regulations. The LPA may wish to include additional indicators and we therefore suggest the following additional indicators; • Percentage of developments using secondary aggregates; and/or • Percentage of aggregates being sent to landfill	This concerns the content of the LDP and is not directly relevant to the SA/SEA, and has been forwarded to the LDP Team for consideration as part of the preparation of the LDP. These additional indicators will be considered later in the development of the plan. However at the present time changes are not considered necessary to the Scoping Report.
Welcome that data on the chemical and biological water quality of the Rivers Taff, Ely and Rhymney is being considered as part of the SEA/ SA. It appears that data/information is used from the South East Valleys catchment and it may be appropriate to use information, which is more specific to the Authority area. Refer to the Local Evidence pack for data on GQA (attached). A copy of a 'Summary of WFD Status and Pressures within the Cardiff LDP Boundary' is also enclosed. This summarises the main pressures on the water environment for those waterbodies within Cardiff. It is advised that you should use this as part of your baseline data and consider the data's implications for policies and allocation and for your SEA/SA. From the data it can be seen that water quality is an issue for Cardiff, so should be considered in your LDP, as your Technical Appendix 1 States. You should consider whether the policies and allocations in the LDP are able to address these pressures through suitable policies or allocations. The LDP should also seek improvements.	Noted. Noted, this information will support indicator development for natural resources section in Appendix 2, and has been shared with the LDP Team for consideration as part of the preparation of the LDP. This concerns the content of the LDP and is not directly relevant to the SA/SEA, and has been forwarded to the LDP Team for consideration as part of the preparation of the LDP.
It is noted that indicator 9.6 (Percent of river lengths achieving good ecological status) uses data collected under the Water	Noted, this information will support indicator

Framework Directive (WFD). Our Data Package (attached) also gives you information on General Quality Assessment (GQA). Both datasets are useful; The historic GQA data (in the attached Data Package) provides you with historic trends in water quality, while WFD data forms a basis for measuring future water quality trends.	development for natural resources section in Appendix 2, and has been shared with the LDP Team for consideration as part of the preparation of the LDP.
Baseline information in regard to the adequacy and suitability of wastewater facilities in relation to future development appears to have been omitted. The LDP should ensure that there is suitable planned infrastructure to enable delivery. To this end, the EA suggest the LPA; • Refer to information on DCWW's Asset Management Plan (AMP)_Improvement, which is included in our data pack for Cardiff. This summarises the investment programme for the treatment and supply of wastewater. • Review DCWW's Asset Management Plan (AMP) itself, prior to any discussions with sewerage authorities on sewage capacity. This is available from www.dwrcymru.com	This concerns the content of the LDP and is not directly relevant to the SA/SEA, and has been forwarded to the LDP Team for consideration as part of the preparation of the LDP.
It is advised that information from the Review of Consents process for the Usk and Wye SACs is added as part of the baseline data collection process, in order to establish whether sufficient water exists in order to supply future development. It may be possible to do this as part of your water cycle studies. The EA have identified the need to make changes to public water supply abstraction licences to ensure 'no adverse effect' on the integrity of these SACs.	At the current time changes are not considered necessary to the Scoping Report, however this issue will be kept under review. This will be considered as the plan progresses.
We note indicator 9.7 (Total non-tidal water abstractions). It is stated that there is a data gap. The EA hold information on the number of non-tidal water abstractions for Cardiff.	At the current time changes are not considered necessary to the Scoping Report, however this issue will be kept under review. Using the details from Environment Agency Wales on how to acquire this information to support Appendix 2.
It may be more useful to measure the water availability in the Cardiff area, as a measure of sustainability. The EA would therefore suggest that per capita consumption (water use per person per day) should be included as an indicator for reducing water consumption because it appears to be the most suitable indicator for reducing water consumption.	At the current time changes are not considered necessary to the Scoping Report, however this issue will be kept under review. This will be considered as the plan progresses to enhance indicator 9.7 on total abstraction.
It is advised that indicators used within the Wales Waste Strategy and draft sector plans be used to ensure the LDP delivers the requirements of both the Welsh Assembly Government Policy and the European targets. The LPA may wish to include additional	This concerns the content of the LDP and is not directly relevant to the SA/SEA, and has been

indicators in the use of secondary materials, such as construction and demolition waste. We request to be re-consulted on future indicators, targets and monitoring requirements.	forwarded to the LDP Team for consideration as part of the preparation of the LDP. EAW as a statutory consultee will be consulted at all applicable stages of the SA/SEA.
Surface water flood maps: Recommend that these should form part of the baseline data for the LDP, and be included in your SA/SEA and appropriately used to assess your Plans proposals.	At the current time changes are not considered necessary to the Scoping Report, however this issue will be kept under review. Data to be investigated and added to baseline.

A. P. Eyton - Jones	
Conslutee comment	**Recommended response**
Scoping Report	
The Council has a duty to under take a Sustainability Appraisal and Strategic Environmental Assessment. Who made this a duty?	A brief outline of the origins of Sustainability Appraisal and Strategic Environmental Assessment can be found on Page 5 of the Scoping Report. Both of these procedures are thoroughly integrated into UK planning law and are a statutory requirement.
There is no such word as “Scoping”.	Disagree. The directive and government produced guidance specifies the use of the term “Scoping”.
The report consists of a lot of items which appear to have nothing to do with the use of land e.g. Proportion of adults who are overweight…	The purpose of this SA/SEA Scoping Report is to draw out the social, economic and environmental issues for Cardiff and ensure that those issues are considered during the preparation of the LDP.
Some of the items under the Sustainability heading are rather sinister e.g. resource use by Cardiff residents, which significantly exceeds their EARTH SHARE.	In order for the LDP to progress the economic growth of Cardiff the issue of resource use must be considered. The high “earth share” of Cardiff citizens expressed is not intended to scare; more highlight the fact that people are using resources at an unsustainable rate

	that is not conducive with a sustainable city.
Under the heading “Objectives and Indicators” are eleven headings, only two of which have any relationship to the use of land.	The purpose of this SA/SEA Scoping Report is to draw out the social, economic and environmental issues for Cardiff and ensure that those issues are considered during the preparation of the LDP.
To summarise the whole thing has become far to complicated, why were consultants used and how much did they cost? Is the planning department not up to its job?	SA/SEA is a specialist field that requires an environmental scientist with a broad knowledge of environmental factors and the principles of sustainable development. Consultants were used for this report both for quality assurance purposes and to temporarily cover a vacant post.
Why use words not normally used i.e. “demographic” when changes in lifestyle would be simpler?	"Demographic” is a standardised term that is commonly used when referring to the study of human population, particularly the size and distribution there of. However, in influencing the development of the LDP (through the SA/SEA process) we hope to encourage changes in life style over the plan period.
Your forefathers left us with a Cardiff of tree lined streets, good parks and open green spaces without all this nonsense. How on earth can anyone expect to produce a land plan to cover events until 2026?	Conservation of Cardiff’s cultural heritage and historic environment will be key to the LDP. However, in order for Cardiff to grow as a city it is necessary to plan. The LDP will provide the policy framework to guide that growth and it is important that those policies take into account all of the factors that make this city unique (socially, historically, economically and environmentally), and

	that is the purpose of this SA/SEA.

Friends of Insole Court	
Consultee comment	**Recommended response**
Scoping Report	
Welcome the thoroughness of the review process.	Noted.
Policy Review	
Suggest in terms of infrastructure the priority should be interpreted as including heritage assets and green infrastructure.	This is a policy review and as such can only refer to information contained in these policies.
Suggest that the General/ Overarching topic should include: • Planning and Compulsory Purchase Act 2004 • Planning your community: A guide to Local Development Plans July 2006 • Minerals Planning Policy Wales 2001	Disagree – only key policy included in the policy review. Disagree - this is guidance and not policy. Disagree – already included in natural resources section of policy review.
Suggest "Facilitate community involvement and life-long learning via appropriate use of heritage assets" is added as a policy aim to Cultural Heritage and Historic Environment.	This is a policy review and as such can only refer to information contained in these policies.
Suggest adding a reference to either Landscape or Natural Resources to the importance of green infrastructure and ecosystem services.	This is a policy review and as such can only refer to information contained in these policies.
Suggest amending 2.12 to read "The Decentralisation and Localism Bill **could** (not necessarily **will**) affect how housing and planning decisions are made". WAG has devolved responsibility for housing and planning in Wales and so makes its own legislation on these matters.	Agree, amended.
Indicators	
Concerned that the number of listed buildings at risk is the same as it was in 2006 i.e. "some way below target.. or .. getting worse".	Noted.
SA/SEA Objectives	
The Friends of Insole Court agree with SA/SEA Objectives relating to heritage.	Noted.
Suggest adding to either Landscape or Natural Resources (or both): • Protect and enhance the City's legacy of historic parks and gardens and create new ones	Disagree – protection and enhancement of greenspaces (which includes historic parks and gardens) included in SA/SEA sub objective 8a.

Jane Hayes	
Consultee comment	**Recommended response**

Scoping Report	
A landscape assessment should be carried out to inform the LDP evidence base. Cardiff is the only local authority in Wales which failed to carry out a landscape character assessment of its urban area.	This concerns the content of the LDP and is not directly relevant to the SA/SEA, and has been forwarded to the LDP Team for consideration as part of the preparation of the LDP.
House by house, development by development change will come, the only way to assess the impacts of these changes on the urban landscape of Cardiff and the population concern is by undertaking a landscape character assessment of the whole territory.	This concerns the content of the LDP and is not directly relevant to the SA/SEA, and has been forwarded to the LDP Team for consideration as part of the preparation of the LDP.
The plan will affect the whole of Cardiff, how will the environmental characteristics of all of Cardiff be assessed in relation to the whole territory of Cardiff?	The purpose of the SA/SEA Scoping Report is to capture the sustainability and environmental issues for Cardiff and ensure that they are sufficiently incorporated into the SA/SEA Framework, this is the criteria by which the policies and options emerging from the LDP development process will be assessed.
Stage 7 – at what time will the impacts be assessed?	The impacts will be assessed in a detailed Environmental Report.
Table 4.1, population – population growth – how will this impact be assessed?	The SA/SEA Framework contains an objective on 'responding to demographic changes in a sustainable way' and population growth is an issue that is relevant to most of the SA/SEA objectives to some degree, particularly those encompassing access, housing and the economy.
Policy Review	
Include European Landscape Convention (2004)	Agree, added.
Include CCW Landmap Public Perceptions of Landscape Cardiff (1999)	Disagree, this is not a policy document and has no direct implications for the LDP.
Cultural heritage - without landscape character assessment of the urban area of Cardiff, where 98% of residents live, how can we	This concerns the content of the LDP and is not

assess local distinctiveness?	directly relevant to the SA/SEA, and has been forwarded to the LDP Team for consideration as part of the preparation of the LDP.
Landscape – policy HER3 Landscape Protection of the withdrawn LDP states the following 'the information in the study (Review of Landscape Character Areas 2008) is intended to assist both countryside management and development control matters' however this policy is intended to apply to the whole county acknowledging that the urban area also contains features of landscape importance.	This concerns the content of the LDP and is not directly relevant to the SA/SEA, and has been forwarded to the LDP Team for consideration as part of the preparation of the LDP.

Nathaniel Lichfield and Partners on behalf of the Trustees of Plymouth Estates	
Consultee comment	**Recommended response**
Policy Context	
Cardiff has an important role as the key economic driver for the Capital Region and a pivotal role as a key provider of higher level services. This role is not fully recognised in the policy review.	The policy review can only reference items included in the reviewed policies. This will be addressed in the LDP evidence base.
New bullet point suggested: "*Cardiff occupies a pivotal role in the capital region – being a key economic driver and key provider of higher level services but has an interdependent relationship with the wider Capital Region".*	This is a matter for the LDP rather than the SA/SEA, but has been noted and forwarded to the LDP Team for consideration as part of the preparation of the LDP.
New bullet point suggested: "*The Capital Region is projected to have substantial housing growth particularly in the City Coastal Zone and Cardiff will account for a large proportion of this growth".*	This is a matter for the LDP rather than the SA/SEA but has been noted and forwarded to the LDP Team for consideration as part of the preparation of the LDP.
Policy Review	
The policy review includes a review of the "South East Wales Regional Housing Apportionment Memorandum" (SPWSPG 2007). This is regarded as out of date and no longer of relevant to considered. Remove.	Disagree, still valid.
Baseline	
Suggest two new indicators: measuring net migration of families and the level of housing delivery against housing growth in Cardiff.	At the current time changes are not considered necessary to the Scoping Report, however this issue will be kept under review. Investigate feasibility of measuring these indicators.
Sustainability issues	
Support the statement which recognises that Cardiff has seen significant redevelopment of brownfield land in recent years with little Greenfield development.	Noted.

Also support the assertion that it will be important in the future that the market is delivering sufficient family and affordable housing.	Noted.
Extend support to "*Table 4.19 Natural Resources*", which recognises the under provision of family housing, and to "*10. Population*", which highlights the need to provide an appropriate range of tenure for population growth in a sustainable way.	Noted.
SEA/SA Objectives	
Despite significant changes in stages A1 and A2 note that very little amendment has been made to the SA/SEA Objectives and sub-objectives. This is considered not appropriate, considering changes.	The SA/SEA objectives were reviewed in light of changes to A1 and A2 and a 5 week consultation held on the amended document during Nov/Dec 2010; this was sent to all LDP database stakeholders and individuals. All suggested changes to objectives have been considered and amended where appropriate.
Objective 8a: a distinction needs to be made between areas of countryside which are designated of landscape value and those which are not; this will help direct development to the least sensitive areas. Suggested amendment: "*protect and enhance areas of designated landscape quality, character and importance"*	Disagree, SA/SEA objective 8a currently encompasses.
Objective 9 – A new sub-objective is necessary, which seeks to make efficient use of Greenfield sites.	Disagree, overarching objective 9 in the SA/SEA Framework already encompasses this.
Objective 10 – New sub-objective under suggested which references the need to create sustainable mixed communities.	Disagree, overarching objective 10 in the SA/SEA Framework already encompasses this.

Mrs Denise Pole	
Consultee comment	**Recommended response**
Request that St Marys Church, Caerau and surrounding hill fort area be included within the LDP, and that they be made protected heritage sites.	This is not directly related to the SA/SEA but will be forwarded to the LDP and Conservation Teams for consideration.

Reservoir Action Group (RAG)	
Consultee comment	**Recommended response**
Scoping report	
Support the Final Draft Scoping Report, particularly the three	Noted.

chapters on: 'Biodiversity, Flora and Fauna', 'Cultural Heritage and the Historic Environment' and 'Landscape' found in the main document.	
Wording to be tightened up on: • Para 4.9, page 24: Cardiff's "significant network of strategically important open space corridors and green spaces. • Page 26, "8 Landscape": reference is made to the "three river valleys running through the City"; it is assumed that this refers to the Ely, the Taff and the Rhymney. The Nant Fawr also has main river status, has a long distinctive open corridor with features including nature sites. Wording should be amended to "Four" accordingly References within the Scoping Report to the above should then correctly refer to four river valley corridors.	Agree amend to 'strategically important open spaces and green corridors'. Disagree, the Nant Fawr is a tributary of the Rhymney. Disagree, the Nant Fawr is a tributary of the Rhymney.
Appendix 1	
The Welsh Office Circular 61/60 also stresses the need to protect the "setting" of historic buildings. This point is omitted, suggest it is included.	Agree, amended.
Suggest adding Planning Policy Wales, Chapter 6 – Conserving the Historic Environment.	Disagree - Planning Policy Wales is included in the policy review under overarching policies, including a bullet point on 'conserving the historic environment'.
Landscape PPPs - suggest removing the word "possibly" in view of the strategic importance of the Nant Fawr corridor to the open space network of Cardiff.	Agree, amended.
Appendix 2	
The figure of five Local Nature Reserves is mentioned; this should be amended to six to include the Council's decision in October 2010 to designate the Nant Fawr Corridor as the City's sixth Local Nature Reserve.	Disagree. The Nant Fawr LNR has not been formally adopted as the Council are awaiting the outcome of the Llanishen Reservoir Judicial Review.

RPS on behalf of the North East Cardiff Development Consortium	
Consultee comment	**Recommended response**
The North East Cardiff Development Consortium supports the following statements within the Scoping Report:	
Cardiff's role as the driver of the city region is vital for the wellbeing of the city.	Noted.
It is important that the needs of the future population are met in a sustainable way in terms of their housing, employment and infrastructure requirements.	Noted.
It is important that the market delivers sufficient family and affordable housing.	Noted.
It is essential that the city's unique landscape assets such as its open space corridors are maintained and protected, and even	Noted.

expanded as the city expands to accommodate an increasing population.	
The number of households in Cardiff could increase by 30% over the plan period. Indeed the increase may actually be required to be greater than that number.	Noted.
Cardiff has an international potential and national role that needs to be exploited.	Noted.
A fully integrated high quality transport system is essential if its potential is to be realised with significant emphasis being placed upon the ability of future residents to, where possible, walk, cycle, and use public transport.	Noted.
There is a need for significant investment in infrastructure.	Noted.
Energy efficiency and renewable energy are critical to the reduction of green-house gas emissions by 40% by 2020.	Noted.
Sustainable drainage is key to future development.	Noted.
Totally endorses the comments that recent development has led to "*relative under-provision of family housing"* and that "*providing an appropriate range and choice of housing for this population growth (137,000 to 179,000 from 2008 to 2032) in a sustainable way is the key sustainability issue raised by Cardiff's planners".*	Noted.

RSPB	
Consultee comment	**Recommended response**
Environmental Report Requirements	
Concerned that the Environmental Report will not examine the "environmental characteristics of areas likely to be significantly affected" until "possible development sites are identified".	As sites are identified they will be examined, assessed (using the SA/SEA Framework) and added to the Environmental Report.
Concerned that the policy direction toward the inclusion of Greenfield land and not just brownfield will increase pressure on Wentloog Levels.	This concerns the content of the LDP and is not directly relevant to the SA/SEA, and has been forwarded to the LDP Team for consideration as part of the preparation of the LDP. However, potential sites will be assessed using the SA/SEA Framework as they emerge.
Scoping Report should include an examination of the environmental characteristics of Wentloog Levels.	Disagree. The SA/SEA Scoping Report is intended to set out the framework by which the LDP will be assessed, and the environmental baseline is provided as an overview of Cardiff's assets. Specific examination of a SSSI is more appropriate for

	project level environmental assessments.
Policy Review	
Support the broad policy aim of "protect and enhance… national designated sites" but objects to the lack of detail in "how the LDP might assist in delivering policy aims" section.	The SA/SEA is an assessment tool to assess the sustainability performance of the LDP, and is not a policy document. The policy review can only reference issues included in these policies.
Given the clear policy line set out in Technical Advice Note 5 and especially in "Nature Conservation and Physical Developments on the Gwent Levels" this section should include a bullet point which establishes a very strong presumption against proposing to allocate sites for development on the Wentloog Levels. Suggest that bullet point 2 is amended to "*Provide criteria against which developments affecting the different types of designated sites will be assessed. This will take the form of not allocating sites or affecting nature conservation interest of the Wentloog Levels SSSI except in exceptional circumstances of proven UK-national need, and even then only when no alternatives are possible".*	This is a matter for the LDP rather than the SA/SEA, but has been noted and forwarded to the LDP Team for consideration as part of the preparation of the LDP.
The ODPM Guide "Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents states: "*Planning authorities may also choose to include more detailed decision-making criteria… in their SA Framework"* Considering the exceptional circumstances detailed above recommend that such a decision making criterion is included in the document.	It is noted by the consultee that this relates to a different stage in SEA formulation and as such will be considered later in the SEA process.
A bullet point on how CIL could be used to promote and deliver Green Infrastructure in Cardiff should be included here.	This is a matter for the LDP rather than the SA/SEA but has been noted and forwarded to the LDP Team for consideration as part of the preparation of the LDP.
Climate Change: This section should include strong presumption against proposing to allocate land for development on or materially affected by the flood plain.	This is a matter for the LDP rather than the SA/SEA but has been noted and forwarded to the LDP Team for consideration as part of the preparation of the LDP.
Economy: supports the statement in "How the LDP might assist in delivering policy aims", which states:- "*Ensure that development for enterprise and employment uses is in line with sustainability principles and respects the environment"*	Acknowledged.
Natural Resources: supports the statement in "How the LDP might assist in delivering policy aims", which states:- "*avoid the development of Greenfield sites where possible and appropriate, by giving preference to the re-use of suitable previously developed*	Acknowledged.

land"	
Population: Reference to the use of CIL in relations to infrastructure should be expanded to include Green Infrastructure.	This is a matter for the LDP rather than the SA/SEA but has been noted and forwarded to the LDP Team for consideration as part of the preparation of the LDP.
Policy Review	
Include Nature Conservation and Physical Developments on the Gwent Levels CCW (1993)	Disagree, the policy review only includes key policies central to the development of the LDP.
Include Welsh Assembly Government Environment Strategy and Action Plans 2008.	Agreed, added.
Baseline	
Indicates that the percentage of SSSI features in favourable condition is: - "*some way below target or equivalent regional/national performance, and/or the situation is getting worse".* The RSPB concurs with this conclusion.	Acknowledged.
Table 3.1, Section 3.4: of the view that the 2010 box relating to the percentage of features of designated sites should be red, rather than orange.	Noted, however the process of assessment, whilst underway, is not yet complete.
Objects to the lack of an evidence base in terms of the area of the UK BAP Priority Habitats. It is illogical to include the LBAP equivalent of this, which is a local issue, without reference to the UK national equivalent.	Cardiff's LBAP priorities reflect local priorities that contribute to the wider UKBAP targets; these LBAP priorities have been agreed with the Local Biodiversity Partnership.
Sustainability Issues	
Strongly supports the statement at paragraph that: - "*it is imperative that (Cardiff's) biodiversity resources are protected and maintained".*	Acknowledged.
Supports the identification as a "Sustainability Problem" that: - "*Cardiff's biodiversity resource is vulnerable to new development… which could result in habitat loss and fragmentation".* However, they object to the lack of detail in this section with relation to the description of the problem. Threats to Wentloog Levels SSSI and UKBAP priority habitat from development should be explicitly identified.	This is a matter for the LDP rather than the SA/SEA, but has been noted and forwarded to the LDP Team for consideration as part of the preparation of the LDP.
Supports the statement that:- "*Wentloog Levels… are at particular risk from flooding"*	Acknowledged.
SA/SEA Objectives	
Supports the sub-objective which states that it is an SEA objective to:1 "*maintain and achieve… favourable condition of… national sites of nature conservation interest"*	Acknowledged.
Objects to the lack of inclusion of reference to the protection and enhancement of UKBAP Priority Habitats. Additionally, the wording in this section is not in the form of a target. The LDP	Cardiff's LBAP priorities reflect local priorities that contribute to the wider

Manual states: - "*The SA Framework objectives… should be, where possible, expressed in the form of targets".* Recommend that UKBAP target should be as follows: - "*no net loss of UKBAP Priority Habitats".*	UKBAP targets; these LBAP priorities have been agreed with the Local Biodiversity Partnership. SA/SEA objective 3b relates directly to the protection of LBAP priority habitats.

Cardiff Council & Levett-Therivel Sustainability Consultants

Sustainability Appraisal and Strategic Environmental Assessment of the Cardiff Local Development Plan

Appendix D: Appraisal of LDP Vision and Objectives

Final Sustainability Appraisal Report of the Cardiff Local Development Plan

January 2016

This appendix details the outcomes of the sustainability appraisal of the LDP Vision and Objectives.

The matrices were completed using the following symbols to show how compatible the LDP Vision and Objectives are with the sustainability appraisal objectives:

✗	= incompatible
✓	= compatible
-	= no links
?	= uncertain

The LDP Vision is:
"*By 2020...Cardiff will be a world class European capital city with an exceptional quality of life and at the heart of a thriving city region*"

The LDP Vision is taken from the emerging 'Cardiff: What Matters' Strategy, which will be delivered through 7 outcomes:

- People in Cardiff are healthy;
- People in Cardiff have a clean, attractive and sustainable environment;
- People in Cardiff are safe and feel safe;
- Cardiff has a thriving and prosperous economy;
- People in Cardiff achieve their full potential;
- Cardiff is a great place to live, work and play; and
- Cardiff is a fair, just and inclusive society

SA Objective	**LDP Vision**
1. Help deliver equality of opportunity and access for all	✓ The LDP Vision aims to achieve outcomes to address inequality and deprivation, ensure education, and improve access to facilities and provision of affordable housing. Focus on education could be improved by explicitly mentioning the need for adult education opportunities as well securing futures for young people; however education for all is explicit in the LDP Objectives.

SA Objective	**LDP Vision**
2. Maintain and improve air quality	✓ The LDP Vision incorporates "*clean, attractive and sustainable environment*", this includes delivering sustainable transport and an explicit outcome to improve the quality of Cardiff's environment. Specific LDP Objectives will assist in the delivery of air quality improvements.
3. Protect and enhance biodiversity, flora and fauna	✓ The LDP Vision looks to improve biodiversity through the outcome for a "*clean, attractive and sustainable environment*" which includes improving the quality of Cardiff's environment. This could be improved by aiming to protect biodiversity also; however the need to maintain, protect and enhance biodiversity is explicit within the LDP Objectives.
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓ The LDP Vision aims to establish Cardiff as a 'Carbon Lite' City and as a sustainable travel city. The Vision could be improved by including the need to adapt to the effects of climate change and not just mitigate climate change through the reduction of carbon emissions. The need to adapt to the effects of climate change, however, is explicit in the LDP Objectives.
5. Protect and enhance historic and cultural heritage	✓ The LDP Vision looks to improve the quality of Cardiff's environment which will assist in maintaining and enhancing heritage. Additionally provision of world class cultural facilities is included. The LDP Vision is not explicit in the need to protect and enhance historic assets, or ensure that local character and distinctiveness is protected; however measures to ensure that these features are protected are set out in the LDP Objectives.
6. Help deliver the growth of a sustainable and diversified economy	✓ The Vision contributes positively through the outcome "*Cardiff has a thriving and prosperous economy*", which includes the creation of a sustainable economy, supports skill retention, and, encouraging business and entrepreneurs in Cardiff.
7. Improve health and well-being	✓ Improving health and well being is well addressed through the LDP Vision across multiple outcomes covering life expectancy, encouraging healthy lifestyles, sustainable travel, reducing crime and ensuring that people are safe and feel safe in Cardiff.

SA Objective	**LDP Vision**
8. Protect and enhance the landscape	✓ The LDP Vision outcome of "*clean, attractive and sustainable environment*" includes improving the quality of Cardiff's environment. The Vision would contribute more positively to the protection of landscape if it was specifically mentioned in the outcomes; however landscape issues are thoroughly covered by the LDP Objectives.
9. Use natural resources efficiently and safeguard their quality	✓ The LDP Vision seeks to improve the quality of Cardiff's environment, which would include natural resources. Issues such as the use of brownfield land, soils and mineral resources are not addressed but are adequately covered in the LDP Objectives.
10. Respond to demographic changes in a sustainable way	✓ The LDP Vision supports the provision of a sustainable economy, affordable housing and facilities/services.
11. Minimise waste, increase re-use and recycling	✓ The LDP Vision promotes a "*clean, attractive and sustainable environment*". Whilst waste management and resource efficiency are not explicitly mentioned in the Vision they are adequately addressed within the LDP Objectives.

Summary:

The LDP Vision is a series of high level statements that support more detailed objectives, and sub objectives, beneath them. No changes to the LDP Vision are recommended as a result of this assessment.

The LDP high level objectives are:

1. To respond to evidenced economic needs and provide the necessary infrastructure to deliver development
2. To respond to evidenced social needs
3. To deliver economic and social needs in a co-ordinated way that respects Cardiff's environment and responds to the challenges of climate change
4. To create sustainable neighbourhoods that form part of a sustainable city

The detailed LDP objectives are shown at Section 3 of the Final Sustainability Appraisal Report. The numbering was altered from 1.1 to 1.a etc between the 2012 Preferred Strategy and 2013 Deposit LDP. The original numbering is retained here for ease of cross reference to earlier documents.

SA Objective	**LDP Objectives**
1.Help deliver equality of opportunity and access for all	✓ The LDP Objectives aim to: provide affordable housing (2.2) and access to education, employment, facilities and services (2.12), and promote social inclusion, equality of opportunity and access for all (2.14). Location of development is key for achieving sustainable transport solutions and networks. • Suggest that Headline Objective (1) is amended to include *"sustainable and accessible"* • Suggest that Sub-objective 2.6 is amended to include *"employment opportunities"*. • Suggest that Sub-objective 2.12 is amended to include *"especially in deprived"* areas.
2.Maintain and improve air quality	✓ / ? – per capita ? / ✗ – city wide The LDP Objectives contribute positively towards assisting in the improvement of air quality through the provision of sustainable transport solutions, and by aiming to reduce the need to travel (1.10 and 4.1.2). Additionally Objective 3.3 makes strong commitments to maintaining and enhancing Cardiff's natural environment (including air quality). However, whilst per person emissions may reduce as a result of the LDP, it is a plan for the growth of Cardiff and therefore it is recognised that it is unlikely that, overall, the city's emissions to air will be decreased. Whilst growth *per se* may bring about increased absolute emissions for the city, the LDP Objectives put in place a framework to

SA Objective	**LDP Objectives**
	mitigate these impacts and are considered appropriate. • Suggest that Sub-objective 1.10 is amended to include *"reducing the need to travel"* • Suggest that Sub-objective 2.10 is amended *"provide a range of ~~youth/adult~~ learning opportunities for all…"* • Suggest that Sub-objective 4.1.2 is amended to include *"and decrease air pollution"* • Mitigation: Ensure green infrastructure is provided to improve air quality.
3.Protect and enhance biodiversity, flora and fauna	✓ LDP Objective 3.3 makes strong commitments to protecting and enhancing biodiversity including international, national and local sites, the biodiversity value of recreational open spaces (e.g. parks). Additionally there is provision to protect areas without designation or of unknown biodiversity value, and the LDP Objective recognises the importance of flora in combating climate change. There is need to ensure the biodiversity value of brownfield land is considered and protected. • Suggest that Sub-objective 3.3 is amended to include *"Networks that link together…"*
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓ - per capita × - city wide The LDP Objectives assist and support in reducing carbon emissions by reducing the need to travel, encouraging a modal shift in transport, aiming to provide sustainable transport solutions (1.10) and aiming to adapt to and mitigate the effects of climate change, including flooding (3.1 and 3.2). However although carbon emissions per person may reduce as a result of the LDP, this is a plan for the city's growth and as such it is unlikely that the city's overall carbon emissions will reduce. Whilst growth *per se* may bring about increased absolute emissions for the city, the LDP Objectives put in place a framework to mitigate these impacts and are considered appropriate. • Suggest that Sub-objective 1.10 is amended to include *"reducing the need to travel"* and *"and networks".* • Suggest that Sub-objective 3.1 is amended: Removed "*consumption*" in favour of "*demand*" • Suggest that Sub-objective 3.3 is amended: Add *"The role that vegetation plays in combating climate change by providing shading, cooling and carbon sinks'* • Suggest that Sub-objective 4.1.2 is reworded to strengthen against '*car-based developments'* and for linkage to the *'strategic cycle network'*

SA Objective	**LDP Objectives**
5.Protect and enhance historic and cultural heritage	✓ The LDP Objectives contribute positively to ensuring the protection of historic and cultural assets. Objective 3 provides measures to protect and enhance historic assets, and measures to ensure that new development is respectful to existing character are included in objective 4. Objective 2 aims to provide accessible cultural facilities for all communities. • Suggest that Sub-objective 2.12 is amended to include "*cultural facilities*". • Suggest that Sub-objective 3.4 amended to include *"…including parks and amenity spaces"* and to *'define Cardiff's distinctive character'*
6. Help deliver the growth of a sustainable and diversified economy	✓ The LDP Objectives provide all of the key drivers to deliver the growth of a diverse sustainable economy including: provision of a range of employment land and promotion of specialist sectors to promote economic diversity (1.1, 1.2 and 1.5), and providing good transport links. Location of development will be key to delivering sustainable economic growth. • Suggest that Headline Objective (1) is amended to include *"sustainable and accessible"* • Suggest that Sub-objective 1.2 is amended to include *"…and well connected to other UK cities"* • Suggest that Sub-objective 2.6 is amended to include *"employment opportunities"*
7. Improve health and well-being	✓ The LDP Objectives assist in the promotion of more healthy lifestyles by increasing the provision of cycle and walk ways (as alternative transport) (1.10), and aiming to protect public open spaces such as parks (3.3). Additionally Objective 2 promotes the inclusion of healthier food choices as part of community centres and facilities (2.8/ 2.12). • Suggest that Sub-objective 2.8 is amended, added *"healthy food choices"* • Suggest that Sub-objective 2.12 is amended, added *"shops with healthy food choices"*
8. Protect and enhance the landscape	✓ The LDP Objectives, specifically Objective 3, contribute positively toward the protection of Cardiff's distinctive landscape features both designated and undesignated. Sub-objective 3.3 also aims to safeguard geodiversity and important geological sites.
9. Use natural	✓

SA Objective	**LDP Objectives**
resources efficiently and safeguard their quality	Several of the measures within the LDP Objectives contribute positively to the Sustainability Objective including: the protection of Cardiff's mineral supply (1.11), protection and enhancement of water and soil quality (3.3), increasing water efficiency (4.1.4) and the promotion of good design with resource efficiency (4.1.9). However, there may be issues with sustainably sourcing appropriate building materials for development.
10. Respond to demographic changes in a sustainable way	✓ The LDP Objectives effectively address what is required to meet the needs of Cardiff's growing population both socially and economically. However, it is also important to consider how population growth will impact on factors such as carbon emissions and waste (see Sustainability Objectives 4 and 11). It is recognised that, whilst the amount of carbon emissions and waste per capita may decrease over the plan period, the absolute levels of these will probably increase as a direct result of growth of the city and its population; however the LDP Objectives put in place a framework to mitigate these impacts and are considered appropriate.
11. Minimise waste, increase re-use and recycling	✓ - per capita × - city wide LDP Objective 4 aims to minimise waste, maximise recycling (4.1.3) and reuse and promote good design (4.1.9), which may reduce the waste generated by developments both during construction and after completion. However, whilst the LDP will contribute positively and assist in reducing the amount of waste from development and per capita, it is recognised that the total waste arisings will probably increase over the plan period in Cardiff as a result of growth. Whilst growth *per se* may bring about increased absolute waste arisings for the city, the LDP Objectives put in place a framework to mitigate these impacts and are considered appropriate. • Suggest Sub-objective 1.12 is divided into 3 separate sub-objectives • Suggest an additional sub-objective division to 4.1 to reflect the need to plan for waste in neighbourhoods. • Suggest that Sub-objective 4.1.3 is amended, add "stored" and "reused"

Summary: Overall the LDP Objectives support the Sustainability Objectives. The appraisal has resulted in some suggested changes to the LDP Objectives as detailed above and in table 5.2 of the Final Sustainability Appraisal Report of the LDP.

Cardiff Council & Levett-Therivel Sustainability Consultants

Sustainability Appraisal and Strategic Environmental Assessment of the Cardiff Local Development Plan

Appendix E: Appraisal of LDP Strategic Options

Final Sustainability Appraisal Report of the Cardiff Local Development Plan

January 2016

This appendix first shows the detailed appraisal of the growth options considered at Preferred Strategy stage and then the appraisal of the spatial options for delivery of Option B. For those options included in the LDP, mitigation measures are proposed in Appendix G of the Final Sustainability Appraisal Report (Appraisal of the LDP key and detailed policies).

Growth options
Assumptions:

- LDP will aim to maximise the contribution of Brownfield but allow for phased release of both green and Brownfield land to provide a range and choice of development land in accordance with Welsh Planning Policy

LDP Option SA Objective	Option A: About 54,400 new homes in total (30,548 residual requirement) About 55,000 new jobs in total	Option B: About 45,400 new homes in total (21,571 residual requirement) About 40,000 new jobs in total	Option C: About 36,500 new homes in total (12,634 residual requirement) About 26,000 new jobs in total
1. Help deliver equality of opportunity and access for all	✓✓ Overall Option A could perform very well against the SA Objective as it has the potential to provide a significant number of affordable homes and help to address an existing shortage in the City. Additionally, the scale of growth provided has the potential to create new communities that are large enough to support a range of community facilities and services. Due to the scale of growth proposed Option A also has the potential to improve connectivity with and between existing	✓ As Option A but to a lesser extent due to the lower scale of growth.	?/× The scale of growth under Option C could present fewer opportunities to address and improve equality of access than Option A or B. Whilst the Option could deliver a reasonable number of homes, fewer affordable homes could be provided overall. Additionally the developments could be smaller and may not reach the population thresholds required to support new community services and facilities, which in could increase pressure on existing facilities and services.

LDP Option SA Objective	Option A: About 54,400 new homes in total (30,548 residual requirement) About 55,000 new jobs in total	Option B: About 45,400 new homes in total (21,571 residual requirement) About 40,000 new jobs in total	Option C: About 36,500 new homes in total (12,634 residual requirement) About 26,000 new jobs in total
	communities and increase accessibility of community facilities. If new developments are provided that include integrated sustainable transport infrastructure or reduce the need to travel by including mixed uses the effect could be more positive as this could help to improve access to services, facilities and employment particularly for those without access to a private car.		
2. Maintain and improve air quality	×× Option A is incompatible with the SA Objective. Independent of any potential improvements to the City's transport infrastructure, the option could lead to a significant increase in transport (domestic and economic) and potentially an increase in industrial activity. This could lead to a reduction in air quality particularly through increased congestion, which is an existing issue for the City. Additionally Option A could lead to the development of a large proportion of	× Option B is mainly incompatible with the SA Objective but to a lesser extent than Option A.	?/× The negative effects that could occur under Options A and B could also occur under Option C but to a much less degree and with more dependence on location of development. Cardiff already experiences high levels of in-commuting, for example over 33,000 people commute in by car every day from the valleys alone. With the decline of the valleys, and without sufficient provision of housing in Cardiff the level of congestion could continue

LDP Option SA Objective	Option A: About 54,400 new homes in total (30,548 residual requirement) About 55,000 new jobs in total	Option B: About 45,400 new homes in total (21,571 residual requirement) About 40,000 new jobs in total	Option C: About 36,500 new homes in total (12,634 residual requirement) About 26,000 new jobs in total
	the available Greenfield land in the City, green spaces help to improve air quality. However, there is an opportunity to provide new developments that integrate sustainable transport infrastructure, and mixed uses to reduce the need to travel. This could help to reduce congestion, new developments would also benefit from green infrastructure.		to increase, reducing air quality at key access points to the City.
3. Protect and enhance biodiversity, flora and fauna	×× Option A is incompatible with the SA Objective. The land required to accommodate the level of growth proposed by Option A represents a significant proportion of the available development land in the City, the majority of which is Greenfield. Whilst designated nature sites would be protected, the development of large proportions of the City's Greenfield areas could result in wide scale habitat loss and severe	×	?/× The effect of Option C is less certain. The pressure of development is considerably lower than Option A or B and there could be more room for mitigation as more land could be available to provide replacement habitat.

LDP Option SA Objective	Option A: About 54,400 new homes in total (30,548 residual requirement) About 55,000 new jobs in total	Option B: About 45,400 new homes in total (21,571 residual requirement) About 40,000 new jobs in total	Option C: About 36,500 new homes in total (12,634 residual requirement) About 26,000 new jobs in total
	disruption to habitat connectivity. Opportunities for mitigation could be limited due to extensive urbanisation.		
4 Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✗✗ - Citywide carbon emissions ✓/? – Per capita emissions ✗/? – Adaptation to climate change Under Option A, citywide emissions of green house gases could increase significantly due to a large increase in population, waste, travel and economic activities. Option A could also require the majority of the available Greenfield land for development, significantly reducing the carbon sink this provides and reducing the city's ability to adapt to climate change as green space also aids in land drainage and helps to reduce the urban heat island effect. Whilst citywide emissions are likely to increase significantly over the plan period there is an opportunity to reduce per capita emissions in the city through the design of developments e.g. mixed use development to reduce	✗ - Citywide carbon emissions ✓/? – Per capita emissions ✗/? – Adaptation to climate change As Option A but to a lesser extent due to a lower scale of growth.	✗ - Citywide carbon emissions ✓/? – Per capita emissions ?/✓ – Adaptation to climate change Under Option C citywide emissions of green house gases could increase due to an increase in population and economic activities. However, this effect would be significantly less than under Option A or B. Additionally the lower scale of growth may allow for more opportunities to mitigate or adapt to climate change; for example more land may be available for the provision of sustainable urban drainage systems and more Greenfield land could be retained as a carbon sink.

LDP Option SA Objective	Option A: About 54,400 new homes in total (30,548 residual requirement) About 55,000 new jobs in total	Option B: About 45,400 new homes in total (21,571 residual requirement) About 40,000 new jobs in total	Option C: About 36,500 new homes in total (12,634 residual requirement) About 26,000 new jobs in total
	trips and promote a modal shift to more sustainable transport; and/or the incorporation of energy efficiency measures and renewable energy generation.		
5. Protect and enhance historic and cultural heritage	× Option A is generally incompatible with the SA Objective due to the demand for development land. There is potential for negative impacts to listed buildings, and to historic assets (both known and unknown) and their settings. Negative impacts to the historic environment could be mitigated by ensuring that developments are sympathetic to local character and distinctiveness, and by ensuring that thorough archaeological investigations are carried out on potential development sites.	× As Option A.	?/× The effect of Option C on the SA Objective is less certain. The likelihood of impacts to the historic environment from development is reduced as less land would be required. Negative impacts could still occur if sites for development are not chosen carefully and if the appropriate mitigation is not applied.
6. Help deliver the growth of a sustainable and diversified economy	✓✓ Option A is very compatible with the SA Objective as it aims to provide a high number of jobs and homes in Cardiff,	✓ Option B is compatible with the SA Objective as it aims to provide a large number of jobs in the City, which is	✓/? The effect of Option C on the SA Objective could be positive as is aims to provide a reasonable number of new

LDP Option SA Objective	Option A: About 54,400 new homes in total (30,548 residual requirement) About 55,000 new jobs in total	Option B: About 45,400 new homes in total (21,571 residual requirement) About 40,000 new jobs in total	Option C: About 36,500 new homes in total (12,634 residual requirement) About 26,000 new jobs in total
	which is generally inline with the view of Cardiff as the economic driver for South East Wales. Additionally, the volume of jobs created under Option A is significant and could provide a good range and choice of employment that benefit all areas of the City.	inline with the view of Cardiff as the economic driver for South East Wales. Additionally, the volume of jobs created under Option B is significant and could provide a good range and choice of employment.	jobs. However, the manner in which these jobs are generated could be more dependent on the economic land made available, potentially providing a smaller range and choice and limiting the potential benefits to the more deprived areas of the City. Additionally, the Option is less compatible with the vision of Cardiff as the economic driver for South East Wales.
7. Improve health and well-being	✓✓ - Increased access to health care ✗✗ - Reduced Greenfield amenity Under Option A it may be possible to create new communities with population densities high enough to support new accessible leisure and health care facilities. However, there is a strong link between health and being able to access green open space. The Option could require the release of the majority of the City's Greenfield sites for development.	✓ - Increased access to health care ✗ - Reduced Greenfield amenity As Option A but to a lesser extent due to the lower scale of growth.	✗/? – Increased access to health care ?/✓ – Reduced Greenfield amenity Unlike Options A and B, Option C may not be able to provide new health and leisure facilities as the opportunities to create new communities of appropriate density to support them could be fewer. However, Option C could require considerably less land and may leave more open green space available for recreation over the plan period.
8. Protect and enhance the landscape	✗✗	✗	?/✗

LDP Option SA Objective	Option A: About 54,400 new homes in total (30,548 residual requirement) About 55,000 new jobs in total	Option B: About 45,400 new homes in total (21,571 residual requirement) About 40,000 new jobs in total	Option C: About 36,500 new homes in total (12,634 residual requirement) About 26,000 new jobs in total
	Option A could have a significant negative effect on the SA Objective as it could require the release of the majority of Greenfield land that is available for development, resulting in a drastic transformation of the landscape from rural to urban.	As Option A but to a lesser extent due to the lower scale of growth.	Like Options A and B, Option C could have a negative impact on the landscape through extensions to the urban environment. However, this impact could be significantly lower as the scale of growth is much lower and requires considerably less Greenfield release.
9. Use natural resources efficiently and safeguard their quality	✓✓ - Reuse and remediation of land ?/× - Conservation of soil resource Overall the effect of Option A on the SA Objective could be positive as there could be opportunities to utilise previously developed land and remediate contaminated land due to the scale of growth proposed, but this would depend on LDP Policy. However, the scale of development, which could require the majority of the available Greenfield land, could result in the loss of a large amount of agricultural land, some of which is of high soil quality.	✓ - Reuse and remediation of land ?/× - Conservation of soil resource As Option A but to a lesser extent due to a lower scale of growth.	? - Reuse and remediation of land ?/✓ - Conservation of soil resource The effect of Option C on the SA Objective is less certain. The scale of development is considerably lower than that proposed under Options A or B, and this may limit the opportunities to remediate or re-develop previously developed land due to a need to provide a range and choice of housing and employment. Additionally the lower level of Greenfield requirement under Option C may allow for better security of the best and most versatile agricultural land but this would be dependant on LDP policy.

LDP Option SA Objective	Option A: About 54,400 new homes in total (30,548 residual requirement) About 55,000 new jobs in total	Option B: About 45,400 new homes in total (21,571 residual requirement) About 40,000 new jobs in total	Option C: About 36,500 new homes in total (12,634 residual requirement) About 26,000 new jobs in total
10. Respond to demographic changes in a sustainable way	✓/✗ For the plan period, Option A could provide a significant number of new jobs and the proposed level of housing could make significant progress in addressing the housing shortage in the City. The release of large areas of development land may also provide new communities on a scale that would support a good provision of new community facilities. However, Option A would also require the release of most of Cardiff's available development land, which raises concerns over how the City will respond to demographic change beyond the plan period.	✓ Option B, like Option A is generally compatible with the SA Objective as it could provide a good level of jobs and housing over the plan period. Option B requires less land than Option A and would leave more residual development land for after the plan period.	? Option C is based upon the long term population figures for the last 8 years and may reflect a more sustainable approach to providing growth. However, the trend in the wider city region and in the valleys is for decline as the region looks to Cardiff for jobs and homes. Option C does not take this eventuality into account may not be able to respond to these demographic changes.

LDP Option SA Objective	Option A: About 54,400 new homes in total (30,548 residual requirement) About 55,000 new jobs in total	Option B: About 45,400 new homes in total (21,571 residual requirement) About 40,000 new jobs in total	Option C: About 36,500 new homes in total (12,634 residual requirement) About 26,000 new jobs in total
11. Minimise waste, increase re-use and recycling	✗✗ - Citywide waste ✓/? – Per capita waste Option A would significantly increase the number of households and business premises and therefore the absolute quantity of waste generated in Cardiff will also increase significantly placing increasing pressure on existing waste recycling, disposal and collection facilities. However, there is potential to decrease per capita arisings through the integration of recycling and composting facilities (including bring sites and household recycling facilities) into new developments.	✗ - Citywide waste ✓/? – Per capita waste Under Option B the absolute quantity of waste generated in Cardiff is likely to increase considerably, though not as significantly as under Option A. However, there is also potential to decrease per capita arisings through the integration of recycling and composting facilities (including bring sites and household recycling facilities) into new developments.	✗ - Citywide waste ✓/? – Per capita waste Under Option C the absolute quantity of waste will increase steadily over the plan period but there is potential to decrease per capita arisings through the integration of recycling and composting facilities (including bring sites and household recycling facilities) into new developments.

Spatial options for delivery

Greenfield sites west of Pentrebane		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓××	This large site would provide 7,500 new homes including significant amounts of affordable housing, and community facilities. There is the potential to provide community facilities for nearby areas. The site is not in the southern arc of deprivation, and is far from city centre. Transport impacts depend on implementation: active attempts will be made to provide public transport and the plan aims for a 50:50 modal split (50% by car, 50% by other mode). However the site's location does not encourage this.
2. Maintain and improve air quality	×?	The plan aims to minimise car traffic from the site, but an overall increase in traffic (and thus air pollution is expected. Housing and employment development would also increase air pollution. About 3,000 jobs are expected to be provided at the site: this would help to reduce the need to commute if residents also work at the site.
3. Protect and enhance biodiversity, flora and fauna	×	The site is primarily composed of fields, but includes SINCs and a local nature reserve. There are also local streams and hedgerows which would be affected by development
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓×	The site is not in the flood zone, and has potential for 2MW+ turbines
5. Protect and enhance historic and cultural heritage	×?	The site has some historic interest which could be affected by development – two grade II listed buildings and part of site is in St Fagans conservation area
6. Help deliver the growth of a sustainable and diversified economy	✓	Would help to provide about 3000 jobs
7. Improve health and well-being	✓ ?	The site would provide new areas of accessible green space. It would not cause the loss of existing health facilities. The additional traffic from development could lead to road-related health impacts. The details depend on the masterplan
8. Protect and enhance the landscape	×/××?	The site is currently undeveloped; development would change this to a more urban, built-up area.
9. Use natural resources efficiently and safeguard their	×	The land is Greenfield, with some 3a agricultural land. It includes no contaminated land, so there is no possibility for remediation. It contains no mineral resources, and so would not sterilise them

quality		
10.Respond to demographic changes in a sustainable way	✓✓	The site would provide about 7500 homes including affordable homes, also community facilities
11. Minimise waste, increase re-use and recycling	×	Some of this will depend on how the site is developed. However any development will lead to a net increase in waste

Greenfield sties south of Creigiau / north of Junction 33 on M4		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	×	This site would provide about 2750 new homes including significant amounts of affordable housing, and community facilities. The site is not in the southern arc of deprivation, and is far from city centre. Transport impacts depend on implementation: a Park & Ride facility is planned, and the site will not go forward until the North West Cardiff site and its bus route have been developed. However the distant location does not encourage non-car transport.
2. Maintain and improve air quality	×/××	Even with sustainable transport solutions, the site will be heavily car based. The P&R facility would improve air quality in the city centre but could exacerbate air pollution near the P&R site
3. Protect and enhance biodiversity, flora and fauna	××	The site contains 8 SINCs, is adjacent to a riverine SSSI, and there are protected species on the site. Development would have a significant negative impact on these sensitive features.
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓×	The site is not in a flood zone. It has no real potential for large turbines, although it could possibly accommodate smaller ones
5. Protect and enhance historic and cultural heritage	?	The site contains one grade II listed building which may be affected by development
6. Help deliver the growth of a sustainable and diversified economy	✓✓	4331 jobs are proposed for the site
7. Improve health and well-being	✓?	The site would provide new areas of accessible green space. It would not cause the loss of existing health facilities. The additional traffic from development could lead to road-related health impacts. The details depend on the masterplan Development could enhance the opportunity for Creigiau

		residents to access open space and other facilities, though this would involve crossing the busy A4119.
8. Protect and enhance the landscape	××	The site is adjacent to a proposed SLA. Development would be on Greenfield sites, and is visible from the M4 motorway
9. Use natural resources efficiently and safeguard their quality	×	The land is Greenfield. It includes no contaminated land, so there is no possibility for remediation. It contains no mineral resources, and so would not sterilise them
10.Respond to demographic changes in a sustainable way	✓✓	The site would provide about 2750 homes including affordable homes, also community facilities
11. Minimise waste, increase re-use and recycling	×	Some of this will depend on how the site is developed. However any development will lead to a net increase in waste

Greenfield sties west of Pontprennau		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓×	This large site would provide 6,000 new homes including significant amounts of affordable housing, and community facilities. There is the potential to provide community facilities for nearby areas. The site is not in the southern arc of deprivation, and is far from city centre. Transport impacts depend on implementation: active attempts will be made to provide public transport and the plan aims for a 50:50 modal split (50% by car, 50% by other mode). However the site's location does not encourage this.
2. Maintain and improve air quality	×?	There would be three main entrance/exit points to the site, the eastern one of which would connect to a P&R site. Provision of 5922 jobs at the site would help to reduce the need to travel. Active attempts would be made to reduce car traffic, but this is likely to still be quite a car-based development with consequent air pollution impacts. The additional housing and employment development would also increase air pollution. If the development included a junction onto the motorway, then this might attract residents who work further away, e.g. Swansea. This would further increase air pollution.
3. Protect and enhance biodiversity, flora and fauna	×	The site contains 9 small SINCS, adjacent two SSSIs, a river valley in middle, and several protected species

4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	×	Part of the area is a historic flood zone and some is zone C2 (flood plain without flood defence). See 2. above
5. Protect and enhance historic and cultural heritage	?	One Grade I and two Grade II listed buildings
6. Help deliver the growth of a sustainable and diversified economy	✓✓	The site would help to provide 5922 jobs
7. Improve health and well-being	✓?	The site would provide new areas of accessible green space. Development would not cause the loss of existing health facilities. The additional traffic from development could lead to road-related health impacts. The details depend on the masterplan. Development at the site could enhance facilities for Pontprennau residents
8. Protect and enhance the landscape	×/××?	The site is currently undeveloped; development would change this to a more urban, built-up area.
9. Use natural resources efficiently and safeguard their quality	×	The land is Greenfield. It includes no contaminated land, so there is no possibility for remediation. It contains no mineral resources, and so would not sterilise them. Development could affect the water quality of the streams on site and downstream.
10.Respond to demographic changes in a sustainable way	✓✓	Development of the site would provide about 6000 homes and almost 6000 jobs, plus community facilities
11. Minimise waste, increase re-use and recycling	×	Some of this will depend on how the site is developed. However any development will lead to a net increase in waste

Greenfield sites east of Pontprennau		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓×	This site would provide 2,000 new homes including significant amounts of affordable housing, and community facilities. There is the potential to provide community facilities for nearby areas. The site is not in the southern arc of deprivation, and is far from city centre. Transport impacts depend on implementation: see 2.
2. Maintain and improve air quality	×?	active attempts will be made to provide public transport and the plan aims for a 50:50 modal split (50% by car, 50% by other mode). However the site's location does not encourage this.

3. Protect and enhance biodiversity, flora and fauna	×	Dormice on site, SINC habitat NW of site
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	×	No known flood risk along developable area. Area is severed from facilities to the west by the Link Road – would need significant walking, cycling and public transport infrastructure to prevent the development from being heavily car-based
5. Protect and enhance historic and cultural heritage	×?	Three Grade II and 1 Grade II* listed buildings plus 9 historic records Archaeological features may restrict development
6. Help deliver the growth of a sustainable and diversified economy	0	Housing-based development, although could offer small-scale employment
7. Improve health and well-being	✓×	The site would provide new areas of accessible green space, as well as a primary school, local stores and a community centre. The additional traffic from development could lead to road-related health impacts. The details depend on the masterplan.
8. Protect and enhance the landscape	×/××?	The site is currently undeveloped; development would change this to a more urban, built-up area.
9. Use natural resources efficiently and safeguard their quality	×	The land is Greenfield, with a high proportion of grade 3a agricultural land. It includes two areas of landfilling. It contains no mineral resources, and so would not sterilise them. Development could affect the water quality of the streams on site and downstream.
10.Respond to demographic changes in a sustainable way	✓✓	Development of the site would provide about 2000 homes plus community facilities
11. Minimise waste, increase re-use and recycling	×	Some of this will depend on how the site is developed. However any development will lead to a net increase in waste

Greenfield site north of M4 at Thornhill		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	×	Not in southern arc of deprivation Has good links to areas outside Cardiff; links into Cardiff are poor Helps to provide affordable housing
2. Maintain and improve air quality	×/××	Development would be heavily car dependent. The site's long edge alongside the M4 means that residents may be affected by pollution from M4
3. Protect and enhance	×	Roughly 20% of the site is SINC; riverine ecosystems and protected species are on site; the western side of the site

biodiversity, flora and fauna		borders onto a SSSI
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	×	Not in a flood risk zone. Likely to be heavily car dependent. Potential for renewable energy generation
5. Protect and enhance historic and cultural heritage	×	The site includes 3 Grade II listed buildings and a Grade II* listed building. Development has the potential to affect the setting of a Scheduled Ancient Monument at nearby Castell Morgraig
6. Help deliver the growth of a sustainable and diversified economy	0	Housing only
7. Improve health and well-being	✓/×	Would help to improve access to open space, but access to city centre would be minimal. Possible negative impacts from air pollution (see 2.)
8. Protect and enhance the landscape	××	About half of the site is in a proposed Special Landscape Area. Development would be isolated and in the open countryside
9. Use natural resources efficiently and safeguard their quality	×	Mixture of farmland types affected, including grade 3a (good) agricultural land. Would not lead to remediation of contaminated land. Water quality of streams through the site could decrease.
10.Respond to demographic changes in a sustainable way	✓	Would helps to meet the need for homes, but would not improve the provision of community facilities
11. Minimise waste, increase re-use and recycling	×	Some of this will depend on how the site is developed. However any development will lead to a net increase in waste

Greenfield sites around Old St. Mellons Village		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	×	Not in the southern arc of deprivation. Local connectivity is poor. Development is unlikely to help provide community facilities.
2. Maintain and improve air quality	×/××	Development is likely to be heavily car dependent. Located between the M4 and Newport Road, so would have the potential for residents to be affected by air pollution from these roads
3. Protect and enhance biodiversity, flora and fauna	×?	The sites include a small amount of SINC land, some riverine ecology, some dormice

4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	×?	No known flood risk on areas earmarked for development. Development is likely to be heavily car dependent
5. Protect and enhance historic and cultural heritage	0	No significant constraints
6. Help deliver the growth of a sustainable and diversified economy	0	Housing only proposed
7. Improve health and well-being	✓/×	Development would increase access to open space. No significant new community facilities are proposed. Development would be heavily car dependent, so few benefits from regular walking and cycling.
8. Protect and enhance the landscape	0	Not in any landscape designations. Cumulatively, development on infill sites is likely to have detrimental impact on countryside
9. Use natural resources efficiently and safeguard their quality	×	Would not allow for high density development, so not a good use of land. Would not allow for clean-up of contaminated land. High probability of best and most versatile agricultural land on some sites
10.Respond to demographic changes in a sustainable way	✓?	Would provide some homes, but likely to be low density and relatively low number
11. Minimise waste, increase re-use and recycling	×	Some of this will depend on how the site is developed. However any development will lead to a net increase in waste

Greenfeld sites in the east – largely employment uses		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Close to the southern arc of deprivation, and could provide jobs to residents of this area. Would not provide community facilities or housing
2. Maintain and improve air quality	×?	Development is likely to be car-dependent and so worsen air quality
3. Protect and enhance biodiversity, flora and fauna	××	Located near the Severn Estuary Ramsar/SPA/SSSI site. The entire site is in the SSSI. Development would have a significant cumulative impact on reen ecosystems

4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	××	All of the site is in a flood risk area. Public transport to the area is currently poor, and existing development is car dependent; new development is also likely to be car dependent
5. Protect and enhance historic and cultural heritage	×	Roughly 20% of the site is Cardiff Archaeologically Sensitive Site. Most of the site contains historic reens. Adjacent to the Rumney sea wall Scheduled Ancient Monument.
6. Help deliver the growth of a sustainable and diversified economy	✓✓	Would help to provide employment and to support the regeneration of nearby deprived areas
7. Improve health and well-being	×?	Would not improve access to open space or provide new community facilities. Would encourage the use of cars. Flooding would affect people's health
8. Protect and enhance the landscape	××	Roughly half of the site is a proposed Special Landscape Area and forms part of CCW/CADW/ICOMOS Caldicot and Wentloog Levels Landscape of Outstanding Historic Interest
9. Use natural resources efficiently and safeguard their quality	×	Would not reuse land or remediate contaminated land. Would have significant negative impact on water quality
10.Respond to demographic changes in a sustainable way	✓	Would help to provide jobs but not new housing
11. Minimise waste, increase re-use and recycling	×	Some of this will depend on how the site is developed. However any development will lead to a net increase in waste

NB: Dispersed Brownfield sites and dispersed Greenfield sites options were too varied and diffuse to effectively appraise at the strategic level.

Cardiff Council & Levett-Therivel Sustainability Consultants

Sustainability Appraisal and Strategic Environmental Assessment of the Cardiff Local Development Plan

Appendix F: Criteria used in candidate site appraisals

Final Sustainability Appraisal Report of the Cardiff Local Development Plan

January 2016

SA objective	✓✓	✓	0 or ✓×	×	××	?
1a. Help deliver equality of opportunity and access for all: Transportation context	Very well located in relation to transportation network. Relatively low car generation, location highly accessible by existing sustainable transportation modes, effective measures identified to achieve a 50:50 modal split.	Well located in relation to existing sustainable transport infrastructure. Would generate some additional car trips but site has the potential to deliver sustainable transportation modes to achieve a 50/50 modal split .	Reasonably-well located in relation to existing sustainable transport infrastructure. Would have significant impacts in terms of traffic generation and congestion; impacts could be managed and could potentially achieve 50:50 modal split;	Poorly located in relation to existing sustainable transport infrastructure. Without significant mitigation site would find it difficult to achieve a 50/50 split and wider benefits, and lead to increased congestion and negative impacts on the network.	Very poorly located in relation to existing sustainable transport infrastructure. Significant car trip generation and/or represents car-based site, very limited potential to achieve a 50:50 modal split and deliver wider strategic transport benefits. Would significantly increase congestion. Mitigation not feasible.	Effect unknown
1b. Help deliver equality of opportunity and access for all: Community facilities	The site has the potential to effectively deliver a broad range of community facilities, including local centres, schools, green infrastructure and other public facilities and also benefit existing communities with deficiencies.	The site has the potential to deliver adequate community facilities.	The scale/nature of the site does not place increased pressure on existing community facilities and adequate community facilities already exist.	The site will place increased pressure on existing community facilities and is dependent on existing limited community facilities available in the surrounding area and too few additional facilities are likely to be delivered as part of development.	The scale of the site will result in the loss of community facilities or place significant increased pressure on existing community facilities and is unlikely to be able to deliver new community facilities as part of development.	Effect unknown

SA objective	✓✓	✓	0 or ✓×	×	××	?
2. Maintain and improve air quality	Not assessable at locational level		Either no air quality issues identified or where impacts can be demonstrably evidenced to fully mitigate harm and which are considered feasible, proportionately affordable, likely to deliver necessary improvements and/or raise no further inappropriate consequences.	Commuting off site may impact on an area or areas of air quality concern due to existing congestion issues, and where potential mitigation solutions are considered either not feasible, disproportionately costly, not likely to deliver necessary improvements and/or raise further inappropriate consequences.	Site is likely to increase road traffic within an existing AQMA and where potential mitigation solutions are considered either not feasible, disproportionately costly, not likely to deliver necessary improvements and/or raise further inappropriate consequences.	Effect unknown

SA objective	✓✓	✓	0 or ✓×	×	××	?
3. Protect and enhance biodiversity, flora and fauna	No negative impact on biodiversity/ geological interests together with additional measures to enhance current biodiversity/geological interests to deliver wider than local benefits. The enhancement measures would need to demonstrate that they are considered feasible, proportionately affordable, likely to deliver necessary improvements and/or raise no further inappropriate consequences.*	No negative impact on biodiversity/ geological interests together with additional measures to enhance current biodiversity/geological interests to deliver local benefits to the extent of delivering an enhanced local status of biodiversity/geological interests. The enhancement measures would need to demonstrate that they are considered feasible, proportionately affordable, likely to deliver necessary improvements and/or raise no further inappropriate consequences.*	Either no impact on biodiversity/geological interests or where impacts can be demonstrably evidenced to fully mitigate harm and which are considered feasible, proportionately affordable, likely to deliver necessary improvements and/or raise no further inappropriate consequences	Overall, negative impact on biodiversity/geological interests of local importance (e.g. SINC or LNR). Potential mitigation solutions are considered feasible to reduce impact on local biodiversity interests. Also includes proposals where impacts relate to features of more than local importance but where impacts can be effectively reduced.	Overall, significant negative impact on biodiversity/geological interests of more than local importance (e.g. SSSI, SAC, SPA or Ramsar). Potential mitigation solutions are considered either not feasible, disproportionately costly, not likely to deliver necessary improvements and / or raise further inappropriate consequences.	Effect unknown

SA objective	✓✓	✓	0 or ✓×	×	××	?
4a. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects: flood risk	Not applicable		No known flood risk	Significant flood risk (tidal or fluvial: C1 or C2) relating to part of the site where it is considered to be technically possible to mitigate the risk, in line with TAN 15 guidelines, through major scale mitigation measures but regardless of cost, impact on the and wider consequences.	Significant flood risk (tidal or fluvial C1 or C2) or significant surface water) relating to a large portion of the site where the extent and nature of the risk are such that measures are not considered able to effectively mitigate the risk in line with TAN 15 guidelines.	Effect unknown
4b. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects: scope for renewable energy solutions	The scale of development, and/or the site's physical attributes and/or other opportunities present significant potential for renewable energy solutions. Key strategic sites might offer the opportunity for exemplar solutions, above those standards set out in national guidance. Further detailed work at the master planning stage is needed to fully assess the potential and viability of any renew-able energy schemes.	The scale of development, and/or the site's physical attributes and/or other opportunities offer moderate potential for renewable energy solutions. Further detailed work at the master planning stage is needed to fully assess the potential and viability of any renewable energy schemes.	No technical, physical or financial constraints which may limit the opportunity for or feasibility of renewable energy solutions have been identified at this stage. Further detailed work at the master planning stage is needed to fully assess renewable energy opportunities and feasibility.	Limited. Technical, physical or financial constraints may limit the potential or feasibility of renewable energy solutions. Further detailed work at the master planning stage is needed to fully assess the potential and viability of any renewable energy schemes.	Very limited. Significant technical, physical or financial constraints limit the opportunities for, or feasibility of delivering renewable energy solutions. Further detailed work at the master planning stage is needed to fully assess the potential and viability of any renewable energy schemes.	Effect unknown

SA objective	✓✓	✓	0 or ✓×	×	××	?
5. Protect and enhance historic and cultural heritage	No negative impact on historic, cultural and built environment interests together with additional measures to enhance current historic/ cultural interests to deliver wider than local benefits. The enhancement measures would need to demonstrate that they are considered feasible, proportionately affordable, likely to deliver necessary improvements and/or raise no further inappropriate consequences.*	No negative impact on historic, cultural and built environment interests together with additional measures to enhance current historic/cultural interests to deliver local benefits to the extent of delivering an enhanced local status of historic/cultural interests. The enhancement measures would need to demonstrate that they are considered feasible, proportionately affordable, likely to deliver necessary improvements and/or raise no further inappropriate consequences.*	Either no impact on historic, cultural and built environment interests or where impacts can be demonstrably evidenced to fully mitigate harm and which are considered feasible, proportionately affordable, likely to deliver necessary improvements and/or raise no further inappropriate consequences	Overall, negative impact on historic, cultural and built environment interests of local importance (e.g. Conservation Area, Historic Parks and Gardens, Archaeologically Sensitive Areas or Locally Listed Building). Potential mitigation solutions are considered feasible to reduce impact on local historic, cultural or built environment interests. Also includes proposals where impacts relate to features of more than local importance but where impacts can be effectively reduced.	Overall, significant negative impact on historic, cultural and built environment interests of more than local importance (e.g. Scheduled Ancient Monument or Nationally Listed Building). Potential mitigation solutions are considered either not feasible, disproportionately costly, not likely to deliver necessary improvements and/or raise further inappropriate consequences.	Effect unknown
7. Improve health and well-being	Site has the potential to deliver significant health and wellbeing benefits for existing as well as future residents, (e.g. significant improvements in health facilities or publicly accessible open space) beyond catering for the site's residents, and	Site has the potential to deliver health and well being benefits for existing as well as future residents (e.g. significant improvements in health facilities, publicly accessible open space), and where these measures are	Either no impact on health and wellbeing or where impacts can be demonstrably evidenced to fully mitigate harm and which are considered feasible, proportionately affordable, likely to deliver necessary	Overall negative impact on health and well being (e.g. site occupies a portion of recreational open space, places significant negative pressure on an existing health facility), and where potential mitigation solutions are considered either not	Overall negative impact on health and well being (e.g. site fully occupies recreational open space, removes existing health facilities), and where potential mitigation solutions are considered either not feasible, disproportionately costly, not likely to deliver	Effect unknown

SA objective	✓✓	✓	0 or ✓×	×	××	?
	where these measures are considered feasible, proportionately affordable, likely to deliver necessary improvements and/or raise no further inappropriate consequences.	considered feasible, proportionately affordable, likely to deliver necessary improvements and/or raise no further inappropriate consequences.	improvements and/or raise no further inappropriate consequences.	feasible, disproportionately costly, not likely to deliver necessary improvements and/or raise further inappropriate consequences.	necessary improvements and/or raise further inappropriate consequences.	
8. Protect and enhance the landscape	No negative impact on landscape interests together with additional measures to enhance current landscape interests to deliver wider than local benefits. The enhancement measures would need to demonstrate that they are considered feasible, proportionately affordable, likely to deliver necessary improvements and/or raise no further inappropriate consequences.*	No negative impact on landscape interests together with additional measures to enhance current landscape interests to deliver local benefits to the extent of delivering enhanced local status landscape interests. The enhancement measures would need to demonstrate that they are considered feasible, proportionately affordable, likely to deliver necessary improvements and/or raise no further inappropriate consequences.*	Either no impact on landscape interests or where impacts can be demonstrably evidenced to fully mitigate harm and which are considered feasible, proportionately affordable, likely to deliver necessary improvements and/or raise no further inappropriate consequences.	Overall, negative impact on landscape interests of local importance (e.g. river valleys, TPOs, LCAs or Greenfield site). Potential mitigation solutions are considered feasible to reduce impact on the local landscape interest. Also includes proposals where impacts relate to features of more than local importance but where impacts can be effectively reduced.	Overall, significant negative impact on landscape interests of more than local importance (e.g land considered to possess qualities meeting Special Landscape Area status following the regionally agreed methodology). Potential mitigation solutions are considered either not feasible, disproportionately costly, not likely to deliver necessary improvements and/or raise further inappropriate consequences.	Effect unknown
9a. Use natural resources efficiently and safeguard	Not assessable at location level		Overall, neutral impact on natural resources including Best and most versatile agricultural land, mineral deposits	Overall, negative impact on natural resources of local importance (aquifers) and where potential	Overall, significant negative impact on natural resources of more than local importance (Sand and	Effect unknown

SA objective	✓✓	✓	0 or ✓×	×	××	?
their quality: Natural resources			and aquifers. Either no impact on natural resources or where impacts can be demonstrably evidenced to fully mitigate harm and which are considered feasible, proportionately affordable, likely to deliver necessary improvements and/or raise no further inappropriate consequences.	mitigation solutions are considered either not feasible, disproportionately costly, not certain to deliver necessary improvements and/or raise further inappropriate consequences.	Gravel Resource, Minerals Buffer Zone, Best and Most Versatile Agricultural Land) and where potential mitigation solutions are considered either not feasible, disproportionately costly, not likely to deliver necessary improvements and/or raise further inappropriate consequences.	
9b. Use natural resources efficiently and safeguard their quality: Contaminated land	Measures can be demonstrably evidenced to effectively bring contaminated land back into safe, beneficial use and which are considered feasible, proportionately affordable, likely to deliver necessary improvements and/or raise no further inappropriate consequences.	Site impacts in part upon contaminated land but measures can be demonstrably evidenced to effectively bring contaminated land back into safe, beneficial use and which are considered feasible, proportionately affordable, likely to deliver necessary improvements and/or raise no further inappropriate consequences.	Site does not impact upon contaminated land in any significant way.	Site impacts in part upon contaminated land and where potential mitigation solutions are considered either not feasible, disproportionately costly, not certain to deliver necessary improvements and/or raise further inappropriate consequences	Site significantly impacts upon contaminated land and where potential mitigation solutions are considered either not feasible, disproportionately costly, not likely to deliver necessary improvements and/or raise further inappropriate consequences.	Effect unknown

* Greenfield and some brownfield sites will not achieve this rank without detailed development proposals. Some brownfield sites dependant upon their condition may achieve this rank.

NB: SA objectives 6 (sustainable and diversified economy), 10 (demographic changes) and 11 (waste) are not included as they are not applicable for assessment at the location level.

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Appendix G: Appraisal of LDP Key and Detailed Policies

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The previous (September 2013) version of this Appendix included SA comments and suggestions after many policies. Most of these have been resolved satisfactorily through either changes to policies or further explanations. In the few that remain, the 'response' column reports the planning team's response. In the 'status' column only, '×' means 'issue unresolved', and '~' means 'partially addressed though not conclusively'.

Policy KP1: LEVEL OF GROWTH		
The Plan makes provision for 45,415 new dwellings (including a 4,000 dwelling flexibility allowance) to deliver a housing requirement of 41,415 new dwellings and 40,000 new jobs in Cardiff between 2006-2026		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Has the potential to provide a significant number of affordable homes and help to address an existing shortage in the City. The scale of growth provided has the potential to create new communities that are large enough to support a range of community facilities and services. Also has the potential to improve connectivity with and between existing communities and increase accessibility of community facilities. If new developments are provided that include integrated sustainable transport infrastructure or reduce the need to travel by including mixed uses the effect could be more positive as this could help to improve access to services, facilities and employment particularly for those without access to a private car
2. Maintain and improve air quality	×	Mainly incompatible with the SA Objective. Independent of any potential improvements to the City's transport infrastructure, the option could lead to a significant increase in transport (domestic and economic) and potentially an increase in industrial activity. This could lead to a reduction in air quality particularly through increased congestion, which is an existing issue for the City. The policy would also lead to the development of a large proportion of the available Greenfield land in the City, green spaces help to improve air quality. However, there is an opportunity to provide new developments that integrate sustainable transport infrastructure, and mixed uses to reduce the need to travel. This could help to reduce congestion, new developments would also benefit from green infrastructure.
3. Protect and enhance biodiversity, flora and	×	The land required to accommodate the proposed level of growth represents a considerable proportion of the available development land in the City, the majority of which is Greenfield. Whilst designated nature sites would be protected, the development of large areas of the City's

fauna		Greenfields could result in significant habitat loss and disruption to habitat connectivity. Opportunities for mitigation could be limited due to extensive urbanisation.
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✗ - Citywide carbon emissions ✓/? – Per capita emissions ✗/? – Adaptation to climate change	Citywide emissions of greenhouse gases are likely to increase significantly due to a large increase in population, waste, travel and economic activities. Development on Greenfield land also reduces the carbon sink this provides and reduces the city's ability to adapt to climate change as green space also aids in land drainage and helps to reduce the urban heat island effect. There is an opportunity to reduce per capita emissions in the city through the design of developments e.g. mixed use development to reduce trips and promote a modal shift to more sustainable transport; and/or the incorporation of energy efficiency measures and renewable energy generation.
5. Protect and enhance historic and cultural heritage	✗	Generally incompatible with the SA Objective due to the demand for development land. There is potential for negative impacts to listed buildings, and to historic assets (both known and unknown) and their settings. These impacts could be mitigated by ensuring that developments are sympathetic to local character and distinctiveness, and by ensuring that thorough archaeological investigations are carried out on potential development sites.
6. Help deliver the growth of a sustainable and diversified economy	✓	Compatible with the SA Objective as it aims to provide a large number of jobs in the City, which is in line with the view of Cardiff as the economic driver for South East Wales. Additionally, the volume of jobs created is significant and could provide a good range and choice of employment.
7. Improve health and well-being	✓ - Increased access to health care ✗ - Reduced Greenfield amenity	It may be possible to create new communities with population densities high enough to support new accessible leisure and health care facilities. However, there is a strong link between health and being able to access green open space: the use of Greenfield land reduces open space.
8. Protect and enhance the landscape	✗	Likely significant negative effect on landscape as the growth envisaged would lead to significant areas of Greenfield land being developed. This would result in a transformation of the landscape from rural to urban.
9. Use natural resources	✓ - Reuse and remediatio	Provides opportunities to utilise previously developed land and remediate contaminated land due to the scale of growth proposed. However, the scale of development

efficiently and safeguard their quality	n of land ?/× - Conservation of soil resource	would result in the loss of a large amount of agricultural land, some of which is of high soil quality.
10.Respond to demographic changes in a sustainable way	✓	Would provide a good level of new jobs and housing over the plan period. The release of large areas of development land may also provide new communities on a scale that would support a good provision of new community facilities. It would require the release of much of Cardiff's available development land, leaving some residual development land for after the plan period
11. Minimise waste, increase re-use and recycling	× - Citywide waste ✓/? – Per capita waste	The absolute quantity of waste generated in Cardiff is likely to increase considerably. However, there is potential to decrease per capita arisings through the integration of recycling and composting facilities (including bring sites and household recycling facilities) into new developments.

KP4 MASTERPLANNING APPROACH (Policy appraised out of sequence because it sets context for KP2 (A) – (H) strategic sites policies.)

SA objective	1. Equality	2. Air quality	3. Biodiversity	4. Climate change	5. Heritage	6. Economy	7. Health and wellbeing	8. Landscape	9. Natural resources	10. Demographic change	11. Waste
1. Masterplanning Approach											
2. Development Density	? ×	? ×	✓	✓	✓	0	0	✓	✓	✓	✓
3. Sustainable Transport Corridors	✓	✓	? ✓	✓	0	0	✓	✓	✓	0	0
4. Sustainable Travel Choices	✓	✓	0	✓✓	0	✓	✓✓	0	✓✓	0	✓
5. Neighbourhood Centres	✓✓	✓	0	✓	0	✓	✓	0	✓	0	0
6. High Quality Sust. Design, Distinctive Character	0	0	0	0	0	0	✓✓	✓✓	✓	0	0
7. Integration with Neighbouring Areas	✓✓	0	0	✓	0	✓	✓	?✓	0	✓	✓
8. Strategic Green Open Space Corridors	0	0	✓✓	✓✓	? ✓	0	✓✓	✓✓	✓	0	0
9. Landscape, biodiversity and historic features	0	0	✓✓	0	✓✓	0	✓✓	✓✓	0	0	0
10. Resource Efficiency	✓	✓	0	✓✓	0	✓	✓✓	✓	✓✓	0	✓✓
Overall	✓	✓	✓	✓	✓	✓	✓✓	✓	✓	0	✓

Notes:

-Principle 1 not appraised individually since it specifies procedure, not contents.
Potential negative scores for principle 2 (density) equality and air quality reflect risk that density gradient will result in disadvantaged people concentrated on transport corridors. Needs to be watched in detailed planning of each site.

SA Objective	**LDP Masterplanning Principles:** **1. Masterplanning approach** **2. Development density** **3. Sustainable transport corridors** **4. Sustainable travel choices** **5. Neighbourhood centres** **6. High quality sustainable design and distinctive character** **7. Integration with neighbouring areas** **8. Strategic green open space corridors** **9. Landscape, biodiversity and historic features** **10. Resource efficiency**
1. Help deliver equality of opportunity and access for all	✓ The Masterplanning Principles seek to provide and promote transport options including cycling and walking corridors, access to public transport, and access for all to transport modes (including those without cars) (3, 4); provision of new community facilities via neighbourhood centres (5); provision of a range of housing type and tenure (6); to improve facilities for existing communities as well as new ones and to increase connectivity between communities (7); and provision of accessible green space corridors (8). There is no specific mention of deprived areas or disadvantaged sections of society in the Principles, but it is appreciated that the LDP can only influence communities adjacent to proposed areas of growth (ie strategic sites).
2. Maintain and improve air quality	✓ The Masterplanning Principles contribute positively to the SA objective with provision of walking, cycling and public transport travel options (3, 4), and gaining access to green open space corridors via sustainable and active travel modes (8).
3. Protect and enhance biodiversity, flora and fauna	✓ Masterplanning Principle 9 aims to protect and enhance the nature conservation of sites and Principle 8 to provide access to biodiversity, provide habitat connectivity within and between sites.
4. Reduce emissions of greenhouse gases that	✓ The Masterplanning Principles assist in reducing carbon emissions by minimising energy demand, increasing energy

SA Objective	**LDP Masterplanning Principles:** **1. Masterplanning approach** **2. Development density** **3. Sustainable transport corridors** **4. Sustainable travel choices** **5. Neighbourhood centres** **6. High quality sustainable design and distinctive character** **7. Integration with neighbouring areas** **8. Strategic green open space corridors** **9. Landscape, biodiversity and historic features** **10. Resource efficiency**
cause climate change and adapt to its effects	efficiency and utilising renewable energy sources, and adapt to climate change through the design of buildings to cope with future weather events and by avoiding development in areas of unacceptable risk (10).
5. Protect and enhance historic and cultural heritage	✓ Masterplanning Principle 9 seeks to retain and improve historic buildings and Principle 6 to ensure that existing site features and characteristics influence and form key features in site design.
6. Help deliver the growth of a sustainable and diversified economy	? Employment and the local economy are not explicit in the Principles, as they focus on the role of housing in the Masterplanning process. Mixed use developments are mentioned in Principle 2 in terms of density, but sites wholly for employment use are not covered, and Principle 5 looks at provision of new facilities that may have some employment use within them.
7. Improve health and well-being	✓✓ The Masterplanning Principles contribute positively to the SA Objective through the provision of sustainable transport choices that include walking and cycling (3, 4), access to open space and sports facilities (8) and the attractiveness of the areas design (6).
8. Protect and enhance the landscape	✓ Masterplanning Principle 9 aims to ensure that existing site features influence and form key features in the design process through identification of these features and effective integration into the development. Additionally Principle 8 seeks to positively respond to existing landscape features and Principle 7 to make links to the wider countryside and public rights of way.
9. Use natural resources efficiently and safeguard	✓/x Masterplanning Principle 10 is wholly concerned with resource efficiency of energy, water and waste, and Principle 2

SA Objective	**LDP Masterplanning Principles:** **1. Masterplanning approach** **2. Development density** **3. Sustainable transport corridors** **4. Sustainable travel choices** **5. Neighbourhood centres** **6. High quality sustainable design and distinctive character** **7. Integration with neighbouring areas** **8. Strategic green open space corridors** **9. Landscape, biodiversity and historic features** **10. Resource efficiency**
their quality	sets a quantified minimum density for development 'close to' neighbourhood centres and 'adjacent to' main sustainable transport corridors but does not say how much development must meet this density, or how much lower it can be elsewhere. The Principles do not set out the reuse of previously developed land prior to Greenfield release, which is likely to result in Greenfield land being built upon whilst Brownfield sites remain derelict. It is understood that this staged land release cannot be specified in the Principles due to current limited land bank figures, but there is potential to include a general statement of principle of reusing derelict land first wherever practical.
10. Respond to demographic changes in a sustainable way	0 Masterplanning Principles 2, 3, 4 and 5 effectively address what is required to meet the needs of Cardiff's growing population from a social perspective, and to a certain extent from an economic perspective. The issue of jobs and employment is not clearly covered in the Principles (see Sustainability Objective 6).
11. Minimise waste, increase re-use and recycling	✓ The Masterplanning Principles seek to ensure that design and layout contribute to sustainable waste management (6) and to provide innovative management of waste (10).

Policy KP2: STRATEGIC SITES

Policy KP2 designates 8 separate sites. Each is appraised separately, except for D and E which are adjacent and are appraised together. Each of these contains one or more of the previously identified 'candidate sites'. Where this appraisal differs from the candidate site pro formas, this reflects the different criteria used for two appraisals, and more detailed data available for the smaller component sites.

The jobs numbers quoted for each site are estimates the Council provided to the Examination in Public (Action Point 1 of Hearing Session 6.) They do not form part of the formal policies but are relevant context.

Policy KP2(A): CARDIFF CENTRAL ENTERPRISE ZONE AND REGIONAL TRANSPORT HUB		
Major employment-led initiative including a Regional Transport Hub together with other mixed uses.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓✓	Adjacent to central train station, with good links to Cardiff and the wider region. Supports development in the southern arc of deprivation; good public transport links to local areas. Provides for 10,000 - 15,000 jobs.
2. Maintain and improve air quality	✓✗	Will cause transport impacts, but these would be better than they would be if public transport in the area was not so good. Trains to Cardiff are becoming electrified (will help air quality in the city centre though make it worse elsewhere)
3. Protect and enhance biodiversity, flora and fauna	?	Could affect some brownfield / derelict sites that currently are biodiverse.
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓✗	As 2. The area is protected from flooding by the Cardiff Bay Barrage
5. Protect and enhance historic and cultural heritage	0	The area has no significant historic or cultural heritage. Potential for enhancement
6. Help deliver the growth of a sustainable and diversified economy	✓✓	Aims to deliver 10,000 - 15,000 jobs
7. Improve health		The area is easily accessible by walking, cycling and

and well-being	✓	public transport, which help to improve health. Development is expected to help reduce crime.
8. Protect and enhance the landscape	✓	Development of the area will help to revitalise and improve the streetscape
9. Use natural resources efficiently and safeguard their quality	✓	Uses brownfield land, and has the potential to use secondary aggregates
10.Respond to demographic changes in a sustainable way	✓	Provides needed jobs in a sustainable and central location
11. Minimise waste, increase re-use and recycling	×	Some of this will depend on how the site is developed. However any development will lead to a net increase in waste

Policy KP2(B): FORMER GAS WORKS, FERRY ROAD		
Housing based scheme of approximately 500 homes with associated community uses.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓✓	Development of the site would support the regeneration of an existing neighbourhood experiencing high levels of deprivation and vulnerable to decline
2. Maintain and improve air quality	✓×	The site is easily accessible by bus, rail, walking and cycling: although it would generate additional car journeys, its location will help to minimise these
3. Protect and enhance biodiversity, flora and fauna	?	Protected bats recorded on site and grass snakes recorded nearby, though policy requires mitigation and compensation. SINC on adjacent land.
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	×?	The site is partly covered by flood zone C1. See 2.
5. Protect and enhance historic and cultural heritage	0?	One grade II listed building on site
6. Help deliver the growth of a	0	No significant impacts

sustainable and diversified economy		
7. Improve health and well-being	✓	The site has the potential to deliver health and wellbeing benefits by removing an industrial use, remediating contaminated land and improve walking access to public open space
8. Protect and enhance the landscape	✓×	Would redevelop a brownfield site, and redevelopment of the site unlikely to significantly affect the landscape character of the River Corridor provided mitigation measures are adhered to and development on the river bank is avoided
9. Use natural resources efficiently and safeguard their quality	✓	No mineral resources, aquifers, high quality agricultural land on site. Would bring contaminated land back into use
10.Respond to demographic changes in a sustainable way	✓	Site would provide about 500 homes plus community facilities
11. Minimise waste, increase re-use and recycling	×	Some of this will depend on how the site is developed. However any development will lead to a net increase in waste

Policy KP2(C): NORTH WEST CARDIFF		
Comprehensive development including about 6,500 to 7,000 homes (5,000 by 2026) employment and other associated community uses		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓××	This large site would provide 6,500-7,000 new homes (including 1,500 after 2026) including significant amounts of affordable housing, and community facilities. There is the potential to provide community facilities for nearby areas. The site is not in the southern arc of deprivation, and is far from city centre. The policy includes extensive public transport provision but the site's location does not encourage this.
2. Maintain and improve air quality	×?	The plan aims to minimise car traffic from the site, but an overall increase in traffic (and thus air pollution is expected. Housing and employment development would also increase air pollution. About 400 – 600 jobs are expected to be provided: this would help to reduce commuting if residents also work at the site.

3. Protect and enhance biodiversity, flora and fauna	×	The site is primarily composed of fields, but includes SINCs and a local nature reserve. There are also local streams and hedgerows which would be affected by development
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓×	The site is not in the flood zone, and has potential for 2MW+ turbines
5. Protect and enhance historic and cultural heritage	×?	The site has some historic interest which could be affected by development – two grade II listed buildings and part of site is in St Fagans conservation area
6. Help deliver the growth of a sustainable and diversified economy	✓	Would help to provide about 400 – 600 jobs
7. Improve health and well-being	✓ ?	The site would provide new areas of accessible green space. It would not cause the loss of existing health facilities. The additional traffic from development could lead to road-related health impacts. The details depend on the masterplan
8. Protect and enhance the landscape	×/××?	The site is currently undeveloped; development would change this to a more urban, built-up area.
9. Use natural resources efficiently and safeguard their quality	×	The land is Greenfield, with some 3a agricultural land. It includes no contaminated land, so there is no possibility for remediation. It contains no mineral resources, and so would not sterilise them
10.Respond to demographic changes in a sustainable way	✓✓	The site would provide about 6,500 homes including affordable homes, also community facilities
11. Minimise waste, increase re-use and recycling	×	Some of this will depend on how the site is developed. However any development will lead to a net increase in waste

Policy KP2(D) and (E): **NORTH OF JUNCTION 33 ON M4 AND SOUTH OF CREIGIAU**
D – mixed use of approximately 2,000 homes, employment, other associated community uses and a strategic Park and Ride site. E - housing-based scheme of approximately 650 homes with associated community uses.

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	×	This site would provide about 2650 new homes including significant amounts of affordable housing, and community facilities. The site is not in the southern arc of deprivation, and is far from city centre. Transport impacts depend on implementation: a Park & Ride facility is planned, and the site will not go forward until the North West Cardiff site and its bus route have been developed. However the distant location does not encourage non-car transport.
2. Maintain and improve air quality	×/××	Even with sustainable transport solutions, the site will be heavily car based. The P&R facility would improve air quality in the city centre but could exacerbate air pollution near the P&R site
3. Protect and enhance biodiversity, flora and fauna	××	The site contains 8 SINCs, is adjacent to a riverine SSSI, and there are protected species on the site. Development would have a significant negative impact on these sensitive features.
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓×	The site is not in a flood zone. It has no real potential for large turbines, although it could possibly accommodate smaller ones
5. Protect and enhance historic and cultural heritage	?	The site contains one grade II listed building which may be affected by development
6. Help deliver the growth of a sustainable and diversified economy	✓	400 – 600 jobs are estimated for the site
7. Improve health and well-being	✓?	The site would provide new areas of accessible green space. It would not cause the loss of existing health facilities. The additional traffic from development could lead to road-related health impacts. The details depend on the masterplan Development could enhance the opportunity for Creigiau residents to access open space and other facilities, though this would involve crossing the busy A4119.
8. Protect and enhance the landscape	××	The site is adjacent to a proposed SLA. Development would be on Greenfield sites, and is visible from the M4 motorway
9. Use natural	×	The land is Greenfield. It includes no contaminated

resources efficiently and safeguard their quality		land, so there is no need for remediation. It contains no mineral resources, and so would not sterilise them
10.Respond to demographic changes in a sustainable way	✓✓	The site would provide about 2650 homes including affordable homes, also community facilities
11. Minimise waste, increase re-use and recycling	×	Some of this will depend on how the site is developed. However any development will lead to a net increase in waste

Policy KP2 (F): NORTH EAST CARDIFF (WEST OF PONTPRENNAU)		
Comprehensive development of approximately 4,500 homes, employment and other associated community uses;		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓×	This large site would provide 4,500 new homes including significant amounts of affordable housing, and community facilities. There is the potential to provide community facilities for nearby areas. The site is not in the southern arc of deprivation, and is far from city centre. Transport impacts depend on implementation: active attempts will be made to provide public transport and the plan aims for a 50:50 modal split (50% by car, 50% by other mode). However the site's location does not encourage this.
2. Maintain and improve air quality	×?	There would be three main entrance/exit points to the site, the eastern one of which would connect to a P&R site. Provision of 800-1000 jobs at the site would help to reduce the need to travel. Active attempts would be made to reduce car traffic, but this is likely to still be quite a car-based development with consequent air pollution impacts. The additional housing and employment development would also increase air pollution. If the development included a junction onto the motorway, then this might attract residents who work further away, e.g. Swansea. This would further increase air pollution.
3. Protect and enhance	×	The site contains 9 small SINCS, adjacent two SSSIs, a river valley in middle, and several protected species

biodiversity, flora and fauna		
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	×	Part of the area is a historic flood zone and some is zone C2 (flood plain without flood defence). See 2. Above
5. Protect and enhance historic and cultural heritage	?	One Grade I and two Grade II listed buildings
6. Help deliver the growth of a sustainable and diversified economy	✓✓	The site would help to provide 800-1000 jobs
7. Improve health and well-being	✓?	The site would provide new areas of accessible green space. Development would not cause the loss of existing health facilities. The additional traffic from development could lead to road-related health impacts. The details depend on the masterplan. Development at the site could enhance facilities for Pontprennau residents
8. Protect and enhance the landscape	×/××?	The site is currently undeveloped; development would change this to an urban, built-up area.
9. Use natural resources efficiently and safeguard their quality	×	The land is Greenfield. It includes no contaminated land, so there is no need for remediation. It contains no mineral resources, and so would not sterilise them. Development could affect the water quality of the streams on site and downstream.
10.Respond to demographic changes in a sustainable way	✓✓	Development of the site would provide about 4,500 homes and almost 800-1000 jobs, plus community facilities
11. Minimise waste, increase re-use and recycling	×	Some of this will depend on how the site is developed. However any development will lead to a net increase in waste

Policy KP2(G):EAST OF PONTPRENNAU LINK ROAD		
–Housing-based scheme of approximately 1,300 homes with associated community uses		
SA Objective	Rank	Comments
1. Help deliver	✓×	This site would provide 1,300 new homes including

equality of opportunity and access for all		significant amounts of affordable housing, and community facilities. There is the potential to provide community facilities for nearby areas. The site is not in the southern arc of deprivation, and is far from city centre. Transport impacts depend on implementation: see 2.
2. Maintain and improve air quality	×?	active attempts will be made to provide public transport and the plan aims for a 50:50 modal split (50% by car, 50% by other mode). However the site's location does not encourage this.
3. Protect and enhance biodiversity, flora and fauna	×	Dormice on site, SINC habitat NW of site
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	×	No known flood risk along developable area. Area is severed from facilities to the west by the Link Road – would need significant walking, cycling and public transport infrastructure to prevent the development from being heavily car-based
5. Protect and enhance historic and cultural heritage	×?	Three Grade II and 1 Grade II* listed buildings plus 9 historic records Archaeological features may restrict development
6. Help deliver the growth of a sustainable and diversified economy	0	Housing-based development, although could offer small-scale employment
7. Improve health and well-being	✓×	The site would provide new areas of accessible green space, as well as a primary school, local stores and a community centre. The additional traffic from development could lead to road-related health impacts. The details depend on the masterplan.
8. Protect and enhance the landscape	×/××?	The site is currently undeveloped; development would change this to an urban, built-up area.
9. Use natural resources efficiently and safeguard their quality	×	The land is Greenfield, with a high proportion of grade 3a agricultural land. It includes two areas of landfilling. It contains no mineral resources, and so would not sterilise them. Development could affect the water quality of the streams on site and downstream.
10.Respond to demographic changes in a sustainable way	✓✓	Development of the site would provide at least 1300 homes plus community facilities

11. Minimise waste, increase re-use and recycling	×	Some of this will depend on how the site is developed. However any development will lead to a net increase in waste

Policy KP2(H): SOUTH OF ST. MELLONS BUSINESS PARK		
Employment land		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Close to the southern arc of deprivation, and could provide jobs to residents of this area. Would not provide community facilities or housing
2. Maintain and improve air quality	×?	Development is likely to be car-dependent and so worsen air quality
3. Protect and enhance biodiversity, flora and fauna	××	Located near the Severn Estuary Ramsar/SPA/SSSI site. All of the site is in the SSSI. Development would have a significant cumulative impact on reen ecosystems
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	××	All of the site is in a C1 flood risk area. Public transport to the area is currently poor, and existing development is car dependent; new development is also likely to be car dependent
5. Protect and enhance historic and cultural heritage	××	All of the site is Cardiff Archaeologically Sensitive Site. Most of the site is in the CCW/CADW/ ICOMOS Caldicot and Wentloog Levels Landscape of Outstanding Historic Interest. Most of the site contains historic reens.
6. Help deliver the growth of a sustainable and diversified economy	✓	1,800-2000 jobs estimated. Claimed to provide employment and to support the regeneration of nearby deprived areas. However: (1) Not clear it is realistic to attract the proposed knowledge based jobs to Cardiff; (2) If they do come, site A would seem a better place; (3) If they do come, they are unlikely to be filled by local residents, and (4) even with better transport links they will not be very easy to access.
7. Improve health and well-being	×?	Would not improve access to open space or provide new community facilities. Would encourage the use of cars. Flooding would affect people's health
8. Protect and enhance the landscape	××	The site is currently undeveloped; development would change this to an urban, built-up area. Most of the site is in the CCW/CADW/ ICOMOS Caldicot and Wentloog

		Levels Landscape of Outstanding Historic Interest. The site is adjacent to a proposed Special Landscape Area and the Newport Green Belt, and the area has been identified as a high quality landscape by a study undertaken in 2008.
9. Use natural resources efficiently and safeguard their quality	×	Would not reuse land or remediate contaminated land. Would have significant negative impact on water quality
10.Respond to demographic changes in a sustainable way	✓	Would help to provide jobs but not new housing
11. Minimise waste, increase re-use and recycling	×	Some of this will depend on how the site is developed. However any development will lead to a net increase in waste

SA comments and suggestions	Response	Status
From an environmental perspective, this is a very poor site and recommend that it is not included in the plan. Its only real benefit is that it will provide land for the kinds of jobs that would not easily be accommodated in the city centre, and that these may be accessible for residents of Trowbridge and Rumney. From a transport perspective, it would be more sustainable to provide several smaller employment sites scattered across the city.	St Mellons Business Park is already an established business park, within a Strategic Location. A large strategic allocation coupled with the provision of modern, flexible premises is important, if Cardiff is to continue to attract inward investment, and promote high value, knowledge based activities, thus fulfilling its role within the City Region. The plan needs to provide a range and choice of sites including out of centre alternatives. Travel implication concerns should be reduced through the provision of smaller local employment sites within mixed use strategic allocations. Furthermore, the protection of existing strategic and locally important areas through policy planning should further	×

	alleviate this concern in relation to travel, in addition to the provision of a rail link to the city centre as a result of this scheme.	
Landscape impacts cannot be mitigated	The Site Specific Principles on page 57 of the Masterplanning Framework which forms a Supporting Document to the LDP state that the Wentloog Levels Landscape of Outstanding Historic Interest will be protected. In order to ensure this it is important that the development of the site is undertaken in a sensitive manner to minimise harm. These principles will be used by the Council through the planning and design process to work with developers to design detailed masterplans.	×

Policy KP3(A) and KP3(B) appraised together because they jointly define settlement boundaries and constraints on development outside them		
KP3(A) GREEN WEDGE: In order to strategically manage the urban form of Cardiff and to protect the setting of the urban area, a Green Wedge is proposed on land North of the M4 as shown on the Proposals Map. Within this area development which prejudices the open nature of this land will not be permitted. Positive biodiversity, landscape, climate change mitigation and informal recreational management and enhancement measures will be encouraged in this area to further enhance the long term role of the area as a key natural resource benefitting the city. **KP3(B): SETTLEMENT BOUNDARIES** In order to strategically manage the spatial growth of Cardiff, settlement boundaries are proposed as shown on the Proposals Map. In all areas outside the defined settlement boundaries, otherwise referred to as countryside, there will be a corresponding presumption against inappropriate development.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	0	
2. Maintain and improve air	✓	Policies will help reduce air pollution by helping keep settlements compact, reducing need for motorised

quality		transport
3. Protect and enhance biodiversity, flora and fauna	✓	Policies will help maintain open countryside
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policies will help reduce air pollution by helping keep settlements compact, reducing need for motorised transport
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	?	Policies may restrict economic development outside settlements, though provision 'Where it can be demonstrated that development outside settlement boundaries is acceptable in principle, other detailed Deposit LDP policies provide the framework to consider the merits or otherwise of proposals' (4.82 of Deposit LDP) should permit genuinely justified development.
7. Improve health and well-being	✓	Policies will help maintain open countryside
8. Protect and enhance the landscape	✓✓	Policies will help maintain open countryside
9. Use natural resources efficiently and safeguard their quality	✓	Policies will help promote more compact and therefore resource efficient settlements.
10. Respond to demographic changes in a sustainable way	?	Policies will restrict development outside settlements, though provision 'Where it can be demonstrated that development outside settlement boundaries is acceptable in principle, other detailed Deposit LDP policies provide the framework to consider the merits or otherwise of proposals' (4.82 of Deposit LDP) should permit genuinely justified development.
11. Minimise waste, increase re-use and recycling	0	

Policy KP5: GOOD QUALITY AND SUSTAINABLE DESIGN
To help support the development of Cardiff as a world-class European Capital City, all

new development will be required to be of a high quality, sustainable design and make a positive contribution to the creation of distinctive communities, places and spaces by:

(i) Responding to the local character and context of the built and landscape setting so that layout, scale, form, massing, height, density, colour, materials, detailing and impact on the built and natural heritage are all addressed within development proposals;

(ii) Providing legible development which is easy to get around and which ensures a sense of continuity and enclosure;

(iii) Providing a diversity of land uses to create balanced communities and add vibrancy throughout the day;

(iv) Creating interconnected streets, squares and spaces as distinctive places, which are safe, accessible, vibrant and secure and incorporate public art where appropriate;

(v) Providing a healthy and convenient environment for all users that supports the principles of community safety, encourages walking and cycling, enables employment, essential services and community facilities to be accessible by sustainable transport and maximises the contribution of networks of multi-functional and connected open spaces to encourage healthier lifestyles;

(vi) Maximising renewable energy solutions;

(vii) Achieve a resource efficient and climate responsive design that provides sustainable water and waste management solutions and minimise emissions from transport, homes and industry;

(viii) Achieving an adaptable design that can respond to future social, economic, technological and environmental requirements;

(ix) Promoting the efficient use of land, developing at highest practicable densities and where appropriate achieving the remediation of land contamination;

(x) Ensuring no undue effect on the amenity of neighbouring occupiers and connecting positively to surrounding communities;

(xi) Fostering inclusive design, ensuring buildings, streets and spaces are accessible to all users and is adaptable to future changes in lifestyle; and

(xii) Locating Tall buildings in locations which are highly accessible through walking and public transport and within an existing or proposed cluster of tall buildings.

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Policy aims to provide developments with an accessible and inclusive environment
2. Maintain and improve air quality	?	Policy aims to create an environment that encourages walking and cycling and reduces car usage, which may improve air quality
3. Protect and enhance biodiversity, flora	✓	Good design can protect and enhance biodiversity interest

and fauna		
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓✓	Policy aims to provide adaptable developments that mitigate and adapt to the effects of climate change both now and in the future
5. Protect and enhance historic and cultural heritage	✓	Good design can protect historic and cultural heritage
6. Help deliver the growth of a sustainable and diversified economy	✓	Policy should support development of sustainable design and construction expertise and capability
7. Improve health and well-being	✓	Policy aims to provide developments that facilitate and encourage walking and cycling and provide networks of multi-functional open space for recreation
8. Protect and enhance the landscape	✓	Policy aims to provide developments that take into account landscape setting
9. Use natural resources efficiently and safeguard their quality	✓	Policy aims to provide resource efficient developments
10. Respond to demographic changes in a sustainable way	✓	Policy aims to provide developments that responds to future requirements
11. Minimise waste, increase re-use and recycling	✓	Policy aims to provide development with integrated sustainable waste management solutions

Policies KP6 and KP7 appraised together because both are concerned with securing necessary public provisions in new development
KP6: NEW INFRASTRUCTURE New development will make appropriate provision for, or contribute towards, all essential, enabling and necessary infrastructure required as a consequence of the proposed development in accordance with Planning Policy Guidance. Such infrastructure will be delivered in a timely manner to meet the needs of existing and planned communities and includes the following aspects which may be required having

regard to the nature, scale and location of the proposed development:
Essential / Enabling Infrastructure:

- Transportation and highways including access, circulation, parking, public transport provision, walking and cycling;
- Utility services;
- Flood mitigation / defences;

Necessary Infrastructure:

- Affordable Housing;
- Schools and education;
- Health and social care;
- Community buildings and facilities including District and Local Centre improvements;
- Local employment and training including replacement employment opportunities where relevant;
- Community safety initiatives;
- Open space, recreational facilities, playgrounds, allotments;
- Protection, management, enhancement and mitigation measures relating to the natural and built environment;
- Public realm improvements and public art;
- Waste management facilities including recycling and services;
- District heating and sustainable energy infrastructure;

KP7: PLANNING OBLIGATIONS

Planning obligations will be sought to mitigate any adverse impacts of development and will be assessed on a case by case basis in line with Planning Policy Guidance.

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓?	The requirements have potential to avoid negative impacts and impact positively on all SA objectives, depending on how they are applied.
2. Maintain and improve air quality	✓?	
3. Protect and enhance biodiversity, flora and fauna	✓?	

4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓?	
5. Protect and enhance historic and cultural heritage	✓?	
6. Help deliver the growth of a sustainable and diversified economy	✓?	
7. Improve health and well-being	✓?	
8. Protect and enhance the landscape	✓?	
9. Use natural resources efficiently and safeguard their quality	✓?	
10. Respond to demographic changes in a sustainable way	✓?	
11. Minimise waste, increase re-use and recycling	✓?	

Policy KP8: SUSTAINABLE TRANSPORT
Development in Cardiff will be integrated with transport infrastructure and services in order to: (i) Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport. (ii) Reduce travel demand and dependence on the car; (iii) Enable and maximise use of sustainable and active modes of transport; (iv) Integrate travel modes; (v) Provide for people with particular access and mobility requirements; (vi) Improve safety for all travellers;

(vii) Maintain and improve the efficiency and reliability of the transport network; (viii) Support the movement of freight by rail or water; and (ix) Manage freight movements by road and minimise their impacts.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Policy aims to improve access to jobs, community facilities and services by sustainable modes of transport
2. Maintain and improve air quality	✓	Policy aims to reduce reliance on private car and encourage the use of sustainable transport
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policy aims to provide an integrated sustainable transport system and reduce the use of the private car
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	✓	Policy aims to enable sustainable travel, for all, to employment sites
7. Improve health and well-being	✓	Policy aims to encourage and facilitate walking and cycling by providing safe and attractive routes
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	✓	Policy aims to meet the needs of the population in terms of access via sustainable transport to services, facilities and employment

11. Minimise waste, increase re-use and recycling	0	

Policy KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS		
Provision will be made for a range and choice of new employment sites including those identified in KP2 for different types of employment and in different geographical locations to effectively deliver the level of growth set out in the plan together with putting in place a framework to protect the role of existing employment land		
SA comments and suggestions	**Response**	**Status**
Policy as now drafted cannot be meaningfully appraised since it merely says 'provision will be made … ' without saying what, where, when how much etc. The SA appraises specific provisions in the other policies where they occur.		

Policy KP10: CENTRAL AND BAY BUSINESS AREAS		
The following uses are considered appropriate within the Central and Bay Business Areas: (i) New offices, residential and commercial leisure uses within the Central and Bay Business Areas; (ii) Enhanced retail and complementary facilities within the Central Shopping Area; and (iii) Other uses most appropriately located in city centres.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Opportunities for employment options and leisure facilities with good existing transport links from across city
2. Maintain and improve air quality	✓	Locations support existing infrastructure and could encourage the use of sustainable transport to access them. However, further focussed development in these areas may increase air pollution from traffic without mitigation
3. Protect and enhance biodiversity, flora and fauna	×	Increased visitors to the bay area may increase disturbance (including on water activities) to wildfowl, and fish nurseries

4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policy likely to encourage and promote a shift to sustainable transport
5. Protect and enhance historic and cultural heritage	0	[policy doesn't say anything one way of the other]
6. Help deliver the growth of a sustainable and diversified economy	✓	These areas have good transport links and development may support and enhance the city centre
7. Improve health and well-being	✓	Policy aims to provide new leisure facilities, which contribute to health and well being
8. Protect and enhance the landscape	✓	Policy favours development that supports the attractiveness of the city centre
9. Use natural resources efficiently and safeguard their quality	✓	Policy supports continued regeneration and remediation of the Bay business area
10. Respond to demographic changes in a sustainable way	✓	Policy meets the needs for jobs, retail and leisure facilities
11. Minimise waste, increase re-use and recycling	0	

Policy KP11: CRUSHED ROCK AGGREGATES AND OTHER MINERALS
Cardiff will maintain a steady and adequate supply of minerals and contribute to regional aggregate supplies by: (i) Promoting and supporting the efficient use of minerals and use of alternatives to naturally occurring minerals including the re-use of secondary aggregates; (ii) Protecting existing mineral reserves and safeguarding potential resources of limestone, coal and sand and gravel from development that would preclude their future extraction; (iii) Maintaining a minimum 10 year land bank of permitted crushed rock aggregate

reserves in line with national guidance: iv) Supporting appropriate applications for sand and gravel extraction; and v) Safeguarding wharves from development that would prevent their use for landing marine dredged sand and gravel.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	0	
2. Maintain and improve air quality	×	Dust and road transport associated with minerals extract may reduce air quality
3. Protect and enhance biodiversity, flora and fauna	?	Potential for habitat loss There may be opportunities for habitat restoration/ creation once quarries are no longer in use
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	?	Sustained levels of transport and energy intensive activities associated with mining/ quarrying minerals
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	✓	Efficiently used and well managed minerals resources could help to support the economy in the long term, particularly the construction sector
7. Improve health and well-being	×	There may be impacts to health from noise and air pollution associated with the extraction of minerals
8. Protect and enhance the landscape	×	Minerals extraction invariably results in landscape impacts due to excavation
9. Use natural resources efficiently and safeguard their quality	✓	Policy aims to safeguard mineral resources and encourage the efficient use Potential negative impact upon local water quality without mitigation
10.Respond to demographic changes in a sustainable way	✓	Policy aims to ensure that there are mineral reserves for future use

11. Minimise waste, increase re-use and recycling	✓	Policy encourages the efficient use of minerals and the recycling of secondary aggregates, may help to reduce waste from the construction industry

Policy KP12: WASTE		
Waste arisings from Cardiff will be managed by: (i) Promoting and supporting additional sustainable waste treatment facilities, measures and strategies in accordance with the Collections, Infrastructure and Markets Sector Plan (2012) and TAN 21 (2014) in a manner that follows the waste hierarchy and the principles of an integrated and adequate network of waste installations; nearest appropriate installation; self-sufficiency and protection of human health and the environment; (ii) Encouraging the provision of in-building treatment facilities on existing and allocated areas of general industry; (iii) Supporting the provision and maintenance of sustainable waste management storage and collection arrangements in all appropriate new developments; and (iv) Supporting waste prevention and reuse and the provision of facilities that use recycled or composted products.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	0	
2. Maintain and improve air quality	?	Policy may help to reduce road traffic associated with waste management by integrating management facilities with waste producer, however potential issues with dust and odour
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policy may reduce the need to transport waste, reducing any transport related emissions Policy encourages resource efficiency, reuse and recycling
5. Protect and enhance historic and cultural	0	

heritage		
6. Help deliver the growth of a sustainable and diversified economy	✓	Policy will encourage growth and jobs in the waste management sector
7. Improve health and well-being	✓ / ?	Locating waste management facilities within developments may impact on health of residents/ employees
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	✓	Policy seeks to promote resource efficiency and recycling and may reduce the need for land for land filling purposes
10. Respond to demographic changes in a sustainable way	✓	Policy may help to ensure that waste management facilities can cope with future waste arisings Provision of community facility
11. Minimise waste, increase re-use and recycling	✓✓	Policy promotes resource efficiency, reuse and recycling

SA comments and suggestions	Response	Status
Suggest putting indent iv first to signal primacy of reducing waste	Disagree. Criteria are not ranked in order of importance, with equal weight afforded to each, so there is no need to reorder.	×

Policy KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS
A key part of the successful progression of the city will be to develop sustainable neighbourhoods, tackle deprivation, and improve the quality of life for all. This will be achieved through: **(i)** Providing a range of dwelling sizes, types and affordability including seeking to provide a target of 6,646 affordable dwellings over the remaining 12 years of Plan period ; **(ii)** Supporting the vitality, viability and attractiveness of existing District and Local Centres and their regeneration, including retail and other commercial development and housing of an appropriate scale; **(iii)** Encouraging the provision of a full range of social, health, leisure and education facilities and community infrastructure for both existing and new communities

that are accessible to all by walking and cycling and public transport;

(iv) Supporting the regeneration of deprived communities within the city and maximising the additional benefits that new communities can bring to adjoining or surrounding communities;

(v) Encouraging the enhancement of communities through better equality of access to services for all, promoting cultural and wider diversity for all groups in society, and creating places that encourage social interaction and cohesion;

(vi) Developing new cultural and sporting facilities to build upon Cardiff's role as a major tourist, cultural and sporting destination for visitors and residents alike; and

(vii) Designing out crime and creating communities which are safer and feel safer.

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓✓	Policy strongly compatible with the SA Objective; aims to provide housing and address existing deprivation issues, provide cultural, sporting and community facilities and ensure that existing neighbourhoods benefit from the infrastructure brought forward from new neighbourhood created over the plan period
2. Maintain and improve air quality	✓	Policy aims to support local and district centres, and their regeneration. This may help to reduce the need to travel
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Provision of local and accessible facilities
5. Protect and enhance historic and cultural heritage	✓	Policy seeks to promote cultural diversity
6. Help deliver the growth of a sustainable and diversified economy	✓	Policy aims to support district and local centres Policy aims to support the regeneration of deprived areas

7. Improve health and well-being	✓	Policy aims to provide new sporting facilities Policy aims to design out crime and create communities where people are safe and feel safe
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	✓	Policy aims to provide community facilities to meet needs
11. Minimise waste, increase re-use and recycling	0	

Policy KP14: HEALTHY LIVING		
Cardiff will be made a healthier place to live by seeking to reduce health inequalities through encouraging healthy lifestyles, addressing the social determinants of health and providing accessible health care facilities. This will be achieved by supporting developments which provide for active travel, accessible and useable green spaces, including allotments.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Policy aims to reduce health inequalities
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	?	Providing green spaces may provide opportunities for biodiversity enhancements
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	?	Policy encourages active travel.

5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	?	Providing allotments may help to encourage community/ social enterprise, with potential benefits to deprived areas of the city
7. Improve health and well-being	✓✓	Policy aims to promote healthy living and reduce health inequalities Policy aims to improve access to open spaces for recreation
8. Protect and enhance the landscape	?	Provision of green space may provide opportunities for landscape/ townscape enhancement
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	✓	Policy aims to provide accessible community green space
11. Minimise waste, increase re-use and recycling	0	

Policy KP15: CLIMATE CHANGE
To mitigate against the effects of climate change and adapt to its impacts, development proposals should take into account the following factors: (i) Reducing carbon emissions; (ii) Protecting and increasing carbon sinks; (iii) Adapting to the implications of climate change at both a strategic and detailed design level; (iv) Promoting energy efficiency and increasing the supply of renewable energy; (v) Avoiding areas susceptible to flood risk in the first instance in accordance with the sequential approach set out in national guidance; and (vi) Preventing development that increases flood risk.

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	0	
2. Maintain and improve air quality	?	Measures to reduce carbon emissions may have potential benefits to air quality
3. Protect and enhance biodiversity, flora and fauna	?	Policy aims to protect and increase carbon sinks, which may provide benefits to biodiversity.
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓?	Policy aims ensure that new developments take account of the causes and consequences of climate change
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	0	
7. Improve health and well-being	0	Policy may help to reduce health related impacts related with flood risk
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	✓?	Policy aims to promote energy efficiency and renewable energy
10. Respond to demographic changes in a sustainable way	0	
11. Minimise waste, increase re-use and recycling	0	

SA comments and suggestions	**Response**	**Status**
'take into account the following factors' is	Disagree as this is already	~

insufficient to provide grounds for turning down unsupportive development. Suggest replace with 'should, to the maximum extent practical … '	implied in the policy wording and, in reality, the additional wording does not have a significant policy impact	

Policy KP16: GREEN INFRASTRUCTURE
Cardiff's distinctive natural heritage provides a network of green infrastructure which will be protected, enhanced, and managed to ensure the integrity and connectivity of this multi-functional green resource is maintained. Protection and conservation of natural heritage network needs to be reconciled with the benefits of development. Proposed development should therefore demonstrate how green infrastructure has been considered and integrated into the proposals. If development results in overall loss of green infrastructure, appropriate compensation will be required. Natural heritage assets are key to Cardiff's character, value, distinctiveness and sense of place. They include the city's: i). Undeveloped countryside and coastline (EN1 and EN2); ii). Landscape, geological and heritage features which contribute to the City's setting (EN3); iii). Strategically important river valleys of the Ely, Taff, Nant Fawr and Rhymney (EN4); iv). Biodiversity interests including designated sites and the connectivity of priority habitats and species (EN5, EN6 and EN7); v). Trees (including street trees), woodlands and hedgerows (EN8); vi). Strategic recreational routes, cycleways and the public rights of way network (T5, T6 and T8); vii). Parks, playing fields, green play areas and open spaces (C3, C4 and C6); viii). Growing spaces including allotments, community orchards and larger gardens (C5); and ix). Holistic integrated surface water management systems (EN10).

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	0	
2. Maintain and improve air quality	✓	Policy aims to protect and enhance Cardiff's biodiversity resources; vegetation provides carbon sinks and can help improve air quality
3. Protect and enhance	✓✓	Policy aims to protect and enhance Cardiff's biodiversity assets (including designated sites)

biodiversity, flora and fauna		
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policy aims to maintain and develop recreational routes which reduce the need for motorised travel, and vegetation which can help adapt to climate change
5. Protect and enhance historic and cultural heritage	✓	Policy aims to protect and enhance the city's historic parks and gardens
6. Help deliver the growth of a sustainable and diversified economy	?	Policy could restrict availability of sites for development , but natural assets provide attractive environment for investment
7. Improve health and well-being	✓	Policy aims to maintain and enhance the city's parks and open spaces for recreation
8. Protect and enhance the landscape	✓	Policy aims to protect and enhance the city's river valleys, open spaces, countryside and coastal settings
9. Use natural resources efficiently and safeguard their quality	✓	Safeguarding water resources and natural assets
10. Respond to demographic changes in a sustainable way	0	
11. Minimise waste, increase re-use and recycling	0	

Policy KP17: BUILT HERITAGE		
Cardiff's distinctive heritage assets will be protected, managed and enhanced, in particular the character and setting of its Scheduled Ancient Monuments; Listed Buildings; Registered Historic Landscapes, Parks and Gardens; Conservation Areas; Locally Listed Buildings and other features of local interest that positively contribute to the distinctiveness of the city.		
SA Objective	Rank	Comments
1. Help deliver equality of	0	

opportunity and access for all		
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	✓	Policy aims to protect and enhance the city's historic parks and gardens
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	0	
5. Protect and enhance historic and cultural heritage	✓✓	Policy aims to protect and enhance nationally and locally important historic and cultural assets
6. Help deliver the growth of a sustainable and diversified economy	✓ / ?	Policy could restrict suitability of site, but heritage assets provide attractive environment for investment
7. Improve health and well-being	✓	Protection of built heritage will contribute to quality of life
8. Protect and enhance the landscape	✓	Policy aims to protect and enhance the city's historic parks and gardens
9. Use natural resources efficiently and safeguard their quality	0	
10.Respond to demographic changes in a sustainable way	0	
11. Minimise waste, increase re-use and recycling	0	

Policy KP18: NATURAL RESOURCES
In the interests of the long-term sustainable development of Cardiff, the city's natural resources development proposals must take full account of the need to minimise

impacts on the city's natural resources and minimise pollution, in particular the following elements: (i) Protecting the best and most versatile agricultural land; (ii) Protecting the quality and quantity of water resources, including underground, surface and coastal waters; (iii) Minimising air pollution from industrial, domestic and road transportation sources and managing air quality; and (iv) Remediating land contamination through the redevelopment of contaminated sites.

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	0	
2. Maintain and improve air quality	✓	Policy aims to manage air quality and minimise air pollution
3. Protect and enhance biodiversity, flora and fauna	✓	Policy aims to protect agricultural land and water resources
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policy aims to minimise air pollution which may reduce greenhouse gases
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	✓	Policy aims to protect best and most versatile agricultural land, with potential benefits to the rural economy
7. Improve health and well-being	✓	Policy aims to minimise air pollution with associated health benefits
8. Protect and enhance the landscape	✓	Remediation of contaminated land will enhance the landscape
9. Use natural resources	✓✓	Policy aims to safeguard soil quality, water resources and remediate and redevelop contaminated land

efficiently and safeguard their quality		
10. Respond to demographic changes in a sustainable way	0	
11. Minimise waste, increase re-use and recycling	0	

SA comments and suggestions	Response	Status
Suggest removing the phrase 'take full account of the need to minimise impacts on the city's natural resources and minimise pollution, in particular the following elements:' which weakens the policy.	Disagree – as worded, the policy correctly identifies key issues to be taken account of and considered along with other policies which may promote the need for development or relate to other constraints. Deleting as suggested would make the policy too rigid, inflexible and out of context with the Plan as a whole.	~

DETAILED POLICIES

H1: NON-STRATEGIC HOUSING SITES

Policy H1: NON-STRATEGIC HOUSING SITES

Table 3: SUMMARY OF NON-STRATEGIC HOUSING SITES

Site Ref.	Site Name	Estimated Units	Site Size (Ha)
H1.1	Land at Areas 9-12, St Mellons	150	3.98
H1.2	Land rear of Clive Street	80	2.87
H1.3	Rookwood Hospital	90	3.40
H1.4	Former Lansdowne Hospital	75	1.51
H1.5	Land at Dan-y-Garth, Pentrych	47	2.49
H1.6	Land at former St John's College	64	2.50
H1.7	Ely Bridge Farm, Dyfrig Road. Ely	41	0.72
H1.8	Electrocoin Automatics Ltd, Caerphilly Road	20	0.61
H1.9	Land at Mill Road, Tongwynlais	5	0.40

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Sites will help meet housing need

2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	✓/×	Some sites have biodiversity issues
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓/×	Most, but not all, sites have good public transport. Some have (manageable) flood risks
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	0	
7. Improve health and well-being	0	
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	✓	Sites are generally brownfield in need of improvement
10. Respond to demographic changes in a sustainable way	✓	Sites address housing need.
11. Minimise waste, increase re-use and recycling	0	

Policies H2, H4, H5, H6 (Appraised together because they form a coherent package governing protection and provision of land for housing uses)
H2: CONVERSION TO RESIDENTIAL USE Within the Central Business Area of the city centre, District and Local centres, as defined

on the Proposals Map, the conversion of suitable vacant space above commercial premises to residential use will be favoured where:
(i) Adequate servicing and security can be maintained to the existing commercial use(s);
(ii) Appropriate provision can be made for parking, access, pedestrian access, amenity space, and refuse disposal together with any appropriate external alterations and;
(iii) The residential use does not compromise the ground floor use.

H4: CHANGE OF USE OF RESIDENTIAL LAND OR PROPERTIES
Outside the Central and Bay Business Areas and District and Local Centres, identified on the Proposals Map, conversion or redevelopment of residential properties to other use will only be permitted where:
(i) The premises or their location are no longer suitable for residential use; or

(ii) The proposal is for a community use necessary within a residential area; or

(iii) There would be no unacceptable impact on residential amenity.

H5: SUB-DIVISION OR CONVERSION OF RESIDENTIAL PROPERTIES
Proposals for any conversion to flats or Houses in Multiple Occupation will be permitted where:
(i) The property is of a size whereby the layout, room sizes, range of facilities and external amenity space of the resulting property would ensure an adequate standard of residential amenity for future occupiers.

(ii) There would be no material harm to the amenity of existing, nearby residents by virtue of general disturbance, noise or overlooking.

(iii) The cumulative impact of such conversions will not adversely affect the amenity and/or the character of the area.

(iv) Does not have an adverse effect on local parking provision

H6: CHANGE OF USE OR REDEVELOPMENT TO RESIDENTIAL USE
Change of use of redundant premises or redevelopment of redundant previously developed land for residential use will be permitted where:
(i) There is no overriding need to retain the existing use of the land or premises and no overriding alternative local land use requirement;

(ii) The resulting residential accommodation and amenity will be satisfactory;

(iii) There will be no unacceptable impact on the operating conditions of existing businesses;

(iv) Necessary community and transportation facilities are accessible or can be readily provided or improved; and

(v) It can be demonstrated that the change of use to a more sensitive end use has been assessed in terms of land contamination risk and that there are no an unacceptable risk to the end users.

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	?	Policies will prevent some conversions and reuse of premises.
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	0	
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	✓	H2 and H6 prevent loss of land and premises needed for employment.
7. Improve health and well-being	✓	These policies collectively aim to ensure that changes to and from residential use do not adversely affect well-being
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	✓	These policies collective aim to allow reuse and redevelopment of buildings to meet future needs
10. Respond to demographic changes in a sustainable way	✓	These policies collective aim to allow reuse and redevelopment of buildings to meet future needs
11. Minimise waste, increase re-use and recycling	0	

Policy H3: AFFORDABLE HOUSING		
The Council will seek 20% affordable housing on brownfield sites and 30% affordable housing on Greenfield sites in all residential proposals that: (i) Contain 5 or more new dwellings; or (ii) Sites of or exceeding 0.1 hectares in gross site area; or Where adjacent and related residential proposals result in combined numbers or site size areas exceeding the above thresholds, the Council will seek affordable housing based on the affordable housing target percentages set out above Affordable housing will be sought to be delivered on-site in all instances unless there are exceptional circumstances		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Policy will help ensure access to housing for all.
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	0	
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	✓	Policy will help ensure access to housing for all. Viability criterion should ensure the policy does not prevent development.
7. Improve health and well-being	✓	Policy will help ensure access to housing for all.
8. Protect and enhance the	0	

landscape		
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	✓	Policy will help ensure access to housing for all.
11. Minimise waste, increase re-use and recycling	0	

Policy H7: SITES FOR GYPSY AND TRAVELLER CARAVANS		
New sites and extensions to existing sites will be permitted where: (i) Necessary physical, transport and social infrastructure are accessible or can be readily provided; (ii) Environmental factors including flood risk, ground stability, land contamination and proximity of hazardous installations do not make the site inappropriate for residential development; (iii) The site is designed in line with the Welsh Government Good Practice Guide in Designing Gypsy Traveller Sites. (iv) There would be no unreasonable impact on the character and appearance of the surrounding areas including impact on residential amenity of neighbouring occupiers or the operating conditions of existing businesses (v) In the case of a transit or touring site, it has good access to the primary highway network.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Policy allows extensions and new sites where relevant conditions met
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	0	

4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	0	
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	✓	Policy aims to provide for travellers' needs where this does not impact on the operating conditions of existing businesses.
7. Improve health and well-being	✓	Policy aims to safeguard the amenity of both travellers and existing residents.
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	✓	Policy aims to provide for travellers' needs.
11. Minimise waste, increase re-use and recycling	0	

Policy EC1, EC2, EC3, EC4, EC5, EC6, EC7 (Appraised together because they form a coherent package governing protection and provision of land for economic uses)
EC1: EXISTING EMPLOYMENT LAND The city's existing employment areas outside of the Central and Bay Business Areas (as designated on the Proposals Map) will be protected for B class employment generating uses (together with appropriate ancillary and/or complementary uses and activities as referred to in Policy EC2) as described in the table below. **EC2: PROVISION OF COMPLEMENTARY FACILITIES FOR EMPLOYEES IN BUSINESS, INDUSTRIAL AND WAREHOUSING DEVELOPMENTS**

Provision for open space, public realm, leisure, food and drink, and child-care facilities will be appropriate in office, industrial and warehousing developments, provided, the facility is of an appropriate scale and nature intended primarily to meet the needs of workers in the vicinity, therefore not attracting significant levels of visitor traffic into the area, or exacerbating existing traffic conditions.

EC3: ALTERNATIVE USE OF EMPLOYMENT LAND AND PREMISES
Development of business, industrial and warehousing land and premises for other uses will only be permitted if:
(i) The land or premises are no longer well-located for business, industrial or warehousing use; or

(ii) There is no realistic prospect of employment use on the site and / or the property is physically unsuitable for employment use, even after adaption / refurbishment or redevelopment; or

(iii) There is no need to retain the land or premises for business, industrial or warehousing use, having regard to the demand for such land and premises and the requirement to provide for a range and choice of sites available for such use; and

(iv) There will be no unacceptable impact on the operating conditions of existing businesses.

EC4: PROTECTING OFFICES IN THE CENTRAL AND BAY BUSINESS AREAS
The alternative use of offices within the Central and Bay Business Areas will only be permitted where it can be demonstrated that there is no need to retain the site or premises for office use having regard to the demand for offices and the requirement to provide a range and choice of sites available for such use.

EC5: HOTEL DEVELOPMENT
Proposals for hotel development will be favoured:
(i) Within the Central and Bay Business Areas of the city centre;

(ii) In appropriate locations for the conversion of suitable residential or commercial properties;

(iii) At other locations within the urban area, if there is no need to preserve the site for its existing or allocated use, assessed against the relevant policies of the plan;

Subject to considerations of scale, location, design, amenity and transportation being acceptable.

EC6: NON-STRATEGIC EMPLOYMENT SITE

Land is allocated for university related research and development uses at Maindy Road, Cathays (3.53ha)

EC7: EMPLOYMENT PROPOSALS ON LAND NOT IDENTIFIED FOR EMPLOYMENT USE
Proposals for employment use (B Use Class) on unallocated sites will be permitted

provided that:-

i. The proposal cannot reasonably be accommodated on existing employment land and in the case of offices in the Central Enterprise Zone (Policy KP2) and the Central and Bay Business Areas (Policy EC4);

ii. The site falls within the settlement boundary and has no specific policy designation;

iii. The use is compatible with uses in the surrounding area and;

iv. The proposal is well related to the primary highway network and accessible to sustainable modes of transport

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	These policies together aim to protect existing economic uses and allow new ones in appropriate locations consistent with the LDP's overall spatial strategy.
2. Maintain and improve air quality	✓	These policies aim to avoid unnecessary traffic generation from economic activities.
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	These policies aim to avoid unnecessary traffic generation from economic activities.
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	✓	These policies together aim to protect existing economic uses and allow new ones in appropriate locations consistent with the LDP's overall spatial strategy.
7. Improve health and well-being	0	
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	0	

10. Respond to demographic changes in a sustainable way	✓	These policies together aim to protect existing economic uses and allow new ones in appropriate locations consistent with the LDP's overall spatial strategy.
11. Minimise waste, increase re-use and recycling	0	

Policy EN1 and EN2

Appraised together because together they govern new and altered building in the countryside

EN1: COUNTRYSIDE PROTECTION

Development in the countryside, beyond the settlement boundaries identified on the Proposals Map, will only be permitted where the use is appropriate in the countryside, respects the landscape character and quality and biodiversity of the site and surrounding area and where it is appropriate in scale and design. A landscape assessment and landscaping scheme will be required for significant development proposals. Proposals for new housing, rural diversification and rural enterprise, will only be permitted where they comply with National Planning Policy.

EN2: CONVERSION, EXTENSION AND REPLACEMENT BUILDINGS IN THE COUNTRYSIDE
There will be a presumption against conversion, extension and replacement of buildings in Cardiff's countryside except where:
a. The proposed conversion is demonstrated to:
(i) be structurally sound and capable of being made so without major alterations, reconstructing or extensions;
(ii) be possible without materially changing the existing character of the building or have a harmful effect on the countryside;
(iii) Not give rise to a demand for additional buildings; and
(iv) Be suitable for the proposed re-use.
b. The proposed extension is demonstrated to:
(i) be the subordinate part of the existing building; and
(ii) Respect the scale, character and design of the original part of the building within its countryside and landscape setting.
c. The proposed replacement building is demonstrated to:
(i) Not result in any greater impact on the quality and character of the surrounding area in terms of its proposed scale and design, including any residential curtilage;
(ii) Be on the footprint of the existing building unless relocation can be justified in terms of either being part of an existing group or improving the countryside or landscape setting; and
(iii) Not replace any building of architectural, historic or visual merit.

All proposals should be of an appropriate scale and design and be at least as sympathetic in its setting as the existing building.

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	×	Policies will prevent some development in the countryside
2. Maintain and improve air quality	✓	Policies are likely to reduce traffic generation
3. Protect and enhance biodiversity, flora and fauna	✓	Policies will prevent loss of land to buildings in the countryside
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policies are likely to reduce traffic generation
5. Protect and enhance historic and cultural heritage	✓	Policies aim to prevent loss of buildings of architectural, historic or visual merit and ensure new construction is sympathetic to its surroundings
6. Help deliver the growth of a sustainable and diversified economy	×	Policies will prevent some rural diversification
7. Improve health and well-being	0	
8. Protect and enhance the landscape	✓	Policies aim to prevent loss of buildings of architectural, historic or visual merit and ensure new construction is sympathetic to its surroundings
9. Use natural resources efficiently and safeguard their quality	✓	Policies aim to conserve existing buildings unless there are good reasons to the contrary
10. Respond to demographic changes in a sustainable way	×	Policies will prevent some rural diversification
11. Minimise waste, increase re-use and recycling	✓	Policies aim to conserve existing buildings unless there are good reasons to the contrary

Policy EN3: LANDSCAPE PROTECTION		
Development will not be permitted that would cause unacceptable harm to the character and quality of the landscape and setting of the city. Particular priority will be given to protecting, managing and enhancing the character and quality of the following Special Landscape Areas: i). St Fagans Lowlands and the Ely Valley ii). Garth Hill Uplands and the Pentyrch Ridges and Valleys; iii). Fforest Fawr and Caerphilly Ridge; iv). Wentloog Levels; and v). Flat Holm A landscape assessment and landscaping scheme will be required for significant development proposals.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	0	
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	✓	Policy designates Special Landscape Areas where there is potential for benefits to biodiversity
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	0	
5. Protect and enhance historic and cultural heritage	✓	Special Landscape Areas are designated to protect areas that are considered to be important due to their historic landscapes
6. Help deliver the growth of a sustainable and diversified economy	0	
7. Improve health and well-being	0	
8. Protect and	✓✓	Policy designates Special Landscape Areas and aims to

enhance the landscape		protect and enhance these areas
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	0	
11. Minimise waste, increase re-use and recycling	0	

Policies EN4, EN5, EN6, EN7, EN8, EN9

Appraised together because they form a coherent package concerned with protecting valuable elements and features of Cardiff's environment

EN4: RIVER CORRIDORS

The Natural Heritage, character and other key features of Cardiff's river corridors will be protected, promoted and enhanced, together with facilitating sustainable access and recreation.

EN5: DESIGNATED SITES

Development will not be permitted that would cause unacceptable harm to sites of international or national nature conservation importance. Development proposals that would affect locally designated sites of nature conservation and geological importance should maintain or enhance the nature conservation and/or geological importance of the designation.

Where this is not the case and the need for the development outweighs the nature conservation importance of the site, it should be demonstrated that there is no satisfactory alternative location for the development which avoids nature conservation impacts, and compensation measures designed to ensure that there is no reduction in the overall nature conservation value of the area or feature.

EN6: ECOLOGICAL NETWORKS AND FEATURES OF IMPORTANCE FOR BIODIVERSITY

Development will only be permitted if it does not cause unacceptable harm to:
(i) Landscape features of importance for wild flora and fauna, including wildlife corridors and 'stepping stones' which enable the dispersal and functioning of protected and priority species;
(ii) Networks of importance for landscape or nature conservation.

Particular priority will be given to the protection, enlargement, connectivity and

management of the overall nature of semi natural habitats.

Where this is not the case and the need for the development outweighs the nature conservation importance of the site, it should be demonstrated that there is no satisfactory alternative location for the development and compensatory provision will be made of comparable ecological value to that lost as a result of the development.

EN7: PRIORITY HABITATS AND SPECIES
Development proposals that would have a significant adverse effect on the continued viability of habitats and species which are legally protected or which are identified as priorities in the UK or Local Biodiversity Action Plan will only be permitted where:
(i) The need for development outweighs the nature conservation importance of the site;
(ii) The developer demonstrates that there is no satisfactory alternative location for the development which avoids nature conservation impacts; and
(iii) Effective mitigation measures are provided by the developer.

Where harm is unavoidable it should be minimised by effective mitigation to ensure that there is no reduction in the overall nature conservation value of the area. Where this is not possible, compensation measures designed to conserve, enhance, manage and, where appropriate, restore natural habitats and species should be provided.

EN8: TREES, WOODLANDS AND HEDGEROWS

Development will not be permitted that would cause unacceptable harm to trees, woodlands and hedgerows of significant public amenity, natural or cultural heritage value, or that contribute significantly to mitigating the effects of climate change.

EN9: CONSERVATION OF THE HISTORIC ENVIRONMENT
Development relating to any of the heritage assets listed below (or their settings) will only be permitted where it can be demonstrated that it preserves or enhances that asset's architectural quality, historic and cultural significance, character, integrity and/or setting.
(i) Scheduled Ancient Monuments;

(ii) Listed Buildings and their curtilage structures;

(iii) Conservation Areas;

(iv) Archeologically Sensitive Areas;

(v) Registered Historic Landscapes, Parks and Gardens; or

(vi) Locally Listed Buildings of Merit and other historic features of interest that positively contribute to the distinctiveness of the city.

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and	✓	Policies aim to maintain and enhance access to valued environments

access for all		
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	✓✓	Policies aim to maintain and enhance biodiversity
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	0	
5. Protect and enhance historic and cultural heritage	✓✓	Policy EN9 protects and enhances the historic environment
6. Help deliver the growth of a sustainable and diversified economy	0	
7. Improve health and well-being	✓	Maintaining and enhancing valued environments, and access to them, will contribute to wellbeing
8. Protect and enhance the landscape	✓✓	Policies aim to protect and enhance several key elements of Cardiff'' landscape.
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	0	
11. Minimise waste, increase re-use and recycling	0	

Policy EN10 and EN11 Appraised together because they specify the methods and aims of sustainable water resource management
EN10: WATER SENSITIVE DESIGN

Development should demonstrate the incorporation of water sensitive urban design solutions (the process of integrating water cycle management with the built environment through planning and urban design). To include the management of:
(i) Water demand and supply;
(ii) Waste water and pollution;
(iii) Rainfall and runoff;
(iv) Watercourses and water resource;
(v) Flooding; and
(vi) Water pathways.

EN11: PROTECTION OF WATER RESOURCES

Development will not be permitted that would cause unacceptable harm to the quality or quantity of underground, surface or coastal waters.

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	0	
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	✓	Policies will minimise pressure on biodiversity from changes to water resources
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	0	
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	0	
7. Improve health and well-being	0	
8. Protect and	? / ✓	

enhance the landscape		
9. Use natural resources efficiently and safeguard their quality	✓	Policies will safeguard water resources and promote their efficient use.
10. Respond to demographic changes in a sustainable way	✓	Minimising pressure on water resources will help keep 'headroom' for further development as needed.
11. Minimise waste, increase re-use and recycling	✓	Policies promote efficient use of water resources.

SA comments and suggestions	Response	Status
EN 10: Suggest replace title with 'water sensitive design' because no reason to privilege 'innovative' methods over old ones that work.	Done	✓
Suggest replace 'should demonstrate the incorporation of' with 'apply'	Done	✓
Could these policies usefully be combined?	Not supported: there are distinct differences between the policies and their intended effect	✓
SUDS not specified in the policy though mentioned in the supporting text – would be it be helpful to include this standard term?	No: it is intended to expand the approach beyond SUDS and to refer to it specifically within the policy may lead to a focus on SUDS rather than consideration of wider water management solutions incorporating SUDS.	✓

Policy EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES

Development proposals are required to maximise the potential for renewable energy. The Council will encourage developers of major and strategic sites to incorporate schemes which generate energy from renewable and low carbon technologies. This includes opportunities to minimise carbon emissions associated with the heating, cooling and power systems for new development.

An independent energy assessment investigating the financial viability and technical feasibility of incorporating such schemes will be required to support applications.

SA Objective	Rank	Comments
1. Help deliver	0	

equality of opportunity and access for all		
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓✓	Policy requires measures to minimise carbon emissions.
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	✓	Will help support development of sustainable energy expertise in the construction sector.
7. Improve health and well-being	0	
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	✓✓	
10. Respond to demographic changes in a sustainable way	0	
11. Minimise waste, increase re-use and recycling	0	

Policy EN13: AIR, NOISE, LIGHT POLLUTION AND LAND CONTAMINATION
Development will not be permitted where it would cause or result in unacceptable harm

to health, local amenity, the character and quality of the countryside, or interests of nature conservation, landscape or built heritage importance because of air, noise, light pollution or the presence of unacceptable levels of land contamination.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	0	
2. Maintain and improve air quality	✓✓	Policy will prevent development which will cause unacceptable air pollution
3. Protect and enhance biodiversity, flora and fauna	✓✓	Policy will prevent development which will cause unacceptable harm to nature conservation
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	0	
5. Protect and enhance historic and cultural heritage	✓✓	Policy will prevent development which will cause unacceptable air pollution harm to built heritage
6. Help deliver the growth of a sustainable and diversified economy	0	
7. Improve health and well-being	✓✓	Policy will prevent development which will cause unacceptable harm to wellbeing in various ways
8. Protect and enhance the landscape	✓✓	Policy will prevent development which will cause unacceptable harm to landscape
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	0	

11. Minimise waste, increase re-use and recycling	0	

SA comments and suggestions	Response	Status
This policy provides stronger and clearer protection than KP18 and partly overlaps KP16 and EN4-9. Suggest deleting KP18 and reducing repetition between other policies	EN4-9 relate specifically to river valleys, LNRs, ecological networks etc whereas EN13 is a generic policy which will cover all developments regardless of whether they fall within a statutorily designated area for example.	~

Policy EN14: FLOOD RISK

Development will not be permitted:

i. Within tidal or fluvial flood plains unless it can be demonstrated that the site is justified in line with national guidance and an appropriate detailed technical assessment has been undertaken to ensure that the development is designed to alleviate the threat and consequences of flooding over its lifetime;

ii. Where it would increase the risk of flooding from fluvial and/or tidal flooding or from additional run-off from the development in any location;

iii. Where it would hinder future maintenance or improvement schemes of flood defences and watercourses;

iv. Where it would cause adverse effects on the integrity of tidal or fluvial defences;

v. Where ground floor bedrooms are proposed in areas at high risk of flooding.

Where appropriate the developer should demonstrate that they have considered the need to incorporate environmentally sympathetic flood risk mitigation measures such as Sustainable Urban Drainage Systems (SUDS).

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Will avoid vulnerable people being pushed into housing with high flood risk
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora	0	

and fauna		
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	LFRMS and guidance for carrying out FCAs include taking account of effects of climate change, so the policy will help adaptation.
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	0	
7. Improve health and well-being	✓	Will avoid people being pushed into housing with high flood risk
8. Protect and enhance the landscape	? / ✓	
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	0	
11. Minimise waste, increase re-use and recycling	0	

Policy T1: WALKING AND CYCLING
To enable people to access employment, essential services and community facilities by walking and cycling the Council will support developments which incorporate: (i) High quality, sustainable design which makes a positive contribution to the distinctiveness of communities and places; (ii) Permeable and legible networks of safe, convenient and attractive walking and cycling routes; (iii) Connections and extensions to the Cardiff Strategic Cycle Network and routes forming part of the Cardiff Walkable Neighbourhoods Plan; (iv) Measures to minimise vehicle speed and give priority to vulnerable road users;

(v) Safe, convenient and attractive walking and cycling connections to existing developments, neighbourhoods, jobs and services; (vi) Infrastructure designed in accordance with standards of good practice including the Council's Cycling Design Guide; (vii) Supporting facilities including, signing, secure cycle parking and, where necessary, shower and changing facilities; and (viii) The provision of Car-Free Zones .

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Policy aims to provide developments with good access to employment and essential services via walking or cycling
2. Maintain and improve air quality	✓	Policy encourages walking and cycling and may reduce the need to travel by car/ bus
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policy promotes sustainable modes of transport
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	✓	Policy aims to facilitate access to employment opportunities by providing good walking and cycling connectivity
7. Improve health and well-being	✓✓	Policy aims to encourage and facilitate walking and cycling Policy aims to improve road safety for walkers and cyclists
8. Protect and enhance the landscape	0	
9. Use natural resources	0	

efficiently and safeguard their quality		
10. Respond to demographic changes in a sustainable way	0	
11. Minimise waste, increase re-use and recycling	0	

SA comments and suggestions	Response	Status
'Will support' is not very strong. Why not 'Council will only support developments which, to the greatest practicable extent, incorporate …'?	The supporting text for KP8 emphasises the importance of maximising access by sustainable modes. This implies that in considering applications the Council will seek to secure these provisions as far as practically possible. Policy T1 should be considered in this context. The policy states that to enable people to access employment, essential services and community facilities by walking and cycling the Council will support developments which incorporate the measures specifically listed in the policy. This arguably provides the basis to refuse applications for proposals which fail to enable people to access employment, essential services and facilities by walking and cycling or meet the requirements of KP8.	~
(i) duplicates sustainable design policy and does not mention or have any specific relevance to active travel. Suggest delete.	The 'duplication' of the sustainable design policy is deliberate to make an explicit connection between development design and provision for active modes.	~

Policy T2: STRATEGIC RAPID TRANSIT AND BUS CORRIDORS
To avoid car-based developments and maximise use of sustainable transport, infrastructure and associated services will be introduced to develop strategic rapid transport and bus corridors including: RAPID TRANSIT CORRIDORS (i) North West Corridor; (ii) North Eastern Corridor; (iii) Eastern Corridor; and (iv) Southern Corridor.

BUS CORRIDOR ENHANCEMENTS
(i) City Centre Bus Routes;
(ii) Eastern Bus Corridor (A48, A4232 from the A48 to Junction 30 of the M4 Motorway, A48M Trunk Road, Southern Way and A4161 Newport Road);
(iii) Northern Bus Corridor (A470 North Road/ Manor Way and A469 Caerphilly Road / A470 Trunk Road to the County Boundary); and
(iv) Western Bus Corridor (Cowbridge Road, A48, A4055 Cardiff Road; A4119 Llantristant Road from the County Boundary to Cowbridge Road and A4232 Trunk Road from Culverhouse Cross to Junction 33 of the M4 Motorway).
(v) Southern Bus Corridor (Lloyd George Avenue, Lloyd George Avenue to the County Boundary via A4232 and Cogan Spur and via the Cardiff Barrage).

Provision will be made to facilitate the functional integration of these corridors and associated services with the wider transport network including the bus network and local walking and cycling routes. The trunk road sections of the Bus Corridor Enhancements are the responsibility of the Welsh Government. Cardiff Council will work with the Welsh Government to identify appropriate measures on the trunk road sections of these routes.

Improvements to the city's wider bus network, including the provision of new infrastructure and the introduction of new routes and services will be supported where these are necessary to provide sustainable travel options and address the movement impacts of new development.

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	?✓	Policy should help achieve better access, via public transport, to key employment areas, services and facilities
2. Maintain and improve air quality	?✓	Policy should reduce car use
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	?✓	Policy aims to improve public transport infrastructure and provision, and may encourage a modal shift from the private car
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a	?✓	Improvements to infrastructure and services will contribute to the regeneration of deprived areas,

sustainable and diversified economy		promote the city centre and access to employment areas
7. Improve health and well-being	0	
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	?✓	Improved access to services and jobs responding to city's population growth
11. Minimise waste, increase re-use and recycling	0	

SA comments and suggestions	Response	Status
All positive scores now qualified with '?' because of lack of explicit commitment to implement measures before new developments are occupied (see appraisal comments on most of the strategic sites under KP2.)	In certain cases it will not be possible to implement all transport measures in advance of the occupation development. In practice measures will need to be introduced through a phased approach secured through the master planning and application processes.	×
Restore the clear commitment in PS policy 12: 'all developments will be supported by safe, attractive, fast and efficient public transport services that meet the everyday travel needs of all residents.'	The stated purpose of the policy is to avoid car-based developments and maximise use of sustainable transport. The policy relates to strategic rapid transit corridors and bus corridors. The provision of public transport infrastructure and its contribution to modal share is easier to assess and measure than whether a development meets 'the everyday transport needs' of all residents – some of which may be met by car or walking and cycling. The existing wording is therefore considered to be appropriate.	~

Policy T3: TRANSPORT INTERCHANGES

In order to facilitate the transfer between transport modes and help to minimise travel demand and reduce car dependency, the following developments will be supported: (i) New rail stations which can be easily accessed by walking, cycling and local bus services , facilitate rail park and ride, where appropriate, and meet the access needs of all users; (ii) Improvements to existing rail and bus interchanges, including measures to facilitate access by active travel modes and people with special access needs; (iii) Measures to support interchange between local bus services, including facilities to accommodate bus layover and driver facilities; (iv) Strategically located park and ride facilities, supported by attractive, frequent and reliable bus or rapid transit services; (v) High quality passenger facilities including but not limited to seating, information, toilet facilities and cycle parking; (vi) Facilities for park and share; (vii) Facilities for coach parking, taxis and passenger drop off; (viii) Facilities for overnight lorry parking and freight transfer; and (ix) Facilities for interchange with water-based transport.

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Policy likely to help provide better access to employment areas, services and facilities
2. Maintain and improve air quality	✓	Policy aims to promote sustainable transport into the City and may reduce congestion related air pollution
3. Protect and enhance biodiversity, flora and fauna	?	There may be impacts to biodiversity depending on the location of new Park and Ride/Share Facilities
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓ / ✗	Policy aims to promote public transport infrastructure and improve regional access The policy promotes park and ride / share schemes, which may not mitigate the current commuter congestion effectively and may encourage people from the city region to drive to Cardiff in the first instance rather than use rail / bus.
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	✓	The policy aims to improve transport accessibility from the wider region and may assist in promoting the city centre economy, particularly retail
7. Improve health		

and well-being	0	
8. Protect and enhance the landscape	?	There may be impacts to landscape depending on the location of new Park and Ride/Share Facilities
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	0	
11. Minimise waste, increase re-use and recycling	0	

SA comments and suggestions	Response	Status
The caveat under 4 is very important. Suggest adding a statement that interchanges with a significant scale of car use will not be implemented if modelling suggests they will result in an overall increase in car mileage.	Park and Ride facilities can help to reduce localised congestion by intercepting vehicles before they enter the central area of the city. Park & Ride on its own is not the answer to congestion but works in conjunction with other physical and non-physical transport measures to provide sustainable alternatives to car travel and reduce demand for it. . Well designed and appropriately located Park and Ride is unlikely to induce additional demand for travel and thus increase overall mileage. Rather it is a means of reducing the impact of car trips which would most likely have taken place anyway whether or not the P&R is available	×

Policy T4: REGIONAL TRANSPORT HUB
Support will be given to the development of infrastructure and facilities in and around Cardiff Central Railway Station which: (i) Facilitate the easy interchange of passengers between national, regional and local rail and bus services; (ii) Provide high quality passenger facilities, including but not limited to seating, information, toilet facilities and cycle parking; (iii) Can be easily accessed by walking and cycling and meets the access needs of all users; (iv) Is well integrated with development in the surrounding area and facilitates easy

access to the centre of the city, Cardiff Bay and the Enterprise Zone; (v) Complement the development and regeneration of land north and south of Central Railway Station and the wider Enterprise Zone; (vi) Provide a public transport gateway of a high aesthetic and functional quality, which is commensurate to Cardiff's status as a European capital city; and (vii) Provides an attractive, legible and vibrant environment.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Policy will help all residents access amenities in the city centre, other parts of Cardiff and beyond
2. Maintain and improve air quality	✓	Policy will facilitate non car options
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policy will facilitate non car options
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	✓	Policy will improve access to businesses for residents and visitors
7. Improve health and well-being	✓	Policy will support cycling and walking
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	? / ✓	
10. Respond to demographic	0	

changes in a sustainable way		
11. Minimise waste, increase re-use and recycling	0	

Policy T5: MANAGING TRANSPORT IMPACTS		
Where necessary, safe and convenient provision will be sought in conjunction with development for: i) Pedestrians; (ii) disabled people with mobility impairments and particular access needs; (iii) Cyclists; (iv) Powered two-wheelers; (v) Public transport; (vi) Vehicular access and traffic management within the site and its vicinity; (vii) Car parking and servicing; (viii) Coach parking; and (ix) Horse-riders.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Policy aims to ensure equality of access to transport, including those with special access and mobility requirements
2. Maintain and improve air quality	✓	Policy may encourage walking and cycling and promote a modal shift from the private car
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policy aims to reduce parking and make other forms of transport safer and more convenient, which may promote a modal shift to sustainable transport
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified	0	

economy		
7. Improve health and well-being	✓	Policy may promote a modal shift to walking and cycling Policy aims to improve safety for all users
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	0	
11. Minimise waste, increase re-use and recycling	0	

SA comments and suggestions	Response	Status
Policy title is misleading: suggest 'providing for transport needs in development'.	Disagree with comments about the title of the policy – the supporting text provides a clear explanation of the purpose of the policy and it application. The title is relevant in this context.	×
Restore previous wording on parking restraint	No reference to minimising car parking anywhere now. Supporting text states that parking and servicing will be provided in accordance with the Councils adopted standards.	×
Hierarchy in the policy is inconsistent with the DfT one referred to at 5.244 of Deposit LDP. Public transport (v) and coach parking (viii) should be above powered two wheelers (iv) vehicular access (vi) and car parking (vii). Should horse riders be above the motorised modes?	The user hierarchy referred to in para 5.244 of Deposit LDP is related to the design considerations in Manual for Streets which makes clear that *"In assessing the transport and access aspects of proposals the Council will be more likely to give favourable consideration to developments which through their design and layout give priority to movements by sustainable travel modes and reflect the user hierarchy in Department for Transport Manual for Streets",* The list in the policy is not a hierarchy. Therefore probably best to retain the original list so this is more obvious.	×

	Horse riding should be retained as this links with bridle routes in Policy T6.	

T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES		
Development will not be permitted which would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks including pedestrian and cycle routes, public rights of way and bridle routes.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Existing access to be protected
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	0	
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	0	
7. Improve health and well-being	0	
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	0	

10.Respond to demographic changes in a sustainable way	0	
11. Minimise waste, increase re-use and recycling	0	

SA comments and suggestions	Response	Status
Suggest 'unacceptable NET harm' to make clear that development can go ahead if the harm is remedied / offset eg by new transport provision.	The reference to unacceptable harm in the policy implies that developments that cause harm can go ahead if that harm is mitigated to an acceptable degree. The reference to Net harm is not considered appropriate in this context	~

Policy T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE		
Support will be given to the development of the following elements of strategic transportation infrastructure: **(i) Eastern Bay Link;** **(ii) St Mellons rail interchange; and** **(iii) New sustainable transport corridor in North West Cardiff**		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	×	Will improve access for motorists, and their advantage over other road users
2. Maintain and improve air quality	×	Will facilitate extra motor traffic
3. Protect and enhance biodiversity, flora and fauna	×?	Impacts and any necessary mitigation to be assessed in project level EIA.
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	×	Will facilitate extra motor traffic
5. Protect and	0	

enhance historic and cultural heritage		
6. Help deliver the growth of a sustainable and diversified economy	×	Will further entrench car dependence
7. Improve health and well-being	0	
8. Protect and enhance the landscape	×	Will damage the landscape
9. Use natural resources efficiently and safeguard their quality	×	Will increase resource take in construction and use
10. Respond to demographic changes in a sustainable way	✓/×	Will respond to demand though in an unsustainable way
11. Minimise waste, increase re-use and recycling	0	

SA comments and suggestions	**Response**	**Status**
(ii) and (iii) are instances of policies T3 and T2 respectively and share their assessments. This matrix assesses (i) only. This road scheme would appear inconsistent with the aim of all the other transport policies.	All three listed schemes are key strategic projects. Construction of the EBL is now a strategic commitment of Welsh Government and the plan must therefore make provision of it. The project would be subject to a full Environmental Impact Assessment which would highlight the specific environmental impacts and any necessary mitigation.	~

Policy T8: STRATEGIC RECREATIONAL ROUTES
A strategic network of recreational routes will be maintained and developed to link Cardiff's coast, river corridors, open spaces, countryside, and the regional network of routes, facilitating access to them by local communities, and forming an integral part of the wider cycling and walking network in Cardiff. The core strategic network will comprise: i). (i) The Taff Trail; (ii) The Ely Trail; (iii) The Rhymney Trail; (iv) The Nant Fawr Trail; (v) The Bay Trail; (vi) The Wales Coast Path; and (vii) The Glamorgan Ridgeway

Walk.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Policy aims to increase access across the city
2. Maintain and improve air quality	✓	Policy may encourage a modal shift from the private car to walking and cycling
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policy may encourage a modal shift from the private car to walking and cycling
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	0	
7. Improve health and well-being	✓✓	Improvements to strategic recreational routes may promote walking and cycling with benefits to health Improves access to open space and other opportunities for physical activity
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	0	

11. Minimise waste, increase re-use and recycling	0	

Policy T9: CARDIFF CITY REGION 'METRO' NETWORK		
The Council will seek to facilitate the development of a future regional 'Metro' network of integrated public transport routes and services within Cardiff and connecting the city with the wider south east Wales region, including the development and/or enhancement of the following on-highway and off-highway infrastructure components: i. Existing and new heavy rail routes ii. New light rail routes iii. Tram iv. Tram/train on segregated rails and/or running on street v. conventional buses, or guided buses using busways completely segregated from the main highway along their entire length or for short sections, in combination with use of the public highway/bus priority measures on the public highway. vi. conventional buses using dedicated buses lanes and assisted by other bus priority measures, in combination with use of other carriageway space on the public highway; and vii. conventional buses using carriageway space on the public highway used by general traffic. Where the alignment of a future route which is likely to form part of a 'Metro' network falls within any part of a development site, the Council will, through the development management process, seek either to secure provision of the necessary infrastructure as part of the development, or otherwise, safeguard the land and space required to accommodate the route and potential mode options in the future. This will include requiring a development to be designed in a way which does not prejudice the future development of the 'Metro' route and would enable it to be incorporated within the development at a later date.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Metro would improve access and opportunity
2. Maintain and improve air quality	✓	Metro should enable modal shift away from private car
3. Protect and enhance biodiversity, flora and fauna	? ✓	Other policies should protect wildlife. Safeguarded routes offer opportunity for wildlife corridors.

4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Metro should enable modal shift away from private car
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	✓	Metro should support economic development across the city region.
7. Improve health and well-being	0	
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	✓	Metro would enable population to grow without unacceptable increases in traffic
11. Minimise waste, increase re-use and recycling	0	

Policies R1 – R7 Appraised together since they form a package specifying the locations and criteria under which new retail development and changes of use to and from retail will and will not be allowed.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Policies together seek to ensure all residents have the best access to shops of various kinds that is commercially viable for the retailers.
2. Maintain and improve air	✓	Policies overall aim to minimise the need to drive to shops.

quality		
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policies overall aim to minimise the need to drive to shops. R4 particularly important in constraining out-of-centre development.
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	✓	Policies seek to maintain the best commercially viable range of kinds and locations of shops.
7. Improve health and well-being	0	
8. Protect and enhance the landscape	? / ✓	
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	✓	Policies aim to help the retail sector respond to changing demands while maintaining the best commercially viable range of shopping.
11. Minimise waste, increase re-use and recycling	0	

Policy R8: FOOD AND DRINK USES
Food and Drink Uses are most appropriately located in: (i) The City Centre (Central Business Area) (ii) The inner harbour/waterfront area of Cardiff Bay (Bay Business Area) (iii) District and Local Centres Subject to amenity considerations, highway matters, crime and fear of crime considerations, and where they do not cause unacceptable harm to the shopping role

and character of designated centres. Food and drink uses are unlikely to be acceptable within or adjacent to residential areas, where they would cause nuisance and loss of amenity, or result in the loss of a residential property.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	×	Policy will prevent food and drink uses in residential areas, making them harder to access without driving.
2. Maintain and improve air quality	×	Likely to increase driving to food and drink outlets.
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	×	Likely to increase driving to food and drink outlets.
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	×?	May restrict growth of the food and drink sector
7. Improve health and well-being	✓	Main aim of the policy is to protect residential amenity by keeping food and drink uses out of residential areas. Restrictions on outlets near schools also helpful.
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	×	Policy will restrict how food and drink sector responds to consumer demand.

11. Minimise waste, increase re-use and recycling	0	

Policy C1: COMMUNITY FACILITIES		
Proposals for new and improved community facilities, health and religious facilities will be encouraged, subject to the following criteria being satisfied: (i) The facility would be readily accessible to the local community it is intended to serve by public transport, walking and cycling; (ii) The facility would not unduly prejudice the amenities of neighbouring and nearby residential occupiers; (iii) The facility would not detract from the character and appearance of a property or the locality; (iv) The facility will not lead to unacceptable parking or traffic problems. (v) The facility is designed with the greatest possible flexibility and adaptability to accommodate additional community uses without compromising its primary intended use		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Policy supports provision of facilities accessible to their users.
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policy should reduce need to travel by car
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and	0	

diversified economy		
7. Improve health and well-being	✓	Policy supports provision of facilities accessible to their users.
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	✓	Policy supports provision of facilities needed to meet present and future demands
11. Minimise waste, increase re-use and recycling	0	

Policy C2: PROTECTION OF EXISTING COMMUNITY FACILITIES		
Proposals involving the loss or change of use of buildings currently or last used for community facilities will only be permitted if: i) An alternative facility of at least equal quality and scale to meet community needs is available or will be provided within the vicinity or; ii) It can be demonstrated that the existing provision is surplus to the needs of the community.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Policy ensures no net loss of community facilities that meet needs of local community
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	0	

4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policy should prevent need for increased travel to community facilities
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	0	
7. Improve health and well-being	✓	Policy supports retention of facilities accessible to their users
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	✓	Policy supports retention of facilities to meet needs of local community
11. Minimise waste, increase re-use and recycling	0	

Policy C3: COMMUNITY SAFETY/CREATING SAFE ENVIRONMENTS
All new development and redevelopment shall be designed to promote a safe and secure environment and minimise the opportunity for crime. In particular development shall: (i) Maximise natural surveillance of areas which may be vulnerable to crime such as publicly accessible spaces, open space, car parking areas and footpaths; (ii) Have well defined routes, spaces and entrances that provide convenient movement without compromising security; (iii) Maintain perceptible distinction between public and private spaces through well defined boundaries and defensible space; (iv) Provide a good standard of lighting to public spaces and routes while minimising

energy use and light pollution; and (v) Be designed with management and maintenance in mind, to discourage crime in the present and future.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	0	
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	?	Need to avoid unnecessary lighting.
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	0	
7. Improve health and well-being	✓✓	Policy aims to provide safe environments
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	? / ✓	
10. Respond to demographic changes in a sustainable way	0	

11. Minimise waste, increase re-use and recycling	0	

Policies C4 and C5
Appraised together since they deal with protection and provision of open space

Policy C4: PROTECTION OF OPEN SPACE

Development will not be permitted on areas of open space unless:
(i) It would not cause or exacerbate a deficiency of open space in accordance with the most recent open space study; and
(ii) The open space has no significant functional or amenity value; and
(iii) The open space is of no significant quality; or
(iv) The developers make satisfactory compensatory provision; and, in all cases;

(v) The open space has no significant nature or historic conservation importance.

C5: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION, CHILDREN'S PLAY AND SPORT
Provision for open space, outdoor recreation, children's play and sport will be sought in conjunction with all new residential developments. This Policy is aimed at securing the provision or improvement of open space and other appropriate outdoor recreation and sport in conjunction with all new residential developments over 8 units and on site provision of functional open space in conjunction with all new residential developments over 14 units.
The appropriate amount of multi functional green space is based on a minimum of 2.43 hectares of functional open space per 1000 projected population.

All other open space provision will be in addition to the provision of multi functional green space.

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Policies will help maintain access to existing open space and provide new ones with new housing.
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	✓	Policy C4 will prevent loss of open space with nature conservation importance.

4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	0	
5. Protect and enhance historic and cultural heritage	✓	Policy C4 will prevent loss of open space with historic importance.
6. Help deliver the growth of a sustainable and diversified economy	0	
7. Improve health and well-being	✓	Policies maintain and increase open spaces, which contributes to wellbeing
8. Protect and enhance the landscape	✓	Policy C4 protects open space
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	✓	Policy C5 seeks to provide sufficient open space to meet the needs of residents of new housing.
11. Minimise waste, increase re-use and recycling	0	

Policy C6: HEALTH		
Priority in new developments will be given to reducing health inequalities and encouraging healthy lifestyles through: (i) Identifying sites for new health facilities, reflecting the spatial distribution of need, ensuring they are accessible and have the potential to be shared by different service providers; and (ii) Ensuring that they provide a physical and built environment that supports interconnectivity, active travel choices, promotes healthy lifestyles and enhances road safety.		
SA Objective	Rank	Comments

1. Help deliver equality of opportunity and access for all	✓	Policy aims to ensure access to health facilities
2. Maintain and improve air quality	✓	Policy aims to reduce need to travel to health facilities, and promote active travel
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policy aims to reduce need to travel to health facilities, and promote active travel
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	0	
7. Improve health and well-being	✓✓	Policy aims to promote active travel, road safety and access to health facilities
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	0	
10. Respond to demographic changes in a sustainable way	✓	Policy aims to ensure health provision meets needs.
11. Minimise waste, increase re-use and recycling	0	

Policy C7: PLANNING FOR SCHOOLS
Where a need has been identified for new and improved school facilities as a result of

development, the Council will seek contributions towards the cost of additional education provision. Negotiated contributions will be fairly and reasonably related in scale and kind to the proposed development. Where appropriate on site provision will be required. Development of nursery, primary, secondary and sixth form education should: (i) Be well designed, well related to neighbourhood services and amenities, and easily accessible by sustainable transport modes; and (ii) Include, where appropriate, provision for other appropriate community uses in addition to their educational use.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	✓	Policy aims to provide for educational needs
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	0	
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	0	
7. Improve health and well-being	✓	Availability of schools and colleges will contribute to well-being
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their	0	

quality		
10. Respond to demographic changes in a sustainable way	✓	Policy aims to ensure education provision matches needs.
11. Minimise waste, increase re-use and recycling	0	

Policies M1 – M5 Appraised together because they form a coherent package governing mineral workings
M1: MINERAL LIMESTONE RESERVES AND RESOURCES Mineral reserves with planning permission will be safeguarded from development that would prevent their extraction at: (i) Creigiau Quarry; (ii) Taffs Well Quarry; (iii) Ton Mawr Quarry; and (iv) Blaengwynlais Quarry. Preferred areas of known resources suitable for the future working of Limestone have been identified as extensions to: (i) Creigiau Quarry; and (ii) Ton Mawr Quarry. **M2: PREFERRED ORDER OF MINERAL RESOURCE RELEASE** The extension or deepening of existing mineral workings will be favoured in preference to the release of new sites and, with the exception of the lateral extensions of Creigiau and Ton Mawr Quarries referred to in Policy M1, deepening will be preferred to lateral extension. Applications to extend or deepen mineral workings will be permitted where it can be demonstrated that: i) There are environmental improvements at the site which can be justified by the addition of new reserves, or traded off by the giving up of existing reserves, or; ii) The addition of new reserves preserves the productive capacity of Cardiff to meet its sub regional apportionment commitments; or iii) There are operational benefits in permitting further reserves that will lead to more efficient exploitation of the resource. It should also be demonstrated that such an approach will not cause unacceptable harm to the environment, including consideration of impacts relating to access, noise, air quality, landscape and visual effects, ecology, soil resources, hydrology and hydrogeology, blast vibration and cultural heritage, and in the case of Creigiau Quarry, the objectives of Policy M3 are delivered as part of an extension or deepening application. **M3: QUARRY CLOSURES AND EXTENSION LIMITS** Measures to prevent further mineral working and, where appropriate, to secure

restoration and landscaping works at the earliest opportunity, will be sought at the following sites:
(i) Cefn Garw Quarry, Tongwynlais;
(ii) Highland Park Brickworks, Ely;
(iii) West End Brickworks, Ely; and
(iv) Southern and western parts of Creigiau Quarry.

M4: MINERALS BUFFER ZONES
Within the minerals buffer zones no mineral working, housing or other sensitive development will be permitted.

M5: RESTORATION AND AFTER - USE OF MINERAL WORKINGS
Proposals for mineral working or for related plant and buildings will be permitted only where firm proposals are included for the reinstatement of the site to a condition fit for an appropriate after-use supported, where relevant, by adequate after-care proposals. Appropriate reinstatement and after-care proposals will similarly be required when existing controls are reviewed. In drawing up restoration proposals, mineral operators will be encouraged to:

(i) Undertake progressive restoration;

(ii) Make beneficial use of mineral waste generated by mineral operations;

(iii) Consider whether restoration can contribute to nature conservation targets set out in the Local Biodiversity Action Plan.

(iv) New uses of former mineral workings other than those appropriate to a rural area will not be permitted without special justification. Proposals to carry out safety works at derelict or dormant sites will be favoured.

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	0	
2. Maintain and improve air quality	✓	Policies aim to minimise exposure to air pollution from mineral extraction
3. Protect and enhance biodiversity, flora and fauna	✓	M5 aims to encourage nature conservation benefits from restoration and after-use.

4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	0	
5. Protect and enhance historic and cultural heritage	?	
6. Help deliver the growth of a sustainable and diversified economy	✓	Policies aim to ensure adequate supply of minerals to meet demand
7. Improve health and well-being	✓	Policies aim to minimise impacts on health and wellbeing from mineral working
8. Protect and enhance the landscape	?	
9. Use natural resources efficiently and safeguard their quality	✓	Policies aim to safeguard appropriate mineral resources
10. Respond to demographic changes in a sustainable way	0	
11. Minimise waste, increase re-use and recycling	✓	M5 (ii) encourages restoration and afteruse to 'make beneficial use of mineral waste generated by mineral operations'

SA comments and suggestions	Response	Status
Are the choices of sites designed to safeguard biodiversity, historic / built environment and/or landscape? If so, positive scores and mention justified for objectives 3,5,9.	Minerals can only be worked where they exist, so sites are primarily selected on this basis of where limestone is known to exist. It is not anticipated that there will be a need to release any new mineral resources within the plan period, but if there should be a requirement then permission would only be granted for sites where there would be no unacceptable harm to the environment.	✓

Policy M6: SAND WHARF PROTECTION AREAS		
The sand wharves shown on the Proposals Map will be protected against development which would prejudice their ability to land marine dredged sand and gravel. Proposals for the provision and improvement of landing and distribution facilities for marine dredged aggregates within the sand wharves shown on the Proposals Map will be favoured where there will be no unacceptable harm to the environment.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	0	
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	0	
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	✓	Maintains capacity to land sand and gravel.
7. Improve health and well-being	0	
8. Protect and enhance the landscape	0	
9. Use natural resources efficiently and safeguard their quality	✓	Maintains capacity to land sand and gravel.
10. Respond to demographic changes in a sustainable way	0	

11. Minimise waste, increase re-use and recycling	0	

SA comments and suggestions	Response	Status
None	Noted	✓

Policy M7: SAFEGUARDING OF SAND AND GRAVEL, COAL AND LIMESTONE RESOURCES
Development will not be permitted within the Sand and Gravel, Coal and Limestone Safeguarding Areas shown on the Proposals Map that would permanently sterilise these mineral resources unless: i. The applicant can demonstrate to the satisfaction of the Local Planning Authority that the mineral concerned is no longer of any resource value or potential resource value; or ii. The mineral can be extracted satisfactorily prior to the incompatible development taking place; or iii. The incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not either sterilise the resource or inhibit extraction within the timescale that the mineral is likely to be needed; or **iv.** There is an overriding need for the incompatible development which overrides the need for the resource, including a requirement for prior extraction if practicable.

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	×?	Policy may prevent development in locations where it would be beneficial.
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	?✓	Policy may protect open space which might otherwise be developed
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	×?	Safeguarding coal resources will lead to higher emissions if they are ever exploited – unless this replaces coal imports or there is effective carbon capture and storage.
5. Protect and enhance historic and cultural heritage	0	

6. Help deliver the growth of a sustainable and diversified economy	✓	Safeguarding these resources will help keep future economic options open.
7. Improve health and well-being	0	
8. Protect and enhance the landscape	? / ✓	
9. Use natural resources efficiently and safeguard their quality	✓✓	Purpose of the policy is to keep resources available for possible future need.
10. Respond to demographic changes in a sustainable way	?	Safeguarding these resources may prevent desirable development.
11. Minimise waste, increase re-use and recycling	0	

Policy M8: AREAS WHERE COAL WORKING WILL NOT BE ACCEPTABLE		
Future Coal extraction will not be permitted within the Areas where Coal Working will not be Acceptable shown on the Proposals Map unless exceptional circumstances show a smaller Area is appropriate.		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	0	
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	0	

5. Protect and enhance historic and cultural heritage	✓	
6. Help deliver the growth of a sustainable and diversified economy	✓	Policy provides slight extra flexibility in coal working
7. Improve health and well-being	✓	Policy should ensure that coal working is not near enough to residential areas to cause any health or wellbeing problems.
8. Protect and enhance the landscape	0	Possible risk of additional landscape damage is balanced by opportunity to use further coal working to support remediation.
9. Use natural resources efficiently and safeguard their quality	✓	Policy will ensure that coal resources are not sterilised more than necessary to safeguard amenity.
10. Respond to demographic changes in a sustainable way	0	
11. Minimise waste, increase re-use and recycling	0	

Policy W1: SITES FOR WASTE MANAGEMENT FACILITIES
Proposals for the development of waste management facilities will be permitted where: (i) There is a demonstrable need assessed against County and regional requirements; (ii) They conform with the waste hierarchy and the principles contained in the Waste Framework Directive of An Integrated and Adequate Network; Nearest Appropriate Installation; Self Sufficiency and Protection of Human Health and the Environment; the 'proximity principle' and the principle of regional self-sufficiency; (iii) They would not cause unacceptable harm to the environment, built heritage or to human health; (iv) They include acceptable proposals for restoration, aftercare and after-use, including the beneficial after-use of by-products; (v) They would not endanger aviation safety; and (vi) They include acceptable proposals for the protection of adjoining and nearby land from landfill gas and leachate migration or contamination. (vii)They are not located within an area at risk from flooding;

(viii)They would not cause unacceptable air, noise or light pollution, dust, vibration or odours, or attract excessive vermin;

(ix)They provide safe means of access to the highway and adequate on-site parking facilities; and

(x)They are accompanied by a Waste Planning Assessment containing sufficient information to enable an assessment of the proposal.

Facilities for the handling, treatment and transfer of waste will generally be encouraged towards existing use class B2 general industrial land.

SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	0	
2. Maintain and improve air quality	✓	Policy promotes the waste hierarchy, which favours less polluting options.
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policy promotes the waste hierarchy, which favours options better for climate change.
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	✓	Policy promotes the waste hierarchy, which favours waste treatment options that create green business opportunities.
7. Improve health and well-being	✓	Policy promotes the waste hierarchy, which favours less polluting options, and requires facilities not to cause unacceptable harm to health.
8. Protect and enhance the landscape	0	
9. Use natural	✓	Options higher in the waste hierarchy reduce the need

resources efficiently and safeguard their quality		for new resources.
10. Respond to demographic changes in a sustainable way	0	
11. Minimise waste, increase re-use and recycling	✓✓	Policy promotes the waste hierarchy.

Policy W2: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT		
Where appropriate, provision will be sought in all new development for facilities for the storage, recycling and other management of waste		
SA Objective	Rank	Comments
1. Help deliver equality of opportunity and access for all	0	
2. Maintain and improve air quality	0	
3. Protect and enhance biodiversity, flora and fauna	0	
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	✓	Policy will help enable waste management higher up the waste hierarchy, which will reduce emissions.
5. Protect and enhance historic and cultural heritage	0	
6. Help deliver the growth of a sustainable and diversified economy	✓	Policy will help enable waste management higher up the waste hierarchy, which will support green businesses eg reuse and recycling.
7. Improve health and well-being	✓	Policy should ensure that wastes can be collected and managed sustainably without health risks
8. Protect and	0	

enhance the landscape		
9. Use natural resources efficiently and safeguard their quality	✓	Policy will help reclaim secondary resources.
10. Respond to demographic changes in a sustainable way	0	
11. Minimise waste, increase re-use and recycling	✓✓	Policy will support and enable options higher in the waste hierarchy.

Cardiff Council & Levett-Therivel Sustainability Consultants

Sustainability Appraisal and Strategic Environmental Assessment of the Cardiff Local Development Plan

Appendix H: Consultees' Responses to Initial Sustainability Appraisal Report

Final Sustainability Appraisal Report of the Cardiff Local Development Plan

January 2016

This appendix summarises statutory consultees' responses to the consultation on the October 2012 Initial SA on the LDP Preferred Strategy, and how these have been taken into account in the Final SA. A summary of public consultation responses appears in the 'Cardiff Deposit Local Development Plan 2006-2026 Initial Consultation Report – September 2013' and is not repeated here.

The tables omit numerous statements of welcome and endorsement, and consider only suggestions for change.

CCW: letter from Chris Uttley, 20 December 2012

Reference	Comment / suggestion	SA response
2.3 Stages of Appraisal	Replace 'impacts' with 'effects': impacts has negative connotations, assessment should pick up positive and negative effects	No: 'impacts' covers both positive and negative and is the standard term in appraisal.
4.3 Identifying other plans (etc)	Add Sustainable Development Bill White Paper	Agree, done.
Table 4.1 Key messages of policy review	Change second 'biodiversity, flora and fauna' LDP objective: networks that *link areas of value* is vague	No: no disadvantage to a general non technical term here.
	Refer to Welsh Government's *Living Wales* framework to help embed holistic management and ecosystem services	Agree. Living Wales Framework added to Appendix A, Policy Review.
Table 4.3 SA Framework	Provide indicators to cover all sub-objectives	Chapter 10 sets out a suite of indicators intended to give a good picture of the effects of the plan without disproportionate cost. Indicators will not always relate directly to SA sub-objectives.
	Add sub-objective of protection/enhancement of carbon sinks.	Too late to change sub-objectives: they were consulted on at scoping stage.
5.4 SA of LDP Vision	Vision should be stronger on landscape, and environment generally	Vision was set in the 'What Matters' strategy, not open for review now. LDP Objectives cover the environment in detail.
Table 5.2 / app E	Emphasise 'need to ensure that the biodiversity value of brownfield land is condidered and protected	Biodiversity is one of the 11 SA objectives that all the strategic sites, both brownfield and greenfield, are assessed against.
6.9 appraisal results	State which growth option SA prefers	Final SA endorses the eventual growth option (B minus 10% housing) and explains the reasons.
6.16 Greenfield sites west of Pentrebane	Cannot agree that site has 'no significant environmental constraints'	Wording in final SA altered to reflect CCW concerns.
Greenfield sites S of Creigiau / N of J33	Sustainable transport provision must be made right from the start .	Agree. SA has pressed for this for all the remote greenfield sites.
Greenfield sites W & E of Pontprennau	Should take into account recreation impacts	The masterplanning principles for all strategic sites consider linkage to surrounding areas and existing communities.
Table 7.2 candidate	Should have summary of the	No, provided with LDP, no need to

sites summary	assessment of each site here	duplicate.
Strategic site G [now F]	Should record potential presence of dormice and bats and give negative biodiversity score	No, only potential presence, does not justify this.
Candidate sites	Suggestions for alternation of biodiversity scores on several candidate sites plus clarification over inclusion of sites	The candidate site assessment process was a joint process led by the planning team with input from the SA team. The SA influenced many of the scores, in particular those relating to biodiversity, leading to a more precautionary approach being taken. The issue around site inclusion clarification has been passed to the planning team for consideration in their amendments.
Table 8.3	Would welcome explanation for no green belt	Green Belt now in LDP.
Table 9.3	Disappointed site J [now H] not removed	SA continues to recommend removal.
Table 10.1	Add indicators for extent of habitat for European protected species and protection of historic landscape	Chapter 10 sets out a suite of indicators intended to give a good picture of the effects of the plan without disproportionate cost. We do not think these proposed additions would add enough policy relevant information to be justified.

CADW: E-mail from Suzanne Whiting, 20 December 2012

Reference	Comment / suggestion	SA response
p.21 LDP Aims	More specific reference to registered parks and gardens could be made in the LDP aims	Not necessary. Considerable coverage in the policies.
p.33	Include indicators for the number of scheduled ancient monuments and parks and gardens affected by proposals.	No: not informative enough.

EAW: no response received despite reminders.

Cardiff Council & Levett-Therivel Sustainability Consultants

Sustainability Appraisal and Strategic Environmental Assessment of the Cardiff Local Development Plan

Appendix I: Sustainability Appraisal response to Matters Arising Changes

Final Sustainability Appraisal Report of the Cardiff Local Development Plan

January 2016

The following table shows how the Matters Arising Changes set out in the May 2015, October 2015 and January 2016 schedule have been taken account of in the SA. The responses are primarily updates to Appendix G, the appraisal of policies, with some consequential changes to the main Final Sustainability Appraisal Report and Non Technical Summary. To help provide an audit trail, changes (other than trivial drafting corrections) due to the October and January MACS are shown as tracked changes.

Many of the changes do not require any changes to the SA because:

- They are drafting changes, rearrangements or updates which do not materially alter the effect of a policy; or
- They make more precise, explicit, correct or up-to-date reference to national policies which would have been effective anyway; or
- They alter how a policy would affect one or more appraisal criteria, but not enough to alter the assessment.

MAC	Summary description	SA/SEA implications	Response
1	Updates / redrafts of LDP introductory text	None	None
	New statement that plan does not detrimentally affect Welsh language	None	None
	Correct number of international biodiversity sites	None: correction only	None
	Slightly increased housing provision resulting from various adjustments to the calculation, addition of a housing trajectory and more detailed monitoring requirements.	The new KP1 reflects a range of adjustments to housing figures prompted by newer data and analysis, changing housing market trends and predictions, new research and advice on interpreting variables and uncertainties, and some corrections and clarifications. These are explained in detail in the *Response to Housing related Action Points*. The overall result is a slight increase in the housing provision from 41,100 to 41,415 (both with an additional 4000 flexibility allowance) over the plan period. It is outside the SA brief to provide a second opinion on the validity of these figures and reasoning. Assuming it	None, because the adjustment is very small (under 1%) and designed to maintain the plan's response to need.

		is well founded, the result is likely to slightly better meet housing objectives.	
5	Add policies for strategic sites to KP2 (KP2 A-H)	Several strengthenings of generic policies address weaknesses in the strategic site masterplans identified in earlier SA, notably MAC10 bringing stronger requirements for transport infrastructure to help deliver the 50:50 modal split target; and MAC34 changing policy EN12 to require development to maximise renewable energy, and major proposals to have an independent energy assessment. Inclusion of infrastructure requirements and specific density requirements strengthens policies. Otherwise, the policies appear very similar to the previous site master plans, though the material has been rearranged making exact comparison difficult.	Modify the site appraisals already included and reviewed the previous site appraisals in Appendix G in light of the current text and the revised generic policies. Result has been a few improved scores. 'No detriment to the maintenance of favourable conservation status' wording added – welcome addition, though would be better and simpler if it just said 'no net loss'.
	New text saying Infrastructure Plan will implement the infrastructure stipulated in the strategic sites policies.	Provides a delivery mechanism for the infrastructure previously stated in the key site proformas.	No change needed since the SAs of these sites assumed the infrastructure would be delivered.
	Delete justification for site H	Text now included in new policy KP2(H) instead.	No change
6	Changed explanation of masterplanning approach	None	None
7	Drafting change	None	None
8	Creates and explains a-distinction between 'essential, enabling' and 'necessary' infrastructure.	Following an SA recommendation, text clarifying the distinction between different categories of infrastructure has been added.~~In response to a request for clarification, the planners stated: 'For the purpose of the plan, infrastructure items have been divided into two categories:~~	The clarification that 'essential/enabling' infrastructure will delivered before, or at the start of, development is very welcome and has enabled removal of a number of SA suggestions for strategic sites assessed under KP2. ~~We strongly recommend addition of the quoted text to the plan: without it, it is not clear why 'essential'~~

		~~**Category 1: Essential / Enabling Infrastructure** - Those items which will need to be delivered prior to, or at the commencement of development (e.g. transportation / highways infrastructure, utility services and flood mitigation / defences).~~ ~~**Category 2: Necessary Infrastructure** (to support growth) - Items which need to be phased and implemented alongside new development, to ensure that the associated growth in population is served with appropriate facilities over time (e.g. schools and health care)'~~	~~infrastructure is distinguished from 'necessary' – the words mean the same thing.~~
9	Drafting clarifying the rules on planning obligations	No difference: just makes more explicit the rules that national guidance already applies	None
10	Stronger requirement for infrastructure to be provided to meet 50/50 modal split	Improve strategic site performance on transport, access, equity and carbon criteria	Remove SA suggestions for infrastructure timing from the strategic site policies (now KP2(A)-(H))
11	Minerals provision updated to reflect latest technical report on demand. Safeguarding strengthened in October.	No significant change	None
12	Remove specific references to waste minimisation and the waste hierarchy	Loss of explicitness is regrettable but the other policies referred to will still maintain in practise, so no significant difference	None
13	Lower affordable housing target reflecting one year later	None	None
14	More explicit and slightly stronger restriction on development with flood risk or that increases flood risk	Slightly stronger performance on climate change adaptation	None - not enough to make any difference to appraisal
15	Remove 'created' from green	Slightly weaker performance – reduces emphasis on	None - not significant enough to make a difference to

	infrastructure	proactive improvement. Don't agree with WG that it is 'superfluous', it's not the same as 'enhanced', in the same way that 'destroyed' is not the same as 'degraded'	appraisal scores.
16	Drafting changes – more precise wording on historic environment	None	None
17	Drafting	None	None
18	Small differences in estimated yield for some non strategic housing sites	Mostly small increases – good for access and response to demographic change.	None. (Rookwood Hospital site boundary change discussed under PM change)
19	Tighter requirements for affordable provision	Slightly better for equality	None - not enough change to make a difference to appraisal score
20	Removal of commercial uses that 'could contribute to sustainable communities' from the list of permissible changes of residential use outside central area'	Unlikely to make a difference since relevant conversions could qualify under other criteria	None
21	Drafting tidying	None	None
22	Delete gypsy/traveller site policy	Changes will together replace a specific site with a commitment to review and meet need. The result should be to better meet gypsy and traveller needs	Delete appraisal of the removed policy (H7)
23	Announces timetable for Gypsy and Traveller Needs Assessment and implementation Figures for short and long term need added in October.		None.
24	Move 'no realistic prospect' of future employment use from reasoned justification into policy on alternative uses itself	None	None
	New criterion housing need overrides economic	Good for access and demographic objectives	None - not enough change to make a difference to appraisal score

	considerations		
25	New policy allowing employment uses on land not designated for them subject to some criteria	Good for employment, not bad for other objectives because of the criteria in the policy and other plan policies	New policy EC7 added to the group appraisal of EC1-6. Too little change overall to alter the scores.
26	Simpler and less inflexible policy on permitted development in the countryside	No significant change	None
27	Redrafting	None	None
28	Tighter and more explicit requirements for development affecting Special Landscape Areas	Small improvement in landscape protection	None- not enough change to make a difference to appraisal score
29	Drafting	None	None
30	Tighter and more explicit protection of designated conservation sites	Slightly better for biodiversity	None- not enough change to make a difference to appraisal score
31	Removal of para of reasoned justification which is inconsistent with policy	Slightly weaker for biodiversity	None- not enough change to make a difference to appraisal score
32	More explicit reference to legal protection of habits and species	None	None
33	Updated identification of heritage assets and relevant guidance	None	None
34	Stronger renewable energy requirement Commitment to produce SPG on energy assessments added in October.	Greater certainty of climate change benefits	Make policy appraisal more positive
35	Drafting	None	None
36	Stronger and more explicit restraint of development prone to flood risk or increasing it	Better for climate change and health and wellbeing.	None- not enough change to make a difference to appraisal score

37	Drafting	None	None
38	Clarify the bus corridors	None	None
39	New policy for developing 'metro' transport network	Good for transport related objectives	Added appraisal of the new policy.
40-48	Range of changes to clarify and tidy the suite of retail policies, giving a stronger and more explicit retail hierarchy while removing some unnecessarily detailed stipulations.	Overall neutral effect	Update policy numbers and texts.
49	Clarify wording	None	None
50	Update reference	None	None
51	New policy for no net loss of community facilities	New policy good for access, wellbeing and climate change objectives	Add appraisal of new policy. We have told the planners we think 'and' at the end of clause I should be 'or' because the current wording requires developers to *both* provide substitute facilities *and* prove they are not needed, instead of one or the other.
52	Add reference to children's play.	Good to clarify that informal play should be provided for, not only sport	None
53	Delete allotments policy	The deleted policy was highly positive for a range of environmental and social objectives, so its removal is a backward step	Remove appraisal. Query reasons the policy was deleted rather than the allotments policy questions answered / contested.
54	Delete separate children's play policy	Incorporated into policy C4 so no net loss	Remove appraisal.
55	Remove restriction on takeaways	Already covered in policy C7 so no difference	None
	Remove requirement for health impact assessment	Criterion ii already requires development to promote all aspects of health that are relevant to planning and likely to be significantly affected, so removing formal assessment is likely to make very little difference.	None
56,57, 59	Two schools policies C8 and C9 combined	Previous SA had appraised the two former policies together and questioned the need for them to be	None

		distinct, so this change is welcome and makes no difference to the appraisal.	
58	Remove the Heath site's designation for health uses	Increases flexibility of deciding future uses of the site together with other non strategic ones.	Remove the appraisal of policy C10.
60-63	Adjusts minerals policies to reflect latest technical information and guidance and Council discussions with operators	No significant overall changes to the effects of the suite of minerals policies	None
64-67	Combines safeguarding of sand and gravel, coal and limestone into one policy	Previous SA had appraised the three former policies together, so this change is welcome and makes no difference to the appraisal.	None
68	New policy to allow coal working closer than the normal 500m from residential areas in certain defined special circumstances.	The exceptional circumstances are tightly enough defined that there is unlikely to be significant loss of amenity from the closer working.	Redraft appraisal of the former three policies to refer to the one new one
69	Delete Lamby Way waste site allocation	Landfilling is about to end, and any future need for the site can be considered under the generic policy W2.	None. Policy had been appraised together with the generic policy W2 so no changes needed.
70	Revisions to waste policy to align with national guidance	None	None
71-74	Insert appendices	None	None
75	Monitoring framework	Extensive range of indicators and specification of trigger points should help ensure the plan is implemented and corrective action identified and taken when necessary	SA monitoring framework revised to use indicators already being monitored for the Plan where possible without loss of significant information.
76-81	Drafting and reference corrections / updates	None except for updating key diagram	None, except for substitute new key diagram in final SA report
PM1	Move settlement boundary outward to River Rhymney at strategic site G	Change will not make any difference to development on the ground because this will be constrained by floodplain which is protected by policies KP15 and EN14.	None

PM2	Explicit demarcation of 'flexibility allowance' sites	Sites already appraised	None
PM3	Small extension to Rookwood Hospital site	Site already appraised	None
PM4	Delete gypsy and traveller site	Implements MAC22	None
PM5	Show sites with planning permission for housing on proposals map	Presentational change only – does not change the planning status of the sites.	None
PM6	Correction to boundary of Central Bay Business Area to reflect land ownership	None	None
PM7	Small reduction in business park area to reflect recent planning permissions for housing	None	None
PM8-12	Clarifications and minor changes to river corridor designations	The only large change is the result of an administrative decision not to designate river corridors outside the settlement boundary.	None
PM13	Show bus corridor enhancements	Implements MAC38	None
PM14	Show protected shopping frontages	Implements MAC40	None
PM15	Delete Heath site allocation for health	Implements MAC58	None
PM16	Reductions in coal safeguarding area to comply with guidance	Implements part of MAC 67. Reflects policies to protect other environmental assets.	None
PM17	Limestone safeguarding area redefined as sand and gravel safeguarding area	Implements part of MAC 67. No change.	None
PM18	Delete waste site	Implements MAC 69	None
Insp 1	Replace Green Belt policy KP3A with Green Wedge	Removes assumption that protection will outlast the Plan period, and even opens up the possibility of rolling it back during the plan period if monitoring reveals a	Appraisal unchanged since the new policy has the same scores against appraisal objectives. Para added to report saying that the change weakens incentives for

		shortfall in housing .	developers to support the Plan's spatial strategy and could even create perverse incentive to hold off from development that supports the Plan's objectives (such as brownfield and urban regeneration) in the hope of getting permission to develop north of the M4.
Insp 2	Replace 'or' with 'and' at end of clause I of Protection of Existing Community Facilities policy C2	Will result in safeguarding of community facilities only if there is need in the community	Appraisal unchanged since the amended policy has the same scores against appraisal objectives. NB: this amendment was suggested previously in response to MAC 51.

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Appendix 7

HABITATS REGULATIONS APPRAISAL
of
Matters Arising Changes
of
Deposit Local Development Plan

The City of Cardiff Council
January 2016

South East Wales
Strategic Planning Group (SEWSPG)

enfusion

HABITATS REGULATIONS APPRAISAL REPORT

of
Matters Arising Changes
of
Deposit Local Development Plan

The City of Cardiff Council

date:	11th January 2016
issue no.:	1
prepared by:	Matthew Harris
quality assurance:	

The format of this report is based upon a toolkit which was developed to provide information and analysis to support the South East Wales Strategic Planning Group (SEWSPG) authorities with the process of Habitats Regulations Appraisal as required by the Habitats Directive. The approach outlined reflects official Welsh Assembly Government (WG) guidance and Countryside Council for Wales (NRW) advice, but does not have official status. Enfusion Ltd does not accept liability for use of the toolkit or decisions that are made based upon it.
(December 2010, Update)

Habitats Regulations Appraisal Report

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SUMMARY

0.1 A Habitats Regulations Appraisal (HRA) of spatial development plans is a requirement of the Habitats Directive (92/43/EEC) as set out in the Conservation of Habitats and Species Regulations 2010 (as amended).

0.2 This report details the HRA process for the new Matters Arising Changes Schedule (MAC) and the Inspector Changes arising from Hearing Sessions 20-26, the methods and findings, and the conclusions of the assessment.

0.3 An assessment was made of the likelihood of significant impact of the MAC and Inspector's Changes on eight international sites in and around Cardiff, namely **Cardiff Beech Woods SAC, Severn Estuary SAC, SPA, Ramsar Site, River Usk SAC, River Wye SAC, Blackmill Woodlands SAC and Aberbargoed Grasslands SAC**.

0.4 None of the new MACs or Inspector's Changes were judged to have the potential to affect any of these sites, above or beyond those potential impacts already considered in the HRA of the Deposit LDP.

0.5 Therefore, none of these new MACs or Inspector's Changes are likely to have a significant effect on any of the international sites either alone or in combination with other plans, projects or programmes.

0.6 The Habitats Regulations Appraisals of the LDPs of neighbouring Local Authorities have indicated that in the absence of direct effects, in-combination effects with other plans are not likely to be significant at the sites considered in the light of the evidence available.

0.7 The LDP can proceed without further reference to this section of the Habitats Regulations.

1.0 INTRODUCTION

1.1 Cardiff Council is currently progressing a Local Development Plan (LDP), and has undertaken Habitats Regulations Appraisal (HRA) of that plan in line with the requirements set by the Conservation of Habitats and Species Regulations 2010[1] (as amended) [referred to subsequently as The Habitats Regulations].

1.2 The HRA of the Deposit LDP concluded that the Deposit LDP was not likely to have a significant effect upon any of the European Sites considered, either alone, or in combination with other plans, projects or programmes in the region.

1.3 The present HRA report considers the effect of the Matters Arising Changes Schedule upon the policies and proposals of the Deposit LDP, and whether those changes would give rise to potential effects upon European Sites above or beyond those already assessed.

Requirement for Habitats Regulations Appraisal

1.4 The European Directive (92/43/EEC) on the Conservation of Natural Habitats and Wild Flora and Fauna ('The Habitats Directive') protects habitats and species of European nature conservation importance. The Habitats Directive establishes a network of internationally important sites designated for their ecological status. These are referred to as Natura 2000 (N2K) sites or European Sites, and comprise Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) [which are classified under the Council Directive 79/409/EEC on the conservation of wild birds, the 'Birds Directive'].

1.5 Articles 6 (3) and 6 (4) of the Habitats Directive require HRA to be undertaken on proposed plans or projects which are not necessary for the management of the site but which are likely to have a significant effect on one or more European sites either individually, or in combination with other plans and projects.[2] This requirement is set out in Regulation 102 of the Conservation of Habitats and Species Regulations 2010 (as amended) which require the application of HRA to all land use plans. Welsh Government (WG) guidance also requires that Ramsar sites (which support internationally important wetland habitats) and are listed under the Convention on Wetlands of International Importance (Ramsar Convention 1971) are included within HRA/AA and that candidate SACs and proposed SPAs are treated as 'designated' sites in the context of HRA. In this report the term 'European sites' will be used when referring to SACs, cSACs, SPAs, pSPAs and Ramsar sites.

1.6 The purpose of HRA is to assess the impacts of a land-use plan, in combination with the effects of other plans and projects, against the conservation objectives of a European Site and to ascertain whether it would

[1] The Conservation of Habitats and Species Regulations 2010 (as amended) consolidate all the various amendments made to the 1994 Regulations in respect of England and Wales.

[2] Determining whether an effect is 'significant' is undertaken in relation to the designated interest features and conservation objectives of the Natura 2000 sites. If an impact on any conservation objective is assessed as being adverse then it should be treated as significant. Where information is limited the precautionary principle applies and significant effects should be assumed until evidence exists to the contrary.

adversely affect the integrity[3] of that site. Where significant negative effects are identified, alternative options or mitigation measures should be examined to avoid any potential damaging effects. The scope of the HRA is dependent on the location, size and significance of the proposed plan or project and the sensitivities and nature of the interest features of the European Sites under consideration.

Guidance for Habitats Regulations Appraisal/Appropriate Assessment

1.7 Guidance for HRA is contained in WG's Technical Advice Note 5: Nature Conservation and Planning, Annex 6 'The Appraisal of Development Plans in Wales under the Provisions of the Habitats Regulations' (Sept 2009). NRW (as CCW) has also produced draft guidance[4] to assist plan-making authorities to comply with the requirements of the Habitats Directive.

Consultation

1.8 The Habitats Regulations require the plan making/competent authority to consult the appropriate nature conservation statutory body [Natural Resources Wales (NRW)] if undertaking an Appropriate Assessment. Consultation on the approach to this HRA screening, including advice on which European sites should be considered within the area of search, was undertaken with NRW following the HRA of the Preferred Strategy and Deposit LDP, and their consultation responses were taken into account, where appropriate. The Habitats Regulations leave consultation with other bodies and the public to the discretion of the plan-making authority.

2.0 METHOD

2.1 Fuller details of the HRA methodology are set out in the HRA to the Deposit LDP

2.2 This report considers only the new Matters Arising Changes (MACs) as set out in the 'City of Cardiff Council Draft Matters Arising Changes Schedule' October 2015, and in subsequent Inspector's Changes. The changes listed in that schedule and in the Inspector's Changes are categorised according to the criteria set out below. Where further consideration is indicated, that change would be subject to the Policy Screening Template as set out in Appendix 2 of the original HRA of the deposit LDP.

2.3 The HRA of the Deposit LDP concluded that the deposit plan was not likely to have a significant effect upon any European Sites, subject to implementation of polices within the plan which were designed in part to offset any potential impact.

2.4 New MACs and Inspector's Changes are categorised according to one or more of the following criteria:-

[3] Integrity is described as the sites' coherence, ecological structure and function across the whole area that enables it to sustain the habitat, complex of habitats and/or levels of populations of species for which it was classified, (ODPM, 2005).

[4] Tyldesley, D., 2009, Draft Guidance for Plan Making Authorities in Wales: The Appraisal of Plans under the Habitats Directive for Countryside Council for Wales CCW Bangor (Revised April 2010).

- The change will benefit biodiversity and may have a positive effect upon European Sites

- The change does not relate to a specific policy, and therefore cannot affect any European Sites when the LDP is implemented.

- This change proposes the inclusion of factual details, which do not promote any new development.

- The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.

- The change relates to restructuring or reorganising the policy, which does not significantly alter the meaning of the policy.

- The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.

- The change relates to the insertion of new text into the policy which increases potential of that policy to impact upon a European Site, beyond that in the original HRA of the deposit LDP. Therefore this change requires further consideration.

- The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site.

- The change relates to the deletion of existing text from the policy which increases its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. This arises because that wording, when implemented, would have counteracted or offset any impacts upon European Sites arising from other policies elsewhere in the plan. Therefore this change requires further consideration.

- The change relates to the creation of a new policy which does not have the potential to impact upon a European Site.

- The change relates to the creation of a new policy which has the potential to impact upon a European Site, and which therefore requires further more detailed consideration.

- The change relates to deletion of an existing policy which does not alter the potential of the LDP to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.

- The change relates to deletion of an existing policy which increases the potential of the LDP to impact upon a European Site, beyond that in the original HRA of the deposit LDP. This arises because that policy contained wording which, when implemented, would have counteracted or offset any impacts upon European Sites arising from other policies elsewhere in the plan. Therefore this change requires further consideration.

3.0 SCREENING

Identification of European Sites & characterisation

3.1 Four designated European Sites lie within the Cardiff boundary, and these are set out in Table 1 below. Detailed site characterisation information for the sites, is provided in Appendix 1 of the HRA of the Deposit LDP.

Table 1 **European Sites within Plan/ Proposal Boundary**	**Designation**
▪ Cardiff Beech Woods	**SAC**
▪ Severn Estuary	**SAC**
▪ Severn Estuary	**SPA**
▪ Severn Estuary	**Ramsar**

3.2 Plans, programmes and projects can have spatial implications that extend beyond the intended plan boundaries. In particular, it is recognised that distance in itself is not a definitive guide to the likelihood or severity of an impact (inaccessibility/ remoteness is typically more relevant) as factors such as the prevailing wind direction, river flow direction, and ground water flow direction will all have a bearing on the relative distance at which an impact can occur. This means that a plan directing development some distance away from a European Site could still have effects on the site and therefore, needs to be considered as part of the screening process.

3.3 Taking into account the potential for transboundary impacts, screening of the HRA of the Deposit LDP has identified four European Sites that lie within the influence of the Cardiff Council LDP. These sites are outlined in Table 2 below and detailed information for the European Sites is provided in Appendix 1 of the HRA of the Deposit LDP.

Table 2		
European Sites Within Search Area of Plan Area	**Designation**	**Distance from Plan/ Proposal Boundary (approx Km)**
Aberbargoed Grasslands	SAC	14
Blackmill Woodlands	SAC	14
River Usk	SAC	6
River Wye	SAC	30

Consideration of Other Plans, Projects and Programmes

3.4 It is a requirement of Article 6(3) of the Habitats Directive that HRA examines the potential for plans and projects to have a significant effect either individually or 'in combination' with other plans, programmes & projects (PPPs). Undertaking an assessment of other PPPs for the Cardiff Council LDP required a pragmatic approach given the extensive range of PPPs underway in the surrounding region. The approach taken was cognisant of the emphasis in the forthcoming WG guidance, that considering the potential for in-combination effects is core to delivering robust/ precautionary HRA.[5]

3.5 When considering other PPPs attention was focused on those aimed at delivering planned spatial growth with the most significant being those that seek to provide, housing, employment and infrastructure. The review considered the most relevant plans including:

- The Wales Spatial Plan (update) 2008
- Local Development Plans in South East Wales neighbouring authorities
- Waste and Mineral Strategies for South East Wales and neighbouring authorities
- Regional Transport Plans - where relevant and/or major development schemes
- Catchment Abstraction Management Plans - where relevant to the designated sites under consideration
- Water Resource Management Plans

3.6 The potential effects of these plans are reviewed in detail at Appendix 9 of the HRA of the Deposit LDP and the potential for these effects to act 'in-combination' with effects identified from Cardiff Council Deposit LDP are considered in the screening assessment (Appendix 10 of the HRA of the Deposit LDP).

Assessment of Potential impacts

3.7 Each policy or section of the Deposit LDP which is the subject of a MAC, is considered against each of the criteria in Section 2.4 above. The results of this analysis are set out in Appendix 1, below.

4.0 CONCLUSIONS

4.1 This report outlines the methods used and the findings arising from the screening stage of the Habitats Regulations Appraisal undertaken for the Matters Arising Changes Schedule and Inspector's Changes

4.2 The HRA considered eight European Sites within the influence of the Deposit LDP

4.3 Based on the information considered, the findings of the assessment indicate that the new Matters Arising Changes and Inspector's Changes

[5] The review also draws on work being undertaken on behalf of the South East Wales Strategic Planning Group (SEWSPG) to build a resource kit of information and analysis to support HRA in the region.

to the City of Cardiff Council Deposit LDP in implementation will not have a likely significant effect on the European sites considered as part of the HRA screening and will not require full Appropriate Assessment under the Habitats Regulations.

4.4 This conclusion is dependent in part upon the implementation of policies in the Deposit LDP which would serve to counteract adverse effects arising from policies screened-in to this HRA.

Appendix 1: Consideration of MACs against HRA Screening Criteria

MAC Number	Additional Hearing Session/Action Point	Proposed Change October 2015	HRA Screening Criteria
Inspector MAC1	Policy KP3 (A): Green Belt	Delete Policy KP3 (A) and reasoned justification and replace with new KP3(A) Green Wedge Numerous amendments throughout the LDP to delete reference to Green Belt and insert Green Wedge instead.	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. Over the lifetime of the plan, these changes will not alter the impact that this plan has upon any European designated sites.
Inspector MAC2	Policy C2: Protection of Existing Community Facilities:	Delete 'and' and replace with 'or' between bullet points i) and ii) in the main text of this policy	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy
MAC4	Hearing Session 24: Miscellaneous Matters Action Point 4	Minor amendment to point iii, to delete reference to a table elsewhere in the policy.	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy
MAC5	Hearing Session 24: Miscellaneous Matters Action Point 5, Action Point 6,	Minor amendment to paragraph 10 of proposed new PolicyKP2 (C) Minor amendment to 9 of proposed new Policy KP 2 (D&E) Minor amendment to paragraph 2 of the reasoned justification of new	The changes are minor, and relate to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy

MAC Number	Additional Hearing Session/Action Point	Proposed Change October 2015	HRA Screening Criteria
	Action Point 7, Action Point 8	Policy KP 2 (F), in relation to ownership of the site Delete reference to the disused railway line in KP2 (F), which was included in error in the origibal text	
MAC8	Hearing Session 25: Transport and Infrastructure Action Point 1,	Amend paragraph 4.89 of Policy KP 6 New Infrastructure, adjusting the wording of the policy and clarifying the scope of potential infrastructure requirements	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy
MAC10	Hearing Session 25: Transport and Infrastructure Action Point 3	Amend proposed new paragraph after existing paragraph 4.105 of Policy KP8, with minor changes to wording	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy
MAC11	Hearing Session 23: Minerals Action Point 6	Amend Policy KP11: Minerals And Aggregates to include clarifications to wording	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy
MAC23	Hearing Session 24: Miscellaneous Matters Action Point 2	Amend paragraphs 5.52 and 5.53 of the reasoned justification to Policy H8 to reinsert references to WG guidance and requirement in PPW to allocate sites to meet identified need for Gypsy and Traveller accommodation. Amendments do not propose specific sites.	This change proposes the inclusion of factual details, which do not promote any new development.

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MAC34	Hearing Session 26 Monitoring Framework Action Point 2	Insert new sentence regarding SPG at the end of paragraph 5.186 of the reasoned justification to Policy EN12 Renewable Energy and Low Carbon Technologies. This sentence explains that SPG guidance will be produce, and does not promote Renewable Energy and Low Carbon Technologies beyond that which has already been assessed in the HRA of the original policies.	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
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MAC61	Hearing Session 23:	Amend Policy M2: Preferred Order Of Mineral Resource Release and	The change relates to the deletion of

MAC Number	Additional Hearing Session/Action Point	Proposed Change October 2015	HRA Screening Criteria
	Minerals Action Point 4	reasoned justification. These changes amend the preferred order of release and do not set out new locations for specific mineral workings	existing text from the policy which does not alter its potential to impact upon a European Site. The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
MAC67	Hearing Session 23: Minerals Action Point 5	Insert new paragraph at the end of the reasoned justification to new Policy M7 Safeguarding of Sand and Gravel, Coal and Limestone Resources	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.

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Browse SPAs on map:
http://www.jncc.gov.uk/page-2598

Air Pollution Information System (APIS):
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Countryside Council for Wales (NRW) - Site Management Plans:
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NRW - Protected Sites Map:
http://www.ccw.gov.uk/interactive-maps/protected-sites-map.aspx

NRW - Sites of Special Scientific Interest (SSSI):
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HABITATS REGULATIONS APPRAISAL

of

Matters Arising Changes Schedule

The City of Cardiff Council

October 2015

South East Wales
Strategic Planning Group (SEWSPG)

enfusion

HABITATS REGULATIONS APPRAISAL REPORT

of

Matters Arising Changes Schedule

The City of Cardiff Council

date:	6th October 2015
issue no.:	1
prepared by:	Matthew Harris
quality assurance:	

The format of this report is based upon a toolkit which was developed to provide information and analysis to support the South East Wales Strategic Planning Group (SEWSPG) authorities with the process of Habitats Regulations Appraisal as required by the Habitats Directive. The approach outlined reflects official Welsh Assembly Government (WG) guidance and Countryside Council for Wales (NRW) advice, but does not have official status. Enfusion Ltd does not accept liability for use of the toolkit or decisions that are made based upon it.
(December 2010, Update)

Habitats Regulations Appraisal Report

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APPENDIX 1: Consideration of MACs against HRA screening criteria

SUMMARY

0.1 A Habitats Regulations Appraisal (HRA) of spatial development plans is a requirement of the Habitats Directive (92/43/EEC) as set out in the Conservation of Habitats and Species Regulations 2010 (as amended).

0.2 This report details the HRA process for the new Matters Arising Changes Schedule (MAC) arising from hearings XXXX, the methods and findings, and the conclusions of the assessment.

0.3 An assessment was made of the likelihood of significant impact of the MAC on eight international sites in and around Cardiff, namely **Cardiff Beech Woods SAC, Severn Estuary SAC, SPA, Ramsar Site, River Usk SAC, River Wye SAC, Blackmill Woodlands SAC and Aberbargoed Grasslands SAC**.

0.4 None of the new MACs were judged to have the potential to affect any of these sites, above or beyond those potential impacts already considered in the HRA of the Deposit LDP.

0.5 Therefore, none of these new MACs are likely to have a significant effect on any of the international sites either alone or in combination with other plans, projects or programmes.

0.6 The Habitats Regulations Appraisals of the LDPs of neighbouring Local Authorities have indicated that in the absence of direct effects, in-combination effects with other plans are not likely to be significant at the sites considered in the light of the evidence available.

0.7 The LDP can proceed without further reference to this section of the Habitats Regulations.

1.0 INTRODUCTION

1.1 Cardiff Council is currently progressing a Local Development Plan (LDP), and has undertaken Habitats Regulations Appraisal (HRA) of that plan in line with the requirements set by the Conservation of Habitats and Species Regulations 2010[1] (as amended) [referred to subsequently as The Habitats Regulations].

1.2 The HRA of the Deposit LDP concluded that the Deposit LDP was not likely to have a significant effect upon any of the European Sites considered, either alone, or in combination with other plans, projects or programmes in the region.

1.3 The present HRA report considers the effect of the Matters Arising Changes Schedule upon the policies and proposals of the Deposit LDP, and whether those changes would give rise to potential effects upon European Sites above or beyond those already assessed.

Requirement for Habitats Regulations Appraisal

1.4 The European Directive (92/43/EEC) on the Conservation of Natural Habitats and Wild Flora and Fauna ('The Habitats Directive') protects habitats and species of European nature conservation importance. The Habitats Directive establishes a network of internationally important sites designated for their ecological status. These are referred to as Natura 2000 (N2K) sites or European Sites, and comprise Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) [which are classified under the Council Directive 79/409/EEC on the conservation of wild birds, the 'Birds Directive'].

1.5 Articles 6 (3) and 6 (4) of the Habitats Directive require HRA to be undertaken on proposed plans or projects which are not necessary for the management of the site but which are likely to have a significant effect on one or more European sites either individually, or in combination with other plans and projects.[2] This requirement is set out in Regulation 102 of the Conservation of Habitats and Species Regulations 2010 (as amended) which require the application of HRA to all land use plans. Welsh Government (WG) guidance also requires that Ramsar sites (which support internationally important wetland habitats) and are listed under the Convention on Wetlands of International Importance (Ramsar Convention 1971) are included within HRA/AA and that candidate SACs and proposed SPAs are treated as 'designated' sites in the context of HRA. In this report the term 'European sites' will be used when referring to SACs, cSACs, SPAs, pSPAs and Ramsar sites.

1.6 The purpose of HRA is to assess the impacts of a land-use plan, in combination with the effects of other plans and projects, against the conservation objectives of a European Site and to ascertain whether it would

[1] The Conservation of Habitats and Species Regulations 2010 (as amended) consolidate all the various amendments made to the 1994 Regulations in respect of England and Wales.

[2] Determining whether an effect is 'significant' is undertaken in relation to the designated interest features and conservation objectives of the Natura 2000 sites. If an impact on any conservation objective is assessed as being adverse then it should be treated as significant. Where information is limited the precautionary principle applies and significant effects should be assumed until evidence exists to the contrary.

adversely affect the integrity[3] of that site. Where significant negative effects are identified, alternative options or mitigation measures should be examined to avoid any potential damaging effects. The scope of the HRA is dependent on the location, size and significance of the proposed plan or project and the sensitivities and nature of the interest features of the European Sites under consideration.

Guidance for Habitats Regulations Appraisal/Appropriate Assessment

1.7 Guidance for HRA is contained in WG's Technical Advice Note 5: Nature Conservation and Planning, Annex 6 'The Appraisal of Development Plans in Wales under the Provisions of the Habitats Regulations' (Sept 2009). NRW (as CCW) has also produced draft guidance[4] to assist plan-making authorities to comply with the requirements of the Habitats Directive.

Consultation

1.8 The Habitats Regulations require the plan making/competent authority to consult the appropriate nature conservation statutory body [Natural Resources Wales (NRW)] if undertaking an Appropriate Assessment. Consultation on the approach to this HRA screening, including advice on which European sites should be considered within the area of search, was undertaken with NRW following the HRA of the Preferred Strategy and Deposit LDP, and their consultation responses were taken into account, where appropriate. The Habitats Regulations leave consultation with other bodies and the public to the discretion of the plan-making authority.

2.0 METHOD

2.1 Fuller details of the HRA methodology are set out in the HRA to the Deposit LDP

2.2 This report considers only the new Matters Arising Changes (MACs) as set out in the 'City of Cardiff Council Draft Matters Arising Changes Schedule' October 2015. The changes listed in that schedule are categorised according to the criteria set out below. Where further consideration is indicated, that change would be subject to the Policy Screening Template as set out in Appendix 2 of the original HRA of the deposit LDP.

2.3 The HRA of the Deposit LDP concluded that the deposit plan was not likely to have a significant effect upon any European Sites, subject to implementation of polices within the plan which were designed in part to offset any potential impact.

2.4 New MACs are categorised according to one or more of the following criteria:-

[3] Integrity is described as the sites' coherence, ecological structure and function across the whole area that enables it to sustain the habitat, complex of habitats and/or levels of populations of species for which it was classified, (ODPM, 2005).

[4] Tyldesley, D., 2009, Draft Guidance for Plan Making Authorities in Wales: The Appraisal of Plans under the Habitats Directive for Countryside Council for Wales CCW Bangor (Revised April 2010).

- The change will benefit biodiversity and may have a positive effect upon European Sites
- The change does not relate to a specific policy, and therefore cannot affect any European Sites when the LDP is implemented.
- This change proposes the inclusion of factual details, which do not promote any new development.
- The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
- The change relates to restructuring or reorganising the policy, which does not significantly alter the meaning of the policy.
- The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
- The change relates to the insertion of new text into the policy which increases potential of that policy to impact upon a European Site, beyond that in the original HRA of the deposit LDP. Therefore this change requires further consideration.
- The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site.
- The change relates to the deletion of existing text from the policy which increases its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. This arises because that wording, when implemented, would have counteracted or offset any impacts upon European Sites arising from other policies elsewhere in the plan. Therefore this change requires further consideration.
- The change relates to the creation of a new policy which does not have the potential to impact upon a European Site.
- The change relates to the creation of a new policy which has the potential to impact upon a European Site, and which therefore requires further more detailed consideration.
- The change relates to deletion of an existing policy which does not alter the potential of the LDP to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
- The change relates to deletion of an existing policy which increases the potential of the LDP to impact upon a European Site, beyond that in the original HRA of the deposit LDP. This arises because that policy contained wording which, when implemented, would have counteracted or offset any impacts upon European Sites arising from other policies elsewhere in the plan. Therefore this change requires further consideration.

3.0 SCREENING

Identification of European Sites & characterisation

3.1 Four designated European Sites lie within the Cardiff boundary, and these are set out in Table 1 below. Detailed site characterisation information for the sites, is provided in Appendix 1 of the HRA of the Deposit LDP.

Table 1 **European Sites within Plan/ Proposal Boundary**	**Designation**
▪ Cardiff Beech Woods	**SAC**
▪ Severn Estuary	**SAC**
▪ Severn Estuary	**SPA**
▪ Severn Estuary	**Ramsar**

3.2 Plans, programmes and projects can have spatial implications that extend beyond the intended plan boundaries. In particular, it is recognised that distance in itself is not a definitive guide to the likelihood or severity of an impact (inaccessibility/ remoteness is typically more relevant) as factors such as the prevailing wind direction, river flow direction, and ground water flow direction will all have a bearing on the relative distance at which an impact can occur. This means that a plan directing development some distance away from a European Site could still have effects on the site and therefore, needs to be considered as part of the screening process.

3.3 Taking into account the potential for transboundary impacts, screening of the HRA of the Deposit LDP has identified four European Sites that lie within the influence of the Cardiff Council LDP. These sites are outlined in Table 2 below and detailed information for the European Sites is provided in Appendix 1 of the HRA of the Deposit LDP.

Table 2		
European Sites Within Search Area of Plan Area	**Designation**	**Distance from Plan/ Proposal Boundary (approx Km)**
Aberbargoed Grasslands	SAC	14
Blackmill Woodlands	SAC	14
River Usk	SAC	6
River Wye	SAC	30

Consideration of Other Plans, Projects and Programmes

3.4 It is a requirement of Article 6(3) of the Habitats Directive that HRA examines the potential for plans and projects to have a significant effect either individually or 'in combination' with other plans, programmes & projects (PPPs). Undertaking an assessment of other PPPs for the Cardiff Council LDP required a pragmatic approach given the extensive range of PPPs underway in the surrounding region. The approach taken was cognisant of the emphasis in the forthcoming WG guidance, that considering the potential for in-combination effects is core to delivering robust/ precautionary HRA.[5]

3.5 When considering other PPPs attention was focused on those aimed at delivering planned spatial growth with the most significant being those that seek to provide, housing, employment and infrastructure. The review considered the most relevant plans including:

- The Wales Spatial Plan (update) 2008
- Local Development Plans in South East Wales neighbouring authorities
- Waste and Mineral Strategies for South East Wales and neighbouring authorities
- Regional Transport Plans - where relevant and/or major development schemes
- Catchment Abstraction Management Plans - where relevant to the designated sites under consideration
- Water Resource Management Plans

3.6 The potential effects of these plans are reviewed in detail at Appendix 9 of the HRA of the Deposit LDP and the potential for these effects to act 'in-combination' with effects identified from Cardiff Council Deposit LDP are considered in the screening assessment (Appendix 10 of the HRA of the Deposit LDP).

Assessment of Potential impacts

3.7 Each policy or section of the Deposit LDP which is the subject of a MAC, is considered against each of the criteria in Section 2.4 above. The results of this analysis are set out in Appendix 1, below.

4.0 CONCLUSIONS

4.1 This report outlines the methods used and the findings arising from the screening stage of the Habitats Regulations Appraisal undertaken for the Matters Arising Changes Schedule

4.2 The HRA considered eight European Sites within the influence of the Deposit LDP

[5] The review also draws on work being undertaken on behalf of the South East Wales Strategic Planning Group (SEWSPG) to build a resource kit of information and analysis to support HRA in the region.

4.3 Based on the information considered, the findings of the assessment indicate that the new Matters Arising Changes to the City of Cardiff Council Deposit LDP in implementation will not have a likely significant effect on the European sites considered as part of the HRA screening and will not require full Appropriate Assessment under the Habitats Regulations.

4.4 This conclusion is dependent in part upon the implementation of policies in the Deposit LDP which would serve to counteract adverse effects arising from policies screened-in to this HRA.

Appendix 1: Consideration of MACs against HRA Screening Criteria

MAC Number	Additional Hearing Session/Action Point	Proposed Change October 2015	HRA Screening Criteria
Inspector MAC1	Policy KP3 (A): Green Belt	Delete Policy KP3 (A) and reasoned justification and replace with new KP3(A) Green Wedge Numerous amendements throughout the LDP to delete reference to Green Belt and insert Green Wedge instead.	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. Over the lifetime of the plan, these changes will not alter the impact that this plan has upon any European designated sites.
MAC4	Hearing Session 24: Miscellaneous Matters Action Point 4	Minor amendment to point iii, to delete reference to a table elsewhere in the policy.	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy
MAC5	Hearing Session 24: Miscellaneous Matters Action Point 5, Action Point 6, Action Point 7, Action Point 8	Minor amendment to paragraph 10 of proposed new PolicyKP2 (C) Minor amendment to 9 of proposed new Policy KP 2 (D&E) Minor amendment to paragraph 2 of the reasoned justification of new Policy KP 2 (F), in relation to ownership of the site Delete reference to the disused railway line in KP2 (F), which was included in error in the origibal text	The changes are minor, and relate to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy

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MAC8	Hearing Session 25: Transport and Infrastructure Action Point 1,	Amend paragraph 4.89 of Policy KP 6 New Infrastructure, adjusting the wording of the policy and clarifying the scope of potential infrastructure requirements	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy
MAC10	Hearing Session 25: Transport and Infrastructure Action Point 3	Amend proposed new paragraph after existing paragraph 4.105 of Policy KP8, with minor changes to wording	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy
MAC11	Hearing Session 23: Minerals Action Point 6	Amend Policy KP11: Minerals And Aggregates to include clarifications to wording	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy
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MAC Number	Additional Hearing Session/Action Point	Proposed Change October 2015	HRA Screening Criteria
	Action Point 2	produce, and does not promote Renewable Energy and Low Carbon Technologies beyond that which has already been assessed in the HRA of the original policies.	beyond that assessed in the original HRA of the deposit LDP.
MAC39	Hearing Session 24: Miscellaneous Matters Action Point 9	Amend reasoned justification to proposed new Policy T9 Cardiff City Region 'Metro' network to update reference to national guidance. This amendment does not specify new infrastructure.	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
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HABITATS REGULATIONS APPRAISAL

of

Matters Arising Changes Schedule

The City of Cardiff Council

June 2015

South East Wales
Strategic Planning Group (SEWSPG)

enfusion

HABITATS REGULATIONS APPRAISAL REPORT

of

Matters Arising Changes Schedule

The City of Cardiff Council

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The format of this report is based upon a toolkit which was developed to provide information and analysis to support the South East Wales Strategic Planning Group (SEWSPG) authorities with the process of Habitats Regulations Appraisal as required by the Habitats Directive. The approach outlined reflects official Welsh Assembly Government (WG) guidance and Countryside Council for Wales (NRW) advice, but does not have official status. Enfusion Ltd does not accept liability for use of the toolkit or decisions that are made based upon it.
(December 2010, Update)

Habitats Regulations Appraisal Report

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SUMMARY

0.1 A Habitats Regulations Appraisal (HRA) of spatial development plans is a requirement of the Habitats Directive (92/43/EEC) as set out in the Conservation of Habitats and Species Regulations 2010 (as amended).

0.2 This report details the HRA process for the Matters Arising Changes Schedule (MAC), the methods and findings, and the conclusions of the assessment.

0.3 An assessment was made of the likelihood of significant impact of the MAC on eight international sites in and around Cardiff, namely **Cardiff Beech Woods SAC, Severn Estuary SAC, SPA, Ramsar Site, River Usk SAC, River Wye SAC, Blackmill Woodlands SAC and Aberbargoed Grasslands SAC**.

0.4 None of the MACs were judged to have the potential to affect any of these sites, above or beyond those potential impacts already considered in the HRA of the Deposit LDP.

0.5 Therefore, none of these MACs are likely to have a significant effect on any of the international sites either alone or in combination with other plans, projects or programmes.

0.6 The Habitats Regulations Appraisals of the LDPs of neighbouring Local Authorities have indicated that in the absence of direct effects, in-combination effects with other plans are not likely to be significant at the sites considered in the light of the evidence available.

0.7 The LDP can proceed without further reference to this section of the Habitats Regulations.

1.0 INTRODUCTION

1.1 Cardiff Council is currently progressing a Local Development Plan (LDP), and has undertaken Habitats Regulations Appraisal (HRA) of that plan in line with the requirements set by the Conservation of Habitats and Species Regulations 2010[1] (as amended) [referred to subsequently as The Habitats Regulations].

1.2 The HRA of the Deposit LDP concluded that the Deposit LDP was not likely to have a significant effect upon any of the European Sites considered, either alone, or in combination with other plans, projects or programmes in the region.

1.3 The present HRA report considers the effect of the Matters Arising Changes Schedule upon the policies and proposals of the Deposit LDP, and whether those changes would give rise to potential effects upon European Sites above or beyond those already assessed.

Requirement for Habitats Regulations Appraisal

1.4 The European Directive (92/43/EEC) on the Conservation of Natural Habitats and Wild Flora and Fauna ('The Habitats Directive') protects habitats and species of European nature conservation importance. The Habitats Directive establishes a network of internationally important sites designated for their ecological status. These are referred to as Natura 2000 (N2K) sites or European Sites, and comprise Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) [which are classified under the Council Directive 79/409/EEC on the conservation of wild birds, the 'Birds Directive'].

1.5 Articles 6 (3) and 6 (4) of the Habitats Directive require HRA to be undertaken on proposed plans or projects which are not necessary for the management of the site but which are likely to have a significant effect on one or more European sites either individually, or in combination with other plans and projects.[2] This requirement is set out in Regulation 102 of the Conservation of Habitats and Species Regulations 2010 (as amended) which require the application of HRA to all land use plans. Welsh Government (WG) guidance also requires that Ramsar sites (which support internationally important wetland habitats) and are listed under the Convention on Wetlands of International Importance (Ramsar Convention 1971) are included within HRA/AA and that candidate SACs and proposed SPAs are treated as 'designated' sites in the context of HRA. In this report the term 'European sites' will be used when referring to SACs, cSACs, SPAs, pSPAs and Ramsar sites.

1.6 The purpose of HRA is to assess the impacts of a land-use plan, in combination with the effects of other plans and projects, against the conservation objectives of a European Site and to ascertain whether it would

[1] The Conservation of Habitats and Species Regulations 2010 (as amended) consolidate all the various amendments made to the 1994 Regulations in respect of England and Wales.

[2] Determining whether an effect is 'significant' is undertaken in relation to the designated interest features and conservation objectives of the Natura 2000 sites. If an impact on any conservation objective is assessed as being adverse then it should be treated as significant. Where information is limited the precautionary principle applies and significant effects should be assumed until evidence exists to the contrary.

adversely affect the integrity[3] of that site. Where significant negative effects are identified, alternative options or mitigation measures should be examined to avoid any potential damaging effects. The scope of the HRA is dependent on the location, size and significance of the proposed plan or project and the sensitivities and nature of the interest features of the European Sites under consideration.

Guidance for Habitats Regulations Appraisal/Appropriate Assessment

1.7 Guidance for HRA is contained in WG's Technical Advice Note 5: Nature Conservation and Planning, Annex 6 'The Appraisal of Development Plans in Wales under the Provisions of the Habitats Regulations' (Sept 2009). NRW (as CCW) has also produced draft guidance[4] to assist plan-making authorities to comply with the requirements of the Habitats Directive.

Consultation

1.8 The Habitats Regulations require the plan making/competent authority to consult the appropriate nature conservation statutory body [Natural Resources Wales (NRW)] if undertaking an Appropriate Assessment. Consultation on the approach to this HRA screening, including advice on which European sites should be considered within the area of search, was undertaken with NRW following the HRA of the Preferred Strategy and Deposit LDP, and their consultation responses were taken into account, where appropriate. The Habitats Regulations leave consultation with other bodies and the public to the discretion of the plan-making authority.

2.0 METHOD

2.1 Fuller details of the HRA methodology are set out in the HRA to the Deposit LDP

2.2 This report considers only Matters Arising Changes (MACs) as set out in the 'City of Cardiff Council Draft Matters Arising Changes Schedule' May 2015. The changes listed in that schedule are categorised according to the criteria set out below. Where further consideration is indicated, that change would be subject to the Policy Screening Template as set out in Appendix 2 of the original HRA of the deposit LDP.

2.3 The HRA of the Deposit LDP concluded that the deposit plan was not likely to have a significant effect upon any European Sites, subject to implementation of polices within the plan which were designed in part to offset any potential impact.

2.4 MACs are categorised according to one or more of the following criteria:-

[3] Integrity is described as the sites' coherence, ecological structure and function across the whole area that enables it to sustain the habitat, complex of habitats and/or levels of populations of species for which it was classified, (ODPM, 2005).

[4] Tyldesley, D., 2009, Draft Guidance for Plan Making Authorities in Wales: The Appraisal of Plans under the Habitats Directive for Countryside Council for Wales CCW Bangor (Revised April 2010).

- The change will benefit biodiversity and may have a positive effect upon European Sites
- The change does not relate to a specific policy, and therefore cannot affect any European Sites when the LDP is implemented.
- This change proposes the inclusion of factual details, which do not promote any new development.
- The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
- The change relates to restructuring or reorganising the policy, which does not significantly alter the meaning of the policy.
- The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
- The change relates to the insertion of new text into the policy which increases potential of that policy to impact upon a European Site, beyond that in the original HRA of the deposit LDP. Therefore this change requires further consideration.
- The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site.
- The change relates to the deletion of existing text from the policy which increases its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. This arises because that wording, when implemented, would have counteracted or offset any impacts upon European Sites arising from other policies elsewhere in the plan. Therefore this change requires further consideration.
- The change relates to the creation of a new policy which does not have the potential to impact upon a European Site.
- The change relates to the creation of a new policy which has the potential to impact upon a European Site, and which therefore requires further more detailed consideration.
- The change relates to deletion of an existing policy which does not alter the potential of the LDP to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
- The change relates to deletion of an existing policy which increases the potential of the LDP to impact upon a European Site, beyond that in the original HRA of the deposit LDP. This arises because that policy contained wording which, when implemented, would have counteracted or offset any impacts upon European Sites arising from other policies elsewhere in the plan. Therefore this change requires further consideration.

3.0 SCREENING

Identification of European Sites & characterisation

3.1 Four designated European Sites lie within the Cardiff boundary, and these are set out in Table 1 below. Detailed site characterisation information for the sites, is provided in Appendix 1 of the HRA of the Deposit LDP.

Table 1 **European Sites within Plan/ Proposal Boundary**	**Designation**
▪ Cardiff Beech Woods	**SAC**
▪ Severn Estuary	**SAC**
▪ Severn Estuary	**SPA**
▪ Severn Estuary	**Ramsar**

3.2 Plans, programmes and projects can have spatial implications that extend beyond the intended plan boundaries. In particular, it is recognised that distance in itself is not a definitive guide to the likelihood or severity of an impact (inaccessibility/ remoteness is typically more relevant) as factors such as the prevailing wind direction, river flow direction, and ground water flow direction will all have a bearing on the relative distance at which an impact can occur. This means that a plan directing development some distance away from a European Site could still have effects on the site and therefore, needs to be considered as part of the screening process.

3.3 Taking into account the potential for transboundary impacts, screening of the HRA of the Deposit LDP has identified four European Sites that lie within the influence of the Cardiff Council LDP. These sites are outlined in Table 2 below and detailed information for the European Sites is provided in Appendix 1 of the HRA of the Deposit LDP.

Table 2		
European Sites Within Search Area of Plan Area	**Designation**	**Distance from Plan/ Proposal Boundary (approx Km)**
Aberbargoed Grasslands	SAC	14
Blackmill Woodlands	SAC	14
River Usk	SAC	6
River Wye	SAC	30

Consideration of Other Plans, Projects and Programmes

3.4 It is a requirement of Article 6(3) of the Habitats Directive that HRA examines the potential for plans and projects to have a significant effect either individually or 'in combination' with other plans, programmes & projects (PPPs). Undertaking an assessment of other PPPs for the Cardiff Council LDP required a pragmatic approach given the extensive range of PPPs underway in the surrounding region. The approach taken was cognisant of the emphasis in the forthcoming WG guidance, that considering the potential for in-combination effects is core to delivering robust/ precautionary HRA.[5]

3.5 When considering other PPPs attention was focused on those aimed at delivering planned spatial growth with the most significant being those that seek to provide, housing, employment and infrastructure. The review considered the most relevant plans including:

- The Wales Spatial Plan (update) 2008
- Local Development Plans in South East Wales neighbouring authorities
- Waste and Mineral Strategies for South East Wales and neighbouring authorities
- Regional Transport Plans - where relevant and/or major development schemes
- Catchment Abstraction Management Plans - where relevant to the designated sites under consideration
- Water Resource Management Plans

3.6 The potential effects of these plans are reviewed in detail at Appendix 9 of the HRA of the Deposit LDP and the potential for these effects to act 'in-combination' with effects identified from Cardiff Council Deposit LDP are considered in the screening assessment (Appendix 10 of the HRA of the Deposit LDP).

Assessment of Potential impacts

3.7 Each policy or section of the Deposit LDP which is the subject of a MAC, is considered against each of the criteria in Section 2.4 above. The results of this analysis are set out in Appendix 1, below.

4.0 CONCLUSIONS

4.1 This report outlines the methods used and the findings arising from the screening stage of the Habitats Regulations Appraisal undertaken for the Matters Arising Changes Schedule

4.2 The HRA considered eight European Sites within the influence of the Deposit LDP

[5] The review also draws on work being undertaken on behalf of the South East Wales Strategic Planning Group (SEWSPG) to build a resource kit of information and analysis to support HRA in the region.

4.3 Based on the information considered, the findings of the assessment indicate that the Matters Arising Changes to the City of Cardiff Council Deposit LDP in implementation will not have a likely significant effect on the European sites considered as part of the HRA screening and will not require full Appropriate Assessment under the Habitats Regulations.

4.4 This conclusion is dependent in part upon the implementation of policies in the Deposit LDP which would serve to counteract adverse effects arising from policies screened-in to this HRA.

Appendix 1: Consideration of MACs against HRA Screening Criteria

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
Chapter 1:Introduction			
MAC1	1.1 – 1.19	Update and amend paragraphs 1.1 – 1.19	The change does not relate to a specific policy, and therefore cannot affect any European Sites when the LDP is implemented.
MAC2	New paragraph	Insert new paragraph in the Introduction after existing paragraph 1.19 **Other Assessment Processes.**	The change does not relate to a specific policy, and therefore cannot affect any European Sites when the LDP is implemented.
Chapter 2: The Cardiff Context and Key Issues the Plan must Address			
MAC3	2.1 (page 21)	**Key Environmental trends and issues**	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
Chapter 4: Strategy, Key Policies and Key Diagram			
MAC4	KP1: Level of Growth	Replace existing Policy KP 1: Level of Growth with revised KP1 Please see Appendix One of this schedule for amended KP 1	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site. Taken together, these changes do not increase the level of growth, nor do they propose new locations for growth, beyond that proposed in the Deposit LDP, which was subject to HRA.
MAC5	Policy KP2 Strategic Sites KP2	Amend Policy KP2:Strategic Sites and	The change relates to restructuring or reorganising the policy, which

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
	New Key Policies, KP2(A) to KP2(H)	reasoned justification and insert new policies KP2A to H after existing KP2 Please see Appendix Two of the MAC schedule for new Policies KP2(A) – KP2(H) **Policy KP2** New paragraphs to be inserted after existing paragraph 4.54 Delete existing paragraphs 4.55 to 4.67 relating to Strategic Site H as these matters will now be covered by proposed new KP2(H)	does not significantly alter the meaning of the policy. The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site. – The deleted section includes the sentence '*Additionally, the adjoining Estuary is a European designated site so run-off issues and disturbance will be particularly sensitive.*' However, this is replaced in New Policy KP2(H) by the sentence '*Run-off will enter the River Severn Estuary, a European designated site so drainage and potential disturbance to birds will need to be suitably addressed.'*
MAC6	KP4: Master planning Approach Paragraphs 4.84 – 4.85	Amend reasoned justification of KP4: Masterplanning approach	The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site. The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. Taken together, these changes reflect the embedding of the Masterplanning Framework document into the LDP, which does not alter the conclusion of the HRA of the LDP.
MAC7	KP5: Good Quality and Sustainable Design	Amend criterion (ix) of Policy KP5: Good Quality and Sustainable Design	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
MAC8	Policy KP6: New Infrastructure	Amend Policy KP 6 and reasoned justification	The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site. The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. The changes include the insertion of a bullet point 'Flood mitigation / defences', which may conceivably refer to sea defences along the Severn Estuary Foreshore, which may conceivably lead to an effect upon the Severn Estuary designations. However, no detail is provided as to the actual location of these defences, so the effects of this insertion cannot be assessed further, and in any event, the potential need for sea defences were addressed in paragraphs 4.57 to 4.61 of the deposit LDP, which was subject to HRA, which itself was considered acceptable by NRW.
MAC9	Policy KP7 Planning Obligations Paragraphs 4.98 and 4.101	Amend KP 7 and paragraph reasoned justification	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
MAC10	Policy KP8 new paragraph and amendments to 4.117	Insert new paragraph after existing paragraph 4.105 and amend paragraph 4.117 of Policy KP8. New paragraph after existing paragraph 4.105	The change will benefit biodiversity and may have a positive effect upon European Sites, by reducing the effects of pollution arising from motorised vehicle traffic.
MAC11	KP11: Minerals And Aggregates	Amend Policy KP11 and the reasoned justification	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
	Paragraph 4.141		that assessed in the original HRA of the deposit LDP. The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site. Taken together, these changes do not alter the potential for impact of this policy upon any European Sites, as assessed in the original HRA of the Deposit LDP.
MAC12	Policy KP12 Waste Paragraphs 4.144, 4.145	Amend Policy KP 12 and the reasoned justification	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site.
MAC13	Policy KP13: Responding to Evidenced Social Needs	Amend Policy KP13 and reasoned justification Insert new paragraph after existing paragraph 4.149	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy. The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
MAC14	KP15 Climate Change Paragraph 4.167	Amend Policy KP15 and paragraph 4.167 of the reasoned justification	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy
MAC15	Policy KP16 Green Infrastructure	Amend Policy KP16	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy
MAC16	Policy KP17 Built Heritage Paragraphs 4.174, 4.176, 4.178, 4.179	Amend Policy KP17	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
MAC17	KP18: Natural Resources Paragraph 4.184	Amend criterion (iv) and paragraph 4.184 of Policy KP18	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy
MAC18	Policy H1 Non Strategic Housing Sites Table 3	Amend Table 3 of Policy H1	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy. The changes to these non-strategic housing allocations are relatively small and are not likely to result in a different effect to that previously assessed in the HRA of the Deposit LDP
MAC19	Policy H3 Affordable Housing Paragraphs 5.11, 5.12, 5.13	Amend Policy H3 and paragraphs 5.11, 5.12 and 5.13 of the reasoned justification.	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site.
MAC20	Policy H4: Change Of Use Of Residential Land Or Properties Paragraph 5.18	Amend Policy H4 and paragraph 5.18 of the reasoned justification.	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site.
MAC21	Policy H5 Sub-Division or Conversion of Residential Properties	Amend Policy H5	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
MAC22	Policy H7:Allocation Policy for Gypsy and Traveller Site Paragraphs 5.34 – 5.50	Delete Policy H7 and reasoned justification	The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site. The policy relates to the location of Gypsy and Traveller allocations, so its deletion would not affect any European Sites.

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
MAC23	Policy H8 Sites for Gypsy and Traveller Caravans Paragraphs 5.52 and 5.53	Amend criterion (ii) and paragraphs 5.52 and 5.53 of the reasoned justification to Policy H8	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site. The amendments refer to a Gypsy and Traveller site selection process to take place over the next 2 years, and as these sites have not yet been selected, their impacts upon any European Sites cannot yet be assessed. Where individual sites come forward in the future for construction of Gypsy and Traveller sites, these will be subject to individual HRA at the project level.
MAC24	Policy EC3: Alternative Use Of Employment Land And Premises Paragraphs 5.68 and 5.69	Amend Policy EC3 and paragraphs 5.68 and 5.69 of the reasoned justification	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site.
MAC25	New Policy	Insert new policy and reasoned justification after paragraph 5.85 new policy to be referenced EC7	The change relates to the creation of a new policy which does not have the potential to impact upon a European Site. The new policy does not specify any new locations, so its effects upon any European Sites cannot yet be assessed. Where individual sites come forward in the future for employment use, these will be subject to individual HRA at the project level. The new policy refers to sites allocated in policies KP2 and EC4; these have previously been assessed in the HRA of the Deposit LDP
MAC26	Policy EN: Countryside Protection	Amend Policy EN1 and the reasoned justification	The change relates to restructuring or reorganising the policy, which does not significantly alter the meaning of the policy.

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
MAC27	Policy EN2 Conversion, Extension and Replacement Buildings in the Countryside Paragraph 5.96	Amend Policy EN2 by deleting criterion v and to include criterion vi within an amended criterion ii remaining parts of the policy stays the same. Amend paragraph 5.96	The change relates to restructuring or reorganising the policy, which does not significantly alter the meaning of the policy.
MAC28	Policy EN3 : Landscape Protection Paragraph 5.106	Amend Policy EN3 and reasoned justification	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
MAC29	Policy EN4 River Valleys	Amend paragraph 5.118 of Policy EN4	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
MAC30	Policy EN5:—Local Nature Reserves And Non-Statutory Sites Of Nature Conservation And Geological Importance	Rename and amend Policy EN5 and reasoned justification	The change will benefit biodiversity and may have a positive effect upon European Sites
MAC31	Policy EN6 Ecological Networks and Features of Importance for Biodiversity Paragraph 5.137	Delete paragraph 5.137 of EN6	The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site.
MAC32	Policy EN7: Priority Habitats And Species	Amend Policy EN7 and reasoned justification	The change will benefit biodiversity and may have a positive effect upon European Sites

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
MAC33	Policy EN9: Conservation of the Historic Environment: paragraphs 5.152, 5.153, 5.155, 5.159	Amend paragraphs 5.152, 5.153, 5.155 and 5.159 of the reasoned justification to Policy EN9	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
MAC34	EN12: Renewable Energy And Low Carbon Technologies Paragraphs 5.184, 5.186, 5.187	Amend Policy EN12 and reasoned justification	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
MAC35	EN13 Air, Noise, Light Pollution and Contaminated Land, Paragraph 5.208	Amend title of Policy EN13 and paragraph 5.208 of the reasoned justification	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
MAC36	EN14: Flood Risk Paragraph 5.211	Amend Policy EN14 and paragraph 5.211 of the reasoned justification	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. This new text clarifies and updates the policy in relation to current NRW flood risk management advice, and does not alter the impact of this policy upon European Sites as previously assessed by the HRA of the Deposit LDP.
MAC37	Policy T1: Walking and	Amend paragraph 5.221 of Policy T1	The change is minor, and relates to spelling, grammar, or accuracy or

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
	Cycling Paragraph 5.221		clarification of wording, which do not alter the meaning of the policy.
MAC38	Policy T2: Strategic Rapid Transit And Bus Corridors	Amend Policy T2 and reasoned justification **T2: STRATEGIC RAPID TRANSIT AND BUS CORRIDORS**	The change will benefit biodiversity and may have a positive effect upon European Sites, by reducing the effects of pollution arising from motorised vehicle traffic. Bus route enhancements to not entail construction of new roads, and so are not likely to impact upon European Sites in this respect. The alignment and mode of rapid transit corridors and how they connect to and interchange with the public transport network is not yet known and cannot be defined precisely on a map. Therefore the impacts of these rapid transit corridors cannot be fully assessed at this stage. However, individual developments will be subject to HRA at the detailed project stage. The changes introduce a 'Southern Bus Corridor' which passes via the Cardiff Bay Barrage, which is close to the boundary of the Severn Estuary SAC/SPA/Ramsar. However, this route is already accessible to traffic, and the road across the barrage is more than 200m away from the SPA boundary, which is the distance beyond which visual disturbance of birds is thought not to occur. Therefore the potential for impact upon the Severn Estuary is not likely to be significant.
MAC39	New Policy and reasoned justification	Insert new policy to be referenced T9 after existing paragraph 5.259	The change will benefit biodiversity and may have a positive effect upon European Sites, by reducing the effects of pollution arising from motorised vehicle traffic. The alignment and mode of a 'Metro' network is not yet known and

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
			cannot be defined precisely on a map. Therefore the impacts of these rapid transit corridors cannot be fully assessed at this stage. However, individual developments will be subject to HRA at the detailed project stage.
MAC40	New Policy and reasoned justification	Insert new policy at the start of the Retail Section to be referenced R1	The change relates to the creation of a new policy which does not have the potential to impact upon a European Site.
MAC41	Policy R1 Retail Provision Within Strategic Sites	Amend Policy R1 i.	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
MAC42	Policy R3: Protected Shopping Frontages Para 5.264 of	Amend paragraph 5.264 of Policy R3	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
MAC43	Policy R4:Retail Development (Out of Centre) Paragraphs 5.271, 5.272, 5.276	Amend paragraph 5.271 and delete paragraphs 5.272 and 5.276 of the reasoned justification to Policy R4	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy. The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site
MAC44	Policy R5 District Centres	Amend Policy R5	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
MAC45	Policy R6 Local Centres	Amend Policy R6 and insert new paragraph after existing paragraph 5.295	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
MAC46	Policy R7: Food and Drink Uses Paragraphs 5.299,	Amend paragraph 5.299 and delete paragraph 5.303 of Policy R7	The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site.

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
	5.303,		
MAC47	Policy R8 Protection Of Local Shopping Parades	Delete Policy R8 and reasoned justification	The change relates to deletion of an existing policy which does not alter the potential of the LDP to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
MAC48	All Retail Policies	Re-order and renumber retail policies	The change relates to restructuring or reorganising the policy, which does not significantly alter the meaning of the policy.
MAC49	Policy C1 Community Uses Paragraphs 5.311 and 5.316 of	Amend reasoned justification of Policy C1 and insert new paragraph after existing paragraph 5.311	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
MAC50	Policy C2 Community Safety / Creating Safe Environments Paragraphs 5.318, 5.321	Amend paragraph 5.318 and 5.321 of existing Policy C2	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy
MAC51	New Policy and reasoned justification	Insert new Policy to be referenced C2 after existing paragraph 5.316	The change relates to the creation of a new policy which does not have the potential to impact upon a European Site.
MAC52	Policy C4: Provision For Open Space, Outdoor Recreation, And Sport Paragraph 5.340	Amend Policy C4 and reasoned justification	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
MAC53	Policy C5: Provision For	Delete Policy C5 and reasoned	The change relates to deletion of an existing policy which does not

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
	Allotments And Community Growing	justification	alter the potential of the LDP to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
MAC54	Policy C6: Provision of Children's Play	Delete Policy C6 and reasoned justification	The change relates to deletion of an existing policy which does not alter the potential of the LDP to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
MAC55	Policy C7 Health Paragraphs 5.355, 5.350, 5.362	Amend Policy C7 and reasoned justification	The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site.
MAC56	C8 Planning for Schools	Delete Policy C8 and reasoned justification	The change relates to deletion of an existing policy which does not alter the potential of the LDP to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
MAC57	Policy C9: New Educational Facilities	Delete Policy C9 and reasoned justification	The change relates to deletion of an existing policy which does not alter the potential of the LDP to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
MAC58	Policy C10: Health Employment Non Strategic Allocation	Delete Policy C10 and reasoned justification	The change relates to deletion of an existing policy which does not alter the potential of the LDP to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
MAC59	New Policy and reasoned justification	Insert new Policy after existing paragraph 5.362 to be referenced as Policy C7	The change relates to the creation of a new policy which does not have the potential to impact upon a European Site. No specific locations for schools are proposed so their impact cannot be assessed at this stage, however, individual developments will be subject to HRA at the detailed project stage.
MAC60	Policy M1: Mineral	Amend Policy M1 and the reasoned	The change is minor, and relates to spelling, grammar, or accuracy or

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
	Limestone Reserves And Resources Paragraph 5.380	justification	clarification of wording, which do not alter the meaning of the policy.
MAC61	Policy M2: Preferred Order Of Mineral Resource Release Paragraphs 5.382, 5.384, 5.384	**M2: PREFERRED ORDER OF MINERAL RESOURCE RELEASE**	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site. Taken together, these changes do not alter the potential for impact of this policy upon any European Sites, as assessed in the original HRA of the Deposit LDP.
MAC62	Policy M3: Quarry Closures And Extension Limits Paragraphs 5.389 and 5.391	Amend Policy M3 and reasoned justification in paragraphs 5.389 and 5.391	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. The change relates to the deletion of existing text from the policy which does not alter its potential to impact upon a European Site. These changes propose no new areas for mineral extraction, compared with the Deposit LDP, which was subject to HRA.
MAC63	Policy M6: Dredged Aggregate Landing And Distribution Facilities Paragraphs 5.405, 5.408	Amend Policy M6 and the reasoned justification	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy. The inclusion of a reference to the need to consider the Severn Estuary SAC/SPA/Ramsar site should serve to further reduce the potential for this policy to affect those sites, as assessed in the HRA of the Deposit LDP.
MAC64	Policy M7: Safeguarding Of	Delete Policy M7 and the reasoned	The change relates to deletion of an existing policy which does not

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
	Sand And Gravel Resource	justification	alter the potential of the LDP to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
MAC65	Policy M8: Safeguarding Coal Resources	Delete Policy M8 and the reasoned justification	The change relates to deletion of an existing policy which does not alter the potential of the LDP to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
MAC66	Policy M9: Safeguarding Of Limestone Resources	Delete Policy M9 and the reasoned justification	The change relates to deletion of an existing policy which does not alter the potential of the LDP to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP.
MAC67	New Policy: Safeguarding Of Sand And Gravel, Coal And Limestone Resources	Insert new policy after existing paragraph 5.408 to be referenced M7	The change relates to the creation of a new policy which does not have the potential to impact upon a European Site. This new policy encompasses the deleted M7, M8 and M9 policies, without increasing the potential for those activities to affect European Sites (Specifically, the Cardiff Beech Woods SAC), beyond that assessed in the HRA of the Deposit LDP.
MAC68	New Policy: Areas Where Coal Working Will Not Be Acceptable	Insert new policy to be referenced M8	The change relates to the creation of a new policy which does not have the potential to impact upon a European Site. It relates to exclusion of coal mining, so will not lead to new development which would affect European Sites.
MAC69	Policy W1: Land for Waste Management	Delete Policy W1 and reasoned justification	The change relates to deletion of an existing policy which does not alter the potential of the LDP to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. Although the allocation in the Deposit LDP of the waste management site at Lamby Way was assessed in the HRA of the Deposit LDP as not likely to have a significant effect upon the Severn Estuary designations, it is nonetheless welcomed that this allocation is to be removed, thereby removing any remaining potential for impact.

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
MAC70	Policy W2: Sites For Waste Management Facilities	Amend Policy W2 and the reasoned justification	The change relates to the insertion of new text into the policy which does not alter its potential to impact upon a European Site, beyond that assessed in the original HRA of the deposit LDP. Caveats which prevent unacceptable harm to the environment are retained in the amended policy. No specific locations are proposed, so these cannot be assessed in detail, but individual developments will be screened for the need for HRA at the detailed project stage.
MAC71	New Appendix	Insert New Appendix Showing Sites over 10 dwellings with planning permission for residential Please see Appendix Three of this schedule	These sites all have planning consent, either with or without Section 106 legal agreement, and so it can be presumed that they have already been screened for the need for HRA.
MAC72	New Appendix	Insert New Appendix – Designated Sites	This change proposes the inclusion of factual details, which do not promote any new development.
MAC73	New Appendix: Areas of Protection	Insert New Appendix	This change proposes the inclusion of factual details, which do not promote any new development.
MAC74	Appendix 5	Delete Appendix 5:Suplementary Planning Guidance and insert new appendix Please see Appendix Four of this	The change does not relate to a specific policy, and therefore cannot affect any European Sites when the LDP is implemented.

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
		schedule	
MAC75	Appendix 9	Insert new monitoring chapter & monitoring framework Please see Appendix Five of this schedule.	The change does not relate to a specific policy, and therefore cannot affect any European Sites when the LDP is implemented.
MAC76		Amend the plan to ensure appropriate cross referencing is applied	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
MAC77		Amend the Plan to reflect consequential changes to the policy and paragraph numbers resulting from the amendments in this schedule Please see Appendix Six of this schedule to show amendments to the Policy numbering	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
MAC78		To address any typographical or grammatical errors	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
MAC79		Amend the plan to ensure references to national guidance are correct	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
MAC80		Amend the Key Diagram to reflect amendments proposed through the matters arising.	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.
MAC81		Amend the Plan to remove references to the Background Technical Papers	The change is minor, and relates to spelling, grammar, or accuracy or clarification of wording, which do not alter the meaning of the policy.

MAC Number	Deposit Policy /Para No	Proposed Change	HRA Screening Criteria
		where appropriate	
		Amendments to the Proposals Map	Most changes relate to factual amendments of allocated site boundaries, river corridors and mineral safeguarding areas. The changes to the policies which are reflected in these Proposals Map changes, are assessed in full above. The denotation of the Flexibility Areas has been amended, but this does not entail a change in the location, scale or impacts of those flexibility areas, nor therefore any additional potential for impact upon European Sites. The housing allocation at Roath Basin, denoted by Number 2 on the MAC PM5, has already received consent (03/00099/C) and it can be assumed that it was screened for the need for an HRA at the planning application stage.

REFERENCES / BIBLIOGRAPHY

Legislation

European Communities (1979) Council Directive 79/409/EEC on the conservation of wild birds the 'Birds Directive'.

European Communities (1992) Council Directive 92/43/EEC on the conservation of natural habitats and wild fauna and flora the 'Habitats Directive'.

Ramsar Convention on Wetlands (1971) – Intergovernmental Treaty.

The Conservation of Habitats and Species Regulations, 2010.

The Offshore Marine Conservation (Natural Habitats, &c) Regulations 2007.

Welsh Assembly Government (WG) Guidance

Technical Advice Note (TAN) 5 (WG, 2009) Nature Conservation and Planning: Annex 6 to TAN5 (WG, 2009) The appraisal of development plans in Wales under the provisions of the Habitats Regulations.

WG Habitats Directive Weblink.
http://wales.gov.uk/topics/environmentcountryside/consmanagement/conservationbiodiversity/habitatdirective/?lang=en

European Union Guidance

European Commission (EC) (2000) Managing Natura 2000 Sites: The Provisions of Article 6 of the 'Habitats' Directive 92/43/EEC.

EC (2001) Assessment of Plans and Projects Significantly Affecting Natura 2000 sites: methodological Guidance on the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC.

EC (2007) Guidance Document on Article 6(4) of the 'Habitats Directive' 92/43/EEC. Clarification of Concepts of: Alternative Solutions, Imperative Reasons of Overriding Public Interest, Compensatory Measures, Overall Coherence, Opinion of the Commission.

Other Relevant Reference & Guidance Sources

Hosking R & Tyldesley D (2006) How the scale of effects on internationally designated nature conservation sites in Britain has been considered in decision making: A review of authoritative decisions.

Tyldesley, D., (2009) Draft Guidance for Plan Making Authorities in Wales: The Appraisal of Plans under the Habitats Directive, for Countryside Council for Wales CCW Bangor.

WG (2004) Strategic Environmental Assessment (SEA) of Unitary Development Plans – Interim Good Practice Guide

WG (2006) Local Development Plans Wales.

TraCC Regional Transport Plan 2009,

SEWTA Rail Strategy Study Jan 2006

South East Wales Transport Alliance: Regional Transport Plan 2009

Welsh Coastal Tourism Strategy 2008

Merchant Shipping (Oil Pollution Preparedness Response and Co-operation Convention) Regulations 1998, SI 1998 No 1056.

Core Management Plan (Including Conservation Objectives) for Cardiff Beech Woods Special Area of Conservation (SAC). December 2008. Countryside Council for Wales.

Revised Draft Water Resources Management Plan. October 2011. Dŵr Cymru Welsh Water

The Usk Catchment Abstraction Management Strategy. March 2007. Environment Agency Wales.

People, Places, Futures: The Wales Spatial Plan (Update 2008). Welsh Assembly Government.

European Site Specific Information

Joint Nature Conservation Committee (JNCC) - Protected Sites:
http://www.jncc.gov.uk/page-4

Browse SACs on map:
http://www.jncc.gov.uk/page-1515

Browse SPAs on map:
http://www.jncc.gov.uk/page-2598

Air Pollution Information System (APIS):
http://www.apis.ac.uk/

UK Water Company Boundaries:
http://www.water.org.uk/home/our-members/find-water-company

European Site Specific Information Wales

Countryside Council for Wales (NRW) - Site Management Plans:
http://www.ccw.gov.uk/landscape--wildlife/protecting-our-landscape/special-sites-project.aspx

NRW - Protected Sites Map:
http://www.ccw.gov.uk/interactive-maps/protected-sites-map.aspx

NRW - Sites of Special Scientific Interest (SSSI):
http://www.ccw.gov.uk/landscape--wildlife/protecting-our-landscape/special-landscapes--sites/protected-landscapes/sssis/sssi--report.aspx

Catchment Abstraction Management Strategies (CAMS) Wales:
http://www.environment-agency.gov.uk/business/topics/water/119927.aspx

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Cardiff Local Development Plan
2006 - 2026

Background Technical Paper No.4
Habitat Regulations Report

October 2012

CARDIFF
CAERDYDD

HABITATS REGULATIONS APPRAISAL SCREENING REPORT

The County Council of the City and County of Cardiff
Local Development Plan Preferred Strategy

date:	28th September 2012
issue no.:	1
prepared by:	Matthew Harris
quality assurance:	

This toolkit was developed to provide information and analysis to support the South East Wales Strategic Planning Group (SEWSPG) authorities with the process of Habitats Regulations Appraisal as required by the Habitats Directive. The approach outlined reflects official Welsh Assembly Government (WAG) guidance and Countryside Council for Wales (CCW) advice, but does not have official status. Enfusion Ltd does not accept liability for use of the toolkit or decisions that are made based upon it.
(December 2010, Update)

Habitats Regulations Appraisal Screening Report

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EXECUTIVE SUMMARY

0.1 Habitats Regulations Appraisal (HRA) of spatial, development plans is a requirement of the Habitats Directive (92/43/EEC) as set out in the Conservation of Habitats and Species Regulations 2010. This report details the HRA Screening for the Preferred Strategy of the Cardiff Council Local Development Plan (LDP) the methods and findings and the conclusions of the Screening Assessment.

0.2 An assessment was made of the likelihood of significant impact of the Preferred Strategy on eight international sites in and around Cardiff, namely **Cardiff Beech Woods SAC, Severn Estuary SAC, SPA, Ramsar Site, the River Usk SAC, the River Wye SAC, Blackmill Woodlands SAC and Aberbargoed Grasslands SAC**.

0.3 Those elements of the Preferred Strategy which were judged to have the potential to affect some or all of these sites, were **Policy 1: Level of growth-Delivering sustainable development**, **Policy 2: Strategic sites to deliver growth, Policy 5: City Centre and Bay Business Areas**, **Policy 6: Minerals and Aggregates**, **Policy 7: Waste**, **Policy 24: Strategic Recreational Routes**, **Strategic Growth Options A, B and C**, **Spatial Option - Greenfield site north of M4 at Thornhill**, **Spatial Option - Dispersed smaller greenfield sites**, **Spatial Option - Dispersed brownfield sites** and **Spatial Option - Greenfield sites south of Creigiau/ north Junction 33.**

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0.4 Following this screening assessment, none of these policies were considered likely to have a significant effect on any of the international sites either alone or in combination with other plans, projects or programmes.

0.5 The Habitats Regulations Appraisals of the LDPs of neighbouring Local Authorities have indicated that in the absence of direct effects, in-combination effects with other plans are not likely to be significant at the sites considered in the light of the evidence available.

0.6 Subject to any significant changes to the proposals considered by the HRA, this plan will now proceed without further reference to the Habitats Regulations.

1.0 INTRODUCTION

1.1 Cardiff Council is currently developing a Preferred Strategy for its Local Development Plan (LDP) and is undertaking Habitats Regulations Appraisal (HRA) in line with the requirements set by the Conservation of Habitats and Species Regulations 2010[1] [The Habitats Regulations].

1.2 This HRA Screening report addresses the likely significant effects on designated European Sites of implementing the policies and proposals of the Preferred Strategy

1.3 Habitats Regulations Appraisal is also commonly referred to as Appropriate Assessment (AA) although the requirement for AA is first determined by an initial 'screening' stage undertaken as part of the full HRA. This report addresses the Screening Phase of the HRA; it outlines the screening tasks and the key findings emerging from the assessment.

Requirement for Habitats Regulations Appraisal

1.4 The European Directive (92/43/EEC) on the Conservation of Natural Habitats and Wild Flora and Fauna (the Habitats Directive) protects habitats and species of European nature conservation importance. The Habitats Directive establishes a network of internationally important sites designated for their ecological status. These are referred to as Natura 2000 (N2K) sites or European Sites, and comprise Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) [which are classified under the Council Directive 79/409/EEC on the conservation of wild birds, the 'Birds Directive'].

1.5 Articles 6 (3) and 6 (4) of the Habitats Directive require AA to be undertaken on proposed plans or projects which are not necessary for the management of the site but which are likely to have a significant effect on one or more European sites either individually, or in combination with other plans and projects.[2] This requirement is set out in the Conservation of Habitats and Species Regulations 2010 which require the application of HRA to all land use plans. Welsh Assembly Government (WAG) guidance also requires that Ramsar sites (which support internationally important wetland habitats) and are listed under the Convention on Wetlands of International Importance (Ramsar Convention 1971) are included within HRA/AA and that candidate SACs and proposed SPAs are treated as 'designated' sites in the context of HRA. In this report the term 'European sites' will be used when referring to SACs, cSACs, SPAs, pSPAs and Ramsar sites.

1.6 The purpose of HRA/AA is to assess the impacts of a land-use plan, in combination with the effects of other plans and projects, against the conservation objectives of a European Site and to ascertain whether it would

[1] The Conservation of Habitats and Species Regulations 2010 consolidate all the various amendments made to the 1994 Regulations in respect of England and Wales.

[2] Determining whether an effect is 'significant' is undertaken in relation to the designated interest features and conservation objectives of the Natura 2000 sites. If an impact on any conservation objective is assessed as being adverse then it should be treated as significant. Where information is limited the precautionary principle applies and significant effects should be assumed until evidence exists to the contrary.

adversely affect the integrity[3] of that site. Where significant negative effects are identified, alternative options or mitigation measures should be examined to avoid any potential damaging effects. The scope of the HRA/AA is dependent on the location, size and significance of the proposed plan or project and the sensitivities and nature of the interest features of the European sites under consideration.

Guidance for Habitats Regulations Appraisal/Appropriate Assessment

1.7 Guidance for HRA is contained in WAG's Technical Advice Note 5: Nature Conservation and Planning, Annex 6 'The Appraisal of Development Plans in Wales under the Provisions of the Habitats Regulations' (Sept 2009). CCW has also produced Draft guidance[4] to assist plan making authorities to comply with the requirements of the Habitats Directive.

1.8 The methods and approach used for this screening are based on the formal Welsh guidance currently available and emergent practice, which recommends that HRA is approached in three main stages - outlined in **Table 1** below. This report outlines the method and findings for stage 1 of the HRA process.

[3] Integrity is described as the sites' coherence, ecological structure and function across the whole area that enables it to sustain the habitat, complex of habitats and/or levels of populations of species for which it was classified, (ODPM, 2005).
[4] Tyldesley, D., 2009, Draft Guidance for Plan Making Authorities in Wales: The Appraisal of Plans under the Habitats Directive for Countryside Council for Wales CCW Bangor (Revised April 2010).

Table 1 **Habitats Regulations Appraisal: Key Stages**	
Stage 1	
Screening for likely significant effect	▪ Identify international sites in and around the plan/ strategy area in a search area agreed with the Statutory Body the Countryside Council for Wales ▪ Examine conservation objectives of the interest feature(s)(where available) ▪ Review plan policies and proposals and consider potential effects on European sites (magnitude, duration, location, extent) ▪ Examine other plans and programmes that could contribute to 'in combination' effects
	▪ *If no effects likely - report no significant effect (taking advice from CCW as necessary).* ▪ *If effects are judged likely or uncertainty exists - the precautionary principle applies proceed to **stage 2***
Stage 2	
Appropriate Assessment	▪ Complete additional scoping work including the collation of further information on sites as necessary to evaluate impact in light of conservation objectives ▪ Agree scope and method of AA with CCW ▪ Consider how plan 'in combination' with other plans and programmes will interact when implemented (the Appropriate Assessment) ▪ Consider how effect on integrity of site could be avoided by changes to plan and the consideration of alternatives ▪ Develop mitigation measures (including timescale and mechanisms) ▪ Report outcomes of AA including mitigation measures, consult with CCW and wider [public] stakeholders as necessary ▪ If plan will not significantly effect European site proceed without further reference to Habitats Regs
	▪ *If effects or uncertainty remain following the consideration of alternatives and development of mitigations proceed to **stage 3***
Stage 3	
Procedures where significant effect on integrity of international site remains	▪ Consider alternative solutions, delete from plan or modify ▪ Consider if priority species/ habitats affected ▪ Identify 'imperative reasons of overriding public interest' (IROPI) economic, social, environmental, human health, public safety ▪ Notify Assembly Government ▪ Develop and secure compensatory measures

Consultation

1.9 The Habitats Regulations require the plan making/competent authority to consult the appropriate nature conservation statutory body [Countryside

Council for Wales (CCW)] if undertaking an Appropriate Assessment. Consultation on the approach to this HRA screening, including advice on which European sites should be considered within the area of search, was undertaken with CCW following the HRA of the previous Preferred Strategy and previous draft LDP, which did not progress. Their consultation responses have been taken into account, where appropriate, in this HRA of the current Preferred Strategy. The Habitats Regulations leave consultation with other bodies and the public to the discretion of the plan making authority. The WAG guidance notes that it is good practice to make information on HRA available to the public at each formal development plan consultation stage. Therefore, in addition to the statutory consultation undertaken with CCW this report is being made available for wider public consultation.

Purpose & Structure of Report

1.13 This report documents the process and the findings from the Screening stages of the HRA for Cardiff Council Preferred Strategy Following this introductory section, the document is organised into a further three sections:

- **Section 2** - outlines the method used for the Screening process and includes reference to the key information sources used.
- **Section 3** - outlines the process and summary findings of the Screening Process and the assessment.
- **Section 4** - outlines the conclusions, and how the plan should proceed with reference to the Habitats Regulations.

2.0 METHOD

Screening

2.1 In accordance with the official Welsh guidance and current practice, conducting the screening stage of the HRA for the Cardiff Council Preferred Strategy employed the method outlined below. This approach combines both a **plan** focus and a **site** focus.

- The **plan** focus first screens out those elements of the plan unlikely to affect European site integrity and then considers the impacts of the remaining elements on European sites, including the potential for 'in-combination' impacts.
- The **site** focus considers the environmental conditions of the site and the factors required to maintain site integrity, and looks at the potential impacts the plan may have.

2.2 HRA experience to date has indicated that maintaining a site based approach as core to the HRA/AA method more closely reflects the intent of the Habitats Directive. This means that subsequent mitigation measures [developed if/as required during the AA stage 2] seek to focus on the conditions necessary to maintain site integrity (e.g. avoiding specific types of development/ activity at or near sensitive areas). This is considered to be a more robust and defensible approach than adding policy caveats at a strategic level and devolving decisions about impacts on site integrity to lower level planning documents. Although, this approach does recognise that some decisions on avoidance and mitigation can only be made when site level detail becomes available.

2.3 The key tasks employed for the HRA Screening are set out in **Table 2** below.

Table 2 HRA Screening Stage 1: Key Tasks	
Task 1 **Identification of Natura 2000 sites & characterisation**	▪ Identification of European sites both within the plan/proposal boundaries and in an area of search extending to 15km [as recommended by extant guidance] around the plan/proposal area. This includes considering hydrological connectivities and the catchment of watercourses relating to identified designations ▪ Information was obtained for each European site, based on publicly available information and consultation with Countryside Council for Wales where appropriate.[5] ▪ This included information relating to the sites' qualifying features; conservation objectives; vulnerabilities/ sensitivities, current conditions, trends & geographical boundaries.
Task 2 **Plan review and identification of likely impacts**	▪ Screening of the plan/proposal and the identification of likely impacts (including a review of the plan/proposal's aims, objectives, strategic policies, including spatial implications where identified to determine likely impacts).
Task 3 **Consideration of other plans and programmes**	▪ Consideration, where appropriate of other plans and programmes that may have in-combination effects with the plan/proposal.
Task 4 **Screening Assessment**	▪ Assessment of the potential of identified impacts to affect the designated interest features of European sites ▪ Summary of screening outcomes and recommendations.

[5] Key Information Sources: Joint Nature Conservation Committee (JNCC) web resource www.jncc.gov.uk including site details/ character contained on Natura 2000 Standard Data Form. Conservation Objectives, management plan information, Countryside Council for Wales web resource http://www.ccw.gov.uk/

3.0 SCREENING

Task 1: Identification of European Sites & characterisation

3.1 Two designated sites lie within the Cardiff boundary. Detailed site characterisation information for the sites, is provided in **Appendix 1**.

Table 3 **European Sites within Plan/ Proposal Boundary**	**Designation**
▪ Cardiff Beech Woods	**SAC**
▪ Severn Estuary	**SPA**
▪ Severn Estuary	**SAC**
▪ Severn Estuary	**Ramsar**

3.2 Plans, programmes and projects can have spatial implications that extend beyond the intended plan boundaries. In particular, it is recognised that distance in itself is not a definitive guide to the likelihood or severity of an impact [inaccessibility/ remoteness is typically more relevant] as factors such as the prevailing wind direction, river flow direction, and ground water flow direction will all have a bearing on the relative distance at which an impact can occur. This means that a plan directing development some distance away from a European Site could still have effects on the site and therefore, needs to be considered as part of the screening process.

3.3 Taking into account the potential for transboundary impacts the screening has identified four European Sites that lie within the influence of the Cardiff Council Preferred Strategy. These sites are outlined in **Table 3** below and detailed information for the European sites is provided in **Appendix 1**.

Table 3		
European Sites within a search area of 15km around Plan/Proposal Area	**Designation**	**Distance from Plan/ Proposal Boundary (approx Km)**
Aberbargoed Grasslands	**SAC**	**14**
Blackmill Woodlands	**SAC**	**14**
River Usk	**SAC**	**7**
River Wye	**SAC**	**30**

Task 2: Plan/Strategy review, policy screening and identification of likely impacts

Cardiff Council Preferred Strategy: **Summary Review**

3.5 This Cardiff Council Preferred Strategy sets out a strategy for the future development of Cardiff, capital city of Wales and economic driver of the wider city-region to 2026. It provides an opportunity for people and organisations to comment on the strategy before a more detailed framework called the Deposit Local Development Plan (LDP) is consulted on and then formally submitted for independent examination prior to adoption. LDP's are a key driver for investment, help the city-region compete in a competitive market, create homes and protect sensitive environments. They deliver vital outcomes for not only the local community but also for businesses and other interests. In this way LDP's set out how development can be delivered in a sustainable way for the next 15 years.

Cardiff Council Preferred Strategy: **Screening Plan/Proposal**

3.6 The Cardiff Council Preferred Strategy was - for the purposes of the HRA - subject to an initial screening process. The aim of this screening is to identify at a broad level those policies that will not have an effect on European Sites and those that have the potential to have a likely significant effect both alone and in combination at the sites identified at Task 1.

3.7 The approach is in accordance with CCW draft guidance for the appraisal of plans under the Habitats Directive (Tyldesley, D. 2009). In order to complete the policy screening each policy was categorised as to its likely effects on each European site identified in **Appendix 1**. There are four categories of potential effects, which are as follows:

- **Category A**: elements of the plan/options that would have no negative effect on a European site at all;
- **Category B**: elements of the plan/options that could have an effect, but the likelihood is there would be no significant negative effect on a European site either alone or in combination with other elements of the same plan, or other plans or projects;
- **Category C**: elements of the plan/options that could or would be likely to have a significant effect alone and will require the plan to be subject to an appropriate assessment before the plan may be adopted;
- **Category D**: elements of the plan/options that would be likely to have a significant effect in combination with other elements of the same plan, or other plans or projects and will require the plan to be subject to an appropriate assessment before the plan may be adopted.

3.8 Categories A, C and D are subdivided so that the specific reason why a policy has been allocated to a particular category is clear. The detail of the screening assessment which considers each of the policies against the categories is provided in **Appendix 2** and policies which were considered to potentially lead to likely significant effects are listed in **Table 4.**

Table 4	
Plan/ Proposal Policies Screened in to the assessment process	**Assessment Category**
Policy 1: Level of growth- Delivering sustainable development.	C2
Policy 2: Strategic sites to deliver growth	C2
Policy 5: City Centre and Bay Business Areas.	C2
Policy 6: Minerals and Aggregates.	C1
Policy 7: Waste.	C1
Policy 24: Strategic Recreational Routes	C2
Strategic Options A, B and C	C2
Spatial Option - Greenfield site north of M4 at Thornhill	C2
Spatial Option - Dispersed smaller greenfield sites;	C2
Spatial Option - Dispersed brownfield sites;	C2
Greenfield sites south of Creigiau/ north Junction 33	C2

3.9 The potential impacts arising as a result of these policies are set out in detail in **Appendix 3**, wherein the factors to which each site is broadly sensitive, are compared with each of the screened-in policies, for each of the 8 sites identified in 3.1 and 3.3 above. Where there is the potential for interaction between an activity likely to arise form the Preferred Strategy, and a sensitivity which has been identified for one or more of the features of a European site, then a screening for Likely Significant Effect is undertaken, as described in '**Task 4'**, below. In general terms, the potential effects of the Preferred Strategy upon these sites is as follows:-

3.10 The Aberbargoed Grasslands and Blackmill Woodlands SAC lie outside Cardiff's boundary and are not in contact with Cardiff hydrologically, so the only potential effect for the Preferred Strategy on these sites would be via aerial pollutants arising from traffic, industry and housing.

3.11 The Rivers Usk and Wye SACs are also outside Cardiff's boundary, but are hydrologically linked to Cardiff via the Severn Estuary, so there is the potential for water-borne pollution arising from activities within Cardiff to migrate to these rivers, both of which flow into the estuary, as well as the potential for aerial pollution.

3.12 However, the most important potential effect upon these two sites arises because they are both used to supply water to Cardiff, so housing and industry allocations provided for by the Preferred Strategy would place an increased water demand on these rivers, which in turn could affect the special features for which they have been designated.

3.13 Cardiff Beechwoods SAC is almost wholly within the Cardiff boundary, so as well as aerial pollution mentioned above, developments close to the woods could lead to increased recreational pressure at the site. Furthermore, most of Cardiff's sites for extraction of minerals and aggregates lie close to this site, so this has to be examined for potential effects.

3.14 The Severn Estuary has three separate designations with a range of different features which could be impacted by a number of activities arising from the Preferred Strategy. As well as aerial and aquatic pollution mentioned above, recreational activity and operation of industry has the potential to cause visual and noise disturbance to wetland birds, where these activities take place close to the foreshore.

Task 3: Consideration of other plans and programmes

3.12 It is a requirement of Article 6(3) of the Habitats Directive that HRA examines the potential for plans and projects to have a significant effect either individually or 'in combination' with other plans, programmes & projects (PPPs). Undertaking an assessment of other PPPs for the Cardiff Council Preferred Strategy required a pragmatic approach given the extensive range of PPPs underway in the surrounding region. The approach taken was cognisant of the emphasis in the forthcoming WAG guidance, that considering the potential for in-combination effects is core to delivering robust/ precautionary HRA.[6]

3.13 When considering other PPPs attention was focused on those aimed at delivering planned spatial growth with the most significant being those that seek to provide, housing, employment and infrastructure. The review considered the most relevant plans including:

- The Wales Spatial Plan (update) 2008
- Local Development Plans in South East Wales neighbouring authorities
- Waste and Mineral Strategies for South East Wales and neighbouring authorities
- Regional Transport Plans - where relevant and/or major development schemes
- Catchment Abstraction Management Plans - where relevant to the designated sites under consideration
- Water Resource Management Plans

3.14 The potential effects of these plans are reviewed in detail at **Appendix 4** and the potential for these effects to act 'in-combination' with effects identified from Cardiff Council Preferred Strategy are considered in the screening assessment [**Appendix 5**].

Task 4: Screening Assessment

3.15 In line with the screening requirement of the Habitats Regulations, an assessment was undertaken to determine the potential significant effects of the Cardiff Council Preferred Strategy on the eight European sites that lie within the influence of the Preferred Strategy The screening decision was informed by:

- The information gathered on the European sites - **Appendix 1**;

[6] The review also draws on work being undertaken on behalf of the South East Wales Strategic Planning Group (SEWSPG) to build a resource kit of information and analysis to support HRA in the region.

- The review of the Cardiff Council Preferred Strategy policies and their likely impacts (**Appendix 2**) ; which included an analysis of the potential environmental impacts generated by the development activities directed by the LDP and**;**
- The review of other relevant plans and programmes - **Appendix 4**
- WAG and CCW guidance which indicates that HRA for plans is typically broader and more strategic than project level HRA and that it is proportionate to the available detail of the plan.

Screening Assessment Summary

3.16 The detail of the main screening exercise is set out at **Appendix 5** and the result of the assessment is summarised in the paragraphs below and at **Table 5.**

Table 5 HRA Screening Table Summary			
European Site[s]	**Designation**	**AA required alone?** × No ✓ Yes **?** Uncertain	**AA required in combination?** × No ✓ Yes **?** Uncertain
Aberbargoed Grasslands	**SAC**	×	×
Blackmill Woodlands	**SAC**	×	×
Cardiff Beechwoods	**SAC**	×	×
River Usk	**SAC**	×	×
River Wye	**SAC**	×	×
Severn Estuary	**Ramsar**	×	×
Severn Estuary	**SAC**	×	×
Severn Estuary	**SPA**	×	×

4. 0 CONCLUSIONS, FUTURE WORK

4.1 This report outlines the methods used and the findings arising from the screening stage of the Habitats Regulations Appraisal undertaken for the Cardiff Council Preferred Strategy

4.2 The HRA considered eight European Sites within the influence of the Preferred Strategy

4.3 Based on the information considered as part of the screening process, the findings of the assessment indicate that the Cardiff Council Preferred Strategy in implementation will not have a likely significant effect on the European sites considered as part of the HRA screening and will not require full AA under the Habitats Regulations. The assessment may be revised should further relevant comments be received or if there are significant changes to the plan/ proposal as screened.

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http://www.jncc.gov.uk/page-4

Browse SACs on map:
http://www.jncc.gov.uk/page-1515

Browse SPAs on map:
http://www.jncc.gov.uk/page-2598

Air Pollution Information System (APIS):
http://www.apis.ac.uk/

UK Water Company Boundaries:
http://www.water.org.uk/home/our-members/find-water-company

European Site Specific Information Wales

Countryside Council for Wales (CCW) - Site Management Plans:
http://www.ccw.gov.uk/landscape--wildlife/protecting-our-landscape/special-sites-project.aspx

CCW - Protected Sites Map:
http://www.ccw.gov.uk/interactive-maps/protected-sites-map.aspx

CCW - Sites of Special Scientific Interest (SSSI):
http://www.ccw.gov.uk/landscape--wildlife/protecting-our-landscape/special-landscapes--sites/protected-landscapes/sssis/sssi--report.aspx

Catchment Abstraction Management Strategies (CAMS) Wales:
http://www.environment-agency.gov.uk/business/topics/water/119927.aspx

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CARDIFF
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Cardiff Local Development Plan
2006 - 2026

Habitat Regulations Assessment Report:
Appendix 1 - European Site Descriptions and Characterisation

September 2013

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Appendix 1 - EUROPEAN SITE CHARACTERISATIONS

Special Areas of Conservation
1. Aberbargoed Grasslands
2. Blackmill Woodlands
3. Cardiff Beech Woods
4. River Usk
5. River Wye
6. Severn Estuary

Special Protection Areas
1. Severn Estuary

Ramsar Sites
1. Severn Estuary

All core site specific information unless otherwise stated has been referenced from the Countryside Council for Wales / Natural Resources Wales website (Natura 2000 Management Plans) and the Joint Nature Conservation Committee website (Protected Sites).

Special Areas of Conservation

Site Name: Aberbargoed Grasslands **Location Grid Ref: ST163992** **JNCC Site Code: UK0030071** **Size: 39.78** **Designation: SAC**	**Habitats Regulations Assessment: Data Proforma**
Site Description	Aberbargoed Grasslands covers an area of 42.5ha and lies on a southwest facing hillside in the Rhymney Valley, 1km east of Bargoed and adjacent to the A4049. A large and relatively isolated population of marsh fritillary butterfly (*Euphydryas aurinia*) is present on a series of damp pastures and heaths in Gwent, representing the species on the eastern edge of its range in Wales. The fields in the south and west of Aberbargoed Grasslands have impeded drainage and contain a mixture of marshy grassland communities. Areas of particular interest are characterised by abundant purple moor grass *Molinia caerulea* and meadow thistle *Cirsium dissectum* with devil's bit scabious *Succisa pratensis* and carnation sedge *Carex panicea*. Other species such as saw-wort *Serratula tinctoria* and lousewort *Pedicularis sylvatica* occur frequently in heavily flushed areas. Associated stands of *Molinia caerulea – Potentilla erecta* mire contain abundant purple moor grass with *tormentil Potentilla erecta*, mat grass *Nardus stricta*, common sedge *Carex nigra* and spotted orchid *Dactylorhiza maculata*. Small stands of rush pasture are scattered across the site, with soft rush *Juncus effuses*, greater bird's foot trefoil *Lotus uliginosus* and marsh bedstraw *Galium palustre*.
Qualifying Features	Annex I Habitats qualifying feature: ▪ *Molinia* meadows on calcareous, peaty or clayey-silt-laden soils *(Molinion caeruleae)* Annex II Species primary reason for selection: ▪ Marsh fritillary butterfly *Euphydryas (Eurodryas, Hypodryas) aurinia*
Conservation Objectives	**Conservation Objective for Feature 1:** **Marsh fritillary Butterfly *Euphydryas* (*Eurodryas, Hypodryas*) *aurinia*** The vision for this feature is for it to be in a favourable conservation status, where all of the following conditions are satisfied:

Site Name: Aberbargoed Grasslands Location Grid Ref: ST163992 JNCC Site Code: UK0030071 Size: 39.78 Designation: SAC	Habitats Regulations Assessment: Data Proforma
	▪ The site will support a sustainable metapopulation of the marsh fritillary in the Aberbargoed area. This will require at least 50ha of suitable habitat, although not all of this will be within the SAC ▪ The population will be viable in the long term, acknowledging the extreme population fluctuations of the species. ▪ Habitats on the site will be in optimal condition to support the metapopulation. ▪ At least 25ha of the total site area will be marshy grassland suitable for supporting marsh fritillary, with *Succisa pratensis* present and only a low cover of scrub. ▪ At least 6.25ha will be good marsh fritillary breeding habitat, dominated by purple moor-grass *Molinia caerulea*, with *S. pratensis* present throughout and a vegetation height of 10-20cm over the winter period. ▪ All factors affecting the achievement of the foregoing conditions are under control. **Conservation Objective for Feature 2:** ***Molinia* meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*)** Vision for feature 2 The vision for this feature is for it to be in a favourable conservation status, where all of the following conditions are satisfied: ▪ *eu-Molinion* marshy grassland will occupy at least 70% of the total site area. ▪ The remainder of the site will be other semi-natural habitat or areas of permanent pasture. ▪ The following plants will be common in the *eu-Molinion* marshy grassland: purple moor-grass *Molinia caerulea*; meadow thistle *Cirsium dissectum*; devil's bit scabious *Succisa pratensis*; carnation sedge *Carex panicea*; saw wort *Serratula tinctoria*; and lousewort *Pedicularis sylvestris*. ▪ Cross-leaved heath *Erica tetralix* and common heather *Calluna vulgaris* will also be common in some areas. ▪ Rushes and species indicative of agricultural modification, such as perennial rye grass *Lolium perenne* and white

Site Name: Aberbargoed Grasslands **Location Grid Ref: ST163992** **JNCC Site Code: UK0030071** **Size: 39.78** **Designation: SAC**	**Habitats Regulations Assessment: Data Proforma**
	clover *Trifolium repens* will be largely absent from the *eu-Molinion* marshy grassland. ▪ Scrub species such as willow Salix and birch *Betula* will also be largely absent from the *eu-Molinion* marshy grassland. ▪ All factors affecting the achievement of these conditions are under control. Performance indicators for Feature 1 The performance indicators are part of the conservation objective, not a substitute for it. Assessment of plans and projects must be based on the entire conservation objective, not just the performance indicators. The performance indicators can be found within the Aberbargoed Grasslands SAC Management Plan.
Component SSSIs	▪ Aberbargoed Grasslands SSSI The site has been divided into 2 management units of which unit 1 forms the Aberbargoed Grasslands SAC. A map of the management units can be viewed on the CCW website.
Key Environmental Conditions (factors that maintain site integrity	The Marsh fritillary butterfly is dependent on the *Molinia* meadows and wet heath. ▪ **Livestock grazing** - The *eu-Molinion* marshy grassland needs to be maintained through traditional farming practices. Without an appropriate grazing regime, the grassland will continue to become rank and eventually turn to scrub and woodland. Light grazing by cattle and ponies between April and November each year is essential in maintaining the marshy grassland communities.
SAC Condition Assessment	**Conservation Status of Feature 1:** **Marsh fritillary butterfly *Euphydryas (Eurodryas, Hypodryas) aurinia*** The Marsh Fritillary feature at Aberbargoed Grasslands SAC is considered to be in **unfavourable** condition and conservation status (October 2003).

Site Name: Aberbargoed Grasslands **Location Grid Ref: ST163992** **JNCC Site Code: UK0030071** **Size: 39.78** **Designation: SAC**	**Habitats Regulations Assessment: Data Proforma**
	Web counts have in recent years been very low, but the species naturally undergoes significant fluctuations in population numbers due to a variety of factors, including cold and wet weather conditions and parasitic attack. **Conservation Status of Feature 2:** ***Molinia* meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*)** The SAC report dated October 2003 states that the site is considered to be **Unfavourable** condition and conservation status. This is because the habitat is not in suitable condition for the marsh fritillary. In areas of the site the vegetation is too tall, is dominated by *Molinia* and does not have sufficient *Succisa*. There is only 2.3ha of good condition habitat and 9.7ha of suitable habitat within the site.
Vulnerabilities (includes existing pressures and trends)	**The marsh fritillary butterfly population is under threat from:** ▪ **Parasites** - Parasitic wasps. **The *Molinia* meadows are under threat from:** ▪ **Anti-social behaviours** - In previous years anti-social behaviour such as off-roading and burning have occurred at Aberbargoed grasslands. This issues need to be addressed to prevent the *eu-Molinion* habitat from being damaged. CCW states that work has progressed well on the site in the past few years; the site is now stock-proof and a mixture of Welsh Black and Belted Galloways graze the land with a Limousin bull. Scrub clearance and bracken control has begun and flight lines have been cut to improve the connectivity for the butterflies. A programme has been set up to educate the local community to understand why this area is important. A newsletter has been created detailing activities on the grassland and difficulties the site is facing. This and the presence of staff and stock onsite seem to have halted the illegal burning and off-roading.
Landowner/ Management	▪ Caerphilly County Borough Council.

Site Name: Aberbargoed Grasslands Location Grid Ref: ST163992 JNCC Site Code: UK0030071 Size: 39.78 Designation: SAC	Habitats Regulations Assessment: Data Proforma
Responsibility	

Site Name: Blackmill Woodlands **Location Grid Ref: SS929859** **JNCC Site Code: UK0030090** **Size: 71.01** **Designation: SAC**	**Habitats Regulations Assessment: Data Proforma**
Site Description	Blackmill Woodlands is an example of old sessile oak woods at the southern extreme of the habitat's range in Wales, and contributes to representation of the habitat in Wales and in south-west England. The site is situated within Bridgend County Borough and is approximately 3km away from the City of Bridgend. The A4061 runs directly between the two areas that comprise to make up the SAC. The ground flora is restricted by the relative dryness of the site, but the main habitat features of sessile oak *Quercus petraea* canopy, acidic ground flora of *Vaccinium myrtillus* and wavy hair-grass *Deschampsia flexuosa*, and moderate fern and bryophyte cover are present. The woodlands have a long cultural history of management, reflected in the distinctive gnarled appearance of many of the trees.
Qualifying Features	Annex I Habitats primary reason for selection: ▪ Old sessile oak woods with *Ilex* and *Blechnum* in the British Isles
Conservation Objectives	**Conservation Objective for Feature 1:** **Old sessile oak woods with *Ilex* and *Blechnum* in the British Isles** Vision for feature 1 There is only one feature for the site, and so the vision for this feature is the same as that for the site: At least 90% of the site will be covered by semi-natural broadleaved woodland. The trees will be locally native broadleaved species, with a dominance of oak in the canopy. In the long term, the canopy will include trees of a wide range of age classes, with particular attention given to retaining old or veteran trees and encouraging natural regeneration of tree species, in particular oak. Dead wood, standing and fallen, will be maintained where possible to provide habitat for invertebrates, fungi and other woodland species. The tree canopy will not be completely closed; approximately 10% of the woodland will include a naturally occurring dynamic, shifting pattern of gaps. It is required that the feature be in a favourable conservation status, where all of the conditions set out in the Performance Indicators table are satisfied, and all factors affecting the achievement of these conditions are under control. Performance indicators for Feature 1

Site Name: Blackmill Woodlands **Location Grid Ref: SS929859** **JNCC Site Code: UK0030090** **Size: 71.01** **Designation: SAC**	**Habitats Regulations Assessment: Data Proforma**
	The performance indicators are part of the conservation objective, not a substitute for it. Assessment of plans and projects must be based on the entire conservation objective, not just the performance indicators. The performance indicators can be found within the Blackmill Woodlands SAC Management Plan.
Component SSSIs	▪ Blackmill Woodlands SSSI The site has been divided into 2 management units Allt Y Rhiw (Unit 1) and Craig Tal Y Fan (Unit 2), the SAC covers the same area. A map of the management units can be viewed on the CCW website.
Key Environmental Conditions (factors that maintain site integrity	▪ **Management of woodland** - focus on restoring an uneven age structure and providing increased opportunity for natural regeneration through removal of grazing and gap creation/maintenance.
SAC Condition Assessment	**Conservation Status of Feature 1:** **Old sessile oak woods with Ilex and Blechnum in the British Isles** Broad Attribute — Allt Y Rhiw (Unit 1) — Craig Tal Y Fan (Unit 2) Extent — PASS — PASS Structure and Natural Processes — FAIL — FAIL Regeneration — FAIL — FAIL Composition — PASS — PASS Quality Indicators — PASS — PASS The results shown above indicate that both Allt y Rhiw and Craig Tal-y-Fan failed to meet the limits set for two of the broad attributes, namely Structure, Natural Process and Regeneration. A closer look at the data reveals that both woodland blocks had insufficient gaps in the canopy, although the average number of gaps per sample was slightly higher for Craig Tal Y Fan than for Allt Y Rhiw. With regard to regeneration, seedlings > 5cm high were seen throughout Allt Y Rhiw and as a result this woodland block passed the limits set for this attribute. However fewer seedlings were seen throughout Craig Tal Y Fan and this woodland block failed this attribute. It is worth noting however that this attribute

Site Name: Blackmill Woodlands **Location Grid Ref: SS929859** **JNCC Site Code: UK0030090** **Size: 71.01** **Designation: SAC**	**Habitats Regulations Assessment: Data Proforma**
	needs to be assessed over a ten-year period. Both woodland blocks failed to have sufficient seedlings and saplings within canopy gaps. To summarise, the feature within this site is considered to be in **unfavourable** condition. However Unit 1 should be classified as **unfavourable recovering** and Unit 2 as **unfavourable declining**.
Vulnerabilities (includes existing pressures and trends)	▪ **Grazing** - Sheep grazing has, and continues to have, a major impact on the condition of the site with significant problems as a result of the heavy grazing in the Craig Tal-y-Fan (unit 2) woodland block. Excessive sheep grazing leads to a severely impoverished ground flora and severely inhibits the growth or recruitment of young seedlings and saplings for regeneration. Cessation of all grazing over a long period could be detrimental to the field layer, especially bryophytes, as they can become shaded out. The ideal is either to mimic the very low level within a natural woodland ecosystem, or to periodically vary grazing pressure. ▪ **Air pollution*** - Possible in-combination effect of EA permitted licences, currently under investigation. o Acidification. o Eutrophication. o Photochemical oxidants. o Particulate matter.
Landowner/ Management Responsibility	These woodlands are situated entirely on Common Land, and are subject to rights of common. These include the lopping of branches for firewood which has resulted in the distinctive gnarled shape of many of the trees.

* Air Pollution Information System (APIS). Oak Woodland. Available from: http://www.apis.ac.uk/cgi_bin/habitat_result.pl?habResult=Oak+woodland&choice=allHabs&haborspec=habitat&submit.x=23&submit.y=8

Site Name: Cardiff Beech Woods **Location Grid Ref: ST118824** **JNCC Site Code: UK0030109** **Size: 115.62** **Designation: SAC**	**Habitats Regulations Assessment: Data Proforma**
Site Description	Cardiff Beech Woods lies to the north east of Cardiff and is intersected by the A4054 and the A470. The site contains one of the largest concentrations of *Asperulo-Fagetum* beech forests in Wales, and represents the habitat close to the western limit of its past native range in both the UK and Europe. The woods show mosaics and transitions to other types, including more acidic beech woodland and oak Quercus and ash *Fraxinus excelsior* woodland. Characteristic and notable species in the ground flora include ramsons *Allium ursinum*, *sanicle Sanicula europaea*, bird's-nest orchid *Neottia nidus-avis* and yellow bird's-nest *Monotropa hypopitys*.
Qualifying Features	Annex I Habitats primary reason for selection: ▪ *Asperulo-Fagetum* beech forests Annex I Habitats qualifying feature: ▪ *Tilio-Acerion* forests of slopes, screes and ravines* Priority feature
Conservation Objectives	**Conservation Objective for Feature 1:** **Aperulo-Fagetum beech forest** Vision for feature 1 The vision for this feature is for it to be in a favourable conservation status, where all of the following conditions are satisfied: ▪ The existing *Asperulo-fagetum* beech forest will be maintained. ▪ At least 95% of canopy forming trees will be locally native species such as beech, ash and oak, with some areas dominated by beech.

Site Name: Cardiff Beech Woods Location Grid Ref: ST118824 JNCC Site Code: UK0030109 Size: 115.62 Designation: SAC	Habitats Regulations Assessment: Data Proforma
	▪ The tree canopy will not be completely closed; approximately 10% of the canopy will include a dynamic shifting pattern of gaps encouraging natural regeneration of tree species of all ages. ▪ Dead wood, standing and fallen, will be maintained where possible to provide habitat for invertebrates, fungi and other woodland species. ▪ There are pockets of ground flora across the site, comprising species typical of lime-rich beech wood, including indicators of ancient woodland such as wood anemone, ramsons and sanicle. ▪ There is little evidence of browsing or squirrel damage to trees. ▪ Recreational use of the site will continue to be managed so it does not damage the wildlife interest of the site. ▪ All factors affecting the achievement of these conditions are under control. Performance indicators for feature 1 The performance indicators are part of the conservation objective, not a substitute for it. Assessment of plans and projects must be based on the entire conservation objective, not just the performance indicators. The performance indicators can be found within the Cardiff Beech Woods SAC Management Plan. **Conservation Objective for Feature 2:** ***Tilio-Acerion* forest of slopes, screes and ravines** Vision for feature 2 The vision for this feature is for it to be in a favourable conservation status, where all of the following conditions are satisfied: ▪ The existing *Tilio-acerion* forest will be maintained. ▪ At least 95% of canopy forming trees will be locally native species (sycamore included). ▪ The tree canopy will not be completely closed; approximately 10% of the canopy will include a dynamic shifting

Site Name: Cardiff Beech Woods Location Grid Ref: ST118824 JNCC Site Code: UK0030109 Size: 115.62 Designation: SAC	Habitats Regulations Assessment: Data Proforma
	pattern of gaps encouraging natural regeneration of tree species of all ages. ▪ Dead wood, standing and fallen, will be maintained where possible to provide habitat for invertebrates, fungi and other woodland species. ▪ There are pockets of ground flora across the site, comprising species typical of lime-rich beech wood, including indicators of ancient woodland such as wood anemone, ramsons and sanicle. ▪ There is little evidence of browsing or squirrel damage to trees. ▪ Recreational use of the site will continue to be managed so it does not damage the wildlife interest of the site. ▪ All factors affecting the achievement of these conditions are under control. Performance indicators for feature 2 (see performance indicators for feature 1)
Component SSSIs	▪ Fforestganol, Tongwynlais a Cwm Nofydd (units 1-5) ▪ Castell Coch Woodlands and Road Section (units 6-9) ▪ Garth Wood (units 10-12) There are 12 management units of which numbers 1, 2, 3, 4, 8, 9 and 10 comprise to form the Cardiff Beech Woods SAC. A map showing the management units can be viewed on the CCW website.
Key Environmental Conditions (factors that maintain site integrity	▪ **Maintain/manage the surrounding woodland** - Commercial forestry in the vicinity of Castell Coch may have implications for surface water supply and quality. There are also a number of active and disused limestone quarries in the area. Garth Wood surrounds Taff's Well Quarry but there are other, smaller quarries in and around all component SSSIs. Quarrying can lead to direct loss of the feature together with indirect impacts from issues such as access. There are also a number of impacts arising from restoration at the end of a quarry's working life. ▪ **Manage public access** - Management of the recreational use of the woodlands should focus on maintaining the network of public footpaths and access routes. Regular maintenance of the footpaths and bridleways is essential to stop them spreading onto the adjacent woodland habitat. By restricting recreational use of the woodlands to certain

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	areas and paths, natural woodland processes can be left to occur away from these areas of recreational use and without the need for intervention from a public health and safety perspective.
SAC Condition Assessment	**Conservation Status of Feature 1** **Aperulo-Fagetum beech forest** The sites were monitored in March 2004 to gather the extent or condition of the habitat. The current feature status for the Asperulo-fagetum beech forest is **Unfavourable** - Unclassified (March 2004). The justification for the above feature status (March 2004) is as follows: CCW view is that the site is still recovering from undesirable effects of past management. Although most if not all aspects of the component sites are heading in the right direction the status is still short of favourable. Implementation of appropriate management will be addressed but in our view there is no urgent or immediate need for action. The Garth Wood component is thought to be 'unfavourable recovering' although a management plan has not been prepared to date so its status has not been fully assessed. The management is mostly limited intervention and for most of the site there is good age structure and gap regeneration. Natural processes could be enhanced by localised intervention and this will be addressed through management recommendations. Fforestganol a Chwm Nofydd is thought to be 'unfavourable recovering', although a management plan has not been prepared to date so its status has not been fully assessed. Although there are small areas of even age structure there is generally a diverse age structure. This, together with concerns at the percentage of beech at some locations, will be addressed through management recommendations. Castell Coch Woodlands and Road Section is thought to be 'unfavourable recovering'. A full management plan has not been prepared to date so its status has not been fully assessed. There is generally an even age structure with low canopy cover. However, there is evidence of natural woodland processes, with good regeneration within the pattern of gaps. Recovery is expected over time and this could be hastened with increased localised intervention. This, together

Site Name: Cardiff Beech Woods **Location Grid Ref: ST118824** **JNCC Site Code: UK0030109** **Size: 115.62** **Designation: SAC**	**Habitats Regulations Assessment: Data Proforma**
	with concerns over the species composition (particularly ash and sycamore) at some locations will be addressed through management recommendations. **Conservation Status of Feature 2** **Tilio-Acerion forest of slopes, screes and ravines** The sites were monitored in February 2004 to gather the extent or condition of the habitats and the species. The current feature status for the Tilio-Acerion forest of slopes, screes and ravines is **Unfavourable - Recovering** (February 2004). The justification for the above feature status (February 2004) is as follows: CCW view is that the site is still recovering from undesirable effects of past management. Although most if not all aspects of the component sites are heading in the right direction the status is still short of favourable. Implementation of appropriate management will be addressed but in our view there is no urgent or immediate need for action. The Garth Wood component is thought to be 'unfavourable recovering' although a management plan has not been prepared to date so its status has not been fully assessed. The management is mostly limited intervention and for most of the site there is good age structure and gap regeneration. Natural processes could be enhanced by localised intervention and this will be addressed through management recommendations. Fforestganol a Chwm Nofydd is thought to be 'unfavourable recovering', although a management plan has not been prepared to date so its status has not been fully assessed. Although there are small areas of even age structure there is generally a diverse age structure. This, together with concerns at the percentage of beech at some locations, will be addressed through management recommendations.
Vulnerabilities (includes existing pressures and trends)	▪ **Atmospheric Pollution** - its location in industrialised South Wales, together with the presence of nearby quarrying and associated activities, means that there is the potential for localised atmospheric pollution. Quarry dust deposition is an issue that occasionally comes up. o Nitrogen deposition.

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	o Photochemical oxidants (ozone). o Acidification. ▪ **Recreational pressure** - All component SSSIs are used to a greater or lesser extent for recreation purposes. Castell Coch Woodlands and Fforestganol a Chwm Nofydd experience the most recreation pressure, and are popular for walking, climbing and mountain biking. The Taff train runs through part of the Castell Coch Woodlands site and the historic building of Castell Coch attracts many visitors, which increases the access pressure on the woodlands. The road section is becoming increasingly popular for climbing, and this is unlikely to be a problem for the geological interest of the site. However, climbing could be potentially damaging to trees at the top of the crag and needs to be kept under review. Management of access is nominally through the individual site owners but there are potential conflicts between different users which to date have been addressed through the Local Authority Access Forum. Recreation within the areas supporting this habitat feature is restricted due to the steep and rocky nature of the terrain. Therefore the recreational pressure on areas of Tilio-acerion is less than on areas of Asperulo-fagetum habitat. Nonetheless, given the high recreation pressure experienced by Fforestganol a Chwm Nofydd, which supports areas of Tilio-acerion habitat, aspects of recreational management still apply to this feature. ▪ **Mineral extraction and related activities** - There are a number of active and disused limestone quarries in the area. Garth Wood surrounds Taff's Well Quarry but there are other, smaller quarries in and around all component SSSIs. Quarrying can lead to direct loss of the feature together with indirect impacts from issues such as access. There are also a number of impacts arising from restoration at the end of a quarry's working life. ▪ **Development** - Its location in the populated South Wales area means that there is considerable development pressure in the vicinity including associated infrastructure on land adjacent to the site. There is the potential for a range of impacts arising from increasing urbanisation. ▪ **Commercial Forestry** - Commercial forestry in the vicinity of Castell Coch may have implications for surface water supply and quality.

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	▪ **Non-native species** - The presence of a number of species considered to be non-native e.g. sycamore and Japanese knotweed, is currently under review to determine any detrimental effects on the woodland communities of special interest.
Landowner/ Management Responsibility	The majority of the woodlands are owned, or in the guardianship of government agencies, with most of the remainder of the woodland covered by a Section 106 agreement. Cardiff County Council, Cadw and Forestry Commission carry out woodland management for conservation purposes and occasionally health and safety purposes.

Site Name: River Usk **Location Grid Ref: SO301113** **JNCC Site Code: UK0013007** **Size: 1007.71** **Designation: SAC**	**Habitats Regulations Assessment: Data Proforma**
Site Description	The River Usk SAC rises in the Black Mountain range in the west of the Brecon Beacons National Park and flows east and then south, to enter the Severn Estuary at Newport. The overall form of the catchment is long and narrow, with short, generally steep tributaries flowing north from the Black Mountain, Fforest Fawr and Brecon Beacons, and south from Mynydd Epynt and the Black Mountains. The underlying geology consists predominantly of Devonian Old Red Sandstone with a moderate base status, resulting in waters that are generally well buffered against acidity. This geology also produces a generally low to moderate nutrient status, and a moderate base-flow index, intermediate between base-flow dominated rivers and more flashy rivers on less permeable geology. The run-off characteristics and nutrient status are significantly modified by land use in the catchment, which is predominantly pastoral with some woodland and commercial forestry in the headwaters and arable in the lower catchment. The Usk catchment is entirely within Wales. The ecological structure and functions of the site are dependent on hydrological and geomorphological processes (often referred to as hydromorphological processes), as well as the quality of riparian habitats and connectivity of habitats. Animals that move around and sometimes leave the site, such as migratory fish and otters, may also be affected by factors operating outside the site. The River Usk is also important for its population of sea lamprey *Petromyzon marinus*. The site also supports a healthy population of brook lamprey *Lampetra planeri* and river lamprey *Lampetra fluviatilis* and is considered to provide exceptionally good quality habitat likely to ensure the continued survival of the species in this part of the UK. The site supports a range of Annex II fish species, which includes twaite shad *Alosa falla*, salmon *Salmo sala* and bullhead *Cottus gobi*. The River Usk is an important site for otters Lutra lutra in Wales.
Qualifying Features	Annex I Habitats qualifying feature: ▪ Water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation Annex II Species primary reason for selection:

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	▪ Sea lamprey *Petromyzon marinus* ▪ Brook lamprey *Lampetra planeri* ▪ River lamprey *Lampetra fluviatilis* ▪ Twaite shad *Alosa fallax* ▪ Atlantic salmon *Salmo salar* ▪ Bullhead *Cottus gobio* ▪ Otter *Lutra lutra* Annex II Species qualifying feature: ▪ Allis shad *Alosa alosa*
Conservation Objectives	**The ecological status of the water course is a major determinant of Favourable Condition Status (FCS) for all features. The required conservation objective for the water course is defined below.** **Conservation Objective for the water course** ▪ The capacity of the habitats in the SAC to support each feature at near-natural population levels, as determined by predominantly unmodified ecological and hydromorphological processes and characteristics, should be maintained as far as possible, or restored where necessary. ▪ The ecological status of the water environment should be sufficient to maintain a stable or increasing population of each feature. This will include elements of water quantity and quality, physical habitat and community composition and structure. It is anticipated that these limits will concur with the relevant standards used by the Review of Consents process given in Annexes 1-3. ▪ Flow regime, water quality and physical habitat should be maintained in, or restored as far as possible to, a near-natural state, in order to support the coherence of ecosystem structure and function across the whole area of the SAC. ▪ All known breeding, spawning and nursery sites of species features should be maintained as suitable habitat as far as

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	possible, except where natural processes cause them to change. ▪ Flows, water quality, substrate quality and quantity at fish spawning sites and nursery areas will not be depleted by abstraction, discharges, engineering or gravel extraction activities or other impacts to the extent that these sites are damaged or destroyed. ▪ The river planform and profile should be predominantly unmodified. Physical modifications having an adverse effect on the integrity of the SAC, including, but not limited to, revetments on active alluvial river banks using stone, concrete or waste materials, unsustainable extraction of gravel, addition or release of excessive quantities of fine sediment, will be avoided. ▪ River habitat SSSI features should be in favourable condition. In the case of the Usk Tributaries SSSI, the SAC habitat is not underpinned by a river habitat SSSI feature. In this case, the target is to maintain the characteristic physical features of the river channel, banks and riparian zone. ▪ Artificial factors impacting on the capability of each species feature to occupy the full extent of its natural range should be modified where necessary to allow passage, eg. weirs, bridge sills, acoustic barriers. ▪ Natural factors such as waterfalls, which may limit the natural range of a species feature or dispersal between naturally isolated populations, should not be modified. ▪ Flows during the normal migration periods of each migratory fish species feature will not be depleted by abstraction to the extent that passage upstream to spawning sites is hindered. ▪ Flow objectives for assessment points in the Usk Catchment Abstraction Management Strategy will be agreed between EA and CCW as necessary. It is anticipated that these limits will concur with the standards used by the Review of Consents process given in Annex 1 of this document. ▪ Levels of nutrients, in particular phosphate, will be agreed between EA and CCW for each Water Framework Directive water body in the Usk SAC, and measures taken to maintain nutrients below these levels. It is anticipated that these limits will concur with the standards used by the Review of Consents process given in Annex 2 of this document. ▪ Levels of water quality parameters that are known to affect the distribution and abundance of SAC features will be agreed between EA and CCW for each Water Framework Directive water body in the Usk SAC, and measures taken to maintain pollution below these levels. It is anticipated that these limits will concur with the standards used by the Review of Consents process given in Annex 3 of this document. ▪ Potential sources of pollution not addressed in the Review of Consents, such as contaminated land, will be

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	considered in assessing plans and projects. ▪ Levels of suspended solids will be agreed between EA and CCW for each Water Framework Directive water body in the Usk SAC. Measures including, but not limited to, the control of suspended sediment generated by agriculture, forestry and engineering works, will be taken to maintain suspended solids below these levels. **Conservation Objective for Features 1-5:** - **Sea lamprey** *Petromyzon marinus*; - **Brook lamprey** *Lampetra planeri*; - **River lamprey** *Lampetra fluviatilis*; - **Twaite shad** *Alosa fallax*; - **Allis shad** *Alosa alosa*; - **Atlantic salmon** *Salmo salar*; - **Bullhead** *Cottus gobio*. Vision for features 1-5 The vision for this feature is for it to be in a favourable conservation status, where all of the following conditions are satisfied: ▪ The conservation objective for the water course as defined in 4.1 above must be met. ▪ The population of the feature in the SAC is stable or increasing over the long term. ▪ The natural range of the feature in the SAC is neither being reduced nor is likely to be reduced for the foreseeable future. The natural range is taken to mean those reaches where predominantly suitable habitat for each life stage exists over the long term. Suitable habitat is defined in terms of near-natural hydrological and geomorphological processes and forms eg. suitable flows to allow upstream migration, depth of water and substrate type at spawning sites, and ecosystem structure and functions eg. food supply. Suitable habitat need not be present throughout the SAC but where present must be secured for the foreseeable future. Natural factors such as waterfalls may limit the natural range of individual species. Existing artificial influences on natural range that cause an adverse effect on site integrity, such as physical barriers to migration, will be assessed in view of the following bullet point.

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	▪ There is, and will probably continue to be, a sufficiently large habitat to maintain the feature's population in the SAC on a long-term basis. Performance indicators for features 1-5 The performance indicators are part of the conservation objective, not a substitute for it. Assessment of plans and projects must be based on the entire conservation objective, not just the performance indicators. The performance indicators can be found within the River Usk SAC Management Plan . **Conservation Objective for Feature 6:** **- European otter** *Lutra lutra* Vision for feature 6 The vision for this feature is for it to be in a favourable conservation status, where all of the following conditions are satisfied: ▪ The population of otters in the SAC is stable or increasing over the long term and reflects the natural carrying capacity of the habitat within the SAC, as determined by natural levels of prey abundance and associated territorial behaviour. ▪ The natural range of otters in the SAC is neither being reduced nor is likely to be reduced for the foreseeable future. The natural range is taken to mean those reaches that are potentially suitable to form part of a breeding territory and/or provide routes between breeding territories. The whole area of the Usk SAC is considered to form potentially suitable breeding habitat for otters. The size of breeding territories may vary depending on prey abundance. The population size should not be limited by the availability of suitable undisturbed breeding sites. Where these are insufficient they should be created through habitat enhancement and where necessary the provision of artificial holts. No otter breeding site should be subject to a level of disturbance that could have an adverse effect on breeding success. Where necessary, potentially harmful levels of disturbance must be managed. ▪ The safe movement and dispersal of individuals around the SAC is facilitated by the provision, where necessary, of suitable riparian habitat, and underpasses, ledges, fencing etc at road bridges and other artificial barriers.

Site Name: River Usk **Location Grid Ref: SO301113** **JNCC Site Code: UK0013007** **Size: 1007.71** **Designation: SAC**	**Habitats Regulations Assessment: Data Proforma**
	Performance indicators for feature 6 (see performance indicators for features 1 - 5) **Conservation Objective for Feature 7:** **- Water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation** Vision for feature 7 The performance indicators are part of the conservation objective, not a substitute for it. Assessment of plans and projects must be based on the entire conservation objective, not just the performance indicators. ▪ The conservation objectives for the water course as defined above must be met. ▪ The natural range of the plant communities represented within this feature should be stable or increasing in the SAC. The natural range is taken to mean those reaches where predominantly suitable habitat exists over the long term. Suitable habitat and associated plant communities may vary from reach to reach. Suitable habitat is defined in terms of near-natural hydrological and geomorphological processes and forms eg. depth and stability of flow, stability of bed substrate, and ecosystem structure and functions eg. nutrient levels, shade. Suitable habitat for the feature need not be present throughout the SAC but where present must be secured for the foreseeable future, except where natural processes cause it to decline in extent. ▪ The area covered by the feature within its natural range in the SAC should be stable or increasing. ▪ The conservation status of the feature's typical species should be favourable. The typical species are defined with reference to the species composition of the appropriate JNCC river vegetation type for the particular river reach, unless differing from this type due to natural variability when other typical species may be defined as appropriate. Performance indicators for feature 7 (see performance indicators for features 1 - 5)
Component SSSIs	▪ River Usk (Upper Usk) SSSI ▪ River Usk (Lower Usk) SSSI ▪ River Usk (Tributaries) SSSI

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	▪ Penllwyn-yr-hendy SSSI ▪ Coed Dyrysiog SSSI ▪ Coed Nant Menascin SSSI ▪ Coed Ynysfaen SSSI The SAC has been divided into 10 management units: ▪ Units 1 to 3 - River Usk (Lower Usk) SSSI. ▪ Units 4 to 6 - River Usk (Upper Usk) SSSI. ▪ Units 7 to 10 - River Usk (Tributaries) SSSI. A map showing the various management units can be seen within the River Usk SAC Management Plan.
Key Environmental Conditions (factors that maintain site integrity	▪ **Hydrological processes**: o **River flow** (level and variability) and **water chemistry**, determine a range of habitat factors of critical importance to the SAC features, including current velocity, water depth, wetted area, substrate quality, dissolved oxygen levels and water temperature. Maintenance of both high 'spate' flows and base-flows is essential. Reduction in flows may reduce the ability of the adults of migratory fish to reach spawning sites. Water-crowfoot vegetation thrives in relatively stable, moderate flows and clean water. The flow regime should be characteristic of the river in order to support the functioning of the river ecosystem. ▪ **Geomorphological processes** - of erosion by water and subsequent deposition of eroded sediments downstream, create the physical structure of the river habitats. Whilst some sections of the river are naturally stable, especially where they flow over bedrock, others undergo constant and at times rapid change through the erosion and deposition of bed and bank sediments as is typical of meandering sections within floodplains (called 'alluvial' rivers). These processes help to sustain the river ecosystem by allowing a continued supply of clean gravels and other important substrates to be transported downstream. In addition, the freshly deposited and eroded surfaces, such as shingle banks and earth cliffs, enable processes of ecological succession to begin again, providing an essential habitat for specialist, early-successional species. Lampreys need clean gravel for spawning, and marginal silt or sand for the

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	burrowing juvenile ammocoetes. Processes at the wider catchment scale generally govern processes of erosion and deposition occurring at the reach scale, although locally, factors such as the effect of grazing levels on riparian vegetation structure may contribute to enhanced erosion rates. In general, management that interferes with natural geomorphological processes, for example preventing bank erosion through the use of hard revetments or removing large amounts of gravel, are likely to be damaging to the coherence of the ecosystem structure and functions. ▪ **Riparian habitats** - including bank sides and habitats on adjacent land, are an integral part of the river ecosystem. Diverse and high quality riparian habitats have a vital role in maintaining the SAC features in a favourable condition. The type and condition of riparian vegetation influences shade and water temperature, nutrient run-off from adjacent land, the availability of woody debris to the channel and inputs of leaf litter and invertebrates to support in-steam consumers. Light, temperature and nutrient levels influence in-stream plant production and habitat suitability for the SAC features. Woody debris is very important as it provides refuge areas from predators, traps sediment to create spawning and juvenile habitat and forms the base of an important aquatic food chain. Otters require sufficient undisturbed riparian habitats as breeding and resting sites. It is important that appropriate amounts of tree cover, in general at least 50% high canopy cover, tall vegetation and other semi-natural habitats are maintained on the riverbanks and in adjacent areas, and that they are properly managed to support the SAC features. This may be achieved, for example, through managing grazing levels, selective coppicing of riparian trees and restoring adjacent wetlands. In the urban sections the focus may be on maintaining the river as a communication corridor but this will still require that sufficient riparian habitat is present and managed to enable the river corridor to function effectively. ▪ **Habitat connectivity** - is an important property of a river ecosystem structure and function. Many of the fish that spawn in the river are migratory, depending on the maintenance of suitable conditions on their migration routes to allow the adults to reach available spawning habitat and juvenile fish to migrate downstream. For resident species, dispersal to new areas, or the prevention of dispersal causing isolated populations to become genetically distinct, may be important factors. Naturally isolated feature populations that are identified as having important genetic distinctiveness should be maintained. Artificial obstructions including weirs and bridge sills can reduce connectivity for some species. In addition, reaches subject to depleted flow levels, pollution, or disturbance due to noise, vibration or light, can all inhibit the movement of sensitive species. The dispersal of semi-terrestrial species such as the otter can be adversely affected by structures such as bridges under certain flow conditions; therefore, these must be designed to allow safe passage. The continuity of riparian habitats enables a wide range of terrestrial species, for example

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	lesser horseshoe bats, to migrate and disperse through the landscape. Connectivity should be maintained or restored where necessary as a means to ensure access for the features to sufficient habitat within the SAC.
SAC Condition Assessment	**Conservation status of Feature 1: Sea lamprey *Petromyzon marinus*** Status: **Unfavourable**: Unclassified. Sea lamprey monitoring showed that overall catchment mean ammocoete density considerably exceeded the JNCC target threshold and also complied with targets for spawning site and ammocoete distribution. A caveat on the latter is uncertainty over whether the natural range of sea lamprey extends above Brecon weir: this is assumed not to be the case. Factors leading to an unfavourable assessment are the presence of probable partial barriers further downstream (notably Crickhowell Bridge), and flow depletion resulting from abstractions including Brecon canal and Prioress Mill public water supply abstraction. The latter in particular has been shown to have effects both on a seasonal timescale by reducing spate flows during the migration period and on a diurnal timescale by substantially depleting flows during the night time to the extent that sea lamprey nests and nursery areas are likely to be exposed above the water level. The effect of the Brecon canal abstraction has been shown to comprise a substantial depletion of flows, at least locally, during low flow periods with a resulting reduction in river depth downstream of the off-take weir. **Conservation status of Feature 2: Brook lamprey *Lampetra planeri* and River lamprey *Lampetra fluviatilis*** Status: **Favourable**. Brook/river lamprey monitoring showed that overall catchment mean ammocoete density considerably exceeded the JNCC target threshold and also complied with targets for ammocoete distribution1. It has not been possible to distinguish between these two species during monitoring, due to the reliance on juvenile stages (ammocoetes). Anecdotal evidence suggests that both species are likely to be present in many reaches, though brook lamprey are expected to predominate in the headwaters and river lamprey may be the more abundant species in the main channel and the lower reaches of larger tributaries. More information on the relative abundance of these two species in different parts of the Usk SAC is desirable. Records of spawning adult river lamprey would be particularly useful.

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	Conservation status of Feature 3: Twaite shad *Alosa fallax* and Allis shad *Alosa alosa* Status: **Unfavourable**: Unclassified. Monitoring of these species in the Usk relies on two methods, Kick sampling for eggs provides qualitative information on spawning distribution, Netting for juveniles in the lower river and tidal reaches during late summer/autumn when juveniles drift downstream towards the estuary. These methods do not distinguish between the two species. Allis shad is thought to be rare, with no recent records in the Usk, while twaite shad is relatively common. Kick sampling for eggs is only able to give a broad scale indication of presence or absence at sampled locations. Netting for juveniles gives a quantitative estimate of abundance, though may be subject to a high degree of uncertainty due to sampling error. This uncertainty is likely to be compounded by variation between years in the size of the adult run, spawning success and resulting numbers of juveniles. Poor adult runs are likely to result from unsuitable flows during the March to June migration period, in particular prolonged low flows, while poor survival of eggs and juveniles is related to spate flows in the mid to late summer which can flush them into the estuary prematurely. CSM guidance states that adult run size should comply with an agreed target for each river, with no drop in the annual run greater than would be expected from variations in natural mortality alone. This attribute is not currently assessed in the Usk due to the absence of a fish counter. The current unfavourable status results from a precautionary assessment of feature distribution and abundance, and from the presence of adverse factors, in particular flow depletion and physical barriers to migration. **Conservation status of Feature 4: Atlantic salmon *Salmo salar*** Status: **Unfavourable**: Unclassified. Monitoring of Atlantic salmon in the Usk relies on two methods, 1. Estimation of adult run size from angling catch returns, 2. Electro-fishing for juveniles in nursery areas. The estimate of adult numbers is converted into an estimate of numbers of eggs deposited which is compared against an Egg Deposition Target (EDT), calculated by considering the area of suitable spawning habitat within the catchment. The

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	equivalent adult run to achieve the EDT is described in terms of a Conservation Limit, which must be exceeded 4 years in 5 for the Management Target to be considered attained. Electro-fishing for juveniles is either quantitative or semi-quantitative, and estimated juvenile densities are classified in one of six categories A to F. The monitoring guidance produced by the LIFE in UK Rivers project recommends that ideally juvenile densities should be compared to predicted densities for the sample reach using the HABSCORE model6. These targets are calculated and monitored by the Environment Agency as part of the Salmon Action Plan for the Usk. The current unfavourable status results from a precautionary assessment of feature distribution and abundance, in particular the results of juvenile surveys, and from the presence of adverse factors, in particular flow depletion and localised water quality failures. **Conservation status of Feature 5: Bullhead *Cottus gobio*** Status: **Unfavourable**: Unclassified. The current unfavourable status results from the presence of adverse factors, in particular flow depletion and localised water quality failures. Records obtained from juvenile salmon monitoring show that bullhead are widespread in the main river and tributaries. There is a need for quantitative information on bullhead abundance, which will be addressed by targeted monitoring in 2007. **Conservation status of Feature 6: European otter *Lutra lutra*** Status: **Favourable**. The conservation status of otters in the Usk SAC is determined by monitoring their distribution, breeding success, and the condition of potential breeding and feeding habitat outlined in the Performance Indicators. Their current condition can be considered favourable, but with scope for further improvement, if habitat and other natural factors can be maintained and enhanced. **Conservation status of Feature 7: Water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation** Status: **Unfavourable**: Unclassified. The present unfavourable status of the feature results from the over-abundance of invasive non-native species of bankside plant communities, which are included within the feature definition. These are predominantly giant hogweed and Himalayan balsam in the lower reaches of the main river.

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Vulnerabilities (includes existing pressures and trends)	▪ **Abstraction levels -** Entrainment in water abstractions directly impacts on lamprey population dynamics through reduced recruitment and survival rates. The impact of flow depletion resulting from a small number of major abstractions was highlighted in the Review of Consents process. ▪ **Eutrophication** - factors that are important to the favourable conservation status of this feature include flow, substrate quality and water quality, which in turn influence species composition and abundance. These factors often interact, producing unfavourable conditions by promoting the growth of a range of algae and other species indicative of eutrophication. Under conditions of prolonged low flows and high nutrient status, epiphytic algae may suppress the growth of aquatic flowering plants. ▪ **Diffuse Pollution** - The Atlantic salmon is the focus for much of the management activity carried out on the Usk. The relatively demanding water quality and spawning substrate quality requirements of this feature mean that reduction in diffuse pollution and siltation impacts is a high priority. In the Usk catchment, the most significant sources of diffuse pollution and siltation are from agriculture, including fertiliser run-off, livestock manure, silage effluent and soil erosion from ploughed land. The most intensively used areas such as heavily trampled gateways and tracks can be especially significant sources of polluting run-off. Farm operations should avoid ploughing land which is vulnerable to soil erosion or leaving such areas without crop cover during the winter. Contamination by synthetic pyrethroid sheep dips, which are extremely toxic to aquatic invertebrates, has a devastating impact on crayfish populations and can deprive fish populations of food over large stretches of river. These impacts can arise if recently dipped sheep are allowed access to a stream or hard standing area, which drains into a watercourse. Pollution from organophosphate sheep dips and silage effluent can be very damaging locally. Pollution from slurry and other agricultural and industrial chemicals, including fuels, can kill all forms of aquatic life. All sheep dips and silage, fuel and chemical storage areas should be sited away from watercourses or bunded to contain leakage. Recently dipped sheep should be kept off stream banks. Discharges from sewage treatment works, urban drainage, engineering works such as road improvement schemes, contaminated land, and other domestic and industrial sources can also be significant causes of pollution, and must be managed appropriately. Pollution of rivers with toxic chemicals, such as PCBs, was one of the major factors identified in the widespread decline of otters during the last century.

Site Name: River Usk Location Grid Ref: SO301113 JNCC Site Code: UK0013007 Size: 1007.71 Designation: SAC	Habitats Regulations Assessment: Data Proforma
	▪ **Barriers to migration** - There are few barriers to migration for the anadromous species and where barriers exist, investigation is proposed to analyse for potential impacts and remedy them through multi-species fish passes. Crickhowell Bridge is considered to be the most significant barrier to fish migration in the Usk. Management to reduce or remove the effect of this barrier is a high priority for the River Usk SAC. Artificial physical barriers are probably the single most important factor in the decline of shad in Europe. Impassable obstacles between suitable spawning areas and the sea can eliminate breeding populations of shad. Both species (but particularly allis shad) can make migrations of hundreds of kilometres from the estuary to spawning grounds in the absence of artificial barriers. Existing fish passes designed for salmon are often not effective for shad. ▪ **Development pressure** - in the lower catchment can cause temporary physical, acoustic, chemical and sediment barrier effects that need to be addressed in the assessment of specific plans and projects. Noise/vibration e.g. due to impact piling, drilling, salmon fish counters present within or in close proximity to the river can create a barrier to shad migration. Land on both sides of the river in Newport is potentially highly contaminated. Contamination of the river can arise when this is disturbed e.g. as a result of development. Contamination can also arise from pollution events (which could be shipping or industry related). Barriers resulting from vibration, chemicals, low dissolved oxygen and artificially high sediment levels must be prevented at key times (generally March to June). ▪ **Invasive non-native plants** - are a detrimental impact on the water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation. Giant hogweed, Himalayan balsam and Japanese knotweed should be actively managed to control their spread and hopefully reduce their extent in the SAC. ▪ **Artificially enhanced densities of other fish** - may introduce unacceptable competition or predation pressure and the aim should be to minimise these risks in considering any proposals for stocking. ▪ **External factors** - operating outside the SAC, may also be influential, particularly for the migratory fish and otters. For example, salmon may be affected by barriers to migration in the Severn Estuary, inshore fishing and environmental conditions prevailing in their north Atlantic feeding grounds. Otters may be affected by developments that affect resting and breeding sites outside the SAC boundary.

Site Name: River Usk Location Grid Ref: SO301113 JNCC Site Code: UK0013007 Size: 1007.71 Designation: SAC	Habitats Regulations Assessment: Data Proforma
Landowner/ Management Responsibility	▪ N/A

Site Name: River Wye **Location Grid Ref: SO109369** **JNCC Site Code: UK0012642** **Size: 2234.89** **Designation: SAC**	**Habitats Regulations Assessment: Data Proforma**
Site Description	The River Wye rises on Plynlimon in the Cambrian Mountains and flows in a generally south-easterly direction to enter the Severn Estuary at Chepstow. The upper catchment comprises several large sub-catchments, including the Irfon on the generally infertile upland landscape in the north-west, the Ithon in the north-east often on more low-lying, fertile terrain and the Lugg in the east in a predominantly low-lying fertile landscape much of which lies within England. The underlying geology consists predominantly of impermeable, acidic rocks of Silurian and Ordovician age in the north-west and more permeable Devonian Old Red Sandstone with a moderate base status in the middle and lower catchment. This geology produces a generally low to moderate nutrient status and a low to moderate base-flow index, making the river characteristically flashy. The run-off characteristics and nutrient status are significantly modified by land use in the catchment, which is predominantly pastoral with some woodland and commercial forestry in the headwaters and arable in the lower catchment and the Lugg. The Wye catchment is divided between Wales and England; the river forms the border from south of Monmouth to Chepstow and to the east of Hay-on-Wye. Historically, the Wye is the most famous and productive river in Wales for Atlantic salmon *Salmo salar*, with high-quality spawning grounds and juvenile habitat in both the main channel and tributaries. The Wye salmon population is particularly notable for the very high proportion (around 75%) of multi sea winter (MSW) fish, a stock component which has declined sharply in recent years throughout the UK. This pattern has also occurred in the Wye, with a consequent marked decline in the population since the 1980s. However, the Wye salmon population is still of considerable importance in UK terms. The Atlantic salmon is the focus for much of the management activity carried out on the Wye. The relatively demanding water quality and spawning substrate quality requirements of this feature mean that reduction in diffuse pollution and siltation impacts is a high priority. The Wye also holds the densest and most well-established otter *Lutra lutra* population in Wales, representative of otters occurring in lowland freshwater habitats in the borders of Wales. The river has bank-side vegetation cover, abundant food supply, clean water and undisturbed areas of dense scrub suitable for breeding, making it particularly favourable as otter habitat. The population remained even during the lowest point of the UK decline, confirming that the site is particularly favourable for this species and the population likely to be highly stable. The site is considered one of the best in the UK for white-clawed crayfish *Austropotamobius pallipes*. The tributaries are the main haven for the species, particularly at the confluences of the main river and the Edw, Dulas Brook, Sgithwen and Clettwr Brook. Other importance species supported by the River Wye are twaite shad, bullhead and river, sea and brook lamprey.

Site Name: River Wye **Location Grid Ref: SO109369** **JNCC Site Code: UK0012642** **Size: 2234.89** **Designation: SAC**	**Habitats Regulations Assessment: Data Proforma**
Qualifying Features	Annex I habitats primary reason for selection: ▪ Water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation Annex I habitats qualifying feature: ▪ Transition mires and quaking bogs Annex II species primary reason for selection: ▪ White-clawed (or Atlantic stream) crayfish Austropotamobius pallipes ▪ Sea lamprey *Petromyzon marinus* ▪ Brook lamprey *Lampetra planeri* ▪ River lamprey *Lampetra fluviatilis* ▪ Twaite shad *Alosa fallax* ▪ Atlantic salmon *Salmo salar* ▪ Bullhead *Cottus gobio* ▪ Otter *Lutra lutra* Annex II Species qualifying feature: ▪ Allis shad *Alosa alosa*
Conservation Objectives	The ecological status of the watercourse is a major determinant of Favourable Condition Status for all features. The required conservation objective for the watercourse is defined below. **Conservation Objective for the watercourse** ▪ The capacity of the habitats in the SAC to support each feature at near-natural population levels, as determined by predominantly unmodified ecological and hydromorphological processes and characteristics, should be maintained as far as possible, or restored where necessary.

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	▪ The ecological status of the water environment should be sufficient to maintain a stable or increasing population of each feature. This will include elements of water quantity and quality, physical habitat and community composition and structure. It is anticipated that these limits will concur with the relevant standards used by the Review of Consents process given in Annexes 1-3. ▪ Flow regime, water quality and physical habitat should be maintained in, or restored as far as possible to, a near-natural state, in order to support the coherence of ecosystem structure and function across the whole area of the SAC. ▪ All known breeding, spawning and nursery sites of species features should be maintained as suitable habitat as far as possible, except where natural processes cause them to change. ▪ Flows, water quality, substrate quality and quantity at fish spawning sites and nursery areas will not be depleted by abstraction, discharges, engineering or gravel extraction activities or other impacts to the extent that these sites are damaged or destroyed. ▪ The river planform and profile should be predominantly unmodified. Physical modifications having an adverse effect on the integrity of the SAC, including, but not limited to, revetments on active alluvial river banks using stone, concrete or waste materials, unsustainable extraction of gravel, addition or release of excessive quantities of fine sediment, will be avoided. ▪ River habitat SSSI features should be in favourable condition. Where the SAC habitat is not underpinned by a river habitat SSSI feature, the target is to maintain the characteristic physical features of the river channel, banks and riparian zone. ▪ Artificial factors impacting on the capability of each species feature to occupy the full extent of its natural range should be modified where necessary to allow passage, eg. weirs, bridge sills, acoustic barriers. ▪ Natural factors such as waterfalls, which may limit, wholly or partially, the natural range of a species feature or dispersal between naturally isolated populations, should not be modified. ▪ Flows during the normal migration periods of each migratory fish species feature will not be depleted by abstraction to the extent that passage upstream to spawning sites is hindered. ▪ Flow objectives for assessment points in the Wye Catchment Abstraction Management Strategy will be agreed between EA and CCW as necessary. It is anticipated that these limits will concur with the standards used by the Review of Consents process given in Annex 1 of this document.

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	▪ Levels of nutrients, in particular phosphate, will be agreed between EA and CCW for each Water Framework Directive water body in the Wye SAC, and measures taken to maintain nutrients below these levels. It is anticipated that these limits will concur with the standards used by the Review of Consents process given in Annex 2 of this document. ▪ Levels of water quality parameters that are known to affect the distribution and abundance of SAC features will be agreed between EA and CCW for each Water Framework Directive water body in the Wye SAC, and measures taken to maintain pollution below these levels. It is anticipated that these limits will concur with the standards used by the Review of Consents process given in Annex 3 of this document. ▪ Potential sources of pollution not addressed in the Review of Consents, such as contaminated land, will be considered in assessing plans and projects. ▪ Levels of suspended solids will be agreed between EA and CCW for each Water Framework Directive water body in the Wye SAC. Measures including, but not limited to, the control of suspended sediment generated by agriculture, forestry and engineering works, will be taken to maintain suspended solids below these levels. **Conservation Objective for Features 1-5:** - **Sea lamprey** *Petromyzon marinus*; - **Brook lamprey** *Lampetra planeri*; - **River lamprey** *Lampetra fluviatilis*; - **Twaite shad** *Alosa fallax*; - **Allis shad** *Alosa alosa*; - **Atlantic salmon** *Salmo salar*; - **Bullhead** *Cottus gobio*. Vision for features 1-5 The vision for this feature is for it to be in a favourable conservation status, where all of the following conditions are satisfied: ▪ The conservation objective for the water course as defined in 4.1 above must be met. ▪ The population of the feature in the SAC is stable or increasing over the long term.

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	▪ The natural range of the feature in the SAC is neither being reduced nor is likely to be reduced for the foreseeable future. The natural range is taken to mean those reaches where predominantly suitable habitat for each life stage exists over the long term. Suitable habitat is defined in terms of near-natural hydrological and geomorphological processes and forms eg. suitable flows to allow upstream migration, depth of water and substrate type at spawning sites, and ecosystem structure and functions eg. food supply. Suitable habitat need not be present throughout the SAC but where present must be secured for the foreseeable future. Natural factors such as waterfalls may limit the natural range of individual species. Existing artificial influences on natural range that cause an adverse effect on site integrity, such as physical barriers to migration, will be assessed in view of the following bullet point. ▪ There is, and will probably continue to be, a sufficiently large habitat to maintain the feature's population in the SAC on a long-term basis. Performance indicators for features 1-5 The performance indicators are part of the conservation objective, not a substitute for it. Assessment of plans and projects must be based on the entire conservation objective, not just the performance indicators. The performance indicators can be found within the River Wye SAC Management Plan. **Conservation Objective for Feature 6:** **- European otter** *Lutra lutra* Vision for feature 6 The vision for this feature is for it to be in a favourable conservation status, where all of the following conditions are satisfied: ▪ The population of otters in the SAC is stable or increasing over the long term and reflects the natural carrying capacity of the habitat within the SAC, as determined by natural levels of prey abundance and associated territorial behaviour. ▪ The natural range of otters in the SAC is neither being reduced nor is likely to be reduced for the foreseeable future. The natural range is taken to mean those reaches that are potentially suitable to form part of a breeding territory and/or provide routes between breeding territories. The whole area of the Wye SAC is considered to form potentially

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	suitable breeding habitat for otters. The size of breeding territories may vary depending on prey abundance. The population size should not be limited by the availability of suitable undisturbed breeding sites. Where these are insufficient they should be created through habitat enhancement and where necessary the provision of artificial holts. No otter breeding site should be subject to a level of disturbance that could have an adverse effect on breeding success. Where necessary, potentially harmful levels of disturbance must be managed. ▪ The safe movement and dispersal of individuals around the SAC is facilitated by the provision, where necessary, of suitable riparian habitat, and underpasses, ledges, fencing etc at road bridges and other artificial barriers. Performance indicators for feature 6 (see performance indicators for features 1 - 5) **Conservation Objective for Feature 7:** **- Water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation** Vision for feature 7 The vision for this feature is for it to be in a favourable conservation status, where all of the following conditions are satisfied: ▪ The conservation objectives for the water course as defined above must be met. ▪ The natural range of the plant communities represented within this feature should be stable or increasing in the SAC. The natural range is taken to mean those reaches where predominantly suitable habitat exists over the long term. Suitable habitat and associated plant communities may vary from reach to reach. Suitable habitat is defined in terms of near-natural hydrological and geomorphological processes and forms eg. depth and stability of flow, stability of bed substrate, and ecosystem structure and functions eg. nutrient levels, shade. Suitable habitat for the feature need not be present throughout the SAC but where present must be secured for the foreseeable future, except where natural processes cause it to decline in extent. ▪ The area covered by the feature within its natural range in the SAC should be stable or increasing. ▪ The conservation status of the feature's typical species should be favourable. The typical species are defined with reference to the species composition of the appropriate JNCC river vegetation type for the particular river reach, unless differing from this type due to natural variability when other typical species may be defined as appropriate.

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	Performance indicators for feature 7 (see performance indicators for features 1 - 5) **Conservation Objective for Feature 8:** **- White-clawed crayfish *Austropotamobius pallipes*** Vision for feature 8 The vision for this feature is for it to be in a favourable conservation status, where all of the following conditions are satisfied: ▪ The conservation objective for the water course as defined in 4.1 above must be met. ▪ The population of the feature in the SAC is stable or increasing over the long term. ▪ The natural range of the feature in the SAC is neither being reduced nor is likely to be reduced for the foreseeable future. The natural range is taken to mean those reaches where predominantly suitable habitat for each life stage exists over the long term. Suitable habitat is defined in terms of near-natural hydrological and geomorphological processes and forms e.g. substrate type, water hardness and temperature, and ecosystem structure and functions e.g. food supply, absence of invasive non-native competitors. Suitable habitat need not be present throughout the SAC but where present must be secured for the foreseeable future. Natural factors such as waterfalls may limit the natural range of individual species. Existing artificial influences on natural range that cause an adverse effect on site integrity will be assessed in view of the objective below. ▪ There is, and will probably continue to be, a sufficiently large habitat to maintain the feature's population in the SAC on a long-term basis. Performance indicators for feature 8 (see performance indicators for features 1 - 5) **Conservation Objective for Feature 9:** **- Quaking bogs and transition mires**

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	Vision for feature 9 The vision for this feature is for it to be in a favourable conservation status, where all of the following conditions are satisfied: ▪ The conservation objective for the water course as defined in 4.1 above must be met. ▪ The natural range of the plant communities represented within this feature should be stable or increasing in the SAC. The natural range is taken to mean those reaches where near-natural hydrological and geomorphological processes and landforms favour the development of this habitat. The feature need not be present in all suitable locations in the SAC but where present must be secured for the foreseeable future. ▪ The area covered by the feature within its natural range in the SAC should be stable or increasing. ▪ The conservation status of the feature's typical species should be favourable. The typical species are defined with reference to the species composition of the appropriate NVC type(s), unless differing from this type due to natural variability/local distinctiveness when other typical/indicator species may be defined as appropriate. Performance indicators for feature 9 (see performance indicators for features 1 - 5)
Component SSSIs	The site has been divided into management units to enable practical communication about features, objectives, and management. This will also allow CCW to differentiate between the different designations where necessary. In the management plan units have been based on the following: ▪ SSSI boundaries ▪ Natural hydromorphology, where there are significant differences in management issues/key features between reaches ▪ Units partly within England coincide with Natural England's equivalent units, as far as is practicable ▪ The units include one or more of EA's River Basin Management Plan water bodies; as far as is practicable, unit boundaries coincide with these water body boundaries.

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	The component SSSIs and management units that comprise to form the River Wye SAC are: ▪ River Wye (Lower Wye) SSSI - Management units 1A to 1D; ▪ River Wye (Upper Wye) SSSI - Management units 2A & 2B; ▪ River Wye (Tributaries) SSSI - Management unit 3; ▪ Afon Llynfi SSSI - Management unit 4; ▪ Duhonw SSSI - Management unit 5; ▪ Afon Irfon SSSI - Management unit 6; ▪ River Ithon SSSI - Management unit 7; ▪ Upper Wye Tributaries SSSI - Management unit 8; and ▪ Colwyn Brook Marshes (North & South) SSSI - Management units 9A to 9G & 10A & 10E. Note: a number of smaller SSSI have part of their area included within the River Wye SAC. These are not all included separately here, but management actions for adjacent SAC units also apply to these sites. Maps containing the component SSSIs and management units can be viewed on the CCW website.
Key Environmental Conditions (factors that maintain site integrity	The **ecological structure and functions of the site are dependent on hydrological and geomorphological processes** (often referred to as hydromorphological processes), as well as the quality of riparian habitats and connectivity of habitats. Animals that move around and sometimes leave the site, such as migratory fish and otters, may also be affected by factors operating outside the site. ▪ **Hydrological processes** in particular river flow (level and variability) and water chemistry, determine a range of habitat factors of importance to the SAC features, including current velocity, water depth, wetted area, substrate quality, dissolved oxygen levels and water temperature. Maintenance of both high 'spate' flows and base-flows is essential. Reductions in flow may reduce the ability of the adult migratory fish to reach spawning sites. Water-crowfoot vegetation thrives in relatively stable, moderate flows and clean water. The flow regime should be characteristic of the river in order to support the functioning of the river ecosystem.

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	▪ **Geomorphological processes** of erosion by water and subsequent deposition of eroded sediments downstream create the physical structure of the river habitats. While some sections of the river are naturally stable, especially where they flow over bedrock, others undergo continual and at times rapid change through the erosion and deposition of bed and bank sediments as is typical of meandering sections within floodplains (called 'alluvial' rivers). These processes help to sustain the river ecosystem by allowing a continued supply of clean gravels and other important substrates to be transported downstream. In addition, the freshly deposited and eroded surfaces, such as shingle banks and earth cliffs, enable processes of ecological succession to begin again, providing an essential habitat for specialist, early-successional species. Processes at the wider catchment scale generally govern processes of erosion and deposition occurring at the reach scale, although locally factors such as the effect of grazing levels on riparian vegetation structure may contribute to enhanced erosion rates. In general, management that interferes with natural geomorphological processes, for example preventing bank erosion through the use of hard revetments or removing large amounts of gravel, are likely to be damaging to the coherence of the ecosystem structure and functions. ▪ **Riparian habitats** including bank sides and habitats on adjacent land, are an integral part of the river ecosystem. Diverse and high quality riparian habitats have a vital role in maintaining the SAC features in a favourable condition. The type and condition of riparian vegetation influences shade and water temperature, nutrient run-off from adjacent land, the availability of woody debris to the channel and inputs of leaf litter and invertebrates to support in-steam consumers. Light, temperature and nutrient levels influence in-stream plant production and habitat suitability for the SAC features. Woody debris is very important as it provides refuge areas from predators, traps sediment to create spawning and juvenile habitat and forms the base of an important aquatic food chain. Otters require sufficient undisturbed riparian habitat for breeding and resting sites. It is important that appropriate amounts of tree cover, in general at least 50% high canopy cover, tall vegetation and other semi-natural habitats are maintained on the riverbanks and in adjacent areas, and that they are properly managed to support the SAC features. This may be achieved for example, through managing grazing levels, selective coppicing of riparian trees and restoring adjacent wetlands. In the urban sections the focus may be on maintaining the river as a communication corridor but this will still require that sufficient riparian habitat is present and managed to enable the river corridor to function effectively. Overhanging trees provide valuable shade and food sources for Atlantic salmon whilst tree root systems provide important cover and flow refuges for juveniles. Bullheads are particularly associated with woody debris in lowland reaches, where it is likely that it provides an alternative source of cover from predators and floods. It may also be

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	used as an alternative spawning substrate. Debris dams and woody debris should be retained where characteristic of the river/reach. Woody debris removal should be minimised, and restricted to essential activities such as flood defence. ▪ **Habitat connectivity** is an important property of river ecosystem structure and function. Many of the fish that spawn in the river are migratory, depending on the maintenance of suitable conditions on their migration routes to allow the adults to reach available spawning habitat and juvenile fish to migrate downstream. For resident species, dispersal to new areas, or the prevention of dispersal causing isolated populations to become genetically distinct, may be important factors. Naturally isolated feature populations that are identified as having important genetic distinctiveness should be maintained. In all river types, artificial barriers should be made passable. Physical modification of barriers is required where depth/velocity/duration of flows is unsuitable to allow passage. Complete or partial natural barriers to potentially suitable spawning areas should not be modified or circumvented. Certain areas of the SAC are critical to the movement of otters both within the system and to adjacent sites. The Wye SAC provides a key movement corridor for otters passing between the relatively high densities in mid Wales and the south-east Wales coastal strip (Seven Estuary and Gwent Levels). The function of this aspect of the site should be protected through the maintenance of suitable resting sites (in terms of size, quality and levels of disturbance) through urban centres such as Monmouth. Connectivity should be maintained, or restored where necessary, as a means to ensure access for the features to sufficient habitat within the SAC. ▪ **External factors** operating outside the SAC, may also be influential, particularly for the migratory fish and otters. For example, salmon may be affected by barriers to migration in the Severn Estuary, inshore fishing and environmental conditions prevailing in their north Atlantic feeding grounds. Otters may be affected by developments that affect resting and breeding sites outside the SAC boundary.
SAC Condition Assessment	**Conservation status of Feature 1: Sea lamprey *Petromyzon marinus*** Conservation status (2006)

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	Status within the site: **Favourable: Unclassified**. Sea lamprey monitoring showed that overall catchment mean ammocoete density considerably exceeded the JNCC target threshold and also complied with targets for spawning site and ammocoete distribution. Sea lamprey ammocoetes were recorded in good numbers immediately upstream of the falls at Rhayader, their most upstream recorded site on the main Wye. They were also recorded in the Irfon and Ithon tributaries. **Conservation status of Feature 2: Brook lamprey Lampetra planeri and River lamprey *Lampetra fluviatilis*** Conservation status (2006) Status within the site: **Favourable: Unclassified**. Brook/river lamprey monitoring showed that overall catchment mean ammocoete density considerably exceeded the JNCC target threshold. However, Lampetra ammocoetes were recorded at only 30 of the 54 sample sites (56%) thus failed to meet the criterion of presence at least two thirds of sites within their natural range. Consequently, the feature may be in unfavourable condition. Further clarification is needed concerning a number of sample sites in the upper reaches (Upper Wye and Elan), which may reflect unsuitable habitat and be outside the natural ranges of the species. It has not been possible to distinguish between these two species during monitoring, due to the reliance on juvenile stages (ammocoetes). Anecdotal evidence suggests that both species are likely to be present in many reaches, though brook lamprey are expected to predominate in the headwaters and river lamprey may be the more abundant species in the main channel and the lower reaches of larger tributaries. More information on the relative abundance of these two species in different parts of the Wye SAC is desirable. Records of spawning adult river lamprey would be particularly useful. **Conservation status of Feature 3: Twaite shad *Alosa fallax* and Allis shad *Alosa alosa*** Conservation status (2006) Status within the site: **Unfavourable: Unclassified**. Physical barriers to migration are a major cause of unfavourable status of these species in Europe as a whole; however,

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	there are not thought to be any significant barriers to shad migration in the Wye. The current unfavourable status results from a precautionary assessment of feature abundance, and from the presence of adverse factors, in particular the potential for damaging flow depletion and entrainment/impingement in water intakes. **Conservation status of Feature 4: Atlantic salmon *Salmo salar*** Conservation status (2006) Status within the site: **Unfavourable: Unclassified**. The current unfavourable status results from failure of the Management Target for adult run size as well as a precautionary assessment of juvenile distribution and abundance and the presence of adverse factors, in particular the potential for flow depletion and localised water quality failures. Acidification due to forestry is a factor in the upper reaches of the Wye and Irfon. **Conservation status of Feature 5: Bullhead *Cottus gobio*** Conservation status (2006) Status within the site: **Unfavourable: Unclassified**. The current unfavourable status results from the presence of adverse factors, in particular localised water quality failures. Records obtained from juvenile salmon monitoring show that bullhead are widespread in the main river and tributaries. Quantitative information on bullhead abundance is being provided through targeted monitoring. **Conservation status of Feature 6: European otter *Lutra lutra*** Conservation status (2006) Status within the site: **Unfavourable**. The conservation status of otters in the Wye SAC is determined by monitoring their distribution, breeding success, and the condition of potential breeding and feeding habitat as outlined in the

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	Performance Indicators. Their current condition is considered unfavourable due a lack of suitable breeding sites around the middle reaches of the river. **Conservation status of Feature 7: Water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation** Conservation status (2006) Status within the site: **Unfavourable: Declining**. The present unfavourable status of the feature results from declining water quality in some tributaries of the Wye e.g. parts of the Ithon and Llynfi sub-catchments, due mainly to diffuse pollution from agriculture. A further adverse factor is the over-abundance of invasive non-native species of bankside plant communities, which are included within the feature definition. Japanese knotweed and Himalayan balsam are widespread in the catchment, including the Irfon sub-catchment. **Conservation status of Feature 8: White-clawed crayfish *Austropotamobius pallipes*** Conservation status (2006) Status within the site: **Unfavourable: Declining**. There is considerable anecdotal evidence of a major decline in the distribution and abundance of the native white-clawed crayfish in the Wye catchment over the last few decades. Native crayfish may have been lost from the main river channel, from tributaries such as the Duhonw and Ithon and have almost disappeared from the Afon Irfon. Significant populations within the Wye SAC are now confined to the Sgithwen, Cletwr, Edw, Llynfi Dulas and Builth Road Dulas. The most recent assessment of the condition of crayfish in the Wye SAC, using modified Common Standards Monitoring techniques, found that populations are unfavourable.
Vulnerabilities (includes existing pressures and trends)	▪ **Abstraction levels -** entrainment in water abstractions directly impacts on species population dynamics through reduced recruitment and survival rates. The impact of flow depletion resulting from a small number of major abstractions was highlighted in the Review of Consents process. As a result of this process, flow targets have been

Site Name: River Wye Location Grid Ref: SO109369 JNCC Site Code: UK0012642 Size: 2234.89 Designation: SAC	Habitats Regulations Assessment: Data Proforma
	set which are considered likely to significantly reduce or remove the potential impacts on SAC features. ▪ **Eutrophication** - factors that are important to the favourable conservation status of this feature include flow, substrate quality and water quality, which in turn influence species composition and abundance. These factors often interact, producing unfavourable conditions by promoting the growth of a range of algae and other species indicative of eutrophication. Under conditions of prolonged low flows and high nutrient status, epiphytic algae may suppress the growth of aquatic flowering plants. ▪ **Diffuse Pollution** - in the Wye catchment the most significant sources of diffuse pollution and siltation are from agriculture, including fertiliser run-off, livestock manure, silage effluent and soil erosion from ploughed land. The most intensively used areas such as heavily trampled gateways and tracks can be especially significant sources of polluting run-off. Preventative measures can include surfacing of tracks and gateways, moving feeding areas, and separating clean and dirty water in farmyards. Farm operations should avoid ploughing land which is vulnerable to soil erosion or leaving such areas without crop cover during the winter. Among toxic pollutants, sheep dip and silage effluent present a particular threat to aquatic animals in this predominantly rural area. Contamination by synthetic pyrethroid sheep dips, which are extremely toxic to aquatic invertebrates, has a devastating impact on crayfish populations and can deprive fish populations of food over large stretches of river. These impacts can arise if recently dipped sheep are allowed access to a stream or hard standing area, which drains into a watercourse. Pollution from organophosphate sheep dips and silage effluent can be very damaging locally. Pollution from slurry and other agricultural and industrial chemicals, including fuels, can kill all forms of aquatic life. All sheep dips and silage, fuel and chemical storage areas should be sited away from watercourses or bunded to contain leakage. Recently dipped sheep should be kept off stream banks. Discharges from sewage treatment works, urban drainage, engineering works such as road improvement schemes, contaminated land, and other domestic and industrial sources can also be significant causes of pollution, and must be managed appropriately. Used dip should be disposed of strictly in accordance with Environment Agency Regulations and guidelines. Statutory and voluntary agencies should work closely with landowners and occupiers to minimise the risk of any pollution incidents and enforce existing regulations. Measures to control diffuse pollution in the water environment, including 'Catchment Sensitive Farming', may be implemented as a result of the Water Framework

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	Directive and, along with existing agri-environment schemes, will help to achieve the conservation objectives for the SAC. Pollution of rivers with toxic chemicals, such as PCBs, was one of the major factors identified in the widespread decline of otters during the last century. There should be no increase in pollutants potentially toxic to otters. ▪ **Barriers to migration** - Artificial obstructions including weirs and bridge sills can reduce connectivity for some species. In addition, reaches subject to depleted flow levels, pollution, or disturbance due to noise, vibration or light, can all inhibit the movement of sensitive species. The dispersal of semi-terrestrial species, such as the otter, can be adversely affected by structures such as bridges under certain flow conditions, therefore these must be designed to allow safe passage. ▪ **Development pressure** - can cause temporary physical, acoustic, chemical and sediment barrier effects that need to be addressed in the assessment of specific plans and projects. Noise/vibration eg. due to impact piling, drilling, salmon fish counters present within or in close proximity to the river can create a barrier to shad migration. Barriers resulting from vibration, chemicals, low dissolved oxygen and artificially high sediment levels must be prevented at key times. Engineering works such as bridge repairs in reaches where white-clawed crayfish are known to occur should include appropriate pollution prevention measures and a crayfish rescue by a suitably licensed person where there is a risk of physical damage to crayfish. ▪ **Invasive and non-native species** - are a detrimental impact on the water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation. Giant hogweed, Himalayan balsam and Japanese knotweed should be actively managed to control their spread and hopefully reduce their extent in the SAC. The American signal crayfish is present in the Wye catchment and poses a very serious threat to the continued existence of the native white-clawed crayfish in the site and in Wales. Native crayfish are unable to co-exist where signal crayfish are present, due to the latter's superior competitive ability and a disease, crayfish plague, which it carries but to which native crayfish have no immunity. American signal crayfish and crayfish plague are widespread and abundant in nearby catchments such as the Lugg, Arrow and Severn. Crayfish plague can be transferred to streams on wet fishing gear, boots, canoes, machinery, stocked fish etc., so measures such as raising awareness, disinfection facilities and where appropriate restrictions on access, should be implemented where a significant risk is identified. Signal crayfish are also extremely harmful to fish communities and the overall ecology of the river. It is illegal to release non-native crayfish into the wild, to keep live crayfish in most of Wales or to trap crayfish without a licence

Site Name: River Wye Location Grid Ref: SO109369 JNCC Site Code: UK0012642 Size: 2234.89 Designation: SAC	Habitats Regulations Assessment: Data Proforma
	from the Environment Agency. Bullhead densities have been found to be negatively correlated with densities of non-native crayfish, suggesting competitive and/or predator-prey interactions. Non-native crayfish should be absent from the SAC. ▪ **Artificially enhanced densities of other fish** - may introduce unacceptable competition or predation pressure and the aim should be to minimise these risks in considering any proposals for stocking. A small-scale salmon rearing and stocking programme is currently in operation in the Wye, run by the Wye and Usk Foundation. The management objectives for SAC salmon populations are to attain naturally self-sustaining populations. Salmon stocking should not be routinely used as a management measure. Salmon stocking represents a loss of naturalness and, if successful, obscures the underlying causes of poor performance (potentially allowing these risks to perpetuate). It carries various ecological risks, including the loss of natural spawning from broodstock, competition between stocked and naturally produced individuals, disease introduction and genetic alterations to the population. Therefore, there is a presumption that salmon stocking in the Wye SAC will be phased out over time. The presence of artificially high densities of salmonids and other fish will create unacceptably high levels of predatory and competitive pressure on juvenile and adult bullhead. Stocking of fish should be avoided in the SAC. ▪ **External factors** - operating outside the SAC, may also be influential, particularly for the migratory fish and otters. For example, salmon may be affected by barriers to migration in the Severn Estuary, inshore fishing and environmental conditions prevailing in their north Atlantic feeding grounds. Otters may be affected by developments that affect resting and breeding sites outside the SAC boundary.
Landowner/ Management Responsibility	▪ N/A

Site Name: Severn Estuary **Location Grid Ref: ST321748** **JNCC Site Code: UK0013030** **Size: 73715.4** **Designation: cSAC**	**Habitats Regulations Assessment: Data Proforma**
Site Description	The Severn Estuary is the largest coastal plain estuary in the UK with extensive mudflats and sandflats, rocky shore platforms, shingle and islands. Saltmarsh fringes the coast, backed by grazing marsh with freshwater and occasional brackish ditches. The estuary's classic funnel shape, unique in the UK, is a factor causing the Severn to have the second highest tidal range in the world (after the Bay of Fundy in Canada) at more than 12 meters. This tidal regime results in plant and animal communities typical of the extreme physical conditions of strong flows, mobile sediments, changing salinity, high turbidity and heavy scouring. The resultant low diversity invertebrate communities, that frequently include populations of ragworms, lugworms and other invertebrates in high densities, form an important food source for passage and wintering birds. The site is important in the spring and autumn migration periods for waders moving along the west coast of Europe, as well as in winter for large numbers of waterbirds including swans, geese, ducks and waders. These bird populations are regarded as internationally important. Glassworts and annual sea-blite colonise the open mud, with beds of all three species of eelgrass *Zostera* occurring on more sheltered mud and sandbanks. Large expanses of common cord-grass also occur on the outer marshes. Heavily grazed saltmarsh fringes the estuary with a range of saltmarsh types present. The middle marsh sward is dominated by common saltmarsh-grass with typical associated species. In the upper marsh, red fescue and saltmarsh rush become more prominent. Areas of saltmarsh fringe the estuary, mostly grazed with a range of vegetation communities. There are gradual and stepped transitions between bare mudflat to upper marsh and grassland. Main vegetation types are: upper saltmarsh with *Festuca rubra* and *Juncus gerardii*; middle marsh dominated by *Puccinellia maritima* with *Glaux maritima* and *Triglochin maritima*; dense monocultures of *Spartina anglica* at the edge of the mudflats-brackish pools and depressions with *Phragmites australis* and *Bolboschoenus maritimus*.
Qualifying Features	Annex I Habitats primary reason for selection: ▪ Estuaries ▪ Mudflats and sandflats not covered by seawater at low tide ▪ Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*)

Site Name: Severn Estuary **Location Grid Ref: ST321748** **JNCC Site Code: UK0013030** **Size: 73715.4** **Designation: cSAC**	**Habitats Regulations Assessment: Data Proforma**
	Annex I Habitats qualifying feature: ▪ Sandbanks which are slightly covered by sea water all the time ▪ Reefs Annex II Species primary reason for selection: ▪ Sea lamprey *Petromyzon marinus* ▪ River lamprey *Lampetra fluviatilis* ▪ Twaite shad *Alosa fallax*
Conservation Objectives	**SAC interest feature 1: Estuaries** The conservation objective for the "estuaries" feature of the Severn Estuary SAC is to maintain the feature in favourable condition, as defined below: The feature will be considered to be in favourable condition when, subject to natural processes, each of the following conditions are met: i. the total extent of the estuary is maintained; ii. the characteristic physical form (tidal prism/cross sectional area) and flow (tidal regime) of the estuary is maintained; iii. the characteristic range and relative proportions of sediment sizes and sediment budget within the site is maintained; iv. the extent, variety and spatial distribution of estuarine habitat communities5 within the site is maintained; v. the extent, variety, spatial distribution and community composition of hard substrate habitats and their notable communities is maintained; vi. the abundance of the notable estuarine species assemblages7 is maintained or increased; vii. the physico-chemical characteristics of the water column9 support the ecological objectives described above; viii. Toxic contaminants in water column and sediment are below levels which would pose a risk to the ecological objectives described above.

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	ix. Airborne nutrient and contaminant loads are below levels which would pose a risk to the ecological objectives described above **SAC interest feature 2: Subtidal sandbanks which are covered by sea water all the time (subtidal sandbanks)** The conservation objective for the "subtidal sandbanks" feature of the Severn Estuary SAC is to maintain the feature in favourable condition, as defined below: The feature will be considered to be in favourable condition when, subject to natural processes, each of the following conditions are met: i. the total extent of the subtidal sandbanks within the site is maintained; ii. the extent and distribution of the individual subtidal sandbank communities within the site is maintained; iii. the community composition of the subtidal sandbank feature within the site is maintained; iv. the variety and distribution of sediment types across the subtidal sandbank feature is maintained; v. the gross morphology (depth, distribution and profile) of the subtidal sandbank feature within the site is maintained. **SAC interest feature 3: Mudflats and sandflats not covered by seawater at low tide (mudflats and sandflats)** The conservation objective for "mudflats and sandflats" feature of the Severn Estuary SAC is to maintain the feature in favourable condition, as defined below: The feature will be considered to be in favourable condition when, subject to natural processes, each of the following conditions are met: i. The total extent of the mudflats and sandflats feature is maintained; ii. the variety and extent of individual mudflats and sandflats communities within the site is maintained; iii. the distribution of individual mudflats and sandflats communities within the site is maintained; iv. the community composition of the mudflats and sandflats feature within the site is maintained; v. the topography of the intertidal flats and the morphology (dynamic processes of sediment movement and

Site Name: Severn Estuary Location Grid Ref: ST321748 JNCC Site Code: UK0013030 Size: 73715.4 Designation: cSAC	Habitats Regulations Assessment: Data Proforma
	channel migration across the flats) are maintained. **SAC interest feature 4: Atlantic salt meadow** The conservation objective for the "Atlantic salt meadow" feature of the Severn Estuary SAC is to maintain the feature in favourable condition, as defined below: The feature will be considered to be in favourable condition when, subject to natural processes, each of the following conditions are met: i. the total extent of Atlantic salt meadow and associated transitional vegetation communities within the site is maintained; ii. the extent and distribution of the individual Atlantic salt meadow and associated transitional vegetation communities within the site is maintained; iii. the zonation of Atlantic salt meadow vegetation communities and their associated transitions to other estuary habitats is maintained; iv. the relative abundance of the typical species of the Atlantic salt meadow and associated transitional vegetation communities is maintained; v. the abundance of the notable species of the Atlantic salt meadow and associated transitional vegetation communities is maintained. vi. the structural variation of the salt marsh sward (resulting from grazing) is maintained within limits sufficient to satisfy the requirements of conditions iv and v above and the requirements of the Ramsar and SPA features vii. the characteristic stepped morphology of the salt marshes and associated creeks, pills, drainage ditches and pans, and the estuarine processes that enable their development, is maintained. viii. Any areas of *Spartina anglica* salt marsh (SM6) are capable of developing naturally into other saltmarsh communities. **SAC interest feature 5: Reefs** The conservation objective for the "reefs" feature of the Severn Estuary SAC is to maintain the feature in a favourable condition, as defined below:

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	The feature will be considered to be in favourable condition when, subject to natural processes, each of the following conditions are met: i. the total extent and distribution of *Sabellaria* reef is maintained; ii. the community composition of the *Sabellaria* reef is maintained; iii. the full range of different age structures of *Sabellaria* reef are present; iv. the physical5and ecological processes necessary to support *Sabellaria* reef are maintained. **SAC interest feature 6: River lamprey *Lampetra fluviatilis*** The conservation objective for the river lamprey *Lampetra fluviatilis* feature of the Severn Estuary SAC is to maintain the feature in a favourable condition, as defined below: The feature will be considered to be in favourable condition when, subject to natural processes, each of the following conditions are met: i. the migratory passage of both adult and juvenile river lamprey through the Severn Estuary between the Bristol Channel and any of their spawning rivers is not obstructed or impeded by physical barriers, changes in flows, or poor water quality; ii. the size of the river lamprey population in the Severn Estuary and the rivers which drain into it, is at least maintained and is at a level that is sustainable in the long term; iii. the abundance of prey species forming the river lamprey's food resource within the estuary, is maintained. iv. Toxic contaminants in the water column and sediment are below levels which would pose a risk to the ecological objectives described above. **SAC interest feature 7: The conservation objective for sea lamprey *Petromyzon marinus*** The conservation objective for the sea lamprey *Petromyzon marinus* feature of the Severn Estuary SAC is to maintain the feature in a favourable condition, as defined below:

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	The feature will be considered to be in favourable condition when, subject to natural processes, each of the following conditions are met: i. the migratory passage of both adult and juvenile sea lamprey through the Severn Estuary between the Bristol Channel and any of their spawning rivers is not obstructed or impeded by physical barriers, changes in flows, or poor water quality; ii. the size of the sea lamprey population in the Severn Estuary and the rivers which drain into it, is at least maintained as is at a level that is sustainable in the long term; iii. the abundance of prey species forming the sea lamprey's food resource within the estuary, is maintained. vi. Toxic contaminants in the water column and sediment are below levels which would pose a risk to the ecological objectives described above. **SAC interest feature 8: The conservation objective for twaite shad *Alosa fallax*** The conservation objective for the twaite Shad *Alosa fallax* feature of the Severn Estuary SAC is to maintain the feature in a favourable condition, as defined below: The feature will be considered to be in favourable condition when, subject to natural processes, each of the following conditions are met: i. the migratory passage of both adult and juvenile twaite shad through the Severn Estuary between the Bristol Channel and their spawning rivers is not obstructed or impeded by physical barriers, changes in flows or poor water quality; ii. the size of the twaite shad population within the Severn Estuary and the rivers draining into it is at least maintained and is at a level that is sustainable in the long term. iii. the abundance of prey species forming the twaite shad's food resource within the estuary, in particular at the salt wedge, is maintained. iv. Toxic contaminants in the water column and sediment are below levels which would pose a risk to the ecological objectives described above.

Site Name: Severn Estuary **Location Grid Ref: ST321748** **JNCC Site Code: UK0013030** **Size: 73715.4** **Designation: cSAC**	**Habitats Regulations Assessment: Data Proforma**
Component SSSIs	▪ N/A
Key Environmental Conditions (factors that maintain site integrity	▪ **Hydrodynamic and sedimentary regime** - The conservation of the site features is dependent on the tidal regime. The tidal range in the Severn Estuary is the second-highest in the world and the scouring of the seabed and strong tidal streams result in natural erosion of the habitats and the presence of high sediment loads. ▪ **Maintain suitable distance between the site and development** - to allow for managed retreat of intertidal habitats and avoid coastal squeeze. ▪ **Manage public access and activities**.
SAC Condition Assessment	▪ N/A
Vulnerabilities (includes existing pressures and trends)	▪ **Physical loss of supporting habitats through removal** - The physical loss of areas of intertidal habitats may be caused directly through change of land use or indirectly as a consequence of changes to sedimentation processes (e.g. coastal defences) as well as via the effects of smothering by artificial structures (e.g. jetties) or the disposal of spoils. The intertidal mudflats and sandflats and the saltmarsh are highly sensitive to removal by land reclamation and barrage construction. Information provided by NE and CCW states that large areas of the European marine site are not currently under threat, however when combined with a high level of sensitivity this leads to a moderate vulnerability. ▪ **Contamination by synthetic and/or non-synthetic toxic compounds** - At the moment there is no evidence to show that this is the case on the Severn Estuary, but the estuary is vulnerable to oil spills and there is a continuous discharge of toxins into the estuary, some of which bind to the sediments. NE and CCW identify this is an area which requires further assessment. The intertidal mudflats and sandflats and the saltmarsh are currently highly vulnerable to the introduction of synthetic and non-synthetic compounds. ▪ **Damage by abrasion or selective extraction** - Saltmarsh may be physically damaged from overgrazing or eroded

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	when boats are moored on it and when paths are worn through it to reach moored boats on foot or via vehicles. Currently all supporting habitats are considered to be moderately vulnerable to abrasion. Intertidal habitats are highly sensitive to damage by direct and indirect effects of aggregate dredging. The intertidal mudflats and sandflats and the shingle and rocky shore are therefore considered by NE and CCW to be highly vulnerable to selective extraction. ▪ **Changes in nutrient and/or organic loading** - Changes in organic or nutrient loading can change the species composition of the plants on the saltmarsh and thus the structure of the sward. Increases in nutrients can also cause excessive algal growth on the mudflats, denying the birds access to their invertebrate prey and changing the invertebrate species composition in the sediment. Though the water quality has been improved in recent years there are still local areas of concern and any increase in nutrient loading should be avoided. At present the intertidal mudflats and sandflats are moderately vulnerable to this category of operation. ▪ **Inappropriate grazing** - Much of the saltmarsh is managed by grazing and changes in management can alter the availability of prey and suitability of roosting sites. The saltmarsh is currently highly vulnerable to the selective extraction of species.
Landowner/ Management Responsibility	▪ N/A

Special Protection Areas

Site Name: Severn Estuary **Location (Lat & Long):** **51 13 29 N** **03 02 57 W** **JNCC Site Code: UK9015022** **Size: 24662.98** **Designation: SPA**	**Habitats Regulations Assessment: Data Proforma**
Site Description	The Severn Estuary is the largest coastal plain estuary in the UK with extensive mudflats and sandflats, rocky shore platforms, shingle and islands. Saltmarsh fringes the coast, backed by grazing marsh with freshwater and occasional brackish ditches. The estuary's classic funnel shape, unique in the UK, is a factor causing the Severn to have the second highest tidal range in the world (after the Bay of Fundy in Canada) at more than 12 meters. This tidal regime results in plant and animal communities typical of the extreme physical conditions of strong flows, mobile sediments, changing salinity, high turbidity and heavy scouring. The resultant low diversity invertebrate communities, that frequently include populations of ragworms, lugworms and other invertebrates in high densities, form an important food source for passage and wintering birds. The site is important in the spring and autumn migration periods for waders moving along the west coast of Europe, as well as in winter for large numbers of waterbirds including swans, geese, ducks and waders. These bird populations are regarded as internationally important. Glassworts and annual sea-blite colonise the open mud, with beds of all three species of eelgrass *Zostera* occurring on more sheltered mud and sandbanks. Large expanses of common cord-grass also occur on the outer marshes. Heavily grazed saltmarsh fringes the estuary with a range of saltmarsh types present. The middle marsh sward is dominated by common saltmarsh-grass with typical associated species. In the upper marsh, red fescue and saltmarsh rush become more prominent. Areas of saltmarsh fringe the estuary, mostly grazed with a range of vegetation communities. There are gradual and stepped transitions between bare mudflat to upper marsh and grassland. Main vegetation types are: upper saltmarsh with *Festuca rubra* and *Juncus gerardii*; middle marsh dominated by *Puccinellia maritima* with *Glaux maritima* and *Triglochin maritima*; dense monocultures of *Spartina anglica* at the edge of the mudflats-brackish pools and depressions with *Phragmites australis* and *Bolboschoenus maritimus*.

Site Name: Severn Estuary **Location (Lat & Long):** **51 13 29 N** **03 02 57 W** **JNCC Site Code: UK9015022** **Size: 24662.98** **Designation: SPA**	**Habitats Regulations Assessment: Data Proforma**
Qualifying Features	Article 4.1 Qualification Over winter the area regularly supports: ▪ Bewick's Swan *Cygnus columbianus bewickii* 3.9% of the GB population Article 4.2 Qualification Over winter the area regularly supports: ▪ Gadwall *Anas strepera* 0.9% of the population ▪ White-fronted Goose *Anser albifrons albifrons* 0.4% of the population ▪ Dunlin *Calidris alpina alpine* 3.3% of the population ▪ Shelduck *Tadorna tadorna* 1.1% of the population ▪ Redshank *Tringa totanus* 1.3% of the population Article 4.2 Qualification: Internationally Important Assemblage of Birds Over winter the area regularly supports: ▪ 84317 waterfowl
Conservation Objectives	**Interest feature 1: Internationally important population of regularly occurring Annex 1 species: Bewick's swan** The conservation objective is to maintain the Bewick's swan population and its supporting habitats in **favourable condition**, as defined below. The interest feature Bewick's swan will be considered to be in favourable condition when, subject to natural processes, each of the following conditions are met:

Site Name: Severn Estuary Location (Lat & Long): 51 13 29 N 03 02 57 W JNCC Site Code: UK9015022 Size: 24662.98 Designation: SPA	Habitats Regulations Assessment: Data Proforma
	i. the 5 year peak mean population size for the Bewick's swan population is no less than 289 individuals (ie the 5 year peak mean between 1988/9 - 1992/3); ii. the extent of saltmarsh at the Dumbles is maintained; iii. the extent of intertidal mudflats and sandflats at Frampton Sands, Waveridge Sands and the Noose is maintained; iv. the extent of vegetation with an effective field size of >6 ha and with unrestricted bird sightlines > 500m at feeding, roosting and refuge sites are maintained; v. greater than 25% cover of suitable soft leaved herbs and grasses in winter season throughout the transitional saltmarsh at the Dumbles is maintained; vi. aggregations of Bewick's swan at feeding, roosting and refuge sites are not subject to significant disturbance. **Interest feature 2: Internationally important population of regularly occurring migratory species: wintering dunlin** The conservation objective is to maintain the dunlin population and its supporting habitats in **favourable condition**, as defined below. The interest feature dunlin will be considered to be in favourable condition when, subject to natural processes, each of the following conditions are met: i. the 5 year peak mean population size for the wintering dunlin population is no less than 41,683 individuals (ie the 5 year peak mean between 1988/9 - 1992/3); ii. the extent of saltmarsh is maintained; iii. the extent of intertidal mudflats and sandflats is maintained; iv. the extent of shingle and rocky shore is maintained; v. the extent of vegetation with a sward height of <10cm is maintained throughout the saltmarsh; vi. the distribution and abundance of suitable invertebrates in intertidal mudflats and sandflats is maintained; vii. the distribution and abundance of suitable invertebrates in shingle and rocky shore is maintained; viii. the extent of strandlines is maintained;

Site Name: Severn Estuary Location (Lat & Long): 51 13 29 N 03 02 57 W JNCC Site Code: UK9015022 Size: 24662.98 Designation: SPA	Habitats Regulations Assessment: Data Proforma
	ix. unrestricted bird sightlines of >200m at feeding and roosting sites are maintained; x. aggregations of dunlin at feeding or roosting sites are not subject to significant disturbance. **Interest feature 3: Internationally important population of regularly occurring migratory species: wintering European white-fronted goose** The conservation objective is to maintain the European white-fronted goose population and its supporting habitats in **favourable condition**, as defined below. The interest feature European white-fronted goose will be considered to be in favourable condition when, subject to natural processes (Box 1), each of the following conditions are met: i. the 5 year peak mean population size for the wintering European white fronted goose population is no less than 3,002 individuals (ie the 5 year peak mean between 1988/9- ii. 1992/3); iii. the extent of saltmarsh at the Dumbles is maintained; iv. the extent of intertidal mudflats and sandflats at Frampton Sands, Waveridge Sands and the Noose is maintained; v. greater than 25% cover of suitable soft-leaved herbs and grasses is maintained during the winter on saltmarsh areas; vi. unrestricted bird sightlines of >200m at feeding and roosting sites are maintained; vii. aggregations of European white-fronted goose at feeding or roosting sites are not subject to significant disturbance. **Interest feature 4: Internationally important population of regularly occurring migratory species: wintering redshank** The conservation objective is to maintain the redshank population and its supporting habitats in **favourable condition**, as defined below.

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	The interest feature redshank will be considered to be in favourable condition when, subject to natural processes, each of the following conditions are met: i. the 5 year peak mean population size for the wintering redshank population is no less than 2,013 individuals (ie the 5 year peak mean between 1988/9 - 1992/3); ii. the extent of saltmarsh is maintained; iii. the extent of intertidal mudflats and sandflats is maintained; iv. the extent of shingle and rocky shore is maintained; v. the extent of vegetation with a sward height of <10cm throughout the saltmarsh is maintained; vi. the distribution and abundance of suitable invertebrates in intertidal mudflats and sandflats is maintained; vii. the distribution and abundance of suitable invertebrates in shingle and rocky shore is maintained; viii. strandlines are not subject to significant disturbance; ix. unrestricted bird sightlines of >200m at feeding and roosting sites are maintained; x. aggregations of redshank at feeding or roosting sites are not subject to significant disturbance. **Interest feature 5: Internationally important population of regularly occurring migratory species: wintering shelduck** The conservation objective is to maintain the shelduck population and its supporting habitats in **favourable condition**, as defined below. The interest feature shelduck will be considered to be in favourable condition when, subject to natural processes, each of the following conditions are met: i. the 5 year peak mean population size for the wintering shelduck population is no less than 2,892 individuals (ie the 5 year peak mean between 1988/9 - 1992/3); ii. the extent of saltmarsh is maintained; iii. the extent of intertidal mudflats and sandflats is maintained;

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	iv. the extent of shingle and rocky shore is maintained; v. the distribution and abundance of suitable invertebrates in intertidal mudflats and sandflats is maintained; vi. unrestricted bird sightlines of >200m at feeding and roosting sites are maintained; aggregations of shelduck at feeding or roosting sites are not subject to significant disturbance. **Interest Feature 6: SPA interest feature 6: Internationally important population of regularly occurring migratory species: wintering gadwall** The conservation objective is to maintain the gadwall population and its supporting habitats in favourable condition, as defined below: The interest feature gadwall will be considered to be in favourable condition when, subject to natural processes2, each of the following conditions are met: i. the 5 year peak mean population size for the wintering gadwall population is no less than 330 (ie the 5 year peak mean between 1988/9 - 1992/3); ii. the extent of intertidal mudflats and sandflats (Appendix 8) is maintained; iii. unrestricted bird sightlines of >200m at feeding and roosting sites are maintained; iv. aggregations of gadwall at feeding or roosting sites are not subject to significant disturbance. v. Interest feature 7: Internationally important assemblage of waterfowl The conservation objective is to maintain the waterfowl assemblage and its supporting habitats in **favourable condition**, as defined below. The interest feature waterfowl assemblage will be considered to be in favourable condition when, subject to natural processes (Box1), each of the following conditions are met: i. the 5 year peak mean population size for the waterfowl assemblage is no less than 68,026 individuals (ie the 5 year peak mean between 1988/9 - 1992/3); ii. the extent of saltmarsh is maintained;

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	iii. the extent of intertidal mudflats and sandflats is maintained; iv. the extent of shingle and rocky shore is maintained; v. extent of vegetation of <10cm throughout the saltmarsh is maintained; vi. the distribution and abundance of suitable invertebrates in intertidal mudflats and sandflats is maintained; vii. the distribution and abundance of suitable invertebrates in shingle and rocky shore is maintained; viii. greater than 25% cover of suitable soft leaved herbs and grasses during the winter on saltmarsh areas is maintained; ix. strandlines are not subject to significant disturbance; x. unrestricted bird sightlines of >500m at feeding and roosting sites are maintained; xi. waterfowl aggregations at feeding or roosting sites are not subject to significant disturbance.
Component SSSIs	▪ Severn Estuary SSSI ▪ Flat Holm SSSI ▪ Bridgwater Bay SSSI ▪ Penarth Coast SSSI ▪ Steep Holm SSSI ▪ Sully Island SSSI ▪ Upper Severn Estuary SSSI Maps of the site can be viewed on the CCW website.
Key Environmental Conditions (factors that maintain site integrity	**Key supporting habitats for the Annex I species:** ▪ **Intertidal mudflats and sandflats**: o Habitat extent - The focal area for the Bewick's swans is the upper Severn Estuary in the vicinity of the New Grounds, Slimbridge area. The mudflats and sandflats exposed as the tide falls where the estuary widens in the

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	upper reaches of the site at Waveridge Sands, Frampton Sands and The Noose are used as safe refuge areas when the birds are disturbed. o Unimpeded sightlines at feeding and roosting sites - Bewick's swan require unrestricted views >500m to allow early detection of predators when feeding and roosting. ▪ **Saltmarsh communities**: o Habitat extent - The birds feed on the saltmarsh and the transition from saltmarsh to coastal grazing marsh in front of the sea defences in the upper estuary at The Dumbles, where areas of the high marsh are mainly affected only by brackish water during tidal inundation. o Vegetation characteristics - Bewick's swan graze on a range of 'soft' meadow grasses such as *Agrostis stolonifera* and *Alopecurus geniculatus* found in wet meadows which are outwith the European marine site boundary. o Unimpeded sightlines at feeding and roosting sites - Bewick's swan require unrestricted views >500m to allow early detection of predators when feeding and roosting. **Key supporting habitats for populations of regularly occurring migratory species and assemblage of waterfowl:** ▪ **Intertidal mudflats and sandflats:** o Habitat extent - Intertidal mudflats and sandflats and their communities are important habitats as they provide both roosting and feeding areas. The European white-fronted geese roost at night on estuarine sandbanks and usually fly less than 10km to the daytime feeding grounds. Therefore conservation of traditional roosting sites is necessary to enable the population to exploit potential feeding habitats. o Food availability - Most of the waders and waterfowl within the assemblage including the internationally important regularly occurring migratory birds feed on invertebrates within and on the sediments. o Unimpeded sightlines at feeding and roosting sites - Waterfowl require unrestricted views >500m to allow early detection of predators when feeding and roosting. ▪ **Saltmarsh**: o Habitat extent - Saltmarsh and their communities are important habitats as they provide both roosting and feeding

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	areas. Upper and lower saltmarsh provide important feeding and roosting areas for the internationally important migratory birds throughout the estuary. o Food availability - The saltmarshes provide a rich feeding habitat for redshank and shelduck, which feed on invertebrate species in the sediments, such as the mudsnail Hydrobia. The European white-fronted geese graze on a range of saltmarsh grasses and herbs such as common saltmarsh grass Puccinellia maritime and sea barley Hordeum marinum. The birds feed on the saltmarsh and the transition to coastal grazing marsh in front of the sea defences in the upper estuary and particularly at the The Dumbles. o Vegetation characteristics - Vegetation of <10 cm is required throughout areas used by roosting waders. This is managed by grazing. o Unimpeded sightlines at feeding and roosting sites - Waterfowl require unrestricted views >500m to allow early detection of predators when feeding and roosting. The saltmarshes also have an important function providing a safe haven from the tides that flood the mudflats twice a day. The low-growing dense vegetation provides a suitable roosting habitat for redshank and dunlin, which prefer to roost on areas of short vegetation ensuring good visibility. ▪ **Shingle and rocky shore:** o Habitat extent - the shingle and rocks in the estuary provide feeding areas for dunlin and redshank and some limited foraging at high tide. It is also provides important roost sites at high tide particularly for the dunlin and redshank. Many of the rocks are off shore and are therefore generally free from human disturbance. These include Guscar Rocks in the upper reaches, Blackstone Rocks at Clevedon and Stert Island in Bridgwater Bay. o Food availability - see above. o Unimpeded sightlines at feeding and roosting sites - Waterfowl require unrestricted views >500m to allow early detection of predators when feeding and roosting. ▪ **Wet coastal grazing marsh, improved grassland and open standing waters** - these supporting habitats lie outside the European marine site boundary but within the SPA. They provide key areas for feeding and roosting for all the migratory species particularly at high tide.

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	Key environmental conditions for the supporting habitats: ▪ **Hydrodynamic and sedimentary regime** - the tidal range in the Severn Estuary is the second-highest in the world and the scouring of the seabed and strong tidal streams result in natural erosion of the habitats and the presence of high sediment loads. ▪ **Maintain suitable distance between the site and development** - to allow for managed retreat of intertidal habitats and avoid coastal squeeze. **Other key conditions:** ▪ **Manage/restrict public access** - at certain times of the year. Significant disturbance attributable to human activities can result in reduced food intake and/or increased energy expenditure. ▪ **Maintain levels of prey.** Maps showing supporting habitats of the Severn Estuary SPA can be found on the CCW Website.
SPA Condition Assessment	**Severn Estuary SSSI** condition summary[1] (compiled 01 October 2010).

% Area meeting PSA* target	% Area favourable	% Area unfavourable recovering	% Area unfavourable no change	% Area unfavourable declining	% Area destroyed / part destroyed
95.19%	94.83%	0.36%	2.65%	2.16%	0.00%

[1] Natural England SSSI condition summary. Available [online]: http://www.english-nature.org.uk/special/sssi/reportAction.cfm?report=sdrt18&category=S&reference=1002284

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	*PSA target - The Government's Public Service Agreement (PSA) target to have 95% of the SSSI area in favourable or recovering condition by 2010.
Vulnerabilities (includes existing pressures and trends)	**Internationally important populations of regularly occurring Annex 1 species:** ▪ **Physical loss of supporting habitats through removal** - The physical loss of areas of intertidal habitats may be caused directly through change of land use or indirectly as a consequence of changes to sedimentation processes (e.g. coastal defences) as well as via the effects of smothering by artificial structures (e.g. jetties) or the disposal of spoils. Activities or developments resulting in physical loss of the intertidal supporting habitats are likely to reduce the availability of feeding and roosting habitat and thus be detrimental to the favourable condition of the SPA interest features including the Annex 1 species, Bewick's swan. The intertidal mudflats and sandflats and the saltmarsh are highly sensitive to removal by land reclamation and barrage construction. Information provided by NE and CCW states that large areas of the European marine site are not currently under threat, however when combined with a high level of sensitivity this leads to a moderate vulnerability. ▪ **Noise or visual disturbance** - Overwintering birds are disturbed by sudden movements and sudden noises. This can displace the birds from their feeding grounds. Disturbance can prevent the birds from feeding and in response they either a) decrease their energy intake at their present (disturbed) feeding site through displacement activity, or b) move to an alternative less favoured feeding site. Such a response affects energy budgets and thus survival. There is intermittent disturbance from both the landward and seaward side of the site. Bewick's swans are mainly affected by disturbance from the landward side and any increase in disturbance should be avoided. At present NE and CCW assess that the Annex 1 species are moderately vulnerable to noise and visual disturbance on the intertidal mudflats and sandflats and highly vulnerable to this category of operation on the saltmarsh. ▪ **Contamination by synthetic and/or non-synthetic toxic compounds** - Waterfowl are subject to the accumulation of toxins through the food chain or through direct contact with toxic substances when roosting or feeding. Their ability to feed can also be affected by the abundance or change in palatability of their prey caused by toxic contamination. At the moment there is no evidence to show that this is the case, but the estuary is vulnerable to oil spills and there is a

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	continuous discharge of toxins into the estuary, some of which bind to the sediments. NE and CCW identify this is an area which requires further assessment. They also identify Bewick's swans as currently moderately vulnerable to toxic contamination. **Internationally important waterfowl assemblage including populations of regularly occurring migratory species:** ▪ **Physical loss through removal** - The physical loss of areas of intertidal habitats may be caused directly through change of land use or indirectly as a consequence of changes to sedimentation processes (e.g. coastal defences) as well as via the effects of smothering by artificial structures (e.g. jetties) or the disposal of spoils. Eelgrass beds are being affected by siltation due to changes in sediment movement after construction of the Second Severn Crossing which has resulted in smothering. Activities or developments resulting in physical loss of the intertidal supporting habitats are likely to reduce the availability of food and roosting habitat and thus be detrimental to the favourable condition of the SPA interest features including all the migratory species and waterfowl assemblage. All three supporting habitats are highly sensitive to removal by land reclamation and barrage construction. Information provided by NE and CCW states that large areas of the European marine site are not currently under threat, however when combined with a high level of sensitivity this leads to a moderate vulnerability. ▪ **Damage by abrasion or selective extraction** - Saltmarsh may be physically damaged from overgrazing or eroded when boats are moored on it and when paths are worn through it to reach moored boats on foot or via vehicles. Currently all supporting habitats are considered to be moderately vulnerable to abrasion. Intertidal habitats are highly sensitive to damage by direct and indirect effects of aggregate dredging. The intertidal mudflats and sandflats and the shingle and rocky shore are therefore considered by NE and CCW to be highly vulnerable to selective extraction. ▪ **Noise or visual disturbance** - Overwintering birds are disturbed by sudden movements and sudden noises. This can have the effect of displacing the birds from their feeding grounds. Disturbance can prevent the birds from feeding and in response they either a) decrease their energy intake at their present (disturbed) feeding site through displacement activity, or b) move to an alternative less favoured feeding site. Such a response affects energy budgets and thus survival. There is intermittent disturbance to the internationally important migratory species and the waterfowl

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	assemblage from both the landward and seaward side of the site which has increased in recent years, due to the estuary becoming more populated and the development of all weather recreational pursuits. All supporting habitats are currently highly vulnerable to noise and visual disturbance. ▪ **Contamination by synthetic and/or non-synthetic toxic compounds** - Waterfowl are subject to the accumulation of toxins through the food chain or through direct contact with toxic substances when roosting or feeding. Their ability to feed can also be affected by the abundance or change in palatability of their prey caused by toxic contamination. At the moment there is no evidence to show that this is the case on the Severn Estuary, but the estuary is vulnerable to oil spills and there is a continuous discharge of toxins into the estuary, some of which bind to the sediments. NE and CCW identify this is an area which requires further assessment. The intertidal mudflats and sandflats and the saltmarsh are currently highly vulnerable to the introduction of synthetic and non-synthetic compounds. ▪ **Changes in nutrient and/or organic loading** - Changes in organic or nutrient loading can change the species composition of the plants on the saltmarsh and thus the structure of the sward. Increases in nutrients can also cause excessive algal growth on the mudflats, denying the birds access to their invertebrate prey and changing the invertebrate species composition in the sediment. Though the water quality has been improved in recent years there are still local areas of concern and any increase in nutrient loading should be avoided. At present the intertidal mudflats and sandflats are moderately vulnerable to this category of operation. ▪ **Biological disturbance through the selective extraction of species** - Wildfowling is carried out all around the estuary. NE and CCW have not established that it has a detrimental effect on the overall bird populations but state that wildfowling needs to be exercised in a managed and sustainable manner preferably by a British Association of Shooting and Conservation (BASC) affiliated association, applying the BASC wildfowlers code of conduct. Bait digging is also carried out around the estuary. If too large an area is regularly dug over, it can change the availability of prey in the sediment as the area needs a period of recovery and recolonisation. The removal of strandline vegetation by beach cleaning removes an important habitat for invertebrates, as well as many of the invertebrates themselves, reducing the quantity and variety of prey available to the birds. Much of the saltmarsh is managed by grazing and changes in management can alter the availability of prey and suitability of roosting sites. The saltmarsh is

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	currently highly vulnerable to the selective extraction of species.
Landowner/ Management Responsibility	▪ N/A

Ramsar Sites

Site Name: Severn Estuary Location (Lat & Long): 51 13 29 N 03 02 57 W JNCC Site Code: UK11081 Size: 24662.98 Designation: Ramsar	Habitats Regulations Assessment: Data Proforma
Site Description	The Severn Estuary is the largest coastal plain estuary in the UK with extensive mudflats and sandflats, rocky shore platforms, shingle and islands. Saltmarsh fringes the coast, backed by grazing marsh with freshwater and occasional brackish ditches. The estuary's classic funnel shape, unique in the UK, is a factor causing the Severn to have the second highest tidal range in the world (after the Bay of Fundy in Canada) at more than 12 meters. This tidal regime results in plant and animal communities typical of the extreme physical conditions of strong flows, mobile sediments, changing salinity, high turbidity and heavy scouring. The resultant low diversity invertebrate communities, that frequently include populations of ragworms, lugworms and other invertebrates in high densities, form an important food source for passage and wintering birds. The site is important in the spring and autumn migration periods for waders moving along the west coast of Europe, as well as in winter for large numbers of waterbirds including swans, geese, ducks and waders. These bird populations are regarded as internationally important.

Site Name: Severn Estuary **Location (Lat & Long):** **51 13 29 N** **03 02 57 W** **JNCC Site Code: UK11081** **Size: 24662.98** **Designation: Ramsar**	**Habitats Regulations Assessment: Data Proforma**
	Glassworts and annual sea-blite colonise the open mud, with beds of all three species of eelgrass *Zostera* occurring on more sheltered mud and sandbanks. Large expanses of common cord-grass also occur on the outer marshes. Heavily grazed saltmarsh fringes the estuary with a range of saltmarsh types present. The middle marsh sward is dominated by common saltmarsh-grass with typical associated species. In the upper marsh, red fescue and saltmarsh rush become more prominent. Areas of saltmarsh fringe the estuary, mostly grazed with a range of vegetation communities. There are gradual and stepped transitions between bare mudflat to upper marsh and grassland. Main vegetation types are: upper saltmarsh with *Festuca rubra* and *Juncus gerardii*; middle marsh dominated by *Puccinellia maritima* with *Glaux maritima* and *Triglochin maritima*; dense monocultures of *Spartina anglica* at the edge of the mudflats-brackish pools and depressions with *Phragmites australis* and *Bolboschoenus maritimus*.
Qualifying Features	Ramsar criterion 1 ▪ Immense tidal range (second-largest in world) creating diversity of physical environment and biological communities. Ramsar criterion 3 ▪ Due to unusual estuarine communities, reduced diversity and high productivity. Ramsar criterion 4 ▪ This site is important for the run of migratory fish between sea and river via estuary. Species include Salmon *Salmo salar*, sea trout *S. trutta*, sea lamprey *Petromyzon marinus*, river lamprey *Lampetra fluviatilis*, allis shad *Alosa alosa*, twaite shad *A. fallax*, and eel *Anguilla anguilla*. It is also of particular importance for migratory birds during spring and autumn. Ramsar criterion 5 Species with peak counts in winter: ▪ 70919 waterfowl

Site Name: Severn Estuary **Location (Lat & Long):** **51 13 29 N** **03 02 57 W** **JNCC Site Code: UK11081** **Size: 24662.98** **Designation: Ramsar**	**Habitats Regulations Assessment: Data Proforma**
	Ramsar criterion 6 Species with peak counts in winter: ▪ Bewick's swan ▪ Greater white-fronted goose ▪ Common shelduck ▪ Gadwall ▪ Dunlin ▪ Common redshank Ramsar criterion 8 ▪ The fish of the whole estuarine and river system is one of the most diverse in Britain, with over 110 species recorded. Salmon *Salmo salar*, sea trout *S. trutta*, sea lamprey *Petromyzon marinus*, river lamprey *Lampetra fluviatilis*, allis shad *Alosa alosa*, twaite shad *A. fallax*, and eel *Anguilla Anguilla* use the Severn Estuary as a key migration route to their spawning grounds in the many tributaries that flow into the estuary. The site is important as a feeding and nursery ground for many fish species particularly allis shad Alosa alosa and twaite shad *A. fallax* which feed on mysid shrimps in the salt wedge.
Conservation Objectives	**Ramsar interest feature 1: Estuaries** ▪ The conservation objective for the "estuaries" feature of the Severn Estuary Ramsar Site is to maintain the feature in favourable condition, as defined by the conservation objective for the SAC "estuaries" feature" (please refer to Severn Estuary SAC in this document). **Ramsar interest feature 2: Assemblage of migratory fish species** The conservation objective for the "assemblage of migratory fish species" feature of the Severn Estuary Ramsar Site is

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	to maintain the feature in favourable condition, as defined below: The feature will be considered to be in favourable condition when, subject to natural processes, each of the following conditions are met: i. the migratory passage of both adults and juveniles of the assemblage of migratory fish species through the Severn Estuary between the Bristol Channel and any of their spawning rivers is not obstructed or impeded by physical barriers, changes in flows, or poor water quality; ii. the size of the populations of the assemblage species in the Severn Estuary and the rivers which drain into it, is at least maintained and is at a level that is sustainable in the long term; iii. the abundance of prey species forming the principle food resources for the assemblage species within the estuary, is maintained. iv. Toxic contaminants in the water column and sediment are below levels which would pose a risk to the ecological objectives described above. **Ramsar interest feature 3: Internationally important populations of waterfowl : Bewick's swan** ▪ The conservation objective for the "Bewick's swan" feature of the Severn Estuary Ramsar Site is to maintain the feature in favourable condition, as defined by the conservation objective for the SPA "Bewick's swan " feature **Ramsar interest feature 4 : Internationally important populations of waterfowl : European white-fronted goose** ▪ The conservation objective for the "European white-fronted goose" feature of the Severn Estuary Ramsar Site is to maintain the feature in favourable condition, as defined by the conservation objective for the SPA "wintering European white-fronted goose" feature **Ramsar interest feature 5: Internationally important populations of waterfowl : dunlin** ▪ The conservation objective for the "dunlin" feature of the Severn Estuary Ramsar Site is to maintain the feature in favourable condition, as defined by the conservation objective for the SPA "wintering dunlin " feature **Ramsar interest feature 6: Internationally important populations of waterfowl : redshank**

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	▪ The conservation objective for the "redshank" feature of the Severn Estuary Ramsar Site is to maintain the feature in favourable condition, as defined by the conservation objective for the SPA "wintering redshank" feature **Ramsar interest feature 7: Internationally important populations of waterfowl: shelduck** ▪ The conservation objective for the "shelduck" feature of the Severn Estuary Ramsar Site is to maintain the feature in favourable condition, as defined by the conservation objective for the SPA "wintering shelduck" feature **Ramsar interest feature 8: Internationally important populations of waterfowl : gadwall** ▪ The conservation objective for the "gadwall" feature of the Severn Estuary Ramsar Site is to maintain the feature in favourable condition, as defined by the conservation objective for the SPA "wintering gadwall" feature **Ramsar interest feature 9: Internationally important assemblage of waterfowl** ▪ The conservation objective for the "internationally important assemblage of waterfowl" feature of the Severn Estuary Ramsar Site is to maintain the feature in favourable condition, as defined by the conservation objective for the SPA "internationally important assemblage of waterfowl" feature
Component SSSIs	▪ Sully Island SSSI ▪ Steep Holm SSSI ▪ Bridgwater Bay SSSI ▪ Flat Holm SSSI ▪ Severn Estuary SSSI ▪ Severn Estuary SSSI ▪ Flat Holm SSSI ▪ Upper Severn Estuary SSSI ▪ Bridgwater Bay SSSI ▪ Penarth Coast SSSI

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	▪ Steep Holm SSSI ▪ Sully Island SSSI ▪ Upper Severn Estuary SSSI
Key Environmental Conditions (factors that maintain site integrity	**Key supporting habitats for the Berwick's swan:** ▪ **Intertidal mudflats and sandflats**: o Habitat extent - The focal area for the Bewick's swans is the upper Severn Estuary in the vicinity of the New Grounds, Slimbridge area. The mudflats and sandflats exposed as the tide falls where the estuary widens in the upper reaches of the site at Waveridge Sands, Frampton Sands and The Noose are used as safe refuge areas when the birds are disturbed. o Unimpeded sightlines at feeding and roosting sites - Bewick's swan require unrestricted views >500m to allow early detection of predators when feeding and roosting. ▪ **Saltmarsh communities**: o Habitat extent - The birds feed on the saltmarsh and the transition from saltmarsh to coastal grazing marsh in front of the sea defences in the upper estuary at The Dumbles, where areas of the high marsh are mainly affected only by brackish water during tidal inundation. o Vegetation characteristics - Bewick's swan graze on a range of 'soft' meadow grasses such as *Agrostis stolonifera* and *Alopecurus geniculatus* found in wet meadows which are outwith the European marine site boundary. o Unimpeded sightlines at feeding and roosting sites - Bewick's swan require unrestricted views >500m to allow early detection of predators when feeding and roosting. **Key supporting habitats for populations of regularly occurring migratory species and assemblage of waterfowl** ▪ **Intertidal mudflats and sandflats:** o Habitat extent - Intertidal mudflats and sandflats and their communities are important habitats as they provide both

Site Name: Severn Estuary Location (Lat & Long): 51 13 29 N 03 02 57 W JNCC Site Code: UK11081 Size: 24662.98 Designation: Ramsar	Habitats Regulations Assessment: Data Proforma
	roosting and feeding areas. The European white-fronted geese roost at night on estuarine sandbanks and usually fly less than 10km to the daytime feeding grounds. Therefore conservation of traditional roosting sites is necessary to enable the population to exploit potential feeding habitats. o Food availability - Most of the waders and waterfowl within the assemblage including the internationally important regularly occurring migratory birds feed on invertebrates within and on the sediments. o Unimpeded sightlines at feeding and roosting sites - Waterfowl require unrestricted views >500m to allow early detection of predators when feeding and roosting. ▪ **Saltmarsh**: o Habitat extent - Saltmarsh and their communities are important habitats as they provide both roosting and feeding areas. Upper and lower saltmarsh provide important feeding and roosting areas for the internationally important migratory birds throughout the estuary. o Food availability - The saltmarshes provide a rich feeding habitat for redshank and shelduck, which feed on invertebrate species in the sediments, such as the mudsnail Hydrobia. The European white-fronted geese graze on a range of saltmarsh grasses and herbs such as common saltmarsh grass Puccinellia maritime and sea barley Hordeum marinum. The birds feed on the saltmarsh and the transition to coastal grazing marsh in front of the sea defences in the upper estuary and particularly at the The Dumbles. o Vegetation characteristics - Vegetation of <10 cm is required throughout areas used by roosting waders. This is managed by grazing. o Unimpeded sightlines at feeding and roosting sites - Waterfowl require unrestricted views >500m to allow early detection of predators when feeding and roosting. The saltmarshes also have an important function providing a safe haven from the tides that flood the mudflats twice a day. The low-growing dense vegetation provides a suitable roosting habitat for redshank and dunlin, which prefer to roost on areas of short vegetation ensuring good visibility. ▪ **Shingle and rocky shore:** o Habitat extent - the shingle and rocks in the estuary provide feeding areas for dunlin and redshank and some limited foraging at high tide. It is also provides important roost sites at high tide particularly for the dunlin and

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	redshank. Many of the rocks are off shore and are therefore generally free from human disturbance. These include Guscar Rocks in the upper reaches, Blackstone Rocks at Clevedon and Stert Island in Bridgwater Bay. o Food availability - see above. o Unimpeded sightlines at feeding and roosting sites - Waterfowl require unrestricted views >500m to allow early detection of predators when feeding and roosting. ▪ **Wet coastal grazing marsh, improved grassland and open standing waters** - these supporting habitats lie outside the European marine site boundary but within the SPA. They provide key areas for feeding and roosting for all the migratory species particularly at high tide. **Key environmental conditions for the supporting habitats:** ▪ **Hydrodynamic and sedimentary regime** - the tidal range in the Severn Estuary is the second-highest in the world and the scouring of the seabed and strong tidal streams result in natural erosion of the habitats and the presence of high sediment loads. ▪ **Maintain suitable distance between the site and development** - to allow for managed retreat of intertidal habitats and avoid coastal squeeze. **Other key conditions:** ▪ **Manage/restrict public access** - at certain times of the year. Significant disturbance attributable to human activities can result in reduced food intake and/or increased energy expenditure. ▪ **Maintain levels of prey.**

Site Name: Severn Estuary **Location (Lat & Long):** **51 13 29 N** **03 02 57 W** **JNCC Site Code: UK11081** **Size: 24662.98** **Designation: Ramsar**	**Habitats Regulations Assessment: Data Proforma**
Ramsar Condition Assessment	▪ N/A
Vulnerabilities (includes existing pressures and trends)	▪ **Physical loss of supporting habitats through removal** - The physical loss of areas of intertidal habitats may be caused directly through change of land use or indirectly as a consequence of changes to sedimentation processes (e.g. coastal defences) as well as via the effects of smothering by artificial structures (e.g. jetties) or the disposal of spoils. Activities or developments resulting in physical loss of the intertidal supporting habitats are likely to reduce the availability of feeding and roosting habitats. The intertidal mudflats and sandflats and the saltmarsh are highly sensitive to removal by land reclamation and barrage construction. Information provided by NE and CCW states that large areas of the European marine site are not currently under threat, however when combined with a high level of sensitivity this leads to a moderate vulnerability. ▪ **Noise or visual disturbance** - Overwintering birds are disturbed by sudden movements and sudden noises. This can displace the birds from their feeding grounds. Disturbance can prevent the birds from feeding and in response they either a) decrease their energy intake at their present (disturbed) feeding site through displacement activity, or b) move to an alternative less favoured feeding site. Such a response affects energy budgets and thus survival. There is intermittent disturbance to the internationally important migratory species and the waterfowl assemblage from both the landward and seaward side of the site which has increased in recent years, due to the estuary becoming more populated and the development of all weather recreational pursuits. Bewick's swans are mainly affected by disturbance from the landward side and any increase in disturbance should be avoided. All supporting habitats are currently highly vulnerable to noise and visual disturbance. ▪ **Contamination by synthetic and/or non-synthetic toxic compounds** - Waterfowl are subject to the accumulation of toxins through the food chain or through direct contact with toxic substances when roosting or feeding. Their ability to feed can also be affected by the abundance or change in palatability of their prey caused by toxic contamination. At the moment there is no evidence to show that this is the case, but the estuary is vulnerable to oil spills and there is a continuous discharge of toxins into the estuary, some of which bind to the sediments. NE and CCW identify this is an area which requires further assessment. The intertidal mudflats and sandflats and the saltmarsh are currently highly vulnerable to the introduction of synthetic and non-synthetic compounds.

Site Name: Severn Estuary Location (Lat & Long): 51 13 29 N 03 02 57 W JNCC Site Code: UK11081 Size: 24662.98 Designation: Ramsar	Habitats Regulations Assessment: Data Proforma
	▪ **Damage by abrasion or selective extraction** - Saltmarsh may be physically damaged from overgrazing or eroded when boats are moored on it and when paths are worn through it to reach moored boats on foot or via vehicles. Currently all supporting habitats are considered to be moderately vulnerable to abrasion. Intertidal habitats are highly sensitive to damage by direct and indirect effects of aggregate dredging. The intertidal mudflats and sandflats and the shingle and rocky shore are therefore considered by NE and CCW to be highly vulnerable to selective extraction. ▪ **Changes in nutrient and/or organic loading** - Changes in organic or nutrient loading can change the species composition of the plants on the saltmarsh and thus the structure of the sward. Increases in nutrients can also cause excessive algal growth on the mudflats, denying the birds access to their invertebrate prey and changing the invertebrate species composition in the sediment. Though the water quality has been improved in recent years there are still local areas of concern and any increase in nutrient loading should be avoided. At present the intertidal mudflats and sandflats are moderately vulnerable to this category of operation. ▪ **Biological disturbance through the selective extraction of species** - Wildfowling is carried out all around the estuary. NE and CCW have not established that it has a detrimental effect on the overall bird populations but state that wildfowling needs to be exercised in a managed and sustainable manner preferably by a British Association of Shooting and Conservation (BASC) affiliated association, applying the BASC wildfowlers code of conduct. Bait digging is also carried out around the estuary. If too large an area is regularly dug over, it can change the availability of prey in the sediment as the area needs a period of recovery and recolonisation. The removal of strandline vegetation by beach cleaning removes an important habitat for invertebrates, as well as many of the invertebrates themselves, reducing the quantity and variety of prey available to the birds. Much of the saltmarsh is managed by grazing and changes in management can alter the availability of prey and suitability of roosting sites. The saltmarsh is currently highly vulnerable to the selective extraction of species.
Landowner/ Management Responsibility	▪ N/A

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Cardiff Local Development Plan
2006 - 2026

Habitat Regulations Assessment Report:
Appendix 2 - Policy Screening Template

September 2013

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Appendix 2 - POLICY SCREENING TEMPLATE

Policy Screening: Categorising the Potential Effects of the Plan (Tyldesley, 2009)	
Criteria Category	**Rationale**
Category A: No negative effect	
A1	Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.
A2	Options/ policies intended to protect the natural environment, including biodiversity.
A3	Options/ policies intended to conserve or enhance the natural, built or historic environment, where enhancement measures will not be likely to have any negative effect on a European site.
A4	Options/ policies that positively steer development away from European sites and associated sensitive areas.
A5	Options/ policies that would have no effect because no development could occur through the policy itself, the development being implemented through later policies in the same plan, which are more specific and therefore more appropriate to access for their effects on European Sites and associated sensitive areas.
Category B: No significant effect	
B	Options/ policies that could have an effect but would not be likely to have a significant (negative) effect on a European site (alone or in-combination with other plans or projects) because the effects are trivial or 'de minimis' even if combined with other effects.
Category C: Potential significant effect alone	
C1	The option, policy could **directly affect** a European site because it provides for, or steers, a quantity or type of development onto a European site, or adjacent to it.
C2	The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically, hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressure.
C3	Proposals for a **magnitude of development** that, no matter where it is located, the development would be likely to have a significant effect on a European site.
C4	An option, or policy that makes provision for a quantity/ type of development (and may indicate one or more broad locations e.g. a particular part of the plan area), but the effects are uncertain because the detailed location of the development is to be selected following **consideration of options in a later, more specific plan**. The consideration of options in the later plan will assess potential effects on European Sites, but because the development could possibly affect a European site a significant effect cannot be ruled out on the basis of objective information
C5	Options, policies or proposals for developments or infrastructure projects that **could block options or alternatives** for the provision of other development or projects in the future, which will be required in the public interest, that may lead to adverse effects on European sites, which would otherwise be avoided.

Policy Screening: Categorising the Potential Effects of the Plan (Tyldesley, 2009)	
Criteria Category	**Rationale**
C6	Options, policies or proposals which **depend on how the policies etc are implemented** in due course, for example, through the development management process. There is a theoretical possibility that if implemented in one or more particular ways, the proposal could possibly have a significant effect on a European site
C7	Any other options, policies or proposals that would be **vulnerable to failure** under the Habitats Regulations at project assessment stage; to include them in the plan would be regarded by the EC as 'faulty planning'.
C8	Any other proposal that may have an adverse effect on a European site, which might try to pass the tests of the Habitats Regulations at project assessment stage by arguing that the **plan provides the imperative reasons** of overriding public interest to justify its consent despite a negative assessment.
Category D: Potential significant effects in combination	
D1	The option, policy or proposal alone would not be likely to have significant effects but if its effects are combined with the effects of other policies or proposals **provided for or coordinated** by the Local Development Document (internally) the **cumulative** effects would be likely to be significant.
D2	Options, policies or proposals that alone would not be likely to have significant effects but if their effects are **combined with the effects of other plans and projects** and possibly the effects of other developments provided for in the Local Development Document as well, the combined effects are likely to be significant.
D3	Options or proposals that are, or could be, part of a **programme or sequence of development** delivered over a period, where the implementation of the early stages would not have a significant effect on European sites, but which would dictate the nature, scale, duration, location, timing of the whole project, the later stages of which could have adverse effects on such sites.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
KP1: LEVEL OF GROWTH Provision will be made for a range and choice of opportunities to deliver 41,100 new dwellings and 40,000 new jobs in Cardiff between 2006-2026. Furthermore, in order to demonstrate that the Plan	**C2** The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically, hydrologically or physically connected to it or it	Proposed growth will not incur land take at European sites, but may potentially affect sites within and outside Cardiff. The magnitude of housing and employment development proposed requires examination to determine any effects

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
meets the flexibility test of soundness and to accommodate potentially higher build rates than anticipated, provision has been made to deliver an additional 10% flexibility allowance (for 4,000 dwellings) which can be triggered, if demonstrated as necessary through annual monitoring, in the later phases of the Plan period.	may increase disturbance as a result of increased recreational pressure. **C3** Proposals for a **magnitude of development** that, no matter where it is located, the development could potentially have a significant effect on a European site.	upon European Sites.
KP2: STRATEGIC SITES Strategic Sites will be allocated as set out below to help meet the need for new dwellings and jobs: Brownfield Strategic Sites: (A) Cardiff Central Enterprise Zone and Regional Transport Hub; (B) Former Gas Works, Ferry Road; Greenfield Strategic Sites: (C) North West Cardiff; (D) North of Junction 33 on M4; (E) South of Creigiau; (F) North East Cardiff (West of Pontprennau); (G) East of Pontprennau Link Road; and (H) South of St Mellons Business Park - Employment only.	**C2** The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically, hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressure. **C3** Proposals for a **magnitude of development** that, no matter where it is located, the development could potentially have a significant effect on a European site.	Proposed growth will not incur land take at European sites, but may potentially affect sites within and outside Cardiff. The magnitude of housing and employment development proposed requires examination to determine any effects upon European Sites.
KP3(A): GREEN BELT In order to strategically manage the urban form of Cardiff and to protect the setting of the urban area, a Green Belt is proposed on land North of the M4 as shown on the Proposals Map. Within this area	**A2** Options/ policies intended to protect the natural environment, including biodiversity. **A3** Options/ policies intended to conserve or enhance the natural, built or historic environment,	This policy is aimed in part at preserving the natural environment.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
development which prejudices the open nature of this land will not be permitted. Positive biodiversity, landscape, climate change mitigation and informal recreational management and enhancement measures will be encouraged in this area to further enhance the long term role of the area as a key natural resource benefitting the city.	where enhancement measures will not be likely to have any negative effect on a European site.	
KP3(B): SETTLEMENT BOUNDARIES In order to strategically manage the spatial growth of Cardiff, settlement boundaries are proposed as shown on the Proposals Map. In all areas outside the defined settlement boundaries, otherwise referred to as countryside, there will be a corresponding presumption against inappropriate development.	**A5** Options/ policies that would have no effect because no development could occur through the policy itself, the development being implemented through later policies in the same plan, which are more specific and therefore more appropriate to access for their effects on European Sites and associated sensitive areas.	Definition of a settlement boundary will not affect European sites per se.
KP4: MASTERPLANNING APPROACH New development should accord with: (i) The Masterplanning General Principles (as set out in the Deposit LDP) (ii) Guidance set out in Site-Specific Masterplanning Frameworks, where prepared.	**A5** Options/ policies that would have no effect because no development could occur through the policy itself, the development being implemented through later policies in the same plan, which are more specific and therefore more appropriate to access for their effects on European Sites and associated sensitive areas.	This policy does not stipulate development in itself, but instead provides the Masterplanning principles that policies such as KP1 and KP2 should follow.
KP5: HIGH QUALITY AND SUSTAINABLE DESIGN To help support the development of Cardiff as a world-class European Capital City, all new development will be required to be of a high quality,	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning	Design-related policy which does not in itself lead to development.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
sustainable design and make a positive contribution to the creation of distinctive communities, places and spaces	policy.	
KP6: NEW INFRASTRUCTURE New development will make appropriate provision for, or contribute towards, the necessary infrastructure required as a consequence of the proposed development. Such infrastructure will be delivered in a timely manner to meet the needs of existing and planned communities and includes the aspects which may be required subject to the nature and details of the proposal as set out in text of this policy.	**C2** The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically, hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressure.	Proposed infrastructure will not incur land take at European sites, but may potentially affect sites within and outside Cardiff.
KP7: PLANNING OBLIGATIONS Planning obligations will be sought to mitigate any adverse impacts of development.	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	Policy will not lead to development in itself.
KP8: SUSTAINABLE TRANSPORT Development in Cardiff will be integrated with transport infrastructure and services in order to: (i) Minimise travel demand and dependence on the car; (ii) Enable and maximise use of sustainable and active modes of transport; (iii) Integrate travel modes;	**A2** Options/ policies intended to protect the natural environment, including biodiversity.	Policy will serve to offset potential negative impacts arising from other parts of the plan.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
(iv) Provide for people with special access and mobility requirements; (v) Improve safety for all travellers; (vi) Maintain and improve the efficiency and reliability of the transport network; (vii) Support the movement of freight by rail or water; and (viii) Manage freight movements by road and minimise their impacts.		
KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS Provision will be made for a range and choice of new employment sites including those identified in KP2 for different types of employment and in different geographical locations to effectively deliver the level of growth set out in the plan together with putting in place a framework to protect the role of existing employment land	**C2** The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically, hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressure. **C3** Proposals for a **magnitude of development** that, no matter where it is located, the development could potentially have a significant effect on a European site.	Proposed employment sites will not incur land take at European sites, but may potentially affect sites within and outside Cardiff. The magnitude of housing and employment development proposed requires examination to determine any effects upon European Sites.
KP10: CENTRAL AND BAY BUSINESS AREAS The following uses are considered appropriate within the Central and Bay Business Areas: **(i)** New offices, residential and commercial leisure uses within the Central and Bay Business	**C2** The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically, hydrologically or physically connected to it or it may increase disturbance as a result of	Proposed development sites will not incur land take at European sites, but are connected to the Severn Estuary via Cardiff Bay, and so may potentially affect this site.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
Areas; **(ii)** Enhanced retail and complementary facilities within the Central Shopping Area; and **(iii)** Other uses most appropriately located in city centres.	increased recreational pressure.	
KP11: MINERALS AND AGGREGATES Cardiff will contribute to regional aggregate supplies by: **(i)** Promoting and supporting the efficient use of minerals and use of alternatives to naturally occurring minerals including the re-use of secondary aggregates; **(ii)** Protecting existing mineral reserves and potential resources from development that would preclude their future extraction; and **(iii)** Maintaining a 10 year land bank of permitted aggregate reserves in line with national guidance.	**C2** The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically, hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressure.	Mineral sites are close to Cardiff Beech Woods SAC, so potential for effect should be examined in further detail.
KP12: WASTE Waste arisings from Cardiff will be managed by: **(i)** Promoting and supporting additional sustainable waste treatment facilities, measures and strategies in accordance with the Regional Waste Plan;	**C2** The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically, hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressure.	Where waste sites are close to the Severn Estuary, the potential for an effect should be examined in further detail.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
(ii) Encouraging the provision of in-building treatment facilities on existing and allocated areas of general industry; **(iii)** Supporting the provision and maintenance of sustainable waste management storage and collection arrangements in all appropriate new developments; and **(iv)** Supporting waste minimisation and the provision of facilities that use recycled or composted products.		
KP13: RESPONDING TO EVIDENCED SOCIAL NEEDS A key part of the successful progression of the city will be to develop sustainable neighbourhoods, tackle deprivation, and improve the quality of life for all.	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	Policy will not lead to development in itself.
KP14: HEALTHY LIVING Cardiff will be made a healthier place to live by seeking to reduce health inequalities through encouraging healthy lifestyles, addressing the social determinants of health and providing accessible health care facilities. This will be achieved by supporting developments which provide for active travel, access to quality open spaces and accessible health facilities.	**C2** The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically, hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressure.	Where access to open spaces is promoted as part of developments, and this access is in a sensitive area such as Cardiff beech Woods or the foreshore of the Severn Estuary, the potential for an effect should be examined in further detail.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
KP15: CLIMATE CHANGE To mitigate against the effects of climate change and adapt to its impacts, development proposals should take into account the following factors: **(i)** Reducing carbon emissions; **(ii)** Protecting and increasing carbon sinks; **(iii)** Adapting to the implications of climate change at both a strategic and detailed design level; **(iv)** Promoting energy efficiency and increasing the supply of renewable energy; and **(v)** Avoiding unnecessary flood risk by assessing the implications of development proposals within areas susceptible to flooding and preventing development that unacceptably increases risk.	**C2** The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically, hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressure.	Where policies promote generation of renewable energy, this could include wind turbines situated on the foreshore of the Severn Estuary, so the potential for an effect should be examined in further detail.
KP16: NATURAL HERITAGE Cardiff's distinctive natural heritage that provides a network of green infrastructure. The network will be protected, enhanced, created and managed to ensure integrity and connectivity of this multi-functional green resource is maintained. Protection and conservation of natural heritage network needs to be balanced against the benefits of development. Proposed development should therefore demonstrate how green infrastructure has been considered and integrated into the proposals. If	**A2** Options/ policies intended to protect the natural environment, including biodiversity.	Policy will serve to offset potential negative impacts arising from other parts of the plan.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
development results in overall loss of green infrastructure, appropriate compensation will be required.		
KP17: BUILT HERITAGE Cardiff's distinctive heritage assets will be protected, managed and enhanced.	**A3** Options/ policies intended to conserve or enhance the natural, built or historic environment, where enhancement measures will not be likely to have any negative effect on a European site.	Policy itself will not lead to development.
KP18: NATURAL RESOURCES In the interests of the long-term sustainable development of Cardiff, development proposals must take full account of the need to minimise impacts on the city's natural resources and minimise pollution	**A2** Options/ policies intended to protect the natural environment, including biodiversity.	Policy will serve to offset potential negative impacts arising from other parts of the plan.
H1: NON-STRATEGIC HOUSING SITES The non-strategic sites which are allocated for housing are listed in Table 3 of the draft deposit LDP document.	**D1** The option, policy or proposal alone would not be likely to have significant effects but if its effects are combined with the effects of other policies or proposals **provided for or coordinated** by the Local Development Document (internally) the **cumulative** effects could potentially to be significant.	Non-strategic housing sites, when combined with educational, community, retail, waste management, and employment development, may have a combined effect upon European sites within and outside Cardiff, so the potential for a combined effect should be examined in further detail.
H2: CONVERSION TO RESIDENTIAL USE Within the Central Business Area of the city centre, District and Local centres, as defined on the Proposals Map, the conversion of suitable vacant	A4 Options/ policies that positively steer development away from European sites and associated sensitive areas.	Areas referred to in this policy are not close to European Sites, and the effects of building conversions are likely to be localised.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
space above commercial premises to residential use will be favoured where: **(i)** Adequate servicing and security can be maintained to the existing commercial use(s); **(ii)** Appropriate provision can be made for parking, access, pedestrian access, amenity space, and refuse disposal together with any appropriate external alterations and; **(iii)** The residential use does not compromise the ground floor use		
H3: AFFORDABLE HOUSING Where there is evidence of need, the Council will seek a target of X% affordable housing in all residential proposals that: **(i)** Contain X or more new dwellings; or **(ii)** Exceed X hectares in gross site area; or **(iii)** Exceed the thresholds in (i) or (ii) above for adjacent sites. The exact affordable housing contribution to be provided will depend on the circumstances of each proposal, particularly scheme viability	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	Policy itself will not lead to development.
H4: CHANGE OF USE OF RESIDENTIAL LAND OR PROPERTIES Outside the Central and Bay Business Areas and District and Local Centres, identified on the	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning	Policy itself will not lead to new development, and in any case the effects of redevelopment of residential properties are likely to be localised.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
Proposals Map, conversion or redevelopment of residential properties to other use will only be permitted where: **(i)** The premises or their location are no longer suitable for residential use; or **(ii)** The proposal is for a community use necessary within a residential area; or **(iii)** The proposal is for a use that could contribute to the creation of sustainable communities.	policy.	
H5: SUB-DIVISION OR CONVERSION OF RESIDENTIAL PROPERTIES Proposals for any conversion to flats or Houses in Multiple Occupation will be permitted where: **(i)** The existing property is of a size (without being extended for the proposed use), whereby the layout, room sizes, range of facilities and external amenity space of the resulting property would ensure an adequate standard of residential amenity for future occupiers. **(ii)** There would be no material harm to the amenity of existing, nearby residents by virtue of general disturbance, noise or overlooking. **(iii)** The cumulative impact of such conversions will not adversely affect the amenity and/or the character of the area. **(iv)** Does not have an adverse affect on local parking provision	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	Policy itself will not lead to new development, and in any case the effects of conversion of residential properties are likely to be localised.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
H6: CHANGE OF USE OR REDEVELOPMENT TO RESIDENTIAL USE Change of use of redundant premises or redevelopment of redundant previously developed land for residential use will be permitted where: **(i)** There is no overriding need to retain the existing use of the land or premises and no overriding alternative local land use requirement; **(ii)** The resulting residential accommodation and amenity will be satisfactory; **(iii)** There will be no unacceptable impact on the operating conditions of existing businesses; **(iv)** Necessary community and transportation facilities are accessible or can be readily provided or improved; and **(v)** It can be demonstrated that the change of use to a more sensitive end use has been assessed in terms of land contamination risk and that there are no an unacceptable risk to the end users.	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	Policy itself will not lead to new development, and in any case the effects of change of use likely to be localised.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S) **Land is allocated for the provision of Gypsies and Travellers accommodation at Pengam Green as defined on the Proposals Map.**	**D1** The option, policy or proposal alone would not be likely to have significant effects but if its effects are combined with the effects of other policies or proposals **provided for or coordinated** by the Local Development Document (internally) the **cumulative** effects could potentially to be significant.	This allocation, when combined with other housing, educational, community, waste management, and employment development, may have a combined effect upon European sites within and outside Cardiff, so the potential for a combined effect should be examined in further detail.
H8: SITES FOR GYPSY AND TRAVELLER CARAVANS New sites and extensions to existing sites will be permitted where: **(i)** Necessary physical, transport and social infrastructure are accessible or can be readily provided; **(ii)** Environmental factors including flood risk, ground stability, contaminated land and proximity of hazardous installations do not make the site inappropriate for residential development; **(iii)** The site is designed in line with the Welsh Government Good Practice Guide in Designing Gypsy Traveller Sites. **(iv)** There would be no unreasonable impact on the character and appearance of the surrounding areas including impact on residential amenity of neighbouring occupiers or the operating conditions of existing	**C4** An option, or policy that makes provision for a quantity/ type of development (and may indicate one or more broad locations e.g. a particular part of the plan area), but the effects are uncertain because the detailed location of the development is to be selected following **consideration of options in a later, more specific plan**. The consideration of options in the later plan will assess potential effects on European Sites, but because the development could possibly affect a European site a significant effect cannot be ruled out on the basis of objective information	Where there exists the potential for new sites and extensions to existing sites close to the foreshore of the Severn Estuary, then the potential for an effect should be examined in further detail.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
businesses **(v)** In the case of a transit or touring site, it has good access to the primary highway network.		
EC1: EXISTING EMPLOYMENT LAND The city's existing employment areas outside of the Central and Bay Business Areas (as designated on the Proposals Map) will be protected for B class employment generating uses (together with appropriate ancillary and/or complementary uses and activities as referred to in Policy EC2) as described in the table included in the text of this policy in the draft deposit LDP.	**C2** The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically, hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressure.	Some of the sites referred to in this policy are close to the Severn Estuary foreshore, so the potential for an effect should be examined in further detail.
EC2: PROVISION OF COMPLEMENTARY FACILITIES FOR EMPLOYEES IN BUSINESS, INDUSTRIAL AND WAREHOUSING DEVELOPMENTS Provision for open space, public realm, leisure, food and drink, and child-care facilities will be appropriate in office, industrial and warehousing developments, provided, the facility is of an appropriate scale and nature intended primarily to meet the needs of workers in the vicinity, therefore not attracting significant levels of visitor traffic into the area, or exacerbating existing traffic conditions.	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	Policy itself will not lead to new development, and in any case the effects of these facilities are likely to be localised.
EC3: ALTERNATIVE USE OF EMPLOYMENT	**A1** Options/ policies that will not themselves	Policy itself will not lead to new development, but

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
LAND AND PREMISES Development of business, industrial and warehousing land and premises for other uses will only be permitted if: **(i)** The land or premises are no longer well-located for business, industrial or warehousing use; or **(ii)** There is no need to retain the land or premises for business, industrial or warehousing use, having regard to the demand for such land and premises and the requirement to provide for a range and choice of sites available for such use; and **(iii)** There will be no unacceptable impact on the operating conditions of existing businesses.	lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	instead controls the type of development at these sites.
EC4: PROTECTING OFFICES IN THE CENTRAL AND BAY BUSINESS AREAS The alternative use of offices within the Central and Bay Business Areas will only be permitted where it can be demonstrated that there is no need to retain the site or premises for office use having regard to the demand for offices and the requirement to provide a range and choice of sites available for such use.	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	Policy itself will not lead to new development, but instead controls the type of development at these sites.
EC5: HOTEL DEVELOPMENT Proposals for hotel development will be favoured:	**C2** The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically,	Development in the Bay area may potentially have effects upon the Severn Estuary, so this potential should be examined in more detail.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
(i) Within the Central and Bay Business Areas of the city centre; **(ii)** In appropriate locations for the conversion of suitable residential or commercial properties; **(iii)** At other locations within the urban area, if there is no need to preserve the site for its existing or allocated use, assessed against the relevant policies of the plan; Subject to considerations of scale, location, design, amenity and transportation being acceptable.	hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressure.	
EC6: NON-STRATEGIC EMPLOYMENT SITE Land is allocated for university related research and development uses at Maindy Road, Cathays.	**B** Options/ policies that could have an effect but would not be likely to have a significant (negative) effect on a European site (alone or in-combination with other plans or projects) because the effects are trivial or 'de minimis' even if combined with other effects.	The size of development is too small and too far removed from any European Site to have any potential effect, either alone or in combination with other developments.
EN1: COUNTRYSIDE PROTECTION There will be a presumption against development in the countryside, beyond the settlement boundaries identified on the Proposals Map, except where it can be justified for agricultural and forestry needs or it is essential for facilitating sustainable access to and enjoyment of the countryside including appropriate outdoor recreation and tourism uses. Appropriate development in the countryside should be in harmony with, and not cause unacceptable	**A2** Options/ policies intended to protect the natural environment, including biodiversity.	This policy is aimed in part at preserving the natural environment.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
harm to, the character and quality of the surrounding countryside and landscape		
EN2: CONVERSION, EXTENSION AND REPLACEMENT BUILDINGS IN THE COUNTRYSIDE There will be a presumption against conversion, extension and replacement of buildings in Cardiff's countryside except in accordance with the detailed criteria set out in this policy in the draft deposit LDP.	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	Policy itself does not lead to development.
EN3: LANDSCAPE PROTECTION Development will not be permitted that would cause unacceptable harm to the character and quality of the landscape and setting of the city, with particular priority given to protecting, managing and enhancing the character and quality of the following Special Landscape Areas: **(i)** St Fagans Lowlands and the Ely Valley; **(ii)** Garth Hill and Pentyrch Ridges; **(iii)** Fforest Fawr and Caerphilly Ridge; **(iv)** Wentloog Levels; and **(v)** Flat Holm.	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	Policy itself does not lead to development.
EN4: RIVER VALLEYS The Natural Heritage, character and other key features of Cardiff's river corridors will be protected,	**C2** The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that	Where the Taff Trail is promoted, the potential for an effect upon the Cardiff Beech Woods should be examined in further detail.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
promoted and enhanced, together with facilitating sustainable access and recreation.	may be very close to it, or ecologically, hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressure.	
EN5: LOCAL NATURE RESERVES AND NON-STATUTORY SITES OF NATURE CONSERVATION AND GEOLOGICAL IMPORTANCE Development proposals that would affect locally designated sites of nature conservation and geological importance should maintain or enhance the nature conservation and/or geological importance of the designation	**A2** Options/ policies intended to protect the natural environment, including biodiversity.	This policy is aimed at preserving the natural environment.
EN6: ECOLOGICAL NETWORKS AND FEATURES OF IMPORTANCE FOR BIODIVERSITY Development will only be permitted if it does not cause unacceptable harm to: **(i)** Landscape features of importance for wild flora and fauna, including wildlife corridors and 'stepping stones' which enable the dispersal and functioning of protected and priority species; **(ii)** Networks of importance for landscape or nature conservation. Particular priority will be given to the protection, enlargement, connectivity and management of the overall nature of semi natural habitats.	**A2** Options/ policies intended to protect the natural environment, including biodiversity.	This policy is aimed at preserving the natural environment.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
EN7: PRIORITY HABITATS AND SPECIES Development proposals that would have a significant adverse affect on the continued viability of habitats and species identified as priorities in the UK or Local Biodiversity Action Plan will only be permitted where: **(i)** The need for development outweighs the nature conservation importance of the site; **(ii)** The developer demonstrates that there is no satisfactory alternative location for the development which avoids nature conservation impacts; and **(iii)** Effective mitigation measures are provided by the developer.	**A2** Options/ policies intended to protect the natural environment, including biodiversity.	This policy is aimed at preserving the natural environment.
EN8: TREES, WOODLANDS AND HEDGEROWS Development will not be permitted that would cause unacceptable harm to trees, woodlands and hedgerows of significant public amenity, natural or cultural heritage value, or that contribute significantly to mitigating the effects of climate change.	**A2** Options/ policies intended to protect the natural environment, including biodiversity.	This policy is aimed at preserving the natural environment.
EN9: CONSERVATION OF THE HISTORIC ENVIRONMENT Development relating to any of the heritage assets	**A3** Options/ policies intended to conserve or enhance the natural, built or historic environment, where enhancement measures will not be likely	Policy itself will not lead to development

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
listed (or their settings) will only be permitted where it can be demonstrated that it preserves or enhances that asset's architectural quality, historic and cultural significance, character, integrity and/or setting.	to have any negative effect on a European site.	
EN10: INNOVATIVE WATER SOLUTIONS Development should demonstrate the incorporation of water sensitive urban design solutions (the process of integrating water cycle management with the built environment through planning and urban design). To include the management of: **(i)** Water demand and supply; **(ii)** Waste water and pollution; **(iii)** Rainfall and runoff; **(iv)** Watercourses and water resource; **(v)** Flooding; and **(vi)** Water pathways.	**A2** Options/ policies intended to protect the natural environment, including biodiversity.	Policy itself will not lead to development, and will serve to offset any potential negative effects arising from other part of the plan.
EN11: PROTECTION OF WATER RESOURCES Development will not be permitted that would cause unacceptable harm to the quality or quantity of underground, surface or coastal waters.	**A2** Options/ policies intended to protect the natural environment, including biodiversity.	Policy itself will not lead to development, and will serve to offset any potential negative effects arising from other part of the plan.
EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES The Council will encourage developers of major and strategic sites to incorporate schemes which	**C2** The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically,	Where policies promote generation of renewable energy, this could include wind turbines situated on the foreshore of the Severn Estuary, so the potential for an effect should be examined in

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
generate energy from renewable and low carbon technologies. This includes opportunities to minimise carbon emissions associated with the heating, cooling and power systems for new development.	hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressure.	further detail.
EN13: AIR, NOISE, LIGHT POLLUTION AND CONTAMINATED LAND Development will not be permitted where it would cause or result in unacceptable harm to health, local amenity, the character and quality of the countryside, or interests of nature conservation, landscape or built heritage importance because of air, noise, light pollution or the presence of unacceptable levels of land contamination.	**A2** Options/ policies intended to protect the natural environment, including biodiversity.	Policy itself will not lead to development, and will serve to offset any potential negative effects arising from other part of the plan.
EN14: FLOOD RISK Development will not be permitted: **(i)** Within tidal or fluvial flood plains unless existing or proposed flood prevention and/or protection measures are acceptable; or **(ii)** Where it would increase the risk of flooding; or **(iii)** Where it would hinder future maintenance or improvement schemes of flood defences and watercourses; or **(iv)** Where it would cause adverse effects on the integrity of tidal or fluvial defences; or **(v)** Where ground floor bedrooms are proposed in areas at high risk of flooding.	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	Policy itself will not lead to development.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
T1: SUPPORTING ACTIVE TRAVEL To enable people to access employment, essential services and community facilities by walking and cycling the Council will support developments which incorporate the attributes detailed in the text of this policy in the draft deposit LDP	**A2** Options/ policies intended to protect the natural environment, including biodiversity.	Policy itself will not lead to development, and will serve to offset any potential negative effects arising from other part of the plan.
T2: STRATEGIC RAPID TRANSIT AND BUS CORRIDORS To avoid car-based developments and maximise use of sustainable transport, infrastructure and associated services will be introduced to develop strategic rapid transport and bus corridors including those detailed in the text of this policy in the draft deposit LDP	**A2** Options/ policies intended to protect the natural environment, including biodiversity.	Policy itself will not lead to development, and will serve to offset any potential negative effects arising from other part of the plan.
T3: TRANSPORT INTERCHANGES In order to facilitate the transfer between transport modes and help to minimise travel demand and reduce car dependency, developments detailed in the text of this policy in the draft deposit LDP will be supported.	**A2** Options/ policies intended to protect the natural environment, including biodiversity.	Policy itself will not lead to development, and will serve to offset any potential negative effects arising from other part of the plan.
T4: REGIONAL TRANSPORT HUB Support will be given to the development of infrastructure and facilities in and around Cardiff	**A4** Options/ policies that positively steer development away from European sites and associated sensitive areas.	**Locations mentioned are not near European sites, and any effects are likely to be localized.**

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
Central Railway Station which meet the criteria detailed in the text of this policy in the draft deposit LDP.		
T5: MANAGING TRANSPORT IMPACTS Where necessary, safe and convenient provision will be sought in conjunction with development for: **(i)** Pedestrians; **(ii)** People with special access and mobility requirements; **(iii)** Cyclists; **(iv)** Powered two-wheelers; **(v)** Public transport; **(vi)** Vehicular access and traffic management within the site and its vicinity; **(vii)** Car parking and servicing; **(viii)** Coach parking; and **(ix)** Horse-riders.	**A2** Options/ policies intended to protect the natural environment, including biodiversity.	Policy itself will not lead to development, and will serve to offset any potential negative effects arising from other part of the plan.
T6: IMPACT ON TRANSPORT NETWORKS AND SERVICES Development will not be permitted which would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks including pedestrian and cycle routes, public rights of way and bridle routes.	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	Policy itself will not lead to development.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE Support will be given to the development of the following elements of strategic transportation infrastructure: (i) Eastern Bay Link; (ii) St Mellons rail interchange; and (iii) New sustainable transport corridor in North West Cardiff	**C2** The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically, hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressure.	The Eastern Bay Link Road passes close to the Severn Estuary and so its potential effects should be examined in more detail.
T8: STRATEGIC RECREATIONAL ROUTES A strategic network of recreational routes will be maintained and developed to link Cardiff's coast, river corridors, open spaces, countryside, and the regional network of routes, facilitating access to them by local communities, and forming an integral part of the wider cycling and walking network in Cardiff.	**C2** The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically, hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressure.	Where recreational routes are promoted or enhanced, and these routes are in a sensitive area such as Cardiff Beech Woods or the foreshore of the Severn Estuary, the potential for an effect should be examined in further detail.
R1: RETAIL PROVISION WITHIN STRATEGIC SITES Retail development which forms part of the allocated housing led Strategic Sites will be supported, where: **(i)** It is of an appropriate scale which satisfies an identified local need; **(ii)** It is located along public transport corridors and easily accessible by walking and cycling; and	**D1** The option, policy or proposal alone would not be likely to have significant effects but if its effects are combined with the effects of other policies or proposals **provided for or coordinated** by the Local Development Document (internally) the **cumulative** effects could potentially to be significant.	Retail provision in Strategic Sites, when combined with housing, educational, community, waste management, and employment development, may have a combined effect upon European sites within and outside Cardiff, so the potential for a combined effect should be examined in further detail.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
(iii) It forms part of a planned centre which reinforces a sense of place.		
R2: DEVELOPMENT IN THE CENTRAL SHOPPING AREA Development proposals within the Central Shopping Area (CSA) will be assessed against the following criteria: **(i)** Whether the proposal involves the loss of shop uses (Class A1) from within Protected Shopping Frontages; **(ii)** Whether the proposal involves retail and other uses which enhance the vitality, viability and attractiveness of the city centre; **(iii)** Whether the development allows for, or retains the effective use of, upper floors; and **(iv)** Supports the regeneration, renewal and enhancement of the city centre.	**A4** Options/ policies that positively steer development away from European sites and associated sensitive areas.	Locations mentioned are not near European sites, and any potential effects are likely to be localised.
R3: PROTECTED SHOPPING FRONTAGES Development proposals involving the loss of Class A1 (shop) uses within Protected Shopping Frontages will be assessed against the following criteria: **(i)** The balance and distribution of existing and committed non-shop uses; **(ii)** The amount of A1 floorspace and frontage length being lost; **(iii)** Whether, and for how long, the premises have	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	Policy itself will not lead to development.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
been vacant and actively marketed; **(iv)** The location, character and prominence of individual premises or frontages; **(v)** The nature of the proposed use, including whether an appropriate shop front and window display is to be provided; and **(vi)** The impact of the proposed use upon the amenity of adjacent or nearby residents.		
R4: RETAIL DEVELOPMENT (OUT OF CENTRE) Retail development will only be permitted outside the Central Shopping Area, District and Local Centres identified on the Proposals Map if it meets the criteria in the text of this policy in the draft deposit LDP.	**B** Options/ policies that could have an effect but would not be likely to have a significant (negative) effect on a European site (alone or in-combination with other plans or projects) because the effects are trivial or 'de minimis' even if combined with other effects.	**This policy does not provide for development, but identifies the criteria against which development out of** Central Shopping Area, District and Local Centres, will be judged.
R5: DISTRICT CENTRES Retail, office, leisure and community facilities will be favoured within the District Centres identified on the Proposal Map.	A4 Options/ policies that positively steer development away from European sites and associated sensitive areas.	Areas referred to in this policy are not close to European Sites, and the effects of building these facilities are likely to be localised.
R6: LOCAL CENTRES Retail, office, leisure and community facilities will be favoured within the Local Centres identified on the Proposal Map.	A4 Options/ policies that positively steer development away from European sites and associated sensitive areas.	Areas referred to in this policy are not close to European Sites, and the effects of building these facilities are likely to be localised.
R7: FOOD AND DRINK USES	**A1** Options/ policies that will not themselves	Policy itself will not lead to development.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
Food and Drink Uses are most appropriately located in: **(i)** The City Centre (Central Business Area) **(ii)** The inner harbour/waterfront area of Cardiff Bay (Bay Business Area) **(iii)** District and Local Centres	lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	
R8: PROTECTION OF LOCAL SHOPPING PARADES Proposals that would lead to the loss of local shops outside of identified centres will be assessed having regard to the role of those shops in meeting local shopping needs and the viability of the premises for continued retail use.	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy	Policy itself will not lead to development.
C1: COMMUNITY FACILITIES Proposals for new and improved community facilities, health and religious facilities will be encouraged, subject to the criteria detailed in this policy in the draft deposit LDP being satisfied.	**D1** The option, policy or proposal alone would not be likely to have significant effects but if its effects are combined with the effects of other policies or proposals **provided for or coordinated** by the Local Development Document (internally) the **cumulative** effects could potentially to be significant.	Community facilities, when combined with housing, educational, Waste management, and employment development, may have a combined effect upon European sites within and outside Cardiff, so the potential for a combined effect should be examined in further detail.
C2: COMMUNITY SAFETY/CREATING SAFE ENVIRONMENTS All new development and redevelopment shall be designed to promote a safe and secure environment	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning	Policy itself will not lead to development.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
and minimise the opportunity for crime	policy.	
C3: PROTECTION OF OPEN SPACE Development will not be permitted on areas of open space unless: **(i)** It would not cause or exacerbate a deficiency of open space in accordance with the most recent open space study; and **(ii)** The open space has no significant functional or amenity value; and **(iii)** The open space is of no significant quality; or **(iv)** The developers make satisfactory compensatory provision; and, in all cases; **(v)** The open space has no significant nature or historic conservation importance.	**A2** Options/ policies intended to protect the natural environment, including biodiversity.	Policy itself will not lead to development, and will serve to offset any potential negative effects arising from other part of the plan.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
C4: PROVISION FOR OPEN SPACE, OUTDOOR RECREATION AND SPORT Provision for open space, outdoor recreation and sport will be sought in conjunction with all new residential developments. This Policy is aimed at securing the provision or improvement of open space and other appropriate outdoor recreation and sport in conjunction with all new residential developments over 8 units and on site provision of functional open space in conjunction with all new residential developments over 14 units.	**B** Options/ policies that could have an effect but would not be likely to have a significant (negative) effect on a European site (alone or in-combination with other plans or projects) because the effects are trivial or 'de minimis' even if combined with other effects.	The nature of the development provided for by this policy is such that any potential effect upon European sites is minimal.
C5: PROVISION FOR ALLOTMENTS AND COMMUNITY GROWING Provision for allotments and/or community growing areas will be sought on new residential developments over 46 units and on all developments over 1800, provision of a 40 plot allotment site will be sought, increasing on a pro-rata basis for larger sites.	**B** Options/ policies that could have an effect but would not be likely to have a significant (negative) effect on a European site (alone or in-combination with other plans or projects) because the effects are trivial or 'de minimis' even if combined with other effects.	The nature of the development provided for by this policy is such that any potential effect upon European sites is minimal.
C6: PROVISION FOR CHILDREN'S PLAY Provision for children's play should be an essential element of the layout of new developments. Access to at least three different types of outdoor play provision as indicated in the text of this policy in the draft deposit LDPA shall be provided within 400m of family homes within new developments.	**B** Options/ policies that could have an effect but would not be likely to have a significant (negative) effect on a European site (alone or in-combination with other plans or projects) because the effects are trivial or 'de minimis' even if combined with other effects.	The nature of the development provided for by this policy is such that any potential effect upon European sites is minimal.

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
C7: HEALTH Priority in new developments will be given to reducing health inequalities and encouraging healthy lifestyles	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	Policy itself will not lead to development.
C8: PLANNING FOR SCHOOLS New and improved school facilities will be provided to meet existing and future educational needs.	**D1** The option, policy or proposal alone would not be likely to have significant effects but if its effects are combined with the effects of other policies or proposals **provided for or coordinated** by the Local Development Document (internally) the **cumulative** effects could potentially to be significant.	Educational facilities, when combined with housing, retail, waste management, educational, community, and employment developments, may have a combined effect upon European sites within and outside Cardiff, so the potential for a combined effect should be examined in further detail.
C9: NEW EDUCATIONAL FACILITIES Development of nursery, primary, secondary and sixth form education should: **(i)** Be well designed, well related to neighbourhood services and amenities, and easily accessible by sustainable transport modes; and **(ii)** Include, where appropriate, provision for other appropriate community uses in addition to their educational use.	**D1** The option, policy or proposal alone would not be likely to have significant effects but if its effects are combined with the effects of other policies or proposals **provided for or coordinated** by the Local Development Document (internally) the **cumulative** effects could potentially to be significant.	Educational facilities, when combined with housing, retail, waste management, community, and employment developments, may have a combined effect upon European sites within and outside Cardiff, so the potential for a combined effect should be examined in further detail.
C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION	**D1** The option, policy or proposal alone would not be likely to have significant effects but if its effects are combined with the effects of other policies or proposals **provided for or**	Health employment facilities, when combined with housing, retail, waste management, educational and community developments, may have a combined effect upon European sites

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
Land is allocated for health related uses at Government Offices, St Agnes Road, Heath (4.07ha)	**coordinated** by the Local Development Document (internally) the **cumulative** effects could potentially to be significant.	within and outside Cardiff, so the potential for a combined effect should be examined in further detail.
M1: MINERAL LIMESTONE RESERVES AND RESOURCES Mineral reserves with planning permission will be safeguarded from development that would prevent their extraction at: **(i)** Creigiau Quarry; **(ii)** Taffs Well Quarry; **(iii)** Ton Mawr Quarry; and **(iv)** Blaengwynlais Quarry. Resource areas will be safeguarded from development that would prevent their extraction at: **(i)** Creigiau Quarry; and **(ii)** Ton Mawr Quarry.	**C1** The option, policy could **directly affect** a European site because it provides for, or steers, a quantity or type of development onto a European site, or adjacent to it.	**Quarries referred to lie close to Cardiff Beech Woods SAC**
M2: PREFERRED ORDER OF MINERAL RESOURCE RELEASE The extension or deepening of existing mineral workings will be favoured in preference to the release of new sites and deepening will be preferred to lateral extension.	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	**Policy does not provide for quarrying per se, just the preferred order of release.**

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
M3: QUARRY CLOSURES AND EXTENSION LIMITS Measures to prevent further mineral working and, where appropriate, to secure restoration and landscaping works at the earliest opportunity, will be sought at the following sites: **(i)** Cefn Garw Quarry, Tongwynlais; **(ii)** Highland Park Brickworks, Ely; **(iii)** West End Brickworks, Ely; and **(iv)** Southern and western parts of Creigiau Quarry. **(v)** No further extension to mineral reserves will be permitted at these sites, or at: **(vi)** Blaengwynlais Quarry, Rhiwbina Hill.	**C1** The option, policy could **directly affect** a European site because it provides for, or steers, a quantity or type of development onto a European site, or adjacent to it.	**Restoration activities may potentially have an effect upon Cardiff Beech Woods SAC.**
M4: MINERALS BUFFER ZONES Within the minerals buffer zones no mineral working, housing or other sensitive development will be permitted.	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	**Policy does not provide for quarrying per se, just the buffer zone around the quarries.**
M5: RESTORATION AND AFTER - USE OF MINERAL WORKINGS Proposals for mineral working or for related plant and buildings will be permitted only where firm proposals are included for the reinstatement of the site to a condition fit for an appropriate after-use supported, where relevant, by adequate after-care	**C1** The option, policy could **directly affect** a European site because it provides for, or steers, a quantity or type of development onto a European site, or adjacent to it.	**Restoration activities may potentially have an effect upon Cardiff Beech Woods SAC.**

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
proposals. Appropriate reinstatement and after-care proposals will similarly be required when existing controls are reviewed.		
M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES The sand wharves shown on the Proposals Map will be protected against development which would prejudice their ability to land marine dredged sand and gravel. Proposals for the provision and improvement of landing and distribution facilities for marine dredged aggregates within Cardiff Docks will be favoured where there will be no unacceptable harm to the environment, nearby residential areas or future regeneration prospects of the waterfront area.	**C1** The option, policy could **directly affect** a European site because it provides for, or steers, a quantity or type of development onto a European site, or adjacent to it.	**The wharves are close to the Severn Estuary, and access to them is via the estuary, so the potential for an effect upon the European site need to be examined further.**
M7: SAFEGUARDING OF SAND AND GRAVEL RESOURCE The area of sand and gravel resource shown on the Proposals Map will be protected against all forms of permanent development in order to prevent sterilisation of the resource and to ensure that the sand and gravel within that area will be preserved for the future, should a demonstrable need for the use of those resources arise.	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	**The policy protects sites from development, rather than promoting development.**
M8: SAFEGUARDING OF COAL RESOURCES Areas of coal resource as shown on the Proposals	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to	**The policy protects sites from development, rather than promoting development.**

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
Map will be protected against all forms of permanent development in order to prevent sterilisation of the resource and to ensure that the coal within that area will be preserved for the future, should a demonstrable need for the use of those resources arise.	design or other qualitative criteria for development, or they are not a land use planning policy.	
M9: SAFEGUARDING OF LIMESTONE RESOURCES Areas of limestone resource as shown on the Proposals Map will be protected against all forms of permanent development in order to prevent sterilisation of the resource and to ensure that the limestone within that area will be preserved for the future, should a demonstrable need for the use of those resources arise.	**A1** Options/ policies that will not themselves lead to development e.g. because they relate to design or other qualitative criteria for development, or they are not a land use planning policy.	**The policy protects sites from development, rather than promoting development.**
W1: LAND FOR WASTE MANAGEMENT Land will be allocated for waste management purposes at Lamby Way as defined on the Proposals Map	**C2** The option, policy could **indirectly affect** a European site e.g. because it provides for, or steers, a quantity or type of development that may be very close to it, or ecologically, hydrologically or physically connected to it or it may increase disturbance as a result of increased recreational pressure.	**The Lamby Way site is close to the foreshore of the Severn Estuary, so any development in this area must be examined for its potential to affect the features of the European Site.**
W2: SITES FOR WASTE MANAGEMENT FACILITIES Proposals for the development of waste management	**D1** The option, policy or proposal alone would not be likely to have significant effects but if its effects are combined with the effects of other	Waste management facilities, when combined with housing, retail, educational, community, and employment developments, may have a

Policy References (for full text of policy and supporting text, please refer to the Deposit LDP document)	Potential effects (Category A - D, see key above)	Rationale/ Comments
facilities will be permitted where they meet the criteria detailed in the text of this policy in the draft deposit LDP	policies or proposals **provided for or coordinated** by the Local Development Document (internally) the **cumulative** effects could potentially to be significant.	combined effect upon European sites within and outside Cardiff, so the potential for a combined effect should be examined in further detail.
W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT Where appropriate, provision will be sought in all new development for facilities for the storage, recycling and other management of waste	**D1** The option, policy or proposal alone would not be likely to have significant effects but if its effects are combined with the effects of other policies or proposals **provided for or coordinated** by the Local Development Document (internally) the **cumulative** effects could potentially to be significant.	Waste management facilities, when combined with housing, retail, educational, community, and employment developments, may have a combined effect upon European sites within and outside Cardiff, so the potential for a combined effect should be examined in further detail.

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Appendix 3 - Development Types and Summary of Effects

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Appendix 3 - DEVELOPMENT TYPES AND SUMMARY OF EFFECTS ON EUROPEAN SITES

Type of Development	Potential Impacts of Development	Example	Summary of Effects on N2K Sites
Housing	Land take	This could be the direct loss of designated land or the indirect loss of important surrounding habitat.	▪ Habitat Fragmentation & Loss ▪ Disturbance ▪ Changes to Hydrological Regime ▪ Changes in Water Quality
	Increased abstraction levels	Increased abstraction levels can lead to a decrease in water levels, which can affect water quality and designated flora.	▪ Changes to Hydrological Regime ▪ Changes in Water Quality
	Increased traffic movements	Diffuse air pollution can also effect water quality (eutrophication).	▪ Changes in Air Quality ▪ Disturbance
	Growth in requirements for waste management facilities and increased demand for minerals	See Waste & Minerals below	▪ See Waste & Minerals below
	Increased need for further infrastructure provision.	See Infrastructure below	▪ See Infrastructure below
	Increase in population and therefore recreation levels	Some designated species and habitats are sensitive to disturbance - an increase in population can lead to higher levels of disturbance.	▪ Disturbance
	Increased noise and light pollution	Some designated species are sensitive to disturbance, such as the Lesser Horseshoe Bat.	▪ Disturbance
	Impacts on surface water run-off	An increase in non-permeable surfaces can lead to increased flood risk.	▪ Changes to Hydrological Regime ▪ Changes in Water Quality
Employment	Land take	This could be the direct loss of designated land or the indirect loss of important surrounding habitat.	▪ Habitat Fragmentation & Loss ▪ Disturbance ▪ Changes to Hydrological Regime ▪ Changes in Water Quality

	Increased demand for water resources	Increased abstraction levels can lead to a decrease in water levels, which can affect water quality and designated flora.	▪ Changes to Hydrological Regime ▪ Changes in Water Quality
	Increased traffic movements	Diffuse air pollution can also effect water quality (eutrophication).	▪ Changes in Air Quality ▪ Disturbance
	Growth in requirements for waste management facilities and increased demand for minerals	See Waste & Minerals below	▪ See Waste & Minerals below
	Increased need for further infrastructure provision.	See Infrastructure below	▪ See Infrastructure below
	Increase in population and therefore recreation levels	Some designated species and habitats are sensitive to disturbance - an increase in population can lead to higher levels of disturbance.	▪ Disturbance
	Increased noise and light pollution	Some designated species are sensitive to disturbance, such as the Lesser Horseshoe Bat.	▪ Disturbance
	Impacts on surface water run-off	An increase in non-permeable surfaces can lead to increased flood risk.	▪ Changes to Hydrological Regime ▪ Changes in Water Quality
Waste & Minerals	Land take	This could be the direct loss of designated land or the indirect loss of important surrounding habitat.	▪ Habitat Fragmentation ▪ Disturbance
	Increased transport movements	Diffuse air pollution can also effect water quality (eutrophication).	▪ Changes in Air Quality ▪ Disturbance
	Dust, noise and odour associated with industrial processes	Some designated species are sensitive to disturbance, such as the Lesser Horseshoe Bat.	▪ Changes in Air Quality ▪ Disturbance
	Contamination, accumulation of toxic substances	This can lead to a decrease in water and soil quality.	▪ Changes in Water Quality
	Wastewater	There is the potential for high concentrations of metals, dissolved nitrogen and organic material associated with certain waste and minerals development.	▪ Changes in Water Quality
	Topography alteration	Impacts on surface water run-off could	▪ Changes to Hydrological Regime

		increase the risk of flooding.	▪ Changes in Water Quality
	Aggregates removal	Aggregates removal will have effects on groundwater flow and water quality.	▪ Changes to Hydrological Regime ▪ Changes in Water Quality
Infrastructure e.g. Roads Water Supply Wastewater Power Grid Flood Management Renewables Development	Land Take	Development of a new road could, for example, involve the construction of a bridge over a river, which could act as a barrier to migration for certain fish species.	▪ Habitat Fragmentation ▪ Barriers to Migration ▪ Disturbance
	Impacts on surface water run-off	An increase in non-permeable surfaces can lead to increased flood risk.	▪ Changes to Hydrological Regime ▪ Changes in Water Quality
	Increased transport movements	Diffuse air pollution can also effect water quality (eutrophication).	▪ Changes in Air Quality ▪ Disturbance
	Laying pipes and cables	The laying of pipes and cables underground could disturb groundwater flow and there is also the potential for leakage of wastewater.	▪ Changes to Hydrological Regime ▪ Changes in Water Quality ▪ Disturbance
	Wind Turbines	Erection and use of wind turbines may cause visual disturbance to birds, and directly harm them if within flight path.	▪ Disturbance ▪ Direct Harm

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Appendix 4 - Generic Potential Effects of Development

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Appendix 4 – GENERIC POTENTIAL EFFECTS OF DEVELOPMENT

Where a policy may directly give rise to one of the generic potential effects listed, this is indicated with a tick (✓)

Policy References: Plan/ Proposal	Generic Potential Impacts of Development												
	Aggregates removal	Contamination, accumulation of toxic substances	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Impacts on surface water run-off	Increase in population and therefore recreation levels	Increased demand for water resources	Increased noise, and light pollution	Increased traffic movements	Land take	Laying pipes and cables	Topography alteration	Wastewater and Sewage	Wind Turbines
KP1: LEVEL OF GROWTH	✗	✗	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓	✗
KP2: STRATEGIC SITES	✗	✗	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓	✗
KP6: NEW INFRASTRUCTURE	✗	✗	✓	✓	✗	✗	✗	✓	✓	✓	✗	✗	✓
KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)	✗	✗	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓	✗

Policy References: Plan/ Proposal	Generic Potential Impacts of Development												
	Aggregates removal	Contamination, accumulation of toxic substances	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Impacts on surface water run-off	Increase in population and therefore recreation levels	Increased demand for water resources	Increased noise, and light pollution	Increased traffic movements	Land take	Laying pipes and cables	Topography alteration	Wastewater and Sewage	Wind Turbines
KP10: CENTRAL AND BAY BUSINESS AREAS	✗	✗	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗	✗
KP11: MINERALS AND AGGREGATES	✗	✓	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗
KP12: WASTE	✗	✓	✓	✗	✗	✗	✗	✓	✓	✗	✗	✓	✗
KP14: HEALTHY LIVING	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗
KP15: CLIMATE	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓

Policy References: Plan/ Proposal	Generic Potential Impacts of Development												
	Aggregates removal	Contamination, accumulation of toxic substances	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Impacts on surface water run-off	Increase in population and therefore recreation levels	Increased demand for water resources	Increased noise, and light pollution	Increased traffic movements	Land take	Laying pipes and cables	Topography alteration	Wastewater and Sewage	Wind Turbines
CHANGE													
H1: NON-STRATEGIC HOUSING SITES	✗	✗	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓	✗
H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)	✗	✗	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓	✗
H8: SITES FOR GYPSY AND TRAVELLER CARAVANS	✗	✗	✗	✓	✓	✓	✓	✓	✓	✗	✗	✓	✗
EC1: EXISTING EMPLOYMENT LAND	✗	✗	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓	✗

Policy References: Plan/ Proposal	Generic Potential Impacts of Development												
	Aggregates removal	Contamination, accumulation of toxic substances	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Impacts on surface water run-off	Increase in population and therefore recreation levels	Increased demand for water resources	Increased noise, and light pollution	Increased traffic movements	Land take	Laying pipes and cables	Topography alteration	Wastewater and Sewage	Wind Turbines
EC5: HOTEL DEVELOPMENT	✗	✗	✓	✓	✓	✓	✓	✓	✓	✗	✗	✓	✗
EN4: RIVER VALLEYS	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗
EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓

Policy References: Plan/ Proposal	Generic Potential Impacts of Development												
	Aggregates removal	Contamination, accumulation of toxic substances	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Impacts on surface water run-off	Increase in population and therefore recreation levels	Increased demand for water resources	Increased noise, and light pollution	Increased traffic movements	Land take	Laying pipes and cables	Topography alteration	Wastewater and Sewage	Wind Turbines
T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE	✗	✗	✓	✓	✗	✗	✗	✓	✓	✓	✗	✗	✗
T8: STRATEGIC RECREATIONAL ROUTES	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗
R1: RETAIL PROVISION WITHIN STRATEGIC SITES	✗	✗	✓	✓	✗	✓	✓	✓	✓	✗	✗	✓	✗
C1: COMMUNITY FACILITIES	✗	✗	✓	✓	✗	✓	✓	✓	✓	✗	✗	✓	✗
C8: PLANNING FOR SCHOOLS.	✗	✗	✓	✓	✗	✓	✓	✓	✓	✗	✗	✓	✗

Policy References: Plan/ Proposal	Generic Potential Impacts of Development												
	Aggregates removal	Contamination, accumulation of toxic substances	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Impacts on surface water run-off	Increase in population and therefore recreation levels	Increased demand for water resources	Increased noise, and light pollution	Increased traffic movements	Land take	Laying pipes and cables	Topography alteration	Wastewater and Sewage	Wind Turbines
C9: NEW EDUCATIONAL FACILITIES	✗	✗	✓	✓	✗	✓	✓	✓	✓	✗	✗	✓	✗
C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION	✗	✗	✓	✓	✗	✓	✓	✓	✓	✗	✗	✓	✗
M1: MINERAL LIMESTONE RESERVES AND RESOURCES	✓	✓	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗
M3: QUARRY CLOSURES AND	✓	✓	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗

Policy References: Plan/ Proposal	Generic Potential Impacts of Development												
	Aggregates removal	Contamination, accumulation of toxic substances	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Impacts on surface water run-off	Increase in population and therefore recreation levels	Increased demand for water resources	Increased noise, and light pollution	Increased traffic movements	Land take	Laying pipes and cables	Topography alteration	Wastewater and Sewage	Wind Turbines
EXTENSION LIMITS													
M5: RESTORATION AND AFTER - USE OF MINERAL WORKINGS	✓	✓	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗
M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES	✓	✓	✓	✗	✗	✗	✗	✓	✓	✗	✗	✓	✗
W1: LAND FOR WASTE MANAGEMENT	✗	✓	✓	✗	✗	✗	✗	✓	✓	✗	✗	✓	✗
W2: SITES FOR WASTE MANAGEMENT FACILITIES	✗	✓	✓	✗	✗	✗	✗	✓	✓	✗	✗	✓	✗

Policy References: Plan/ Proposal	Generic Potential Impacts of Development												
	Aggregates removal	Contamination, accumulation of toxic substances	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Impacts on surface water run-off	Increase in population and therefore recreation levels	Increased demand for water resources	Increased noise, and light pollution	Increased traffic movements	Land take	Laying pipes and cables	Topography alteration	Wastewater and Sewage	Wind Turbines
W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT	✘	✓	✓	✘	✘	✘	✘	✓	✓	✘	✘	✓	✘

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Appendix 5 - Potential Effects of Policies upon European Sites

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Appendix 5 – SUMMARY OF POTENTIAL EFFECTS OF POLICIES UPON EUROPEAN SITES

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
KP1: LEVEL OF GROWTH	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Impacts on surface water run-off	Changes in Water Quality
	Increase in population and therefore recreation levels	Disturbance
	Increased demand for water resources	Changes to Hydrological Regime Changes in Water Quality
	Increased noise and light pollution	Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
KP2: STRATEGIC SITES	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
	Impacts on surface water run-off	Changes in Water Quality
	Increase in population and therefore recreation levels	Disturbance
	Increased demand for water resources	Changes to Hydrological Regime Changes in Water Quality
	Increased noise and light pollution	Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
KP6: NEW INFRASTRUCTURE	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Impacts on surface water run-off	Changes in Water Quality
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
		Changes in Water Quality Barriers to Dispersal
	Laying pipes and cables	Disturbance Changes to Hydrological Regime Changes in Water Quality
	Wind Turbines	Disturbance Direct Harm
KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Impacts on surface water run-off	Changes in Water Quality
	Increase in population and therefore recreation levels	Disturbance
	Increased demand for water resources	Changes to Hydrological Regime Changes in Water Quality
	Increased noise and light pollution	Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and sewage	Changes in Water Quality

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
KP10: CENTRAL AND BAY BUSINESS AREAS	Dust, noise, vibration, movement and odour associated with industrial and construction processes Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Impacts on surface water run-off	Changes in Water Quality
	Increase in population and therefore recreation levels	Disturbance
	Increased demand for water resources	Changes to Hydrological Regime Changes in Water Quality
	Increased noise and light pollution	Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
KP11: MINERALS AND AGGREGATES	Contamination, accumulation of toxic substances	Changes in Water Quality
	Aggregates removal	Changes in Water Quality Changes to Hydrological Regime
	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
	Topography alteration	Changes to Hydrological Regime Changes in Water Quality
KP12: WASTE	Contamination, accumulation of toxic substances	Changes in Water Quality
	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
KP14: HEALTHY LIVING	Increase in population and therefore recreation levels	Disturbance

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
KP15: CLIMATE CHANGE	Wind Turbines	
H1: NON STRATEGIC HOUSING SITES	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Impacts on surface water run-off	Changes in Water Quality
	Increase in population and therefore recreation levels	Disturbance
	Increased demand for water resources	Changes to Hydrological Regime Changes in Water Quality
	Increased noise and light pollution	Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Impacts on surface water run-off	Changes in Water Quality
	Increase in population and therefore recreation levels	Disturbance
	Increased demand for water resources	Changes to Hydrological Regime Changes in Water Quality
	Increased noise and light pollution	Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
H8: SITES FOR GYPSY AND TRAVELLER CARAVANS	Impacts on surface water run-off	Changes in Water Quality
	Increase in population and therefore recreation levels	Disturbance
	Increased demand for water resources	Changes to Hydrological Regime Changes in Water Quality

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
	Increased noise and light pollution	Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
EC1: EXISTING EMPLOYMENT LAND	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Impacts on surface water run-off	Changes in Water Quality
	Increase in population and therefore recreation levels	Disturbance
	Increased demand for water resources	Changes to Hydrological Regime Changes in Water Quality
	Increased noise and light pollution	Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
		Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
EC5: HOTEL DEVELOPMENT	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Impacts on surface water run-off	Changes in Water Quality
	Increased demand for water resources	Changes to Hydrological Regime Changes in Water Quality
	Increased noise and light pollution	Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
EN4: RIVER VALLEYS	Increase in population and therefore recreation levels	Disturbance
EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES	Wind Turbines	
T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Impacts on surface water run-off	Changes in Water Quality
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Laying pipes and cables	Disturbance Changes to Hydrological Regime Changes in Water Quality
T8: STRATEGIC RECREATIONAL ROUTES	Increase in population and therefore recreation levels	Disturbance

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
R1: RETAIL PROVISION WITHIN STRATEGIC SITES	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Impacts on surface water run-off	Changes in Water Quality
	Increased demand for water resources	Changes to Hydrological Regime Changes in Water Quality
	Increased noise and light pollution	Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
C1: COMMUNITY FACILITIES	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Impacts on surface water run-off	Changes in Water Quality
	Increased demand for water resources	Changes to Hydrological Regime Changes in Water Quality
	Increased noise and light pollution	Disturbance

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
C8: PLANNING FOR SCHOOLS.	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Impacts on surface water run-off	Changes in Water Quality
	Increased demand for water resources	Changes to Hydrological Regime Changes in Water Quality
	Increased noise and light pollution	Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
C9: NEW EDUCATIONAL FACILITIES	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Impacts on surface water run-off	Changes in Water Quality
	Increased demand for water resources	Changes to Hydrological Regime Changes in Water Quality
	Increased noise and light pollution	Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Impacts on surface water run-off	Changes in Water Quality
	Increased demand for water resources	Changes to Hydrological Regime Changes in Water Quality
	Increased noise and light pollution	Disturbance

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
M1: MINERAL LIMESTONE RESERVES AND RESOURCES	Contamination, accumulation of toxic substances	Changes in Water Quality
	Aggregates removal	Changes in Water Quality Changes to Hydrological Regime
	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
	Topography alteration	Changes to Hydrological Regime Changes in Water Quality

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
M3: QUARRY CLOSURES AND EXTENSION LIMITS	Contamination, accumulation of toxic substances	Changes in Water Quality
	Aggregates removal	Changes in Water Quality Changes to Hydrological Regime
	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
	Topography alteration	Changes to Hydrological Regime Changes in Water Quality
M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS	Contamination, accumulation of toxic substances	Changes in Water Quality
	Aggregates removal	Changes in Water Quality Changes to Hydrological Regime
	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
	Topography alteration	Changes to Hydrological Regime Changes in Water Quality
M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES	Contamination, accumulation of toxic substances	Changes in Water Quality
	Aggregates removal	Changes in Water Quality Changes to Hydrological Regime
	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
W1: LAND FOR	Contamination, accumulation of toxic substances	Changes in Water Quality

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
WASTE MANAGEMENT	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
W2: SITES FOR WASTE MANAGEMENT FACILITIES	Contamination, accumulation of toxic substances	Changes in Water Quality
	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality
W3: PROVISION FOR	Contamination, accumulation of toxic substances	Changes in Water Quality

Policy	Potential Impacts of Policy	Summary of Potential Effects upon European sites
WASTE MANAGEMENT FACILITIES IN DEVELOPMENT	Dust, noise, vibration, movement and odour associated with industrial and construction processes	Changes in Air Quality Disturbance
	Increased traffic movements	Disturbance Changes in Air Quality
	Land take	Habitat Fragmentation & Loss Disturbance Changes to Hydrological Regime Changes in Water Quality Barriers to Dispersal
	Wastewater and Sewage	Changes in Water Quality

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Habitat Regulations Assessment Report:
Appendix 6 - Screening of Vulnerabilities for each Site

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Appendix 6 – SCREENING OF VULNERABILITIES / SENSITIVITIES OF EACH SITE FOR RELEVANCE TO DEPOSIT LDP

Where a site features is vulnerable or sensitive to any effect arising from the Deposit LDP, this is indicated with a tick (✓)

Site Name:	Vulnerabilities/Sensitivities	Relevance of Vulnerability/Sensitivity to Deposit LDP	Further Consideration in HRA
Aberbargoed Grasslands SAC	▪ Parasites (parasitic wasps affecting Marsh Fritillary Butterfiles)	A development plan for Cardiff cannot influence levels of parasitism on Marsh Fritillary Butterflies living on this site, which is about 14Km away from Cardiff.	✗
	▪ Direct habitat Loss	Site is in Caerphilly CBC,and about 14Km from Cardiff, so development in Cardiff cannot result in land-take at this site.	✗
	▪ Aerial Pollution	There is the potential for diffuse pollution arising from Cardiff to reach this site.	✓
	▪ Inappropriate grazing levels	A development plan for Cardiff cannot influence levels of grazing on this site, which is about 14Km away from Cardiff.	✗
	▪ Off-road vehicle use	A development plan for Cardiff cannot influence levels of off-road vehicle use on this site, which is about 14Km away from Cardiff.	✗
Blackmill Woodlands SAC	▪ Inappropriate grazing levels	A development plan for Cardiff cannot influence levels of grazing on this site, which is about 14Km away from Cardiff.	✗
	▪ Air pollution	There is the potential for diffuse pollution arising from Cardiff to reach this site.	✓
	▪ Direct Habitat Loss	Site is in Bridgend CBC, and about 14Km from Cardiff, so development in Cardiff cannot result in land-take at this site.	✗
Cardiff Beech Woods	▪ Recreational pressure	There is the potential for an increase in	✓

Site Name:	Vulnerabilities/Sensitivities	Relevance of Vulnerability/Sensitivity to Deposit LDP	Further Consideration in HRA
SAC		recreational pressure to arise from a local development plan, and subsequently impact upon this site.	
	▪ Atmospheric Pollution	There is the potential for diffuse pollution arising from new development and infrastructure within Cardiff to impact upon this site.	✓
	▪ Mineral extraction and related activities	Mineral extraction sites are close to this SAC, so this activity, together with subsequent quarry restoration activities, as the potential to impact upon this site.	✓
	▪ Development	General effects of development not considered under other vulnerabilities/sensitivites have the potential to affect this site	✓
	▪ Non-native species	The development plan itself could not lead to invasive non-native species affecting this site. An increase in recreational use may lead to an increase in dispersal of non-native species' seeds, but this would be accounted for under 'recreational pressure', above,	✗
	▪ Changes to Local Hydrology	Any development close to this site would have the potential to affect local hydrology within it.	✓
River Usk SAC	▪ Abstraction levels	A proportion of Cardiff's water supply may be abstracted from this river, so increased housing, industry, and amenity building within Cardiff could lead to increased abstraction levels at this site.	✓
	▪ Eutrophication	Sewage from Cardiff is ultimately discharged into the Severn Estuary, following treatment, so there is potential for this treated material to enter the River usk and affect its features.	✓
	▪ Diffuse Pollution	There is the potential for diffuse pollution from Cardiff to be deposited in the River Usk and its	✓

Site Name:	Vulnerabilities/Sensitivities	Relevance of Vulnerability/Sensitivity to Deposit LDP	Further Consideration in HRA
		catchment, and affect the River Usk SAC features.	
	▪ Barriers to migration	The River Usk is about 6 Km from Cardiff so there is no possibility that development in Cardiff will impede fish or Otter migration within the River itself.	✗
	▪ Development pressure	A development plan in Cardiff will not result in development near the River Usk, which is in Newport at its neares point to Cardiff.	✗
	▪ Invasive non-native plants	A development plan in Cardiff will not result in the spread of invasive non-native plant species in or next to the River Usk, which is in Newport.	✗
	▪ Artificially enhanced densities of other fish	A development plan in Cardiff will not artificially alter the densities of fish species in River Usk, which is in Newport. Any effects of the development plan upon Severn Estuary fish populations, which may then subsequently affect those in the River Usk, will be dealt with under consideration of the Severn Estuary, below.	✗
	▪ External factors	Any effects of the development plan upon Severn Estuary habitats and species, which may then subsequently affect those in the River Usk, will be dealt with under consideration of the Severn Estuary, below.	✗
River Wye SAC	▪ Abstraction levels	A proportion of Cardiff's water supply may be abstracted from this river, so increased housing, industry, and amenity building within Cardiff could lead to increased abstraction levels at this site.	✓
	▪ Eutrophication	Sewage from Cardiff is ultimately discharged into the Severn Estuary, following treatment, so there is potential for this treated material to enter the	✓

Site Name:	Vulnerabilities/Sensitivities	Relevance of Vulnerability/Sensitivity to Deposit LDP	Further Consideration in HRA
		River Wye and affect its features.	
	▪ Diffuse Pollution	There is the potential for diffuse pollution from Cardiff to be deposited in the River Wye and its catchment, and affect the River Wye SAC features.	✓
	▪ Barriers to migration	The River Wye is about 14 Km from Cardiff so there is no possibility that development in Cardiff will impede fish or Otter migration within the River itself.	✗
	▪ Development pressure	A development plan in Cardiff will not result in development near the River Wye, which is in Monmouthsire at its nearest point to Cardiff.	✗
	▪ Invasive non-native species	A development plan in Cardiff will not result in the spread of invasive non-native plant species in or next to the River Wye, which is in Monmouthsire at its nearest point to Cardiff.	✗
	▪ Artificially enhanced densities of other fish	A development plan in Cardiff will not artificially alter the densities of fish species in River Wye, which is in Monmouthsire. Any effects of the development plan upon Severn Estuary fish populations, which may then subsequently affect those in the River Wye, will be dealt with under consideration of the Severn Estuary, below.	✗
	▪ External factors	Any effects of the development plan upon Severn Estuary habitats and species, which may then subsequently affect those in the River Wye, will be dealt with under consideration of the Severn Estuary, below.	✗
Severn Estuary SAC	▪ Physical loss of supporting habitats through removal	There is the potential for development arising from a land use plan to cause physical loss of habitat.	✓
	▪ Contamination by synthetic and/or non-synthetic	There is the potential for development arising	✓

Site Name:	Vulnerabilities/Sensitivities	Relevance of Vulnerability/Sensitivity to Deposit LDP	Further Consideration in HRA
	toxic compounds	from a land use plan to lead to release of toxic compounds, which could affect the features of this site.	
	▪ Damage by abrasion or selective extraction	There is the potential for development arising from a land use plan to lead to abrasion or selective extraction, resulting in loss of habitat.	✓
	▪ Changes in nutrient and/or organic loading	There is the potential for changes in nutrient and organic loading to arise from a land use plan.	✓
	▪ Inappropriate grazing of Saltmarsh	A development plan would not cause or control grazing on these habitats.	✗
Severn Estuary SPA	▪ Physical loss of habitats through removal	There is the potential for development arising from a land use plan to cause physical loss of habitat.	✓
	▪ Noise, visual disturbance or direct harm to birds	Construction and operation of development could cause disturbance to species which are a feature of this site.	✓
	▪ Contamination by synthetic and/or non-synthetic toxic compounds	There is the potential for development arising from a land use plan to lead to release of toxic compounds, which could affect the features of this site.	✓
	▪ Damage by abrasion or selective extraction	There is the potential for development arising from a land use plan to lead to abarasion or selective extraction, resulting in loss of habitat.	✓
	▪ Changes in nutrient and/or organic loading	There is the potential for changes in nutrient and organic loading to arise from a land use plan.	✓
	▪ Biological disturbance through the selective extraction of species	A development plan would not cause or control fishing or wildfowling which are the principal means of selective extraction of species.	✗
Severn Estuary Ramsar	▪ Physical loss of supporting habitats through removal	There is the potential for development arising from a land use plan to cause physical loss of habitat.	✓
	▪ Noise, visual disturbance or direct harm to birds	Construction and operation of development	✓

Site Name:	Vulnerabilities/Sensitivities	Relevance of Vulnerability/Sensitivity to Deposit LDP	Further Consideration in HRA
		could cause disturbance to species which are a feature of this site.	
	▪ Contamination by synthetic and/or non-synthetic toxic compounds	There is the potential for development arising from a land use plan to lead to release of toxic compounds, which could affect the features of this site.	✓
	▪ Damage by abrasion or selective extraction	There is the potential for development arising from a land use plan to lead to abarasion or selective extraction, resulting in loss of habitat.	✓
	▪ Changes in nutrient and/or organic loading	There is the potential for changes in nutrient and organic loading to arise from a land use plan.	✓
	▪ Biological disturbance through the selective extraction of species	A development plan would not cause or control fishing or wildfowling which are the principal means of selective extraction of species.	✗

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Appendix 7 - Screened-in Vulnerabilities

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Appendix 7 – SUMMARY OF SCREENED-IN VULNERABILITIES / SENSITIVITIES FOR EACH SITE

Where a site features is vulnerable or sensitive to any effect arising from the Deposit LDP, this is indicated with a tick (✓)

Site Name:	Vulnerabilities/Sensitivities	Relevance of Vulnerability/Sensitivity to Draft Deposit LDP	Further Consideration in HRA
Aberbargoed Grasslands SAC	▪ Aerial Pollution	There is the potential for diffuse pollution arising from Cardiff to reach this site.	✓
Blackmill Woodlands SAC	▪ Aerial Pollution	There is the potential for diffuse pollution arising from Cardiff to reach this site.	✓
Cardiff Beech Woods SAC	▪ Recreational pressure	There is the potential for an increase in recreational pressure to arise from a local development plan, and subsequently impact upon this site.	✓
	▪ Aerial Pollution	There is the potential for diffuse pollution arising from new development and infrastructure within Cardiff to impact upon this site.	✓
	▪ Mineral extraction and related activities	Mineral extraction sites are close to this SAC, so this activity, together with subsequent quarry restoration activities, as the potential to impact upon this site.	✓
	▪ Development	General effects of development not considered under other vulnerabilities/sensitivites have the potential to affect this site	✓
	▪ Changes to Local Hydrology	Any development close to this site would have the potential to affect local hydrology within it.	✓
River Usk SAC	▪ Abstraction levels	A proportion of Cardiff's water supply may be abstracted from this river, so increased housing, industry, and amenity building within Cardiff	✓

Site Name:	Vulnerabilities/Sensitivities	Relevance of Vulnerability/Sensitivity to Draft Deposit LDP	Further Consideration in HRA
		could lead to increased abstraction levels at this site.	
	▪ Eutrophication	Sewage from Cardiff is ultimately discharged into the Severn Estuary, following treatment, so there is potential for this treated material to enter the River usk and affect its features.	✓
	▪ Aerial Pollution	There is the potential for diffuse pollution from Cardiff to be deposited in the River Usk and its catchment, and affect the River Usk SAC features.	✓
River Wye SAC	▪ Abstraction levels	A proportion of Cardiff's water supply may be abstracted from this river, so increased housing, industry, and amenity building within Cardiff could lead to increased abstraction levels at this site.	✓
	▪ Eutrophication	Sewage from Cardiff is ultimately discharged into the Severn Estuary, following treatment, so there is potential for this treated material to enter the River Wye and affect its features.	✓
	▪ Aerial Pollution	There is the potential for diffuse pollution from Cardiff to be deposited in the River Wye and its catchment, and affect the River Wye SAC features.	✓
Severn Estuary SAC	▪ Physical loss of supporting habitats through removal	There is the potential for development arising from a land use plan to cause physical loss of habitat.	✓
	▪ Contamination by synthetic and/or non-synthetic toxic compounds	There is the potential for development arising from a land use plan to lead to release of toxic compounds, which could affect the features of this site.	✓
	▪ Damage by abrasion or selective extraction	There is the potential for development arising from a land use plan to lead to abrasion or	✓

Site Name:	Vulnerabilities/Sensitivities	Relevance of Vulnerability/Sensitivity to Draft Deposit LDP	Further Consideration in HRA
		selective extraction, resulting in loss of habitat.	
	▪ Changes in nutrient and/or organic loading	There is the potential for changes in nutrient and organic loading to arise from a land use plan.	✓
Severn Estuary SPA	▪ Physical loss of habitats through removal	There is the potential for development arising from a land use plan to cause physical loss of habitat.	✓
	▪ Noise, visual disturbance or direct harm to birds	Construction and operation of development could cause disturbance to species which are a feature of this site.	✓
	▪ Contamination by synthetic and/or non-synthetic toxic compounds	There is the potential for development arising from a land use plan to lead to release of toxic compounds, which could affect the features of this site.	✓
	▪ Damage by abrasion or selective extraction	There is the potential for development arising from a land use plan to lead to abarasion or selective extraction, resulting in loss of habitat.	✓
	▪ Changes in nutrient and/or organic loading	There is the potential for changes in nutrient and organic loading to arise from a land use plan.	✓
Severn Estuary Ramsar	▪ Physical loss of supporting habitats through removal	There is the potential for development arising from a land use plan to cause physical loss of habitat.	✓
	▪ Noise, visual disturbance or direct harm to birds	Construction and operation of development could cause disturbance to species which are a feature of this site.	✓
	▪ Contamination by synthetic and/or non-synthetic toxic compounds	There is the potential for development arising from a land use plan to lead to release of toxic compounds, which could affect the features of this site.	✓
	▪ Damage by abrasion or selective extraction	There is the potential for development arising from a land use plan to lead to abarasion or selective extraction, resulting in loss of habitat.	✓
	▪ Changes in nutrient and/or organic loading	There is the potential for changes in nutrient and	✓

Site Name:	Vulnerabilities/Sensitivities	Relevance of Vulnerability/Sensitivity to Draft Deposit LDP	Further Consideration in HRA
		organic loading to arise from a land use plan.	

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Appendix 8 - Comparison of Potential Effects with Screened-in Vulnerabilities

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Appendix 8 – COMPARISON OF GENERIC POTENTIAL IMPACTS OF EACH POLICY WITH SCREENED-IN VULNERABILITIES / SENSITIVITIES OF EACH EUROPEAN SITE

Where a a site's vulnerability or sensitivity coincides with a potential effect arising from a policy, this is indicated with a tick (✓)

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
KP1: LEVEL OF GROWTH	Dust, noise, vibration movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Impacts on surface water run-off	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
	Increase in population and therefore recreation levels	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased demand for water resources	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Increased noise and light pollution	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
KP2: STRATEGIC SITES	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Impacts on surface water run-off	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
	Increase in population and therefore recreation levels	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased demand for water resources	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Increased noise and light pollution	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
KP6: NEW INFRASTRUCTURE	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Impacts on surface water run-off	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Laying pipes and cables	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
KP9: RESPONDING TO	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
EVIDENCED ECONOMIC NEEDS (Employment)																													
	Impacts on surface water run-off	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
	Increase in population and therefore recreation levels	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased demand for water resources	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Increased noise and light pollution	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
KP10: CENTRAL AND BAY BUSINESS AREAS	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Impacts on surface water run-off	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
	Increase in population and therefore recreation levels	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased demand for water resources	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Increased noise and light pollution	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
KP11: MINERALS AND AGGREGATES	Contamination, accumulation of toxic substances	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗
	Aggregates removal	✓	✓	✗	✓	✓	✗	✓	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
KP12: WASTE	Contamination, accumulation of toxic substances	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
KP14: HEALTHY LIVING	Increase in population and therefore recreation levels	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
KP15: CLIMATE CHANGE	Installation of wind turbines	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗	✗

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
H1: NON STRATEGIC HOUSING SITES	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Impacts on surface water run-off	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
	Increase in population and therefore recreation levels	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased demand for water resources	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Increased noise and light pollution	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Impacts on surface water run-off	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
	Increase in population and therefore recreation levels	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased demand for water resources	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Increased noise and light pollution	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
H8: SITES FOR GYPSY AND TRAVELLER CARAVANS	Impacts on surface water run-off	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
	Increase in population and therefore recreation levels	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased demand for water resources	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Increased noise and light pollution	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
EC1: EXISTING EMPLOYMENT LAND	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Impacts on surface water run-off	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
	Increase in population and therefore recreation levels	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased demand for water resources	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Increased noise and light pollution	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
EC5: HOTEL DEVELOPMENT	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Impacts on surface water run-off	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
	Increased demand for water resources	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Increased noise and light pollution	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
EN4: RIVER VALLEYS	Increase in population and therefore recreation levels	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES	Installation of Wind Turbines	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗	✗

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Impacts on surface water run-off	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Laying pipes and cables	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
T8: STRATEGIC RECREATIONAL ROUTES	Increase in population and therefore recreation levels	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
R1: RETAIL PROVISION WITHIN	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
STRATEGIC SITES	Impacts on surface water run-off	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
	Increased demand for water resources	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Increased noise and light pollution	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
C1: COMMUNITY FACILITIES	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
	Impacts on surface water run-off	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
	Increased demand for water resources	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Increased noise and light pollution	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
C8: PLANNING FOR SCHOOLS.	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
	Impacts on surface water run-off	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
	Increased demand for water resources	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Increased noise and light pollution	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
C9: NEW EDUCATIONAL FACILITIES	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Impacts on surface water run-off	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
	Increased demand for water resources	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Increased noise and light pollution	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Impacts on surface water run-off	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
	Increased demand for water resources	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Increased noise and light pollution	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
M1: MINERAL LIMESTONE RESERVES AND RESOURCES	Contamination, accumulation of toxic substances	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗
	Aggregates removal	✓	✓	✗	✓	✓	✗	✓	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
M3: QUARRY CLOSURES AND EXTENSION LIMITS	Contamination, accumulation of toxic substances	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗
	Aggregates removal	✓	✓	✗	✓	✓	✗	✓	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS	Contamination, accumulation of toxic substances	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗
	Aggregates removal	✓	✓	✗	✓	✓	✗	✓	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES	Contamination, accumulation of toxic substances	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗
	Aggregates removal	✓	✓	✗	✓	✓	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗
	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
W1: LAND FOR WASTE MANAGEMENT	Contamination, accumulation of toxic substances	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗
	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
W2: SITES FOR WASTE	Contamination, accumulation of toxic substances	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗

Policy	Potential Impacts of Policy (From Appendix 5)	Designated Sites and the Factors to Which Their Features are Vulnerable/Sensitive (From Appendix 7)																											
		Aberbargoed grasslands SAC	Blackmill Woodlands SAC	Cardiff Beech Woods SAC					River Usk SAC			River Wye SAC			Severn Estuary SAC				Severn Estuary SPA					Severn Estuary Ramsar				
		Aerial Pollution	Aerial Pollution	Recreational pressure	Aerial Pollution	Mineral extraction and related activities	Development	Changes to Local Hydrology	Abstraction levels	Eutrophication	Aerial Pollution	Abstraction levels	Eutrophication	Aerial Pollution	Physical loss of supporting habitats	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading	Physical loss of supporting habitats	Noise / visual disturbance / direct harm	Contamination	Damage by abrasion or selective extraction	Changes in nutrient and/or organic loading
MANAGEMENT FACILITIES	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓
W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT	Contamination, accumulation of toxic substances	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗
	Dust, noise, vibration, movement and odour associated with industrial and construction processes	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✗	✓	✓	✗	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓
	Increased traffic movements	✓	✓	✗	✓	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✗	✗
	Land take	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✗	✗	✗
	Wastewater and Sewage	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓	✗	✗	✓	✗	✓

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CARDIFF
CAERDYDD

Cardiff Local Development Plan
2006 - 2026

Habitat Regulations Assessment Report:
Appendix 9 - Plans Projects and Programmes for in Combination Assessment

September 2013

CARDIFF
CAERDYDD

Appendix 3: INFORMATION DATABASE

Plans, Programmes & Projects Effects (in-combination)

Plans, Programmes and Projects Review

National

National	
People, Places, Futures: The Wales Spatial Plan (update) 2008	
Plan Type	**Regional Spatial Strategy**
Plan Owner/ Competent Authority	**Welsh Assembly**
Currency	**Adopted 2004**
Region/Geographic Coverage	**Wales**
Sector	**Planning**
Related work SA/SEA HRA/AA	**SEA of the Wales Spatial Plan Update 2008** **HRA and AA of the Wales Spatial Plan Update (June 2008)**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The Wales Spatial Plan sets out an agenda for the sustainable development of Wales over the next 20 years. The purpose of the update is to reflect new drivers of change and to give status to the Area work which has developed over the past two years. The plan aims to make South East Wales a networked city-region able to provide quality of life for the population and to be able to compete with comparable areas in the UK and the EU for investment and growth. The pattern of housing development across South East Wales is seen as developing a greater mix and balance of housing in the Heads of the Valleys and Connections Corridor whilst ensuring that development in the Coastal Belt of South East Wales does not undermine this housing market. There should also be a targeted action to secure a supply of affordable housing. Three Strategic Opportunity Areas (SOA) were identified as offering potential regional benefits from their sustainable development.	▪ Direct loss of habitat through development - One of the three Strategic Opportunity Areas identified is 'the area around Llantrisant and North West Cardiff'; Cardiff Beech Woods SAC is in close proximity to this. ▪ Housing and employment growth may lead to increased transport movements - the potential for in-combination effect is greater where housing sites are in close proximity to Natura 2000 sites. ▪ New communities require increased infrastructure – potential for land take, pollution increase, disturbance/ severance of habitats and species. ▪ Growth in the requirement for waste management/ transport disposal from new communities and businesses has the potential to increase pollution, and introduce land take issues. ▪ Recreation pressures may result from housing developments near/ adjacent to Natura 2000 sites. ▪ Atmospheric pollution generated as a result of housing, employment and transport growth.

National	
People, Places, Futures: The Wales Spatial Plan (update) 2008	
These areas are: developments linked to the dualling of the Heads of the Valleys road (A465); the area around Llantrisant and North West Cardiff which has seen major growth over the past 30 years; and development in the Vale of Glamorgan linked to the proposed St Athan military training academy. The Plan states that improvements to transport are essential to making the city-region work, and to the regeneration of Valleys communities, highlighting the importance of external transport links, such as the M4, east/west rail links and Cardiff International Airport.	

National	
Property Strategy for Employment in Wales 2004- 2008	
Plan Type	**Employment Strategy**
Plan Owner/ Competent Authority	**Welsh Development Agency**
Currency	**2004 - 2008**
Region/Geographic Coverage	**Wales**
Sector	**Planning**
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The Property Strategy for Employment in Wales 2004-2008 sets out the Welsh Assembly Government's approach for employment sites and buildings across Wales. The document aims to provide a framework to ensure that Wales can provide high quality employment sites and premises in the right locations for inward investors and indigenous businesses.	▪ Direct loss of habitat through development - There are 4 SACs in close proximity to the M4, these are: o River Usk SAC; o Cardiff Beech Woods SAC; o Cefn Cribwr Grasslands SAC; and o Kenfig SAC.

National	
Property Strategy for Employment in Wales 2004- 2008	
Premier Business Park (1) - focused on M4/capital of Wales One park is needed for Wales as a whole, with a land requirement of some 100-300 acres (40-121 hectares). The current lack of such a premier business park is a major weakness in Wales' current property armoury and investor offer. Only the "Greater Cardiff" area can in principle meet the criteria set out in the strategy. **Business Parks** (6) - 2/3 on M4 Corridor. **Strategic Sites** (15/20) -concentrated on large centres of population with proximity to the primary road network. **Strategic Mixed Use Sites** (5-10) - to complement the business parks and strategic sites network. **Special Category Sites** (1) - but with other sites having 'key' sector roles **City/Town Centre Office Sites** Extensive network based on the main centres of population and existing critical mass, supplemented by smaller scale opportunities The following areas are recommended for early consideration: - major settlements ▪ Cardiff/Cardiff Bay ▪ Swansea ▪ Newport ▪ Wrexham	▪ Employment growth may lead to increased transport movements. ▪ New development requires increased infrastructure - potential for land take, pollution increase, disturbance/ severance of habitats and species. ▪ Growth in the requirement for waste management/ transport disposal from new businesses has the potential to increase pollution, and introduce land take issues. ▪ Recreation pressures may result from developments near/ adjacent to Natura 2000 sites. ▪ Atmospheric pollution generated as a result of employment and transport growth.

National	
Property Strategy for Employment in Wales 2004- 2008	
- other settlements ▪ Caerphilly ▪ Cwmbran ▪ Merthyr Tydfil ▪ Carmarthen ▪ Newtown ▪ Bangor ▪ Colwyn Bay **Industrial Estates/Local Sites** 50-70 – to serve essentially sub-regional and local markets.	

National	
One Wales: Connecting the Nation. The Wales Transport Strategy 2008	
Plan Type	**Transport**
Plan Owner/ Competent Authority	**Welsh Assembly Government - Transport Wales**
Currency	**2008**
Region/Geographic Coverage	**Wales**
Sector	**Transport**
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The goal of One Wales: Connecting the nation is to promote sustainable transport= networks that safeguard the environment while strengthening our country's economic and social life. Our transport strategy identifies a series of high-level outcomes and sets out the steps to their delivery. One Wales: Connecting the nation long-term outcomes: **Social** ▪ Improve access to healthcare ▪ Improve access to education, training and lifelong learning ▪ Improve access to shopping and leisure facilities ▪ Encourage healthy lifestyles ▪ Improve the actual and perceived safety of travel **Economic** ▪ Improve access to employment opportunities ▪ Improve connectivity within Wales and internationally ▪ Improve the efficient, reliable and sustainable movement of people ▪ Improve the efficient, reliable and sustainable movement of freight	▪ Improving the efficient, reliable and sustainable movement of people and freight as well as reducing the contribution of transport to greenhouse gas emissions will help to mitigate or offset any increase in diffuse air pollution as a result of this Strategy.

National	
One Wales: Connecting the Nation. The Wales Transport Strategy 2008	
▪ Improve access to visitor attractions **Environmental** ▪ Increase the use of more sustainable materials ▪ Reduce the contribution of transport to greenhouse gas emissions ▪ Adapt to the impacts of climate change ▪ Reduce the contribution of transport to air pollution and other harmful emissions ▪ Improve the impact of transport on the local environment ▪ Improve the impact of transport on our heritage ▪ Improve the impact of transport on biodiversity The strategic priorities to focus work cover: ▪ Reducing greenhouse gas emissions and other environmental impacts; ▪ Integrating local transport; ▪ Improving access between key settlements and sites; ▪ Enhancing international connectivity; and ▪ Increasing safety and security.	

National	
The Trunk Road Forward Programme 2002 (including 2004 supplement)	
Plan Type	**Transport**
Plan Owner/ Competent Authority	**Welsh Assembly Government - Transport Wales**
Currency	**2002**
Region/Geographic Coverage	**Wales**
Sector	**Transport**

National	
The Trunk Road Forward Programme 2002 (including 2004 supplement)	
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**
Phase 1 (Start March 2007) A465 Abergavenny to Gilwern ▪ The scheme comprises the on-line widening of some 6km of the A465 between the existing Hardwick Roundabout and Glanbaiden junction, and then continues for just under 1km to Gilwern. Includes the areas: Hardwicke roundabout, Llanfoist, West of Llanfoist, Govilon and Gilwern East. M4 Castleton to Coryton Widening ▪ A 13.5km (8.0 mile) long scheme to widen from dual two lane to dual three lane motorway standard at an estimated cost of £71m. The main programme of construction work started in May 2007. Reconstruction and realignment of the motorway within the central reserve is currently underway between Junctions 30 and 32. This will continue until June 2008. The main widening will then follow in core phases: o June 2008 - November 2008: J30 to J32 - Westbound widening. o November 2008 - April 2009: J29 to J30 - Eastbound widening. o April 2009 - August 2009: J29 to J30 - Central Reserve works. o August 2009 - December 2009: J29 to J32 - Westbound widening. **Phase 2 (Could be ready to start by April 2010)** A465 Brynmawr to Tredegor ▪ The A465 Trunk Road is part of the Trans European Road Network and is an important strategic route in South Wales, linking the Midlands and Northern England to West Wales and Ireland. Includes the areas: The Dingle, Blaen-y-Cwm Reservoir, Garn Lydan, Rassau Industrial Estate East, Rassau Industrial	▪ A465 Abergavenny to Gilwern - Runs in close proximity and across the River Usk SAC. Potential for disturbance at point which the A465 crosses the River Usk and for pollution as a result of construction activities. ▪ M4 Castleton to Coryton Widening - Junction 32 of the M4 lies approximately 1.2km away from Cardiff Beech Woods SAC. ▪ A465 Gilwern to Brynmawr - This section of the A465 runs directly through Cwm Clydach Woodlands SAC and Usk Bat Sites SAC. Potential for direct land take, increased disturbance for bat population and possible pollution as a result of construction activities. ▪ New M4 Magor to Castleton - This development would involve the building of a bridge across the River Usk SAC. Potential for disturbance at point which the bridge crosses the River Usk and for pollution as a result of construction activities. There is potential for the bridge to have significant effects on migratory fish populations. ▪ All the development proposed has the potential to increase levels of traffic and therefore contribute to an increase in diffuse air pollution.

National	
The Trunk Road Forward Programme 2002 (including 2004 supplement)	
Estate West and Nantybwch Junction (phase two). A465 Gilwern to Brynmawr ▪ The A465 Trunk Road is part of the Trans European Road Network and is an important strategic route in South Wales, linking the Midlands and Northern England to West Wales and Ireland. Includes the areas: Gilwern East (phase two), Gilwern West, Maesygwartha, Upper Clydach, Blackrock and Brynmawr. New M4 Magor to Castleton ▪ The Welsh Assembly Government has proposed a new dual 3-lane motorway link between Magor and Castleton as part of the optimum long-term wider integrated transport strategy for South-East Wales. The new dual 3-lane motorway will be 15 miles (24 km) long, linking Junction 23A at Magor and Junction 29 at Castleton. The route crosses the Gwent Levels, including several Sites of Special Scientific Interest (or SSSIs), so great care will be taken to minimise the effects on the SSSIs by using previous industrial land where feasible. **Phase 3 (Unlikely to start before April 2010)** A4042 Llanellen ▪ A narrow bridge crossing with limited pedestrian facilities and narrow winding approach from the south. Cardiff International Airport Access ▪ The scheme is proposed to address access problems to Cardiff International Airport and Culverhouse Cross. Detailed investigations are underway to ascertain how well various options address the identified issues whilst taking into account environmental, social and economic considerations. As part of the ongoing study traffic surveys and roadside interviews with travellers on roads in the Vale of Glamorgan area will be carried	

National	
The Trunk Road Forward Programme 2002 (including 2004 supplement)	
out in early March 2008. It is anticipated that solutions which are considered to best address the issues will be the subject of a public consultation planned to start in July 2008. The study is expected to be complete by the end of 2008. A465:A470 to Hirwaun A465 Dowlais Top to A470 ▪ Includes the areas: Dowlais Top Junction (phase two), Penywern, Galon Uchaf, Gurnos, Cefn Coed, A470 Junction and West of A470. **On Hold** A4042 Penperlleni A40 Abergavenny	

National	
Minerals Planning Policy Wales 2001	
Plan Type	**Minerals & Waste**
Plan Owner/ Competent Authority	**Welsh Assembly Government**
Currency	**2001**
Region/Geographic Coverage	**Wales**
Sector	**Minerals**
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**

National	
Minerals Planning Policy Wales 2001	
Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites 23. Minerals proposals within or likely to significantly affect potential and classified SPAs, designated, candidate or proposed SACs or Ramsar sites must be carefully examined in relation to the site's conservation objectives in order to ascertain whether or not they are likely to be significant in terms of the ecological objectives of the site. For the purpose of considering development proposals affecting them, potential SPAs and candidate SACs should be given the same protection and treated as classified SPAs and designated SACs. As a matter of policy, the Assembly has chosen to apply the same considerations to Ramsar sites. If a proposal individually or in combination with other proposals and sites with extant planning permission is likely have a significant effect on such a site, an appropriate assessment of the implications for the site must be made by the planning authority. If the proposal would adversely affect the integrity of the site (taking into account advice from the Countryside Council for Wales) and conditions would not remove this effect, planning permission will not be granted unless there are: ▪ no alternative solutions (i.e. alternative supplies cannot be made available at reasonable cost; and there is no scope for meeting the need in some other way); and, ▪ imperative reasons of overriding public interest – including those of a social and economic nature. In determining this, authorities should have regard to considerations such as the need for the development in terms of UK mineral supply; and, the impact of permitting the development or refusing it on the local economy. The Assembly would consider the question of whether there are imperative reasons of overriding public interest for the development, taking account of advice from the Countryside Council for Wales, and bearing in mind the views of any other	No locations are specified. The document contains strong policies in regard to the protection of Natura 2000 and Ramsar sites.

National	
Minerals Planning Policy Wales 2001	
competent authority. **Sites of Special Scientific Interest (SSSIs) and National Nature Reserves (NNRs)** 25. Minerals proposals within SSSIs or likely to affect them should be very carefully considered, and where the impact is likely to be significant they should be subject to the most rigorous examination, and the need for the mineral must be balanced against environmental and other relevant considerations. Particular care should be taken in assessing proposals that are likely to affect an SSSI which has been designated an NNR24. Consideration must always include an assessment of: ▪ the need for the development in terms of UK considerations of mineral supply; ▪ the impact of permitting the development or refusing it on the local economy; ▪ whether alternative supplies can be made available at reasonable cost; and the scope for meeting the need in some other way; ▪ any detrimental effect of the proposals on the nature conservation interest of the site in terms of habitat, protected species, bio-diversity, environment and landscape, and the extent to which that should be moderated; and, ▪ in the case of extensions to existing quarries and other mineral extraction sites, the extent to which the proposal would achieve an enhancement to the nature conservation and biodiversity interest of the site. **Proposals for opencast or deep-mine development or colliery spoil disposal will be expected to meet the following**	

National	
Minerals Planning Policy Wales 2001	
requirements otherwise they should not be approved: ▪ within or likely to affect Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs), Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites must meet the additional tests set out in paragraphs 23 and 25 above;	

National	
Welsh Coastal Tourism Strategy Draft Final Strategy Document 2007	
Plan Type	**Coastal Strategy**
Plan Owner/ Competent Authority	**Welsh Assembly Government**
Currency	**2007**
Region/Geographic Coverage	**Wales**
Sector	**Planning**
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**
South East – The Capital Network South East Wales is the most populous area of Wales with the coast zone being a main economic driver. Cardiff and Newport are both coastal located cities and the former has an important tourism role as a capital city, regional shopping and cultural centre, a major sporting venue and increasingly as a conference centre and the Ryder Cup at Newport in 2010. The regeneration of Cardiff Waterfront has created an important arc of leisure and recreation facilities around an impounded area of	▪ Direct loss of habitat through development - Severn Estuary SPA, Ramsar and SAC is present all along the Cardiff coastline. ▪ Increased levels of tourism and employment may lead to increased transport movements. ▪ Atmospheric pollution generated as a result of employment and transport growth. ▪ Increased recreational pressure through water sports. ▪ An increased level of waterborne transport and development along the coast has the potential to increase diffuse levels of water pollution.

National	
Welsh Coastal Tourism Strategy Draft Final Strategy Document 2007	
water. The area also has the more traditional seaside resorts of Barry and Penarth and in the Vale of Glamorgan an extensive length of Heritage Coast. In the east of the area the Gwent Levels are important for its wildlife particularly migrating birds. Elements to consider in the South East Spatial Plan Area ▪ Establish and implement standards with regard to tourism facilities, information, accommodation and visitor expectations at popular coastal locations. ▪ To consider the potential of identifying a pilot area as a 'Coastal Recreation Area'. ▪ To continue to support the waterfront regeneration initiatives in Barry, Cardiff and Newport. ▪ To consider the opportunities for enhancing the role of beach wardens and voluntary/coastcare groups in the management and maintenance of beaches. ▪ To consider the potential of additional or new berths at Cardiff and Newport and the provision of visiting berths at existing marinas. ▪ To consider the improvement of facilities for cruise liners and for passengers in Cardiff. ▪ To consider opportunities for exploiting the potential of food, heritage and culture.	

Regional

Regional	
The South East Wales Consultation Draft Regional Waste Plan 1st Revision Oct 2007	
Plan Type	**Waste & Minerals**

Regional	
The South East Wales Consultation Draft Regional Waste Plan 1st Revision Oct 2007	
Plan Owner/ Competent Authority	**South East Wales Regional Waste Group**
Currency	**Consultation document (ended Dec 2007) Final document due 2008**
Region/Geographic Coverage	**Wales**
Sector	**Waste**
Related work SA/SEA HRA/AA	**Sustainability Appraisal & Life Cycle Analysis of the Strategic Waste Management Options (Environment Agency Wales, 2007).**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The **estimated total land area required** in South East Wales for new in-building facilities by 2013 for the seven sub-Options ranges from between 48 hectares to 108 hectares. An analysis of the potentially available land area on existing B2 or major industry sites and B2 sites that have already been allocated in development plans has shown that in each UA area for which data is available there is, at the current time, a clear surplus of developable land with a B2 planning permission or proposed use to accommodate the highest estimate of the total land area required for new in-building waste management facilities. In South East Wales there is a total of 734 developable hectares of land with a B2 planning permission or proposed use. **Biodiversity** - The footprint of statutory designated sites, including Special Areas of Conservation, Ramsar sites, Sites of Special Scientific Interest, National Nature Reserves and Special Protection Areas have all been **designated as absolute areas of constraint**, constituting areas that are unsuitable for waste management facilities. These have subsequently been omitted from the search. In addition, impacts on designated sites as a result of placing waste management facilities nearby have been considered. This has been undertaken by applying buffer areas around the footprint of designated sites, which present areas of some constraint. As the distance from the designated sites increases, the level of constraint	Natura 2000 sites have designated as absolute areas of constraint, constituting areas that are unsuitable for waste management facilities. In addition, impacts on designated sites as a result of placing waste management facilities nearby have been considered.

Regional	
The South East Wales Consultation Draft Regional Waste Plan 1st Revision Oct 2007	
decreases as reflected by the lowering weighting. The buffer zones vary depending on the importance of the designated site; buffers have been derived from information held within current planning policy regarding siting development near such sites, the weightings are appropriate to this and reflect the distance from the designated site, as well as the type of waste facility. For biodiversity issues, the Areas of Search subsequently reflect areas that are considered to be constrained by virtue of planning policy, reflected at the broad, national level. By excluding sites of nature conservation importance and applying buffers around them representing constraints, the permanent negative effects on biodiversity, including flora and fauna, are minimised.	

Regional	
South East Wales Transport Alliance: Regional Transport Plan December 2009	
Plan Type	**Regional Transport Plan**
Plan Owner/ Competent Authority	**South East Wales Transport Alliance**
Currency	**December 2009**
Region/Geographic Coverage	**South East Wales Transport Alliance (SEWTA) region**
Sector	**Transport**
Related work SA/SEA HRA/AA	**SEA Environmental Report June 2008**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The aim of this RTP is to improve regional transport in South East Wales and help deliver the social, economic and environmental objectives of the Wales Spatial Plan and the Wales Transport Strategy.	▪ The key focus of the regional transport plan is to rebalance capital investment away from road building towards public transport, walking and cycling, this includes investment in travel planning measures. ▪ The overarching aim of this plan is to seek long term sustainable transport

Regional	
South East Wales Transport Alliance: Regional Transport Plan December 2009	
The RTP vision is: To provide a modern, integrated and sustainable transport system for South East Wales that increases opportunity, promotes prosperity and protects the environment; where public transport, walking, cycling and sustainable freight provide real travel alternatives. Sewta's priorities build on the RTP's vision. They tackle Sewta's main problems and they set the general direction of the RTP, as follows: 1. To improve access to services, facilities and employment, particularly by public transport, walking and cycling; 2. To provide a transport system that increases the use of sustainable modes of travel; 3. To reduce the demand for travel; 4. To develop an efficient and reliable transport system with reduced levels of congestion and improved transport links within the Sewta region and to the rest of Wales, the UK and Europe; 5. To provide a transport system that encourages healthy and active lifestyles, is safer and supports local communities; 6. To reduce significantly the emission of greenhouse gases and air pollution from transport; 7. To ensure that land use development in South East Wales is supported by sustainable transport measures; 8. To make better use of the existing transport system; 9. To play a full role in regenerating South East Wales. The document identifies a number of specific core activities and interventions that according to SEWTA are absolutely critical to achieving its vision. 1. Continuing investment into the regional rail system. 2. Improving quality of the bus services. 3. Developing of public transport integration. 4. Making better use of the existing road system.	solutions. Key objectives include seeking a modal shift for private and freight transports onto more sustainable modes, reducing the impact of the transport system on the natural environment, reducing greenhouse gas emissions from transport, and reducing traffic growth and congestion. ▪ The in-combination effects of the Regional Transport Plan with Local Development Plans are likely to be positive in the long-term. ▪ The shared approach of these plans to deliver more sustainable transport and travel solutions for commercial and private traffic provides strong support for overarching aims to reduce air pollution which can contribute to the reduction of damaging effects to habitats and species.

Regional	
South East Wales Transport Alliance: Regional Transport Plan December 2009	
5. Development of a Smarter Choice programme (including walking and cycling). "Three 'Strategic Opportunity Areas" (SOAs) have been identified. These areas are: Development linked to the dualling of the Heads of the Valleys Road (A465); The area around Llantrisant and North West Cardiff; and The development in the Vale of Glamorgan linked to the proposed St Athan military training academy. The RTP objectives are: ▪ To ensure that communities have access to a good range of employment opportunities, particularly by public transport, walking and cycling ▪ To improve access to services and facilities, particularly by public transport, walking and cycling ▪ To achieve seamless interchange within and between modes of transport ▪ To achieve a modal shift towards more sustainable forms of transport for moving both people and freight ▪ To improve actual and perceived levels of personal security when travelling ▪ To improve the efficiency and reliability of the transport system ▪ To improve connections between the SEWTA region and the rest of Wales, the UK and Europe by improving transport links that do not have an adverse impact on climate change ▪ To reduce traffic growth and traffic congestion ▪ To make better use of the existing road system ▪ To ensure that land use developments in South East Wales are supported by sustainable transport measures ▪ To regenerate town centres, brown-field sites and local	

Regional	
South East Wales Transport Alliance: Regional Transport Plan December 2009	
communities through appropriate transport provision ▪ To reduce the number and severity of road traffic casualties ▪ To promote travel modes that provide for healthier lifestyles ▪ To reduce the dominance of motor traffic on the local street scene to the benefit of residents, pedestrians and cyclists ▪ To reduce the impact of the transport system on the natural and built environment ▪ To make the transport system more robust with respect to the consequences of climate change ▪ To reduce significantly the emission of greenhouse gases from transport ▪ To make the public more aware of the consequences of their travel choices on climate, the environment and health	

Regional	
SEWTA Rail Strategy Study Jan 2006	
Plan Type	**Rail Strategy**
Plan Owner/ Competent Authority	**South East Wales Transport Alliance**
Currency	**2009 - 2018**
Region/Geographic Coverage	**Wales – with regional sections Including South East Wales Transport Alliance (SEWTA) region**
Sector	**Transport**
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**

Regional	
SEWTA Rail Strategy Study Jan 2006	
In summary the strategy includes: ▪ Additional rolling stock to strengthen peak trains to provide for passenger growth and to avoid overcrowding and rolling stock renewal; ▪ Station improvements including improved station facilities, information, security and access - including additional parking; ▪ Reliability and capacity improvements; changes to the network to reduce delays and improve the ability to cope with performance problems; specifically at Cardiff Central, Cardiff Queen Street, Barry, Cogan Junction and Llandaff; ▪ Frequency enhancements on existing lines; improving the levels of service on selected routes to meet passengers' expectations and increase the transfer of car trips to rail; specifically new services on the Abergavenny, Chepstow, Ebbw Vale, Rhymney Valley, Taff Vale and Vale of Glamorgan Lines. Additional services to the north of Cardiff are required to cope with the growth in passenger demand and will require a significant investment in the capacity of the network at and between Cardiff Queen Street and Cardiff Central stations; ▪ New stations on existing lines; improving access to the rail network and integrated with the development of improved services; specifically at Caerleon, Magor with Undy, Llanwern, Coedkernew and St Mellons. With those on the main line between Cardiff and Severn Tunnel sited on the Relief Lines; ▪ Network extensions and new stations; to investigate further improving access to the rail network through extending to Ebbw Vale Town and from Pontyclun to Beddau (with stations at Talbot Green, Llantrisant, Gwaun Meisgyn & Beddau); and ▪ Rail - Link Bus Services; to extend the reach of the rail services to communities remote from the network, specifically providing access to the Valleys to the north of Cardiff and Newport.	▪ Improvements to the rail network could lead to a reduction in car use and improvements to air quality in the region.

Regional outside SE Wales

Catchment Abstraction Management Strategies	
The Thaw & Cadoxton Catchment Abstraction Management Strategy 2006	
Plan Type	**Catchment Abstraction Management Strategy**
Plan Owner/ Competent Authority	**Environment Agency Wales**
Currency	**2006-2011**
Region/Geographic Coverage	**Thaw and Cadoxton Catchment**
Sector	**Water**
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The document sets out how the Environment Agency Wales will manage water abstraction from the Thaw and Cadoxton catchment until 2011. The strategy provides the framework for any decision on an abstraction license application. The Thaw & Cadoxton CAMS area encompasses approximately 159km2 of the distinctive lowland landscape of the Vale of Glamorgan. The principal town in the catchment is Barry, with the market town of Cowbridge to the west and Penarth to the east. Although some parts of the catchment are heavily industrialised the catchment as a whole is predominantly rural with much of the land area used for agriculture.	Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EA will have to follow strict rules in setting a time limit for that license. The catchment has been split into 5 Water Resource Management Units (WRMU) and 5 Groundwater Management Units (GWMU). The document states that WRMU 1 and all 5 of the GWMUs have 'water available'. WRMUs 2 to 4 are considered to have 'no water available', while WRMU 10 is assessed to be 'over abstracted'. Both the River Thaw and the River Cadoxton ultimately flow into the Severn Estuary.

	Therefore any impact to the Severn Estuary caused by changes to the water resource management of the catchment needs is considered as part of the CAMS process.

Catchment Abstraction Management Strategies	
The Taff and Ely Catchment Abstraction Management Strategy 2006	
Plan Type	**Catchment Abstraction Management Strategy**
Plan Owner/ Competent Authority	**Environment Agency Wales**
Currency	**2006-2010**
Region/Geographic Coverage	**Taff and Ely Catchment**
Sector	**Water**
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The document sets out how the Environment Agency Wales will manage water abstraction from the Taff and Ely catchment until 2010. The strategy provides the framework for any decision on an abstraction license application. The Taff and Ely have a total catchment area of approximately 576 km2, which encompasses the River Taff, the River Ely and their respective tributaries. A large groundwater abstraction occurs at Ely Wells (in the lower Ely catchment) providing water for operations at Aberthaw Power Station. In the upper areas of the catchment there are carboniferous limestone and sandstone units (capable of supporting significant yields), which are currently not being used to their full potential.	Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EA will have to follow strict rules in setting a time limit for that license. The catchment has been split into 3 Water Resource Management Units (WRMU) and 1 Groundwater Management Unit (GWMU). The document states that two of the WRMUs and the GWMU are over licensed. The WRMU that contains the River Ely has water available for abstraction. Blaen Cynon SAC falls within WRMU 6 which according to the CAMS is over licensed. The Resource availability status of WRMU 6 is that there will be no water available by 2016. A reduction in the water table could affect the devil's-bit scabious, which prefers moist soils. The Marsh Fritillary Butterfly requires this plant species as it is their larval food.

Catchment Abstraction Management Strategies	
The Ebbw and Lwyd Catchment Abstraction Management Strategy 2006	
Plan Type	**Catchment Abstraction Management Strategy**
Plan Owner/ Competent Authority	**Environment Agency Wales**
Currency	**2006-2010**
Region/Geographic Coverage	**Ebbw and Lwyd Catchment**
Sector	**Water**
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The document sets out how the Environment Agency Wales will manage water abstraction from the Ebbw and Lwyd catchment until 2010. The strategy provides the framework for any decision on an abstraction license application. The Ebbw and Lwyd CAMS cover an area of approximately 330 km2 and encompasses the River Ebbw, River Sirhowy and the River Lwyd as well as their respective tributaries. The area extends from the mountainous landscape and steep river channels in the north to the urbanised valley floors in the south. The main urban areas associated with the River Lwyd are Cwmbran and Blaenavon. The main urban areas, which are situated on the Ebbw River are Ebbw Vale and Risca. The River Sirhowy passes through the towns of Tredegar and Blackwood. In this CAMS area water is abstracted from both surface water and groundwater for agriculture, industry, domestic use and public water supply.	Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EA will have to follow strict rules in setting a time limit for that license. The catchment has been split into 3 Water Resource Management Units (WRMU). The document states that WRMU 1 (Ebbw and Sirhowy) is over abstracted, WRMU 2 (Lwyd) has no water available and WRMU 3 (Lwyd) is over licensed. The River Usk SAC lies outside the boundary of the Ebbw and Lwyd CAMS. The River Lwyd (WRMU 10 & 14) however is a tributary of the River Usk and could therefore have an influence on water flow within the lower reaches of the River Usk SAC. The site is sensitive to changes in water flow and eutrophication, which can both be influenced by levels of abstraction. The Severn Estuary SAC, SPA and Ramsar sites are all sensitive to changes in the hydrological regime. All CAMS in SE Wales drain into the Severn Estuary and therefore have the potential to affect the habitats and species reliant on the estuary.

Catchment Abstraction Management Strategies	
The Rhymney Catchment Abstraction Management Strategy 2006	
Plan Type	**Catchment Abstraction Management Strategy**
Plan Owner/ Competent Authority	**Environment Agency Wales**
Currency	**2006-2010**
Region/Geographic Coverage	**Rhymney Catchment**
Sector	**Water**
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The document sets out how the Environment Agency Wales will manage water abstraction from the Rhymney catchment until 2010. The strategy provides the framework for any decision on an abstraction license application. The Rhymney CAMS area, some 221km2, comprises the hydrological surface water catchment to the River Rhymney and Roath Brook catchment (Cardiff). This includes the River Rhymney and all its tributaries, but not the Rhymney Estuary. The catchment can be divided into two main parts: a steep-sided, wet, mountainous upper valley with limited floodplain and short steep tributaries, and a flatter wider valley below Machen, where the river assumes a lowland meandering character. Being a narrow valley with limited floodplain, towns lie in close proximity to and on the banks of the main river and its tributaries. Thus, urban development and historical industrial developments have resulted in extensive riverbank protection works and a loss of riverine habitats. Despite this the main river and tributaries follow a	Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EA will have to follow strict rules in setting a time limit for that license. The catchment has been split into 4 Water Resource Management Units (WRMU). The document states that WRMU 1, 2 and 3 all have water available. WRMU 6 has no water available. All the WRMUs are combined surface water/groundwater units. Aberbargoed Grasslands SAC is situated within WRMU 3, which according to the CAMS has water available for abstraction. The CAMS states that the Aberbargoed Grasslands SAC "*will be taken into consideration during the licence determination process for applications within its vicinity*".

largely natural course with many of the watercourses remaining tree-lined. Within Cardiff, the Brook and its tributaries have been modified by man including diversions, culverting, revetments and reprofiling.	

Catchment Abstraction Management Strategies	
The Usk Catchment Abstraction Management Strategy 2006	
Plan Type	**Catchment Abstraction Management Strategy**
Plan Owner/ Competent Authority	**Environment Agency Wales**
Currency	**2007-2013**
Region/Geographic Coverage	**Usk Catchment**
Sector	**Water**
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The document sets out how the Environment Agency Wales will manage water abstraction from the Rhymney catchment until 2013. The strategy provides the framework for any decision on an abstraction license application. The Usk CAMS covers an area of approximately 1169 km2 and encompasses the River Usk and its tributaries, but not the Usk Estuary. The main settlements within the catchment are Abergavenny, Brecon, Brynmawr, Crickhowell, Gilwern, Llanelly Hill, Llanfoist, Newport, Raglan, Sennybridge and Usk. In this CAMS area water is taken from both surface water and groundwater resources. Water is abstracted for public water supply, navigation, agriculture, commerce/industry, domestic use, spray irrigation, horticultural watering, lake/pond maintenance, fish	Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EA will have to follow strict rules in setting a time limit for that license. The catchment has been split into 3 Water Resource Management Units (WRMU). The document states that WRMU 1 (Sor Brook) has water available, WRMU 2 (River Usk) is over licensed and WRMU 18 (Bettws/Malpas Brook) is over licensed. The River Usk SAC, Usk Bat Sites SAC and Coed y Cerrig SAC are situated within WRMU 2, which according to the CAMS is over licensed. The River Usk SAC is sensitive to any changes in the hydrological regime, more

farming and hydropower generation. The River Usk is a sandstone river of considerable ecological diversity, which provides an important wildlife corridor, an essential migration route and a key breeding area for many nationally and internationally important species. The ecology of the River Usk SAC is currently affected by, or at risk of being affected by, a number of factors including abstraction. As a competent and relevant authority, the Environment Agency has a statutory duty, under the Habitats Regulations, to ensure that the integrity of the riverine ecosystem is maintained or restored through sustainable water resources management.	specifically any changes to water flow and quality. Usk Bat Sites SAC are primarily designated for the population of Lesser Horseshoe Bats. Abstraction levels are unlikely to have a direct effect on the bat population but could have issues for the habitats the bats use for feeding. The Blanket Bog protected as a qualifying feature is sensitive to hydrological change. Coed y Cerrig SACs naturally high, largely spring-fed water table is essential to the Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior*.

Catchment Abstraction Management Strategies	
The Wye Catchment Abstraction Management Strategy March 2008	
Plan Type	**Catchment Abstraction Management Strategy**
Plan Owner/ Competent Authority	**Environment Agency Wales**
Currency	**2008 - 2014**
Region/Geographic Coverage	**Wye Catchment**
Sector	**Water**
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The document sets out how the Environment Agency Wales will manage water abstraction from Wye catchment until 2014. The strategy provides the framework for any decision on an abstraction license application. TheWye CAMS covers an area of 4171 km2, encompasses the RiversWye, Lugg and their tributaries, and spans the border of	Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EA will have to follow strict rules in setting a time limit for that license.

England andWales. The main urban areas within the catchment are Hereford, Monmouth, Leominster, Ross-on-Wye and Hay-on-Wye.	The Environment Agency has a statutory duty, to ensure that the integrity of the riverine SAC ecosystem is maintained or restored through sustainable water resources management. As part of this duty, they have to ensure that permissions (abstraction licences, discharge consents, radioactive substance authorisations, waste management licences and integrated pollution control (IPC) authorisations) do not have an adverse effect on the integrity of the designated SAC species. The catchment has been split into 4 Water Resource Management Units (WRMU). The document states that all 4 WRMUs are assessed to have 'no water available'. The River Wye ultimately flows into the Severn Estuary. Therefore any impact to the Severn Estuary caused by changes to the water resource management of the catchment needs is considered as part of the CAMS process.

Local Development Plans

Local Development Plans	
Blaenau Gwent County Borough Council Local Development Plan	
Plan Type	**Local Development Plan**
Plan Owner/ Competent Authority	**Blaenau Gwent County Borough Council**
Currency	**Issues Consultation Apr - Dec 07, Preferred Strategy Sept-Nov 08**
Region/Geographic Coverage	**Blaenau Gwent County Borough Council administrative boundaries**
Sector	**Planning**
Related work SA/SEA HRA/AA	**SA/SEA Scoping Report**
Document Details	**Potential impacts that could cause 'in-combination' effects**
LDP at vision and strategy options stage. **Timetable:** Early participation Apr – Dec07 Preferred Strategy Sep- Nov 08 Deposit Plan Sep-Nov 09 Examination Dec-Fev '11 Adoption Aug'11 Issues paper presented in July 2007 designed to focus debate on issues of strategic significance for the County Borough. Workshops held between July 2007 and Nov 2007 focused on developing option. **Options presented:** 1. UDP Regeneration (Decline – Urban Containment) 2. Growth and Regeneration (Growth - Head of Valleys focus) 3. Balanced and Interconnected Communities (Trend – equalise growth)	**Overarching Development Pressures** LDP impacts will be dependant on the Preferred Strategy options. Generic effects related to development/ growth scenarios include: ▪ Potential for land take/ habitat fragmentation ▪ Increased demand for water resources/ abstraction/ hydrological impacts ▪ Increased traffic movements, contributions to atmospheric pollution loading ▪ Growth in requirements for waste management facilities, increased demand for minerals ▪ Increased recreational pressure from existing/ new populations **SAC Specific Issues** ▪ Cym Clydach Woodlands SAC within the County Borough Boundary is vulnerable to urbanisation impacts (e.g. illegal waste dumping activities made possible by roads passing through the site) and increased recreational pressures (e.g. from greater access due to the construction of a cycle route through the site).

Local Development Plans	
Blaenau Gwent County Borough Council Local Development Plan	
4. Alternative option – (main focus not indicated)	

Local Development Plans	
Brecon Beacons National Park Authority Interim Unitary Development Plan 2007	
Plan Type	**Unitary Development Plan**
Plan Owner/ Competent Authority	**Brecon Beacons National Park Authority**
Currency	**2001 - 2016**
Region/Geographic Coverage	**Brecon Beacons National Park Authority administrative boundaries**
Sector	**Planning**
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**
Part 1 Policy 11: Ensuring Access to Employment Opportunities Proposals for appropriate commercial development will be permitted where they: i. enable the creation and expansion of businesses which support and diversify the rural economy; ▪ retain existing employment uses; ▪ utilise redundant buildings or brownfield sites; ▪ use local skills, products or resources including natural resources in a sustainable way; ▪ use existing transport routes and facilitate the use of alternative modes of transport; ▪ are reasonably accessible to adequate services and utilities;	**Overarching Development Pressures** ▪ Enhanced growth implies potential land take and habitat fragmentation issues (the SA/SEA identified enhanced growth as resulting in higher environmental impacts on biodiversity and landscape). Land without statutory designation can act as corridors and linkages for protected habitats and species. ▪ Housing and employment growth - increased transport movements and associated air pollutants - e.g. as a result of development in the Heads of the Valleys Regeneration Area which may lead to commuting across administrative boundaries. ▪ Water abstraction for new development - potential to impact surface and groundwater. ▪ Recreational pressures from housing/ development that is close to European sites.

Local Development Plans	
Brecon Beacons National Park Authority Interim Unitary Development Plan 2007	
▪ facilitate mixed-use development; or ▪ support Welsh culture. ii. Development proposals that cause unacceptable adverse impacts to the commercial vitality and viability of the area will not be permitted. iii. A number of sites are allocated for commercial use under Policies SS4 and SS5. The supply and demand for land for commercial uses will be regularly reviewed. **Part 1 Policy 12:** Supply of Housing Land The UDP will make provision for 1980 new dwellings. **Policy SS1: Housing Land in the First Tier Settlements** Within the First Tier Settlements of Brecon, Hay-on-Wye, Crickhowell, Sennybridge, Talgarth, Gilwern, and Govilon, are allocated for residential development of 6 or more units. The majority of development will be focused in the North and South East of the National Park.	**Policy Q1: Sites of European Importance** Proposals for development which may have an unacceptable impact on a European Site or potential European Site will not be permitted unless: i. the proposed development is directly connected with or necessary for the protection, enhancement and positive management of the site for conservation purposes; ii. the proposed development will not have an unacceptable impact on the conservation objectives associated with the site or the integrity of the site; iii. where the site supports priority habitats and/or species, there are reasons of public health or safety why the development should proceed; iv. where the site supports interests not identified as a priority, there are imperative reasons of overriding public interest why the development should proceed; and v. there is no alternative solution.

Local Development Plans	
Bridgend County Borough Council Local Development Plan Strategic Options and Preferred Strategy:	
Plan Type	**Local Development Plan**
Plan Owner/ Competent Authority	**Bridgend County Borough Council**
Currency	**Draft Preferred Options May/June 2007** **Deposit LDP April 2008- May 2009**
Region/Geographic Coverage	**Bridgend County Borough Council administrative boundaries**

Local Development Plans	
Bridgend County Borough Council Local Development Plan Strategic Options and Preferred Strategy:	
Sector	**Planning**
Related work SA/SEA HRA/AA	**SA/SEA Report**
Document Details	**Potential impacts that could cause 'in-combination' effects**
Spatial Assessment of Draft Strategic Growth Options – Nov 2007. Two Draft Strategic Growth Options recommended by the Council (June 2007). **Trends-Based Growth Strategy** ▪ Produces a dwelling requirement up to 2021 of 8,100 dwellings. Includes an implicit commitment to 6,930 dwellings. ▪ A 217ha supply of employment land is currently available (applies to both strategy options). **UDP Growth Strategy** ▪ Produces a dwelling requirement of 7,470 dwellings between 2006 and 2021. **Options for pursuing the Trend Based Growth Strategy:** ▪ **1. Economic led** – focusing development on Bridgend and other main settlements with available employment opportunities to optimise their locational economic advantages whilst reducing the need to travel. Dwellings accommodated within existing settlement boundaries. ▪ **2. Regeneration Led** – focusing development with the Valleys and Valley Gateway north of the M4 to promote the regeneration priorities of the County Borough. Development can be accommodated within existing settlement boundaries in Llynfi Valley and the Valleys gateway but may need relaxing in the Ogmore and Garw Valleys. ▪ **3. Population Led** – a dispersed pattern of development with in the main urban areas optimizing the use of committed sites and allocating new development relative to the existing size of	**Overarching Development Pressures** LDP impacts will be dependant on the final Preferred Strategy option. Generic effects related to development/ growth scenarios include: ▪ Potential for land take/ habitat fragmentation ▪ Increased demand for water resources/ abstraction/ hydrological impacts ▪ Increased traffic movements, contributions to atmospheric pollution loading ▪ Growth in requirements for waste management facilities, increased demand for minerals ▪ Increased recreational pressure from existing/ new populations **SAC Specific Issues** ▪ Blackmill Woodlands SAC and Cefn Cribwr Grasslands SAC are both vulnerable to air pollution and development patterns that result in traffic growth near these sites have the potential to lead to significant effects.

Local Development Plans	
Bridgend County Borough Council Local Development Plan Strategic Options and Preferred Strategy:	
the settlement. Dwellings can be accommodated within existing settlement boundaries.	

Local Development Plans	
Caerphilly County Borough Council Deposit LDP Consultation October 2008	
Plan Type	**Local Development Plan**
Plan Owner/ Competent Authority	**Caerphilly County Borough Council**
Currency	**Deposit Plan Consultation (finished on 16th November 2008)**
Region/Geographic Coverage	**Caerphilly County Borough Council administrative boundaries**
Sector	**Planning**
Related work SA/SEA HRA/AA	**SA/ SEA of the Deposit Plan** **HRA/ AA of the Deposit Plan**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The Deposit LDP is comprised of three parts, the first of which is the Development Strategy which sets the strategic framework and policies necessary to deliver land use planning in the County Borough. The Development Strategy splits the County Borough into three parts; The Heads of the Valleys Regeneration Area, the Northern Connections Corridor and the Southern Connections Corridors. Part two of the Deposit LDP comprises the criteria based policies (Countywide Policies) against which development proposals will be determine and part three contains the allocations where development is expected to be located and where areas of land use protection are to be found (Area Specific Policies). Development Strategy for the LDP is based on three broad areas:	**Overarching Development Pressures** Generic effects related to development/ growth scenarios include: ▪ Potential for land take/ habitat fragmentation ▪ Increased demand for water resources/ abstraction/ hydrological impacts ▪ Increased traffic movements, contributions to atmospheric pollution loading ▪ Growth in requirements for waste management facilities, increased demand for minerals ▪ Increased recreational pressure from existing/ new populations **SAC Specific Issues:**

Local Development Plans	
Caerphilly County Borough Council Deposit LDP Consultation October 2008	
▪ The Heads of the Valleys Regeneration Area (HOVRA) ▪ The Northern Connections Corridor (NCC) ▪ The Southern Connections Corridor (SCC) The Deposit LDP is underpinned by eight components which set a framework for the approach to - and the nature of - land use development. They are: 1. Target development to reflect the roles and functions of individual settlements 2. Allow for development opportunities in the Heads of the Valleys Regeneration Area 3. Promote a balanced approach to managing future growth 4. Exploit brownfield opportunities where appropriate 5. Promote resource efficient settlement patterns 6. Ensure development contributes towards necessary infrastructure improvements 7. Ensure development provides necessary community facilities 8. Reduce the impact of development upon the countryside **Settlement Strategy** SP4 The Council will support existing settlements, which will be enhanced based on their role and function in the settlement strategy: **Principal Towns**: ▪ Bargoed (HOVRA) ▪ Blackwood (NCC) ▪ Ystrad Mynach (NCC) ▪ Caerphilly (SCC) ▪ Risca / Pontymister (SCC) **Key Settlements**: ▪ Rhymney (HOVRA)	▪ Cardiff Beech Woods is within 500m and is vulnerable to air pollution and recreational pressure. ▪ Aberbargoed Grasslands SAC covers an area of 42.5ha and lies on a southwest facing hillside in the Rhymney Valley, 1km east of Bargoed and adjacent to the A4049. The site is vulnerable to recreational pressure, air pollution and changes in water quantity and quality. The HRA Report of the Deposit LDP (July 2008) concluded that “impacts predicted to arise from the implementation of the plan when considered in-combination with the potential impacts from other surrounding plans and projects, would not significantly affect the integrity of the SAC”.

Local Development Plans	
Caerphilly County Borough Council Deposit LDP Consultation October 2008	
▪ Nelson (NCC) ▪ Newbridge (NCC) ▪ Bedwas (SCC) **Residential Areas**: ▪ All other villages within settlement limits **Total Housing Requirements** SP16 The Council has made provision for the development of 8,625 new dwellings in the County Borough between 2006 and 2021. **Managing Employment Growth** SP18 The Council has made provision for the development of 104.3 hectares of employment land in the County Borough between 2006 and 2021. This requirement will be met principally through the development of a range of employment sites including the following: A Business Parks B Primary Industrial Estates C Secondary Industrial Estates	

Local Development Plans	
Merthyr Tydfil County Borough Council Local Development Plan 2006 – 2021 Deposit Plan 2008	
Plan Type	**Local Development Plan**
Plan Owner/ Competent Authority	**Merthyr Tydfil County Borough Council**
Currency	**2006-2021**

Local Development Plans	
Merthyr Tydfil County Borough Council Local Development Plan 2006 – 2021 Deposit Plan 2008	
Region/Geographic Coverage	**Merthyr Tydfil County Borough Council administrative boundary**
Sector	**Planning**
Related work SA/SEA HRA/AA	**SA of the Deposit Plan September 2008** **HRA Screening of the Deposit Plan August 2008**
Document Details	**Potential impacts that could cause 'in-combination' effects**
This document outlines the main development issues to be addressed in Merthyr Tydfil and sets out a vision and objectives for tackling these issues. It considers the spatial strategy options available and considers the development implications of following this particular route, including the major sites on which the strategy will depend. The LDP is pursuing an Enhanced Growth Strategy that aims to "facilitate a reduction in current levels of out migration from the County Borough so that population levels stabilise by 2011 and a 10- year period of enhanced growth is achieved thereafter". Overall, the deposit plan aims to provide the basis for meeting the economic, social and environmental needs of the County Borough in order that they: ▪ Reflect local aspirations for Merthyr Tydfil based on the vision agreed by the local community and other stakeholders ▪ Provide a basis for rational and consistent development decisions ▪ Guide growth and change, while protecting local diversity, character and sensitive environments. The three spatial zones have been directly translated in the Enhanced Growth Strategy into the following growth areas: ▪ **Primary Growth Area** comprising the northern sector communities of Pant, Dowlais, Penydarren, Galon Uchaf, Gurnos, Swansea Road, Heolgerrig, Cefn coed, Twynyrodyn,	**Overarching Development Pressures** Generic effects related to development/ growth scenarios include: ▪ Potential for land take/ habitat fragmentation ▪ Increased demand for water resources/ abstraction/ hydrological impacts ▪ Increased traffic movements, contributions to atmospheric pollution loading ▪ Growth in requirements for waste management facilities, increased demand for minerals ▪ Increased recreational pressure from existing/ new populations **SAC Specific Issues** ▪ There are no European sites within the County Borough Boundaries. ▪ Blaen Cynon SAC (approx 5km) and Cardiff Beech Woods SAC (12.1km) are situated adjacent to major transport routes (A 470, A465) which intersect within the County Borough. LDP policies seek to reduce road based transportation, and air quality assessments in the County Borough (2004 most recent figures) show that no air quality objectives are being exceeded. ▪ Improved emissions standards/ greater use of public transport likely to contribute to improvements in air quality - lessens likelihood of cumulative impacts at sensitive sites. ▪ The HRA screening concluded that the LDP Preferred Strategy policies in implementation will not have a significant effect on the N2K sites considered in the assessment.

Local Development Plans	
Merthyr Tydfil County Borough Council Local Development Plan 2006 – 2021 Deposit Plan 2008	
Town Centre, Georgetown, Abercanaid and Pentrebach. ▪ **Secondary Growth Area** comprising the southern sector communities of Edwardsville, Treharris, Trelewis and Quakers Yard. ▪ **Other Growth Areas** comprising the mid valley communities of Troedyrhiw, Aberfan, Merthyr Vale and Bedlinog. Merthyr Tydfil is identified as a Primary Growth Area and will form the focus for the majority of development, with the town centre acting as the lynchpin for regeneration. **Policy BW13: Managing Housing Growth** During the plan period 2006-2021, land is allocated for the provision of approximately 3990 new dwellings in order to accommodate the anticipated needs of the population. **Policy BW14: Managing Employment Growth** During the plan period 2006-2021, 40 hectares of land is allocated to provide a suitable range of sites to accommodate the anticipated business and employment needs of the County Borough.	

Local Development Plans	
Monmouthshire County Council Local Development Plan Options Report December 2008	
Plan Type	**Local Development Plan**
Plan Owner/ Competent Authority	**Monmouthshire County Council**
Currency	**2011 - 2026**
Region/Geographic Coverage	**Monmouthshire County Council administrative boundary**

Local Development Plans	
Monmouthshire County Council Local Development Plan Options Report December 2008	
Sector	**Planning**
Related work SA/SEA HRA/AA	**SA Scoping Report March 2008**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The Monmouthshire Draft LDP Vision: By 2021, Monmouthshire will be a place where: 1. The distinctive character of its built heritage, countryside and environmental assets has been protected and enhanced. 2. People live in more inclusive, cohesive, prosperous and vibrant communities, both urban and rural, where there is better access to local services, facilities and employment opportunities. 3. People enjoy more sustainable lifestyles that give them opportunities for healthy activity, reduced reliance on the private motorcar and minimised impact on the global environment. For the purposes of the public consultation three possible levels of growth are put forward for consideration: Option 1 - 'Environmental Capacity' Option 250 dwellings per year. Option 2 - 'Regional Collaboration' Option 350 dwellings per year. Option 3 - 'Market Led Growth' Option 475 dwellings per year. From a strategic point of view, however, it is considered that the main settlements in the County can be clearly identified: Main towns.	**Overarching Development Pressures** Generic effects related to development/ growth scenarios include: ▪ Potential for land take/ habitat fragmentation ▪ Increased demand for water resources/ abstraction/ hydrological impacts ▪ Increased traffic movements, contributions to atmospheric pollution loading ▪ Growth in requirements for waste management facilities, increased demand for minerals ▪ Increased recreational pressure from existing/ new populations **SAC Specific Issues** Monmouthshire County Council has 11 European sites within its administrative boundary. 1. Coed y Cerrig - SAC 2. Cwm Clydach Woodlands - SAC 3. River Usk - SAC 4. River Wye/ Afon Gwy - SAC 5. Severn Estuary - SAC 6. Severn Estuary - Ramsar 7. Severn Estuary - SPA 8. Sugar Loaf Woodlands - SAC 9. Usk Bat Sites - SAC 10. Wye Valley Woodlands - SAC Wye Valley and Forest of Dean Bat Sites - SAC

Local Development Plans	
Monmouthshire County Council Local Development Plan Options Report December 2008	
Abergavenny/Llanfoist Chepstow Monmouth Caldicot/Portskewett Secondary settlements. Rural: Other 'Severnside' settlements: Usk Magor/Undy Raglan Rogiet Penperlleni Sudbrook It is these main settlements that will provide the focus of the suggested strategic spatial options. For the purposes of the public consultation four possible options for the spatial distribution of new housing development are put forward for consideration: A. Focus development within or adjoining the three main towns of Abergavenny, Chepstow and Monmouth where there is the best access to jobs, services and public transport. B. Focus development on the 'Severnside' area around the M4 corridor in an attempt to harness its strategic location to promote growth and achieve a 'critical mass' to boost public transport, employment, services and community facilities. C. Distribute development proportionately across rural and urban areas to meet housing needs evenly throughout the County, although focusing in rural areas on those small towns and main villages where there is a basic level of services and facilities. D. Focus development on sites and settlements where opportunities exist for large scale mixed development to enable new residential development to be accompanied by an associated increase in employment opportunities.	

Local Development Plans	
Newport City Council Unitary Development Plan (Adopted May 2006)	
Plan Type	**Local Development Plan**
Plan Owner/ Competent Authority	**Newport City Council**
Currency	**1996 – 2011 (Adopted May 2006)**
Region/Geographic Coverage	**Newport City Council administrative boundary**
Sector	**Planning**
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The main emphasis of the plan is a "Brownfield" strategy. Newport has a considerable quantity of regeneration sites, and their redevelopment is a key aim of the plan. As well as conserving land, this also helps to achieve the objective of reducing the need to travel, and thereby contributes to sustainability. Housing **SP10** sufficient land will be made available to provide for additional dwellings as follows: 1996-2001: 1800 2001-2006: 2000 2006-2011: 3700 Each period is to be regarded as self-contained, with excesses or deficits of house building not being carried over into the next period. The land will be provided primarily on previously developed land in the following ways: i. existing commitments, sites under construction and completions since 1 january 1996; ii. new allocations as set out in policy h1; iii. infill and windfall site development within the settlement boundaries, not specifically allocated, to provide a further 400	**Overarching Development Pressures** ▪ Housing and employment growth - increased transport movements and associated air pollutants - e.g. as a result of development in the Heads of the Valleys Regeneration Area which may lead to commuting across administrative boundaries. ▪ Water abstraction for new development – potential to impact surface and groundwater. ▪ Recreational pressures from housing/ development that is close to European sites. **SAC Specific Issues** ▪ Development of Brownfield sites in close proximity to the River Usk SAC could have the potential to significantly affect water quality as a result of construction activities. This also has implications for the River Severn SPA/ Ramsar/ SAC as the River Usk flows into the Severn Estuary. Any development that would involve the building of a bridge across the River Usk SAC has the potential to have significant effects on migratory fish populations. Below are policies within the Plan that have specific reference to European sites.

Local Development Plans	
Newport City Council Unitary Development Plan (Adopted May 2006)	
dwellings. Further major housing development outside existing settlement boundaries will not be permitted. Major Road Schemes **SP14** land will be safeguarded for the following strategic highway schemes: i. M4 relief road; ii. eastern extension of the southern distributor road along queensway through the llanwern steelworks site. Employment Land Requirement **SP15** provision will be made for about 200 hectares of employment land for the period 1996-2011. Employment Sites **SP16** new industrial and business development will be located mainly in the following areas: i. Duffryn/Cleppa park; ii. South-East Newport; iii. riverside, dock and urban areas. Eastern Expansion Area **SP26** an expansion area is allocated to the east of the city, to include the redundant part of the llanwern steelworks and land to the north between the steelworks and the m4 motorway, to provide for 1,700 dwellings and a mix of business, commercial, leisure and community uses in accordance with a masterplan. Peripheral expansion elsewhere will not be permitted. The development of greenfield sites must not be allowed to do harm to the regeneration of inner urban sites.	**CE5** in the case of development proposals which would affect a European site or a Ramsar site: i. where there would be an adverse effect, the development will only be permitted if it is directly necessary for the beneficial management of the site, or if there are imperative reasons of over-riding public interest for the development and there is no alternative solution; ii. where the site also hosts a priority natural habitat or a priority species, development will only be permitted if it is directly necessary for human health, public safety or is directly connected with the beneficial management of the site. **CE9** planning permission will not be granted for development which could disturb or adversely affect a species protected by European legislation unless: i. there is no alternative location for the proposed development and appropriate mitigation measures can be implemented; ii. it can be established on the advice of the relevant conservation bodies that the development proposed would not be detrimental to the protected species.

Local Development Plans	
The Vale of Glamorgan Council Local Development Draft Preferred Strategy Dec 2007	
Plan Type	**Local Development Plan**
Plan Owner/ Competent Authority	**The Vale of Glamorgan Council**
Currency	**Preferred Strategy January 2008**
Region/Geographic Coverage	**The Vale of Glamorgan Council administrative boundaries**
Sector	**Planning**
Related work SA/SEA HRA/AA	**The Vale of Glamorgan Council Local Development Plan 2006 – 2021 Initial Sustainability Appraisal Report 2007** **AA Screening of the Vale of Glamorgan Local Development Plan Preferred Strategy Dec 2007**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The document sets out the Vale of Glamorgan Council's strategic priorities for development between 2011 and 2026. It outlines a range of key issues affecting the Vale that the Draft Preferred Strategy will need to address and defines a vision of how the Vale of Glamorgan should develop. It identifies the general location of development, sets objectives and establishes a series of strategic policies that will guide future growth and development. The Draft Preferred Spatial Strategy "To concentrate development opportunities in Barry and the South East Zone. The St Athan area to be a key development opportunity. Other sustainable settlements to accommodate further housing and associated development" **CSP4: Housing Need** Provision for the development of 7500 new dwellings during the period 2011-2026. This provision will be met through: ▪ existing committed sites with planning permission ▪ the development of a range of strategic sites that accord with the council's strategic settlement hierarchy, and	The Habitats Regulations Assessment Screening for the Vale of Glamorgan LDP Draft Preferred Strategy has identified the potential for the Strategy to have a negative impact on 2 of the 6 European Sites identified within or in close proximity to the Vale of Glamorgan namely, the Severn Estuary SPA/SAC/RAMSAR and the Kenfig SAC. In addition, it is concluded that a precautionary approach be undertaken in respect of the other 4 sites and that further investigations be undertaken. It is therefore recommended that an Appropriate Assessment is undertaken to fully ascertain the effect of the LDP on the integrity of the sites identified. **Severn Estuary SPA, Ramsar & SAC** ▪ Given the extent of the Severn Estuary and the diverse range of activities and operations that could result in adverse impact to the European Site, it is considered inevitable that the Draft Preferred Strategy will in some way, impact upon the designated site. While much of the development arising from the draft preferred strategy is likely to be located well away from the Severn Estuary, the south-eastern zone has been identified as a growth area and abuts the boundary of the designated site. Therefore, it is recommended that a more detailed assessment of the LDP be undertaken following consultation on the Draft Preferred Strategy to ascertain and mitigate against any likely significant effects to the SPA, SAC, RAMSAR.

Local Development Plans	
The Vale of Glamorgan Council Local Development Draft Preferred Strategy Dec 2007	
▪ the subdivision of suitable dwellings, the appropriate reuse of vacant dwellings and buildings, and appropriate infill development. To ensure a sustainable supply of housing land is maintained during the plan period, housing development will be phased as follows: ▪ 2011-2016 2500 dwellings ▪ 2016-2021 2500 dwellings ▪ 2021-2026 2500 dwellings The phasing of sites will be considered in accordance with the council's strategic settlement hierarchy. **CSP8: Employment** The employment needs of the Vale of Glamorgan will be met through: ▪ the enhancement and improvement of existing employment sites; ▪ suitable extensions to existing employment sites; ▪ the safeguarding of existing employment sites from non-employment uses, and ▪ favouring farm diversification, and tourism initiatives. **CSP11: Strategic Transport Improvements** Strategic transport improvements that serve the economic, social and environmental needs of the Vale of Glamorgan and the objectives of the South East Wales Regional Transport Plan will be favoured. In support of these objectives land will be safeguarded for: ▪ the Barry Waterfront to Cardiff Link Road.	**Kenfig SAC** ▪ The primary focus of the Draft Preferred Strategy will be in Barry and the south-eastern zone with St Athan being seen as a major development opportunity. Development resulting from the LDP in the proximity of the SAC is therefore unlikely to be of scale that would result in a detrimental impact upon the site. Notwithstanding this, there are three operational quarries (Ewenny, Pant, Lithalun) within 3 kilometres of the SAC. Mineral extraction and/or after use of the site could therefore impact upon the SAC as described above however this is considered to be unlikely due to the distance and ground contours. However, the site should be subject to a more detailed assessment at a later stage of the LDP development.

Local Development Plans	
The Vale of Glamorgan Council Local Development Draft Preferred Strategy Dec 2007	
▪ Llysworney Bypass Priority will be given to schemes that improve safety and accessibility, public transport, walking and cycling. **CSP12: Sustainable Waste Management** Proposals for the sustainable management of waste will be favoured where they support the objectives of the South East Wales Regional Waste Plan and the Council's Local Waste Management Strategy. In support of these objectives the following locations have been identified as being suitable for waste management facilities: ▪ Atlantic trading estate. ▪ the operational Port of Barry Docks.	

Local Development Plans	
Torfaen County Borough Council Local Development Plan Preferred Strategy 2006-2021 Consultation of Strategic Options and Preferred Strategy	
Plan Type	**Local Development Plan**
Plan Owner/ Competent Authority	**Torfaen County Borough Council**
Currency	**Preferred Strategy January 2008**
Region/Geographic Coverage	**Torfaen County Borough Council administrative boundaries**
Sector	**Planning**
Related work SA/SEA HRA/AA	**Torfaen County Borough Council Local Development Plan 2006 – 2021 Initial Sustainability Appraisal Report 2008**
Document Details	**Potential impacts that could cause 'in-combination' effects**

Local Development Plans	
Torfaen County Borough Council Local Development Plan Preferred Strategy 2006-2021 Consultation of Strategic Options and Preferred Strategy	
This document sets out the Council's objectives and priorities for the development and use of land within Torfaen and its policies for implementing them. The Network of Integrated Communities Strategy would aim to ensure a network of integrated communities, focusing particularly on the two key settlements of Cwmbran and Pontypool to ensure that they are successful and function as service hubs for the surrounding settlements. Development will be emphasised along key transport routes and expanded settlements could potentially include Greenfield land. The LDP Preferred Strategy will make provision for 7,000 new dwellings in Torfaen over the period 2006 - 2021 primarily within the existing settlements and with a preference for brownfield sites, ▪ of which: o 900 dwellings in North Torfaen Housing Market Area (Blaenavon and Abersychan Wards); o 2,800 dwellings in Pontypool Housing Market Area; and o 3,300 dwellings in Cwmbran Housing Market Area. ▪ and made up from: o 2,800 dwellings on sites already allocated, permitted or under construction (Jan 2006 JHLAS); o 3,400 dwellings on New Site Allocations (10 or more dwellings); o 400 dwellings in a 'Windfall Allowance'; and o 400 dwellings on Small Sites (9 or less dwellings). ▪ with all Demolitions to be net against this target. The LDP proposes the following Strategic Housing Sites, detailed in Figure 1. (of 100 or more dwellings): - 1. Boral Edenhall & Candlewick Sites, Blaenavon;	Generic effects related to development/ growth scenarios include: ▪ Increased demand for water resources/ abstraction/ hydrological impacts. ▪ Increased traffic movements, contributions to atmospheric pollution loading. ▪ Growth in requirements for waste management facilities, increased demand for minerals. ▪ Increased recreational pressure from existing/ new populations. Measures within the LDP may help to offset or mitigate some of these generic effects through: ▪ Protecting and enhance important international, national, regional and local species and habitats, including: o European Protected Species; o Special Areas of Conservation (SAC); o Sites of Special Scientific Interest (SSSI); o Local Nature Reserves (LNR); and o Sites of Interest for Nature Conservation (SINC). ▪ Placing an emphasis on Public Transport, Cycling & Walking schemes rather than road improvements and trying to ensure that developments take measures to reduce the need to travel, reducing reliance on the motor car. ▪ Protecting formal leisure facilities and the various typologies of open space and ensure new provision from development sites, including the use of S106 contributions. ▪ Requiring a minimum 10% reduction in CO2 emissions (to the BREEAM Good level) from all major new developments; ▪ Requiring a financial contribution from all non BREEAM Excellent (40% reduction in CO2 emissions) developments to improve the carbon footprint of existing buildings; ▪ Requiring development to be resource efficient; ▪ Requiring development to consider small to medium renewable energy generation;

Local Development Plans	
Torfaen County Borough Council Local Development Plan Preferred Strategy 2006-2021 Consultation of Strategic Options and Preferred Strategy	
2. The British, Talywain; 3. Mamhilad New Village, Nr Pontypool; 4. Trevethin Comprehensive School; 5. Rear of Twmpath Road / Dog Pound, Tranch, Pontypool; 6. Pontypool College; 7 & 8. Possibly County Hospital or Panteg Steelworks; 9. South Sebastopol, Cwmbran; 10. County Hall, Cwmbran; 11. Cwmbran Town Centre 12. Former Police College & adjacent land, Cwmbran; 13. Llanfrechfa Grange Hospital; 14. Malthouse Lane, Llantarnam, Cwmbran; and The LDP Preferred Strategy is that over the period 2006-2021 the plan will identify 60ha of land for general employment purposes within the urban area. The LDP proposes the following Strategic Employment Sites: 1. Kays & Kears, Blaenavon; 2. The British, Pontypool; 3. Mamhilad, Pontypool; 4. Panteg Steelworks, (South), Pontypool; 5. Craig y Felin, Cwmbran; 6. Llantarnam, Cwmbran.	▪ Ensuring that developments are designed to be resilient to the likely future effects of climate change; and ▪ Maintaining habitat connectivity to allow wildlife to adapt to a changing climate. **SAC Specific Issues** ▪ There are no European sites within the Count Borough Boundaries.

Local Development Plans	
Rhondda Cynon Taff County Borough Council Local Development Plan Preparation & Deposit	
Plan Type	**Local Development Plan**

Local Development Plans	
Rhondda Cynon Taff County Borough Council Local Development Plan Preparation & Deposit	
Plan Owner/ Competent Authority	**Rhondda Cynon Taf County Borough Council**
Currency	**Preferred Strategy January 2007**
Region/Geographic Coverage	**Rhondda Cynon Taf County Borough Council administrative boundaries**
Sector	**Planning**
Related work SA/SEA HRA/AA	**Preferred Strategy SA/SEA** **Habitats Regulations Assessment Screening**
Document Details	**Potential impacts that could cause 'in-combination' effects**
LDP Preferred Strategy adopts a hybrid approach which combines a growth scenario where settlement geography allows (i.e. where lateral growth not limited by valley locations) with development that meets the needs of local communities. The Strategy divides the County Borough into Northern and Southern Areas. For the Northern Area the emphasis is on building sustainable communities and halting the processes of depopulation and decline. In the Southern Area the focus is on sustainable growth within settlement boundaries, taking advantage of the cross regional road and rail connections to promote economic development and commerce of a national and international caliber. The Strategy identifies the need for14,850 dwellings during the plan period. The overall supply of employment land has been established at 195 hectares but analysis shows that it is not all appropriate for identified need (smaller, flexible space meeting the needs of micro-businesses). The Preferred Strategy includes 8 proposed strategic sites of more than 20 hectares (5 in the Northern Area and 3 in the Southern	**Overarching Development Pressures** ▪ Potential for increased traffic movements and air pollution as a result of growth in road traffic in the Northern Area where enhanced is development sought. ▪ The promotion of commercial development in the southern transport corridors may also lead to induced traffic flows across the region with associated rises in background and localised air pollution. **SAC Specific Issues** ▪ Blaen Cynon SAC and Cardiff Beech Woods SAC, both within the County Borough Boundary, lie adjacent to major transport routes (A465 and A470 respectively). ▪ Both sites are easily accessible and Cardiff Beech Woods in particular has known vulnerabilities to air pollution and recreational pressures.

Local Development Plans	
Rhondda Cynon Taff County Borough Council Local Development Plan Preparation & Deposit	
area) for a range of mixed use developments.	

Local Development Plans	
Neath Port Talbot County Borough Council Unitary Development Plan (adopted March 2008)	
Plan Type	**Unitary Development Plan**
Plan Owner/ Competent Authority	**Neath Port Talbot County Borough Council**
Currency	**Adopted March 2008 (Work on the LDP is programmed to start in September 2008)**
Region/Geographic Coverage	**Neath Port Talbot County Borough Council administrative boundaries**
Sector	**Planning**
Related work SA/SEA HRA/AA	**AA of the Neath Port Talbot UDP June 2007** **SEA of the Neath Port Talbot UDP**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The majority of significant development will be concentrated in the Port Talbot- Neath urban area and to a lesser extent Pontardawe. The main new housing allocation will result in the creation of the Urban Village at Llandarcy on the site of the former BP refinery. It will form an extension to the Greater Neath urban area at Skewen. Llandarcy will be a sustainable, fine grained, mixed-use community. Through its internal and external transport links it will encourage the use of public transport, cycling and walking rather than the car and make an important contribution to helping reduce overall traffic generation within the area. The Baglan Bay development will	**Overarching Development Pressures** ▪ Housing and employment growth – direct land take and increased transport movements and associated air pollutants. ▪ Water abstraction for expanding communities - potential to impact surface and groundwater. ▪ Recreational pressures from housing/ development that is close to European sites. **SAC Specific Issues** ▪ Crymlyn Bog SAC/ Ramsar, Coedydd Nedd a Mellte SAC and Kenfig SAC are

Local Development Plans	
Neath Port Talbot County Borough Council Unitary Development Plan (adopted March 2008)	
accommodate a substantial portion of the Port Talbot area's housing needs in an extension to the main urban area that is well located and maximises the use of brownfield land. The Urban Village and Baglan Bay allocations will make important contributions in terms of housing and employment and will have important implications throughout the Plan. In order that the proposals can be fully explained and considered they are addressed in separate chapters in addition to the specific allocations contained in the relevant topic chapters. **Housing** **Policy 7** In order to meet the County Borough's new housing needs, land will be made available for the development of approximately 6155 houses during the period mid 2001- mid 2016, distributed as follows: Port Talbot - 1954 Greater Neath - 3335 Neath & Dulais - Valley 308 Upper Afan Valley - 35 Swansea Valley - 523 An overall capacity for the Llandarcy Urban Village of 4,000 dwellings is allocated, this will extend beyond the plan period. **Economy and Employment** **Policy 8** The main sources of employment will be concentrated along the coastal belt within the urban area of Jersey Marine - Neath - Port Talbot. **Transport** **Policy 12**	partly within the County Borough's boundary. ▪ The AA Screening concludes that the sites that lie entirely outside the County Borough are unlikely to be significantly affected by any proposals in the Unitary Development Plan alone or in-combination. It also states that significant effects on Coedydd Nedd a Mellte as a result of the UDP either alone or in-combination are also unlikely. ▪ An Appropriate Assessment in accordance with Article 6(3) of the Habitats Directive was considered necessary in relation to the likely effects of the Unitary Development Plan on the Crymlyn Bog SAC and Ramsar site and Kenfig SAC. ▪ The AA concluded that the application of regulatory policies within the respective UDPs, together with the Appropriate Assessment procedure provide a secure mechanism to ensure that allocations neither individually or in-combination would create an adverse effect on the integrity of Crymlyn Bog SAC/ Ramsart and Kenfig SAC.

Local Development Plans	
Neath Port Talbot County Borough Council Unitary Development Plan (adopted March 2008)	
Improvements to the transport system will concentrate on: a) improving accessibility and highway safety and reducing congestion, pollution and disturbance generated by traffic; b) encouraging travel by public transport, cycling and walking as alternatives to the car; and c) encouraging the movement of freight by rail and sea as alternatives to road. **Retail** **Policy 15** Neath, Port Talbot and Pontardawe, as the primary town centres, providing retail, leisure, commercial and cultural facilities serving the County Borough's communities will be protected and enhanced. **Minerals** **Policy 20** A) Proposals for coal extraction will be favoured where they contribute to the County Borough's share of local, regional or national production subject to: - a) ensuring that the impacts on the environment and local communities are acceptable; and b) securing appropriate, high quality and prompt restoration and aftercare to provide a beneficial after-use. B) Aggregates and dimension stone production will be catered for by the expansion of the Gilfach and Cwm Nant Lleuci quarries. **Waste** **Policy 25** The creation of a network of waste management facilities will be promoted through the plan in order to: a) meet the existing and future needs of the County Borough; and b) contribute to meeting the needs and potential new demands of the region.	

Local Development Plans	
Neath Port Talbot County Borough Council Unitary Development Plan (adopted March 2008)	
Llandarcy Urban Village **Policy 27** A new urban village will be created at Llandarcy providing a mixed use development on brownfield land as an extension to the Neath urban area at Skewen. **Port Talbot Docks and Industrial Estate** **Policy 28** The potential of the Port Talbot Docks and adjacent areas as a key regeneration area for the County Borough will be promoted. **Baglan Bay Development** **Policy 29** The potential of the Baglan Bay area as a key regeneration area for the County Borough will be promoted.	

Local Development Plans	
Powys Unitary Development Plan Deposit Draft 2004 **Powys Unitary Development Plan Proposed Modifications Nov 2007 to the Deposit Draft 2004**	
Plan Type	**Unitary Development Plan**
Plan Owner/ Competent Authority	**Powys**
Currency	**2008 - 2016**
Region/Geographic Coverage	**Powys administrative boundaries**
Sector	**Planning**
Related work SA/SEA HRA/AA	**HRA Screening of the Powys UDP Nov 2007** **SA/SEA of the Powys UDP Oct 2007**
Document Details	**Potential impacts that could cause 'in-combination' effects**

Local Development Plans	
Powys Unitary Development Plan Deposit Draft 2004 **Powys Unitary Development Plan Proposed Modifications Nov 2007 to the Deposit Draft 2004**	
Policy SP4 - Economic and Employment Developments Up to 55 hectares of land is allocated for employment related aevelopments during the plan period, 2001-2016 and developments For these purposes on such allocated sites will be acceptable. **Policy SP5 - Housing Developments** Sufficient land is allocated, including appropriate existing allocations and commitments, to accommodate up to approximately 6140 additional dwellings (410 per annum) during the plan period mid 2001 - mid 2016, in accordance with the Council's strategic settlement hierarchy. **Policy HP1 - Shire Housing Allocations** Sufficient land is allocated to the three shires to accommodate 6750 new dwellings in the Powys UDP area between 2001-2016 as: ▪ Brecknockshire (ex BBNP)1240 ▪ Montgomeryshire 4100 ▪ Radnorshire 1410 **Policy T1 - Highway Improvement Schemes** The council will protect programmed routes from development that would obstruct the undertaking of the planned highway improvement scheme, **Highway Improvement Schemes** The following major improvements to the County Highway Network are proposed by the Council: Canal Road / Llanllwchaiarn Road, Newtown; Waterloo Road Link, Llandrindod. In addition to these, the Welsh Assembly Government in their Trunk Road Forward Programme 2002 has identified the following Trunk Road improvement schemes:	The HRA Screening of the Powys UDP (Oct 2007) concludes that the policies and proposals contained in the Powys UDP are not likely to give rise to any significant effects either alone or in-combination on any European site in Powys. It is therefore considered that a detailed appropriate assessment of the Powys UDP, or of any part of it, is not necessary.

Local Development Plans	
Powys Unitary Development Plan Deposit Draft 2004 **Powys Unitary Development Plan Proposed Modifications Nov 2007 to the Deposit Draft 2004**	
▪ Repair & Upgrade Schemes (£1M+): A483 Esgairdraenllwyn Bends; A470 Christmas Pitch; A470 Ysgiog; A487 Pont ar Ddyfi; A458 Nant y Dugoed; A458 Garreg Bank – Middletown. ▪ Technically ready for delivery before March 2005: Talgarth Relief Road. ▪ Could be ready to proceed by March 2008: A470 Cwmbach – Newbridge, A470 Alltmawr, and A483 Four Crosses Relief Road. ▪ Unlikely to proceed before April 2008: A470 Builth Wells; A470 Rhayader; A470 Llandinam; A483/A489 Newtown; A458 Buttington Cross – Middletown; A458 Sylfaen – Cyfronydd. ▪ No ranking applied: A470 Commins Coch; A470 Llangurig – Wern Villa; A483 Brynsadwrn improvement	

Minerals and Waste Strategies

Minerals & Waste	
Caerphilly County Borough Council Municipal Waste Management Strategy & Litter Plan 2004	
Plan Type	**Municipal Waste Strategy**
Plan Owner/ Competent Authority	**Caerphilly County Borough Council**
Currency	**2004**
Region/Geographic Coverage	**Caerphilly County Borough Council administrative boundaries**
Sector	**Waste**
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The Strategy describes the current waste situation within the authority, what targets and objectives the authority needs to achieve and how it proposes to achieve them. Strategic aims for the period 2004/05 to 2006/07 1. Continually improve the services we provide in terms of efficiency, reliability and customer focus. 2. Adhere to the waste hierarchy in our management of waste issues. 3. Divert 25% BMW from landfill by 2010 and start to make preparations for the later Landfill Directive targets of 50% diversion by 2013 and 65% diversion by 2020. 4. Recycle and compost a minimum of 15% MSW by 2003/04, 25% by 2006/07 and 40% by 2009/10. 5. Improve awareness raising programmes to reach a greater proportion of the population of Caerphilly County Borough. 6. Increase participation rates in the kerbside recycling scheme and boost capture rates. 7. Reduce the amount of waste that CCBC generates and	**Overarching Development Pressures** **Recycling** Air Pollution/ Disturbance ▪ Transport and energy emissions generated by collection, sorting and processing ▪ Dust, noise and odour associated with industrial process **Composting** Air/ Water Pollution, Introduced/Invasive Species ▪ Odour, litter, possible vermin generation ▪ Release of spores [non-native], requirement for buffer zones (at least 250 metres between composting operations and sensitive receptors) ▪ Production of liquid pollutant ▪ Potential for combustion **Mechanical Biological Treatment (MBT)** Air Pollution, Land Take, Hydrology ▪ Emissions, traffic impacts, land take and wider environmental impacts analogous with industrial process ▪ Processes produce residue **Refuse Derived Fuel (energy from waste)** Air Pollution

Minerals & Waste	
Caerphilly County Borough Council Municipal Waste Management Strategy & Litter Plan 2004	
set up schemes for the recycling and composting of council waste. 8. Make provision for the collection of special wastes at civic amenity sites. 9. Work closely with partners in all sectors to attain sustainable waste management. 10. Continue to consult and communicate with residents and other stakeholders on matters of service delivery.	▪ Emission concerns, particulates and potentially dioxins **Anaerobic Digestion (energy from Waste)** Air/Water Pollution ▪ Emissions to air – odour (during collection, transport and pre-treatment) ▪ Wastewater – potential for high concentrations of metals, dissolved nitrogen and organic material **Incineration with Energy Recovery** Air/ Water Pollution ▪ Noise, dust, traffic, visual amenity, potential to impact fauna and flora ▪ Deposition of substances on surface water ▪ Solid, liquid emissions ▪ Gaseous emissions include odour, acid gas, heavy metals, particulates, organic compounds ▪ Ash residues comprising fine particles, [need to landfill ash/ scrap] dioxins, heavy metals salts, unreacted lime and carbon ▪ Contamination, accumulation of toxic substance (food chain)] **Landfill & Landraise** Air/ Water Pollution, Invasive Species, Land Take ▪ Methane and carbon monoxide emissions ▪ Leachate, salts, heavy metals, biodegradable and persistent organics ▪ Accumulation of hazardous substances in soil ▪ Topography alteration, visual intrusion ▪ Soil occupancy, prevention of other land uses ▪ Attraction of vermin ▪ Contamination, accumulation of toxic substances ▪ Potential exposure to hazardous substances ▪ Impact on surface water runoff, flood risk **SAC Specific Issues** Specific potential in-combination impacts cannot be explored in absence of specific waste locations.

Other Plans and Programmes

Development Plan	
Brecon Beacons National Park Management Plan 2009-2014	
Plan Type	**National Park Management Plan**
Plan Owner/ Competent Authority	**Brecon Beacons National Park Authority**
Currency	**2009 - 2014**
Region/Geographic Coverage	**Brecon Beacons National Park Authority administrative boundary**
Sector	**Planning**
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**
The Plan sets a vision for the future of the Park and specifies actions and outcomes to pursue in the next five years to bring the Park closer to this shared vision. The Plan promotes coordinated implementation, monitoring, and evaluation of these activities collectively across a wide range of partners and stakeholders. In essence, it creates a framework for Park management, guiding decision-making and developing priorities. **Twenty-year Aims for Biodiversity** 4. **Ensure that sustainable management of designated sites maintains habitats and species populations in favourable condition.** As examples of the best habitats and species within the National Park, it is critical to ensure designated sites (e.g., SSSIs, SACs, NNRs, etc.) are brought into, or remain, in favourable condition. The designations provide the means to ensure that these sites are managed with special regard to biodiversity conservation. However, these sites still need to be managed in a wider context, to be considered as the focal sites of developing functional ecosystems at a landscape scale. Their sustainable management can be a catalyst to achieving better habitat condition in the surrounding land. **Twenty-year Aims for Planning and Development**	**Overarching Development Pressures** ▪ Housing and employment growth - direct land take and increased transport movements and associated air pollutants. ▪ Water abstraction for expanding communities - potential to impact surface and groundwater. ▪ Recreational pressures from housing/ development that is close to European sites. **SAC Specific Issues** ▪ Specific potential in-combination impacts cannot be explored in absence of specific development locations.

Development Plan	
Brecon Beacons National Park Management Plan 2009-2014	
1. **Prepare an LDP which is responsive to drivers of change and enables development to meet identified needs.** The NPA will prepare an LDP which is resilient and responsive to drivers of change and which is proactive in mitigating the effects of climate change where possible. 2. **Provide a first class planning service.** In order to make its services first class, the NPA will strive to improve consistency of decision making, increase public engagement in, understanding of, and satisfaction with the NPA's planning service, and improve relationships with partner organisations. 3. **Ensure that there is sufficient land for market and affordable housing to meet the identified need.** The NPA is not a housing authority; this is the role of the unitary authorities. Nonetheless the NPA works closely with the relevant Housing Authorities in the preparation of the Local Housing Market Assessments and Local Housing Strategies. 4. **Allocate sufficient land for the provision of a variety and mix of employment opportunities to encourage a better link between the provision of employment and housing.** The NPA and its partners will ensure the availability of land and investment in the Park is consistent with the special qualities of the area and avoids damage to important nature conservation sites and species. 5. **Maintain and encourage the vitality and viability of the Park's communities and town centres.** From the standpoint of local communities, this means that the NPA and its partners should encourage development which contributes to the creation of sustainable places, promotes integrated communities, with opportunities for living, working and socialising for all, and enables development that encourages a healthy and safe lifestyle and promotes well being. 6. **Improve the physical quality, energy efficiency, accessibility and sustainable design and construction of all development throughout the park.** In keeping with the National Park's commitments to sustainability and the climate change agenda, the	

Development Plan	
Brecon Beacons National Park Management Plan 2009-2014	
NPA is producing up-to-date guidance on sustainable building design and materials in the National Park. This Sustainable Design Guide will become an exemplar in sustainable design. 7. **Minimise light and noise pollution.** Despite its proximity to urban centres such as Cardiff, Bristol, and Swansea, the Park boasts a dark night sky year round where, on clear nights, a plethora of stars can be seen. Similarly, its low population density and lack of major motorways limit light and noise pollution. These factors contribute significantly to the sense of tranquillity and remoteness so often cited as a key special quality of the Brecon Beacons National Park. The NPA and its partners will seek to maintain and enhance these attributes. **Twenty-year Aims for Transport** 1. **Reduce the need for travel by controlling the location and design of development.** The NPA works closely with highway authorities in the production of integrated transport and land-use strategies and will be considering these factors as part of the development of the Park's forthcoming Local Plan. 2. **Provide an integrated transport system that encourages healthy and active lifestyles, and supports local communities.** The need to travel should be reduced, and the attractiveness of public transport increased, without adversely affecting the overall quality of people's lives. Better links between public transport, recreational travel, and access to the countryside would benefit tourists and residents alike. 3. **Maintain and develop Beacons Bus as key delivery mechanism for visitor transport.** The project should continue to grow in time and space with the aim of covering as much of the summer season as possible and increasing routes to meet demand. 4. **Encourage and support use of the weekday service network.** Achievable only by partnership working, this process needs to ensure that best use is made of existing services by ensuring that journeys are made easier for visitors with high quality	

Development Plan	
Brecon Beacons National Park Management Plan 2009-2014	
marketing, information, and service provision including excellent customer care from transport operators. 5. **Encourage the development of new services aimed at the visitor market.** Partnership working to develop and market services with the needs of visitors in mind to provide transport to those attractions and outdoor activity locations that would especially benefit. 6. **Facilitate sustainable long distance transport to the National Park.** The key to this process is integration with a need for rail/coach/bus interchanges to work efficiently for visitors. 7. **Work with Transport Generators on Green Travel Plans.** Public and private sector attractions, festivals, tourism businesses, and other organisations can minimise their impacts through the adoption of Green Travel Plans. 8. **Support working practices and behaviour change initiatives that reduce the Park's greenhouse gas emissions and reduce people's dependency on fossil fuels for transport.** 9. **Develop Sustainable Travel Marketing.** Whatever mechanisms are adopted, it is essential that they are attractively and consistently marketed to the visiting public. **Twenty-year Aims for Waste Management** 1. Promote the waste hierarchy of reduce, reuse, and recycle across all sectors of the National Park. The NPA and its partners should seek to minimize the production of waste and seek to contribute to sustainable waste solutions.	

Cardiff International Airport Master Plan 2006	
Plan Type	**Masterplan**
Plan Owner/ Competent Authority	**Cardiff International Airport**
Currency	**2006**
Region/Geographic Coverage	**administrative boundary**
Sector	**Planning**
Related work SA/SEA HRA/AA	**N/A**
Document Details	**Potential impacts that could cause 'in-combination' effects**
Runway It is not envisaged that any runway extension is required to meet the traffic forecasts; a taxiway extension would satisfy this increased traffic. The taxiway extension would provide a parallel route running right to the end of the runway pavement. **Terminal, Aprons, Car Parks and Access Roads** It is likely that, in addition to a reorganisation of the existing stand layout, additional stands and parking areas will be required within this time frame. There is no requirement for a new terminal at any time in the planned period. It is anticipated that all the growth forecast can be accommodated by modest extensions and re-organisations of the existing terminal building. The floor space of the Terminal totals at approximately 47,800 sq m. in 2030. Based on 6000 sq m per million passengers, which is an accepted standard, this would provide for projected passenger numbers of 7.9million for 2030. Car parking will be accommodated by structural car parking on the existing car parking sites. This will minimise land take but may lead to a slight increase in visual intrusion. **Highways Access**	**Overarching Development Pressures** ▪ Increased air traffic - increased levels of disturbance (noise), emissions and recreational pressure. ▪ Improvements to highways access - increase in recreational pressure as a result of improved access. **SAC Specific Issues** ▪ A greater number of planes and improved highways access has the potential to increase the levels of recreational pressure at Cardiff Beech Woods SAC and the Severn Estuary SPA/ Ramsar/ SAC. ▪ Severn Estuary SPA/ Ramsar/ SAC - overwintering birds can be disturbed by sudden movements and noises that can result in reduced food intake and/or increased energy expenditure. ▪ Cardiff Beech Woods SAC - All component SSSIs are used to a greater or lesser extent for recreation purposes. Castell Coch Woodlands and Fforestganol a Chwm Nofydd experience the most recreation pressure, and are popular for walking, climbing and mountain biking. The Taff train runs through part of the Castell Coch Woodlands site and the historic building of Castell Coch attracts many visitors, which increases the access pressure on the woodlands. The road section is becoming increasingly popular for climbing, and this is unlikely to be a problem for the geological interest of the site. However, climbing could be potentially damaging to trees at the top of the crag.

Cardiff International Airport Master Plan 2006	
Short-term It was proposed in the Culverhouse Cross Study to implement a range of public transport and highway improvements, including the 'trunking' of the existing A48 between Culverhouse Cross and Bonvilston and the A4226 (Five Mile Lane) to the airport. Following the trunking of the route, highway improvements to the existing route were proposed, largely to improve safety. Medium Term In the Culverhouse Cross Study it is proposed to improve the A48/ Five Mile Lane route from the Culverhouse Cross junction to the airport, providing an alternative route to the current signed route via Wenvoe and north Barry. This would involve the following proposals: ▪ Junction capacity enhancement, (junction at south end A4226 Five Mile Lane / Waycock Road with A4050 in north Barry at Green Farm); ▪ Safety enhancements on Five Mile Lane / Waycock Road; ▪ Junction capacity and safety enhancements at the Five Mile Lane junction with A48 (Sycamore Cross). Longer Term In the longer-term, further improvements of this route to allow airport traffic to avoid Culverhouse Cross were to be considered. The preferred option involved a new link to the airport from the M4 at Junction 34 to the A48 at Sycamore Cross. In conjunction with the new highway link, it would be possible to provide a strategic park and ride/modal interchange at Junction 34 of the M4. These longer-term proposals are referred to in Phase 3 of the Trunk Road Forward Programme of the Welsh Assembly Government, which indicates a commencement of work after March 2010. **Future Opportunities for Rail**	

Cardiff International Airport Master Plan 2006	
A number of options for introducing enhanced services to Rhoose Cardiff International Airport station have been considered. The options generally revolve around the basic principle of two all-station Valley Lines services per hour on the Vale of Glamorgan line and at least one interurban service from Bristol.	

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Strategic Planning
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CARDIFF
CAERDYDD

Cardiff Local Development Plan
2006 - 2026

Habitat Regulations Assessment Report:
Appendix 10 - Test of Likely Significant Effect

September 2013

CARDIFF
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Appendix 10 - TEST OF LIKELY SIGNIFICANT EFFECT SCREENING TABLE

Where it has been identified in Appendix 8 that a screened-in policy has the potential to interact with a feature of a European site, via one or more of the factors to which that feature is sensitive, then that Policy is further assessed here to determine whether it is likely to have a significant effect upon that site.

Aberbargoed Grasslands SAC			
Policies with Potential Effects (From Appendix 8)	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
KP11: MINERALS AND AGGREGATES **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS**	Aggregates removal leading to aerial pollution	Quarrying and associated activities are likely to generate dust, and whilst these activities in Cardiff will take place about 14 Km from the Aberbargoed Grasslands SAC, there is the potential for these dusts to be transported by wind to that site. However, the dispersal of dust particles is affected by the size of the particles emitted, and wind speed as well as their shape and density. Large dust particles (greater than 30µm), which make up the greatest proportion of dust emitted from mineral workings, will largely deposit within 100m of sources. Intermediate-sized particles (10–30µm) are likely to travel up to 200–500m. Smaller particles (less than 10 µm) which make up a small proportion of the dust emitted from most mineral workings are only deposited slowly but may travel 1000m or more". (Office of the Deputy Prime Minister: Minerals Policy Statement 2: Controlling and Mitigating the Environmental Effects of Minerals Extraction in England. Annex 1: Dust (March 2005): http://www.communities.gov.uk/documents/planningandbuilding/pdf/mps2annex1.pdf). Therefore it is highly likely that these particulates will have dropped out of the atmosphere before reaching the Aberbargoed Grasslands SAC. Furthermore, according to the National Atmospheric Emissions Inventory, overall emissions of particulates have fallen by 58% since 1990. If this downward trend continues, the total deposition of particulates at this site will gradually decrease, thereby reducing any impact upon the site's features. http://naei.defra.gov.uk/overview/pollutants?pollutant_id=24 Implementation of policies aimed at minimising air pollution and managing air quality (KP18: Natural Resources; EN13: Air, Noise, Light Pollution and Contaminated Land) would counteract any increase in atmospheric pollution resulting from this policy. Policies relating to mineral extraction accord with Minerals Planning Policy Wales, which contains strong policies in regard to the protection of European Sites. All of the mineral extraction sites in Cardiff benefit from existing consents, and these consents were subject to a Review of Consents process in 2010/11. The conclusions of this review were that none of the extant consents were likely to have a significant effect upon any European Sites provided that planning conditions aimed at mitigating any effects of aerial pollution, are implemented. If these planning conditions continue to be implemented, and similarly-worded conditions are attached to any new minerals consents issued, then this absence of any significant effect will continue. **In-combination with other Plans, Projects and Programmes** Minerals Planning Policy Wales 2001 does not specify any locations, therefore the risk of 'in combination' effects with this policy cannot be assessed. Furthermore, the document contains strong policies in relation to the protection of European sites.	No

KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**	Increased traffic movements leading to aerial pollution	The habitat features of this site are sensitive to acidification and deposition of nitrogen, and the source of these pollutants is predominantly road traffic. However, the effects of road traffic pollution are likely to be restricted to within approximately 200m of the road concerned, and the Aberbargoed Grasslands SAC is about 14Km from Cardiff. Furthermore, the Deposit LDP contains policies intended to reduce dependency on car travel, facilitate and increase use of sustainable and active modes of transport (Policies KP8, T1, T2, T3, T5), mitigate the effects of climate change (Policies KP15 and EN12), and promote the sustainable use of natural resources (Policies KP18, EN10 and EN11). In the long-term these measures will mitigate or off-set any increase in atmospheric pollution as a result of the LDP and should lead to gradual improvements in air quality. Finally, levels of NO_2 across Wales are recorded as decreasing, and recorded areas of NO_2 pollution concern in Cardiff are in the City Centre rather than near this SAC. **In-combination with other Plans, Projects and Programmes** Although there are local environmental factors which may affect this site, the distance of this site from Cardiff and the overall improving air quality in the area make it unlikely that this policy will have a significant effect in-combination with these factors upon this site. The Wales Spatial Plan (Update) 2008 and promotes developments in the region, however none of the three Strategic Opportunity Areas within that document entails land-take at this site, and any increase in aerial pollution due to traffic movement is likely to be counteracted by other regional strategies such as the Wales Transport Strategy 2008, the SEWTA Regional Transport Plan Consultative Draft 2008 and the SEWTA Rail Strategy Study 2006, which promote sustainability of transport, reduction of aerial emissions and modal shift towards more sustainable forms of transport such as public transport and cycling The HRA Report of the Caerphilly Deposit LDP (July 2008) states that "impacts predicted to arise from the implementation of the plan when considered in-combination with the potential impacts from other surrounding plans and projects, would not significantly affect the integrity of the SAC". Equally, the policies as left would not be likely to have a significant effect upon this site in-combination with policies within the Caerphilly Deposit LDP.	No
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.**	Dust, noise, vibration, movement and odour associated with industrial and construction processes leading to aerial pollution	These policies have the potential to contribute to aerial pollution, via transport and minerals extraction, but as above, these effects are likely to be local to the source of the emissions, and would not significantly affect this site. Similarly, effects such as noise, vibration, movement and odour are likely to be localised and will not affect this site which is 14 Km from Cardiff. Policies aimed at reducing aerial pollution, such as KP5 wherein; '*(viii) Uses innovative approaches to achieve a resource efficient and climate responsive design that provides sustainable water and waste management solutions and minimise emissions from transport, homes and industry*'., and EN13 wherein '*Development will not be permitted where it would cause or result in unacceptable harm to health, local amenity, the character and quality of the countryside, or interests of nature conservation, landscape or built heritage importance because of air, noise, light pollution or the presence of unacceptable levels of land contamination*.', will serve to offset any increase in aerial emissions arising from light industry, domestic heating systems, construction and other sources. Furthermore, there is a gradual reduction in UK-wide levels of pollutants such as Ammonia, NOx, SOx and particulates, which would serve to offset any residual local increase in these pollutants arising from these policies. **In-combination with other Plans, Projects and Programmes** Although there are local environmental factors which may affect this site, the distance of this site from Cardiff and the	No

C9: NEW EDUCATIONAL FACILITIES **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**		overall improving air quality in the area make it unlikely that this policy will have a significant effect in-combination with these factors upon this site.	

Blackmill Woodlands SAC			
Strategic Policies, Outcomes, Objectives and Options	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
KP11: MINERALS AND AGGREGATES **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS**	Aggregates removal leading to aerial pollution	Quarrying and associated activities are likely to generate dust, and whilst these activities in Cardiff will take place about 14 Km from the Blackmill Woodlands SAC, there is the potential for these dusts to be transported by wind to that site. However, the dispersal of dust particles is affected by the size of the particles emitted, and wind speed as well as their shape and density. Large dust particles (greater than 30µm), which make up the greatest proportion of dust emitted from mineral workings, will largely deposit within 100m of sources. Intermediate-sized particles (10–30µm) are likely to travel up to 200–500m. Smaller particles (less than 10 µm) which make up a small proportion of the dust emitted from most mineral workings are only deposited slowly but may travel 1000m or more". (Office of the Deputy Prime Minister: Minerals Policy Statement 2: Controlling and Mitigating the Environmental Effects of Minerals Extraction in England. Annex 1: Dust (March 2005): http://www.communities.gov.uk/documents/planningandbuilding/pdf/mps2annex1.pdf). Therefore it is highly likely that these particulates will have dropped out of the atmosphere before reaching the Blackmill Woodlands SAC. Furthermore, according to the National Atmospheric Emissions Inventory, overall emissions of particulates have fallen by 58% since 1990. If this downward trend continues, the total deposition of particulates at this site will gradually decrease, thereby reducing any impact upon the site's features. http://naei.defra.gov.uk/overview/pollutants?pollutant_id=24 Implementation of policies aimed at minimising air pollution and managing air quality (KP18: Natural Resources; EN13: Air, Noise, Light Pollution and Contaminated Land) would counteract any increase in atmospheric pollution resulting from this policy. Policies relating to mineral extraction accord with Minerals Planning Policy Wales, which contains strong policies in regard to the protection of European Sites. All of the mineral extraction sites in Cardiff benefit from existing consents, and these consents were subject to a Review of Consents process in 2010/11. The conclusions of this review were that none of the extant consents were likely to have a significant effect upon any European Sites provided that planning conditions aimed at mitigating any effects of aerial pollution, are implemented. If these planning conditions continue to be implemented, and similarly-worded conditions are attached to any new minerals consents issued, then this absence of any significant effect will continue. **In-combination with other Plans, Projects and Programmes** Minerals Planning Policy Wales 2001 does not specify any locations, therefore the risk of 'in combination' effects with this policy cannot be assessed. Furthermore, the document contains strong policies in relation to the protection of European sites.	No

KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**	Dust, noise, vibration, movement and odour associated with industrial and construction processes leading to aerial pollution	The habitat features of this site are sensitive to acidification and deposition of nitrogen, and the source of these pollutants is predominantly road traffic. However, the effects of road traffic pollution are likely to be restricted to within approximately 200m of the road concerned, and the Blackmill Woodlands SAC is about 14Km from Cardiff. Furthermore, the Deposit LDP contains policies intended to reduce dependency on car travel, facilitate and increase use of sustainable and active modes of transport (Policies KP8, T1, T2, T3, T5), mitigate the effects of climate change (Policies KP15 and EN12), and promote the sustainable use of natural resources (Policies KP18, EN10 and EN11). In the long-term these measures will mitigate or off-set any increase in atmospheric pollution as a result of the LDP and should lead to gradual improvements in air quality. Finally, levels of NO_2 across Wales are recorded as decreasing, and recorded areas of NO_2 pollution concern in Cardiff are in the City Centre rather than near this SAC. **In-combination with other Plans, Projects and Programmes** Although there are local environmental factors which may affect this site, the distance of this site from Cardiff and the overall improving air quality in the area make it unlikely that this policy will have a significant effect in-combination with these factors upon this site.	No
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.**	Increased traffic movements leading to aerial pollution	These policies have the potential to contribute to aerial pollution, via transport and minerals extraction, but as above, these effects are likely to be local to the source of the emissions, and would not significantly affect this site. Similarly, effects such as noise, vibration, movement and odour are likely to be localised and will not affect this site which is 14 Km from Cardiff. Policies aimed at reducing aerial pollution, such as KP5 wherein; '*(viii) Uses innovative approaches to achieve a resource efficient and climate responsive design that provides sustainable water and waste management solutions and minimise emissions from transport, homes and industry*'., and EN13 wherein '*Development will not be permitted where it would cause or result in unacceptable harm to health, local amenity, the character and quality of the countryside, or interests of nature conservation, landscape or built heritage importance because of air, noise, light pollution or the presence of unacceptable levels of land contamination*.', will serve to offset any increase in aerial emissions arising from light industry, domestic heating systems, construction and other sources. Furthermore, there is a gradual reduction in UK-wide levels of pollutants such as Ammonia, NOx, SOx and particulates, which would serve to offset any residual local increase in these pollutants arising from these policies. **In-combination with other Plans, Projects and Programmes** Although there are local environmental factors which may affect this site, the distance of this site from Cardiff and the overall improving air quality in the area make it unlikely that this policy will have a significant effect in-combination with	No

C9: NEW EDUCATIONAL FACILITIES **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**		these factors upon this site. The Wales Spatial Plan (Update) 2008 and promotes developments in the region, however none of the three Strategic Opportunity Areas within that document entails land-take at this site, and any increase in aerial pollution due to traffic movement is likely to be counteracted by other regional strategies such as the Wales Transport Strategy 2008, the SEWTA Regional Transport Plan Consultative Draft 2008 and the SEWTA Rail Strategy Study 2006, which promote sustainability of transport, reduction of aerial emissions and modal shift towards more sustainable forms of transport such as public transport and cycling The HRA of the Bridgend Deposit LDP identifies reducing air quality as a factor that could adversely affect the features of this site. However, the HRA points out that there are policies elsewhere in the Bridgend Deposit LDP, which, together with regional policies identified above, will counteract any decrease in air quality arising from policies which prescribe development. Furthermore, decreases in air quality are attributed to increases in traffic movements, but these effects are likely to be restricted to within approximately 200m of the road concerned, because the principal pollutants arising from traffic tend to drop out of the atmosphere within this range. Therefore, due to the distance between Cardiff and this SAC, any cumulative effect between increased traffic in Cardiff and increased traffic along the road through this SAC is unlikely to be significant.	

Cardiff Beech Woods SAC			
Policies	Potential effects	Test of Likely Significant Effect (LSE)	Likely Significant Effect?

Cardiff Beech Woods SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
KP11: MINERALS AND AGGREGATES **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES** **M5: RESTORATION** **M6: DREDGED AGGREGATE LANDING**	Aggregates removal leading to aerial pollution and changes to local hydrology	All of the mineral extraction sites in Cardiff are immediately adjacent to, or very close to, the Cardiff Beech Woods SAC. There is therefore the potential for mineral extraction activities to cause deposition of dust and other pollutants on this site, or to affect the hydrology of the site, both of which could have impacts on the ground flora and the trees themselves. • Quarrying and associated activities are likely to generate particulate aerial pollution in the form of dust, so there is the potential for these dusts to be transported by wind to the Cardiff Beech Woods SAC. However, the dispersal of dust particles is affected by the size of the particles emitted, and wind speed as well as their shape and density. Large dust particles (greater than 30µm), which make up the greatest proportion of dust emitted from mineral workings, will largely deposit within 100m of sources. Intermediate-sized particles (10–30µm) are likely to travel up to 200–500m. Smaller particles (less than 10 µm) which make up a small proportion of the dust emitted from most mineral workings are only deposited slowly but may travel 1000m or more". (Office of the Deputy Prime Minister: Minerals Policy Statement 2: Controlling and Mitigating the Environmental Effects of Minerals Extraction in England. Annex 1: Dust (March 2005): http://www.communities.gov.uk/documents/planningandbuilding/pdf/mps2annex1.pdf). Therefore it is highly likely that the majority of these particulates will have dropped out of the atmosphere close to their source, thereby limiting the extent of the Cardiff Beech Woods SAC that could potentially be affected by these emissions. • All of the mineral extraction sites in Cardiff benefit from existing consents, and these consents were subject to a Review of Consents process in 2010/11. The conclusions of this review were that none of the extant consents were likely to have a significant effect upon any European Sites provided that planning conditions aimed at mitigating any effects of aerial pollution, are implemented. If these planning conditions continue to be implemented, and similarly-worded conditions are attached to any new minerals consents issued, then this absence of any significant effect will continue. • Furthermore, according to the National Atmospheric Emissions Inventory, overall emissions of particulates have fallen by 58% since 1990. If this downward trend continues, the total deposition of particulates at this site will gradually decrease, thereby offsetting any increase in deposition of particulates arising from these policies. http://naei.defra.gov.uk/overview/pollutants?pollutant_id=24 • Implementation of policies aimed at minimising air pollution and managing air quality (KP18: Natural Resources; EN13: Air, Noise, Light Pollution and Contaminated Land) would also serve to counteract any increase in atmospheric pollution resulting from this policy. • Policies relating to mineral extraction accord with Minerals Planning Policy Wales, which contains strong policies in regard to the protection of European Sites. • There is no evidence to date that atmospheric pollution arising from mineral extraction has had an adverse impact on the features of the Cardiff Beech Woods SAC, but this may need to be addressed in more detail in the future. • The location of the woodland on the top or side of raised ground means that, with the exception of Castell Coch Woodlands and Road Section, there are unlikely to be any issues arising from changes in hydrology. However, according to the Sites Issues Briefing for this site, this will be kept under review especially with respect to quarrying. • All new minerals consents within the lifetime of this LDP will be subject to Habitats Regulations Assessment. These consents will only be considered to conform to the LDP if it can be demonstrated that they will not have an adverse effect on the integrity of the	No

Cardiff Beech Woods SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
		Cardiff Beech Woods SAC. **In-combination with other Plans, Projects and Programmes** Minerals Planning Policy Wales 2001 does not specify any locations, therefore the risk of 'in combination' effects with this policy cannot be assessed. Furthermore, the document contains strong policies in relation to the protection of European sites. . The site is adjacent to the county boundaries with Caerphilly (CCBC) and Rhondda Cynon Taff (RCTCBC), but the HRA's of their respective LDPs have not indicated that mineral and aggregate extraction within their boundaries is likely to act in-combination with equivalent policies in Cardiff's previous draft LDP which did not progress, nor the Cardiff LDP Preferred Strategy from October 2012 Apart from the Blaengwynlais quarry, which is mostly within Cardiff but which does extend into Caerphilly, there are no other mineral or aggregate extraction sites within RCT or Caerphilly which are close to the Cardiff Beech Woods and therefore capable of acting in combination with Cardiff's Deposit LDP. The impacts of the Caerphilly section of Blaengwynlais Quarry can be said to be the same as the Cardiff section of that quarry, which has been dealt with alongside all other minerals and aggregate sites, above.	
KP11: MINERALS AND AGGREGATES **KP12: WASTE** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**	Contamination, accumulation of toxic substances	The location of the woodland on the top or side of raised ground means that, with the exception of Castell Coch Woodlands and Road Section, there are unlikely to be any issues arising from contamination. According to the Sites Issues Briefing for this site, this will be kept under review especially with respect to quarrying. Sites proposed for waste management are not close to or in direct hydrological continuity with, this SAC, and so are unlikely to have a significant effect upon it. **In-combination with other Plans, Projects and Programmes** The potential effect as left could arise from policies relating to mineral and aggregate extraction, and from the treatment of waste, but as above, deposit LDP's of neighbouring authorities do not prescribe these activities close to Cardiff Beech Woods SAC, or within hydrological continuity with it Minerals Planning Policy Wales 2001 does not specify any locations, therefore the risk of 'in combination' effects with this policy cannot be assessed. Furthermore, the document contains strong policies in relation to the protection of European sites. . The site is adjacent to the county boundaries with Caerphilly (CCBC) and Rhondda Cynon Taff (RCTCBC), but the HRA's of their respective LDPs have not indicated that mineral and aggregate extraction within their boundaries is likely to act in-combination with equivalent policies in Cardiff's previous draft LDP which did not progress, nor the Cardiff LDP Preferred Strategy from October 2012 Apart from the Blaengwynlais quarry, which is mostly within Cardiff but which does extend into Caerphilly, there are no other mineral or aggregate extraction sites within RCT or Caerphilly which are close to the Cardiff Beech Woods and therefore capable of acting in combination with Cardiff's Deposit LDP. The impacts of the Caerphilly section of Blaengwynlais Quarry can be said to be the same as the Cardiff section of that quarry, which has been dealt with alongside all other minerals and aggregate sites, above.	No

Cardiff Beech Woods SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN**	Dust, noise, vibration, movement and odour associated with industrial and construction processes leading to aerial pollution	These policies have the potential to contribute to aerial pollution, via transport and minerals extraction, but as above, these effects are likely to be localised, and offset by UK-wide reduction in aerial pollutants, and would not significantly affect this site. Effects such as noise, vibration, movement and odour are not likely to affect the woodland features of this site. Policies aimed at reducing aerial pollution, such as KP5 wherein; '*(viii) Uses innovative approaches to achieve a resource efficient and climate responsive design that provides sustainable water and waste management solutions and minimise emissions from transport, homes and industry*'., and EN13 wherein '*Development will not be permitted where it would cause or result in unacceptable harm to health, local amenity, the character and quality of the countryside, or interests of nature conservation, landscape or built heritage importance because of air, noise, light pollution or the presence of unacceptable levels of land contamination*.', will serve to offset any increase in aerial emissions arising from light industry, domestic heating systems, construction and other sources. **In-combination with other Plans, Projects and Programmes** These potential effects are likely to be localised in nature, and there are no other plans, projects and programmes which would direct activities to this area, other than deposit LDPs of neighbouring authorities. Neither of these authorities have identified the potential effects as left as being relevant to the Cardiff Beech Woods SAC.	No

Cardiff Beech Woods SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
DEVELOPMENT			
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP14: HEALTHY LIVING** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EN4: RIVER VALLEYS** **T8: STRATEGIC RECREATIONAL ROUTES**	Increase in population and therefore recreation levels leading to increase in recreational pressure	Increased housing provision may increase recreational pressures such as walking and climbing within the Cardiff Beech Woods SAC. Increased recreational pressure on the Cardiff Beech Woods has potential adverse implications for the ground flora and, depending on the scale of the proposals, the trees themselves. Management of the recreational use of the woodlands should focus on maintaining the network of public footpaths and access routes. Regular maintenance of the footpaths and bridleways is essential to stop them spreading onto the adjacent woodland habitat. By restricting recreational use of the woodlands to certain areas and paths, natural woodland processes can be left to occur away from these areas of recreational use and without the need for intervention from a public health and safety perspective. The vision for these features are for them to have favourable conservation status, whereby the condition that recreational use of the site will continue to be managed so it does not damage the wildlife interest of the site, is satisfied. No limits are set for the performance indicators for factors affecting the features, pending a fuller understanding of current situation and impact on habitat. Considering that there is an already high level of recreation on site and that CCW views that most if not all aspects of the component sites are heading in the right direction in terms of condition, it is unlikely that these policies will have significant adverse effect on the site as a result of increased recreation. Car parking facilities at the site are limited and the site is not easily accessed by public transport, which further limits the impact of recreation on the site. Alternative recreational facilities within and around Cardiff are more readily accessible to the existing and proposed resident population. Furthermore, implementation of policies designed to provide and protect public open space throughout Cardiff (Policies KP3, EN4, C3) would also serve to offset any increase in recreational pressure on the beech woods. **In-combination with other Plans, Projects and Programmes** Other plans and programmes may result in increased recreational activity in the general area, but there are no plans or programmes which are likely to result in a direct increase in recreational activity specifically at this site. Caerphilly Council's Deposit LDP concluded that the Cardiff Beech Woods SAC is unlikely to be significantly affected by the proposals outlined in their Deposit LDP. The analysis noted that in the absence of direct effects, in-combination effects with other plans are not likely to be significant at the sites considered in the light of the evidence available. Only a small portion of Cardiff Beech Woods falls within the Rhondda Cynon Taff area and the closest development proposal (RCT LDP policy No 262) is located to the north of the westernmost woodland block near Taffs Well. The proposal is for a residential development of less than 1 ha in size and given that no direct habitat loss would occur, the risk from indirect impacts, for example increased recreational use (pedestrian) is likely to be negligible. This being the case, the potential for in-combination effects of recreational pressure on the Cardiff Beech Woods is negligible also. The Habitats Regulations Assessment of the Rhondda Cynon Taf LDP has indicated that in the absence of direct effects, in-combination effects with other plans are not likely to be significant at the sites considered in the light of the evidence available. Both Caerphilly and RCT deposit LDP's contains policies relating to the provision of access and recreation to areas other than Cardiff Beech Woods, which are closer to proposed strategic development sites, and which are therefore more likely to be used by the eventual occupiers of those sites.	No

Cardiff Beech Woods SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING**	Increased traffic movements leading to aerial pollution	If these policies were to lead to an increase in road traffic movements, then this may result in an increased number of car journeys along the A470 to and from the valleys to the north. The A470 runs between, and close to, the Cardiff Beech Woods SAC in the Taff's Well area, and the habitat features of this site are sensitive to acidification and deposition of nitrogen, the source of these pollutants being predominantly road traffic. Therefore the impact of any extra car journeys on the beech woods is a potential problem. However:- • The Candidate Sites near the Cardiff Beech Woods (e.g at Junction 33 and South of Creigiau) are predominantly Candidate Sites for housing rather than industry. Therefore it can be assumed that the bulk of any increased traffic movement will be directed southwards to and from the employment centres of Cardiff rather than north to the valleys region along the A470. • The effects of road traffic pollution are likely to be restricted to within approximately 200m of the road concerned, because the principal pollutants arising from traffic tend to drop out of the atmosphere within this range. Approximately 6 Hectares of the Cardiff Beech Woods SAC (Approx. 5.2% of the SAC as a whole) are within 200m of the A470 at Tongwynlais, so the effects of an increase in road traffic pollution would be limited to a small proportion of the SAC. • The area of Cardiff Beech Woods SAC within 200m of the A470 at Tongwynlais supports one of the two European features of interest present in the SAC, namely, *Asperulo-fagetum* beech forest. The vision for this feature is for it to have favourable conservation status, whereby the condition that there are pockets of ground flora across the site, comprising species typical of lime-rich beech wood, including indicators of ancient woodland such as wood anemone, ramsons and sanicle, is satisfied. An assessment of conservation status contained within the Core Management Plan for this site describes the condition of the component SSSI at this section as 'favourable'. Also, the Core Management Plan for this site states that there is no evidence to date that atmospheric pollution has had an adverse impact on this feature. If it is that case that, with the A470 at capacity, the component SSSI is in favourable condition and there is no evidence that road traffic pollution is having an adverse impact upon the *Asperulo-fagetum* beech forest feature, then • Cardiff Council Pollution Control Officers have indicated that the effect on atmospheric pollution of an increase in traffic resulting from these policies would not be measurable because the A470 is already at capacity. • The LDP contains policies intended to reduce dependency on car travel, facilitate and increase use of sustainable and active modes of transport (Policies KP8, T1, T2, T3, T5), mitigate the effects of climate change (Policies KP15 and EN12), and promote the sustainable use of natural resources (Policies KP18, EN10 and EN11). In the long-term these measures will mitigate or off-set any increase in atmospheric pollution as a result of the LDP and should lead to gradual improvements in air quality. • Levels of NO_2 across Wales are recorded as decreasing, and recorded areas of NO_2 pollution concern in Cardiff are in the City Centre rather than near this SAC. **In-combination with other Plans, Projects and Programmes**	No

Cardiff Beech Woods SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
W1: LAND FOR WASTE MANAGEMENT **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**		The Wales Spatial Plan (Update 2008) identifies three 'Strategic Opportunity Areas', one of which is the area around Llantrisant and North West Cardiff. Development within this area is likely to lead to an increase in traffic volume within the region. A proportion of this increased volume may use the M4 and A470 when travelling to and from the eastern South Wales Valleys. However, the construction of the Church Village by-pass between Upper Boat and Llantrisant will provide an alternative route, and subject to the availability of traffic movement prediction data, may alleviate increased traffic movements along the A470 at Tongwynlais caused by the Llantrisant and North West Cardiff Strategic Opportunity Area. The Wales Spatial Plan (Update) 2008 and promotes developments in the region, however none of the three Strategic Opportunity Areas within that document entails land-take at this site, and any increase in aerial pollution due to traffic movement is likely to be counteracted by other regional strategies such as the Wales Transport Strategy 2008, the SEWTA Regional Transport Plan Consultative Draft 2008 and the SEWTA Rail Strategy Study 2006, which promote sustainability of transport, reduction of aerial emissions and modal shift towards more sustainable forms of transport such as public transport and cycling. Development arising from policies in the Local Development Plan for neighbouring Rhondda Cynon Taf is likely to lead to an increase in traffic volume within the region. A proportion of this increased volume may use the M4 and A470 when travelling to and from the eastern South Wales Valleys. However, the construction of the Church Village by-pass between Upper Boat and Llantrisant will provide an alternative route, and subject to the availability of traffic movement prediction data, may alleviate increased traffic movements along the A470 at Tongwynlais caused by the RCT LDP policies. Furthermore, both the RCT and Caerphilly Deposit LDP's contain policies to provide for housing and employments within their respective boundaries, thereby reducing need for travel journeys to and from the centre of Cardiff, via routes which pass through this SAC at Tongwynlais.. The Habitats Regulations Assessments of the Rhondda Cynon Taf LDP and of Caerphilly LDP have indicated that in the absence of direct effects, in-combination effects with other plans are not likely to be significant at the sites considered in the light of the evidence available.	
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND**	Land take	Whilst land-take would result from these policies, and land take within the SAC would be likely to significantly affect it, none of these policies direct land-take to within the boundaries of this site. Policies relating to the extraction of minerals, which in some cases are very close to the boundary of this SAC, have been considered above. **In-combination with other Plans, Projects and Programmes** There are no other plans, projects or programmes which would direct land-take to within the boundaries of this site	No

Cardiff Beech Woods SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
TRAVELLER CARAVANS EC1: EXISTING EMPLOYMENT LAND EC5: HOTEL DEVELOPMENT T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE R1: RETAIL PROVISION WITHIN STRATEGIC SITES C1: COMMUNITY FACILITIES C8: PLANNING FOR SCHOOLS. C9: NEW EDUCATIONAL FACILITIES C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION M1: MINERAL LIMESTONE RESERVES AND RESOURCES M3: QUARRY CLOSURES AND EXTENSION LIMITS M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS M6: DREDGED AGGREGATE LANDING W1: LAND FOR WASTE MANAGEMENT W2: SITES FOR WASTE MANAGEMENT FACILITIES W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT			
KP6: NEW INFRASTRUCTURE T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE	Laying pipes and cables leading to changes in local hydrology	Whilst changes in local hydrology would result from these policies, and changes in local hydrology within the SAC would be likely to significantly affect it, none of these policies direct new infrastructure or strategic transport infrastructure to within the boundaries of this site, or even close to it. **In-combination with other Plans, Projects and Programmes** There are no other plans, projects or programmes which would direct similar activities to within or close to the boundaries of this site	No

River Usk SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
KP11: MINERALS AND AGGREGATES **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES**	Aggregates removal, leading to aerial pollution	Quarrying and associated activities are likely to generate dust, and whilst these activities in Cardiff will take place about 14 Km from the River Usk SAC, there is the potential for these dusts to be transported by wind to that site. However:- • The dispersal of dust particles is affected by the size of the particles emitted, and wind speed as well as their shape and density. Large dust particles (greater than 30µm), which make up the greatest proportion of dust emitted from mineral workings, will largely deposit within 100m of sources. Intermediate-sized particles (10–30µm) are likely to travel up to 200–500m. Smaller particles (less than 10 µm) which make up a small proportion of the dust emitted from most mineral workings are only deposited slowly but may travel 1000m or more". (Office of the Deputy Prime Minister: Minerals Policy Statement 2: Controlling and Mitigating the Environmental Effects of Minerals Extraction in England. Annex 1: Dust (March 2005): http://www.communities.gov.uk/documents/planningandbuilding/pdf/mps2annex1.pdf). Therefore it is highly likely that these particulates will have dropped out of the atmosphere before reaching the River Usk SAC. • According to the National Atmospheric Emissions Inventory, overall emissions of particulates have fallen by 58% since 1990. If this downward trend continues, the total deposition of particulates at this site will gradually decrease, thereby reducing any impact upon the site's features. http://naei.defra.gov.uk/overview/pollutants?pollutant_id=24 • Implementation of policies aimed at minimising air pollution and managing air quality (KP18: Natural Resources; EN13: Air, Noise, Light Pollution and Contaminated Land) would counteract any increase in atmospheric pollution resulting from this policy. Policies relating to mineral extraction accord with Minerals Planning Policy Wales, which contains strong policies in regard to the protection of European Sites. • All of the mineral extraction sites in Cardiff benefit from existing consents, and these consents were subject to a Review of Consents process in 2010/11. The conclusions of this review were that none of the extant consents were likely to have a significant effect upon any European Sites provided that planning conditions aimed at mitigating any effects of aerial pollution, are implemented. If these planning conditions continue to be implemented, and similarly-worded conditions are attached to any new minerals consents issued, then this absence of any significant effect will continue. **In-combination with other Plans, Projects and Programmes** Minerals Planning Policy Wales 2001 does not specify any locations, therefore the risk of 'in combination' effects with this policy cannot be assessed. Furthermore, the document contains strong policies in relation to the protection of European sites.	No
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND**	Dust, noise, vibration movement and odour associated with industrial and construction processes, leading to	These policies have the potential to contribute to aerial pollution, via transport and minerals extraction, but as above, these effects are likely to be local to the source of the emissions, and would not significantly affect this site. Similarly, effects such as noise, vibration, movement and odour are likely to be localised and will not affect this site which is 6 Km from Cardiff. Policies aimed at reducing aerial pollution, such as KP5 wherein; '*(viii) Uses innovative approaches to achieve a resource efficient and climate responsive design that provides sustainable water and waste management solutions and minimise emissions from transport, homes and industry'*., and EN13 wherein '*Development will not be permitted where it would cause or result in unacceptable harm to health, local amenity, the character and quality of the countryside, or interests of nature conservation, landscape or built heritage importance because of air, noise, light pollution or the presence of unacceptable levels of land contamination*.', will serve to offset any increase in aerial emissions arising from	No

River Usk SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
AGGREGATES **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**	eutrophication and aerial pollution	light industry, domestic heating systems, construction and other sources. Furthermore, there is a gradual reduction in UK-wide levels of pollutants such as Ammonia, NOx, SOx and particulates, which would serve to offset any residual local increase in these pollutants arising from these policies. **In-combination with other Plans, Projects and Programmes** These potential effects are likely to be localised in nature, and as this site is about 6 Km from Cardiff, effects arising from implementation of these policies in Cardiff's Deposit LDP are not likely to reach the River Usk SAC and therefore act in combination with other activities.	
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS**	Impacts on surface water run-off, leading to eutrophication	These policies direct development which may have impacts upon the quality and quantity of surface water discharge. Whilst there is the potential for contaminated surface-water to enter Cardiff's rivers, flow along them into the Severn Estuary, and thence migrate to tidal areas of the River Usk, in all likelihood any such pollution would be so diluted by the time it reached the River Usk that it would not be likely to significantly impact upon that site. Any individual project arising from these policies will be subject to regulation by NRW, thereby controlling any surface water run-off or discharges to controlled waters.	No

River Usk SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
(Employment) **KP10: CENTRAL AND BAY BUSINESS AREAS** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION**		Policies KP 18 *Natural Resources*, EN11 *Protection of Water Resources* and EN13 *Air, Noise, Light Pollution, and Contaminated Land*, when implemented, would serve to offset any increase in water-borne pollution arising from the policies listed to the left. **In-combination with other Plans, Projects and Programmes** Other plans and programmes in Local Authority areas upstream of Cardiff could contribute to poor water quality in the Rivers Taff, Ely and Rhymney, but as above, any such water-borne pollution would be regulated by NRW, and any accidental discharges outside the regulatory framework would be so diluted by the time it reached the River Usk (via the Severn Estuary), that a significant effect would be unlikely. The River Usk at its nearest point to Cardiff flows through Newport, and Newport's LDP contains policies aimed at reducing pollution and protecting natural habitats. These policies will further reduce any adverse effects upon this SAC, and correspondingly reduce the scope for any in-combination impacts to a level which is not significant.	
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **R1: RETAIL PROVISION WITHIN**	Increased demand for water resources, leading to increased abstraction levels	Much of the freshwater supplied to Cardiff is ultimately sourced from the River Usk SAC, and the qualifying features of this site is vulnerable to flow depletion caused by abstraction. Therefore there is a potential for policies which promote housing and employment growth (both of which require supplies of freshwater) to affect the conservation objectives of these features. Dwr Cymru Welsh Water, who supply Cardiff's freshwater, have produced a Revised Draft Water Resources Management Plan (October 2011), which itself has been subject to Habitats Regulations Appraisal. In this document, and in meetings of the Cardiff LDP Collaborative Officer Working Group, DCWW have confirmed that proposals for additional growth in housing and employment will not be impacted, in terms of availability of water supply, by reductions in the volume of water licensed for abstraction from these two rivers. These licence reductions are measures that the Environment Agency have identified as being necessary to avoid adverse impact upon European sites as part of their Review of Consents process. DCWW have identified a series of measures to address the deficit in water supply caused by licence reductions. These measures, together with Policies KP 18 *Natural Resources* and EN11 *Protection of Water Resources,* which are aimed in part at improving water resource use efficiency, will ensure adequate water supply without adverse impacts on the River Usk SAC. **In-combination with other Plans, Projects and Programmes** The Usk Catchment Abstraction Management Strategy March 2007 sets out how water abstraction from the River Usk will be managed until	No

River Usk SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
STRATEGIC SITES **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION**		2013. It outlines where water is available, and also, if relevant, where current rates of abstraction need to be reduced. As a result of the Review of Consents process, flow targets have been set which are considered likely to significantly reduce or remove the impacts of abstraction on River Usk SAC features. Under the Habitats Regulations, Natural Resources Wales (NRW) has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by NRW before a new licence is granted. If the assessment of a new application shows that it could have an impact on a SAC, NRW will have to follow strict rules in setting a time limit for that licence.	
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M3: QUARRY CLOSURES AND EXTENSION LIMITS**	Increased traffic movements leading to aerial pollution	The habitat features of this site are sensitive to acidification and deposition of nitrogen, and the source of these pollutants is predominantly road traffic. However, the effects of road traffic pollution are likely to be restricted to within approximately 200m of the road concerned, and the River Usk SAC is about 7Km from Cardiff. Furthermore, the Deposit LDP contains policies intended to reduce dependency on car travel, facilitate and increase use of sustainable and active modes of transport (Policies KP8, T1, T2, T3, T5), mitigate the effects of climate change (Policies KP15 and EN12), and promote the sustainable use of natural resources (Policies KP18, EN10 and EN11). In the long-term these measures will mitigate or off-set any increase in atmospheric pollution as a result of the LDP and should lead to gradual improvements in air quality. Finally, levels of NO_2 across Wales are recorded as decreasing, and recorded areas of NO_2 pollution concern in Cardiff are in the City Centre rather than near this SAC. **In-combination with other Plans, Projects and Programmes** Although there are local environmental factors which may affect this site, the distance of this site from Cardiff and the overall improving air quality in the area make it unlikely that this policy will have a significant effect in-combination with these factors upon this site. Both Cardiff and Newport's deposit LDP's contain policies aimed at reducing traffic pollution and encouraging more sustainable modes of transport such as public transport and cycling, which when implemented will counteract any in-combination effect of aerial pollution upon this SAC. The Wales Spatial Plan (Update) 2008 and promotes developments in the region, however none of the three Strategic Opportunity Areas within that document entails land-take at this site, and any increase in aerial pollution due to traffic movement is likely to be counteracted by other regional strategies such as the Wales Transport Strategy 2008, the SEWTA Regional Transport Plan 2009 and the SEWTA Rail Strategy Study 2006. These strategies all seek a modal shift for private and freight transports onto more sustainable modes, reducing the impact of the transport system on the natural environment, reducing greenhouse gas emissions from transport, and reducing traffic growth and congestion.	No

River Usk SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**			
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES** **W1: LAND FOR WASTE**	Wastewater and Sewage, leading to eutrophication	None of the candidate sites for housing is within a European Site. However, increased sewage arising from these housing provisions may increase discharge into the Severn Estuary. This could potentially lead to changes in nutrient and /or organic loading in the tidal reaches of the River Usk, which discharges into the Severn Estuary. Sewage from Cardiff west of the River Taff is treated at the Cog Moors Sewage Treatment Works (STW), serving the Barry and Cardiff West catchments. This STW discharges to the Bristol Channel, via a long sea outfall, off Lavernock Point. Effluent is disinfected through ultra violet treatment, which reduces the environmental impact and protects water quality. Sewage from Cardiff east of the River Taff is treated at the WWTW at Tremorfa, and cleaned water is discharged via the outfall 4.2 Km into the estuary at ST25257393. DCWW have confirmed that the WWTW at Tremorfa has sufficient capacity across the lifespan of the plan (2006 - 2026) to accommodate the domestic foul flows from all of the allocations in the Deposit LDP. In terms of water quality issues the Severn Estuary is under greatest threat from point source pollution within the area of designation. The EA set very strict quality standards for the final effluent that can be returned to rivers, and Welsh Water achieved 99.85% compliance of wastewater treatment works in 2009. Given the regulatory compliance measures and the current favourable condition assessment for the Severn Estuary SSSIs that are components of the SAC, it is unlikely that development resulting from the Cardiff Deposit LDP will have a significant effect on the water quality of the Severn Estuary SAC/SPA/ Ramsar site. **In-combination with other Plans, Projects and Programmes** Other plans and programmes which result in increased sewage discharge at the South Wales Coast, may act in combination with this policy to exacerbate nutrient and /or organic loading in the Severn Estuary, which could impact on the River Usk. Development plans for all unitary authorities whose sewage discharges at the South Wales Coast such as Caerphilly, RCT, Blaenau Gwent and Merthyr Tydfil make provision for a combined allocation of over 30000 new dwellings in total. However, Dwr Cymru Welsh Water have had the opportunity to comment on these LDPs and the inclusion of these levels of housing allocation indicates that there is the capacity to treat the predicted increase in sewage, Furthermore, all effluent is treated to meet the consent limits laid down by the environmental agency and subject to strict conditions which include HRA processes where the potential for impacts on the estuary are identified. Provided this continues to occur, there is not likely to be a significant effect on the River Usk by sewage outfall	No

River Usk SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
MANAGEMENT **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**			

River Wye SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
KP11: MINERALS AND AGGREGATES **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES**	Aggregates removal, leading to aerial pollution	Quarrying and associated activities are likely to generate dust, and whilst these activities in Cardiff will take place about 30 Km from the River Wye SAC, there is the potential for these dusts to be transported by wind to that site. However:- • The dispersal of dust particles is affected by the size of the particles emitted, and wind speed as well as their shape and density. Large dust particles (greater than 30µm), which make up the greatest proportion of dust emitted from mineral workings, will largely deposit within 100m of sources. Intermediate-sized particles (10–30µm) are likely to travel up to 200–500m. Smaller particles (less than 10 µm) which make up a small proportion of the dust emitted from most mineral workings are only deposited slowly but may travel 1000m or more". (Office of the Deputy Prime Minister: Minerals Policy Statement 2: Controlling and Mitigating the Environmental Effects of Minerals Extraction in England. Annex 1: Dust (March 2005): http://www.communities.gov.uk/documents/planningandbuilding/pdf/mps2annex1.pdf). Therefore it is highly likely that these particulates will have dropped out of the atmosphere before reaching the River Wye SAC. • According to the National Atmospheric Emissions Inventory, overall emissions of particulates have fallen by 58% since 1990. If this downward trend continues, the total deposition of particulates at this site will gradually decrease, thereby reducing any impact upon the site's features. http://naei.defra.gov.uk/overview/pollutants?pollutant_id=24 • Implementation of policies aimed at minimising air pollution and managing air quality (KP18: Natural Resources; EN13: Air, Noise, Light Pollution and Contaminated Land) would counteract any increase in atmospheric pollution resulting from this policy. Policies relating to mineral extraction accord with Minerals Planning Policy Wales, which contains strong policies in regard to the protection of European Sites. • All of the mineral extraction sites in Cardiff benefit from existing consents, and these consents were subject to a	No

River Wye SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
		Review of Consents process in 2010/11. The conclusions of this review were that none of the extant consents were likely to have a significant effect upon any European Sites provided that planning conditions aimed at mitigating any effects of aerial pollution, are implemented. If these planning conditions continue to be implemented, and similarly-worded conditions are attached to any new minerals consents issued, then this absence of any significant effect will continue. **In-combination with other Plans, Projects and Programmes** Minerals Planning Policy Wales 2001 does not specify any locations, therefore the risk of 'in combination' effects with this policy cannot be assessed. Furthermore, the document contains strong policies in relation to the protection of European sites.	
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE**	Dust, noise, vibration movement and odour associated with industrial and construction processes, leading to eutrophication and aerial pollution	These policies have the potential to contribute to aerial pollution, via transport and minerals extraction, but as above, these effects are likely to be local to the source of the emissions, and would not significantly affect this site. Similarly, effects such as noise, vibration, movement and odour are likely to be localised and will not affect this site which is 30 Km from Cardiff. Policies aimed at reducing aerial pollution, such as KP5 wherein; '*(viii) Uses innovative approaches to achieve a resource efficient and climate responsive design that provides sustainable water and waste management solutions and minimise emissions from transport, homes and industry'*., and EN13 wherein '*Development will not be permitted where it would cause or result in unacceptable harm to health, local amenity, the character and quality of the countryside, or interests of nature conservation, landscape or built heritage importance because of air, noise, light pollution or the presence of unacceptable levels of land contamination*.', will serve to offset any increase in aerial emissions arising from light industry, domestic heating systems, construction and other sources. Furthermore, there is a gradual reduction in UK-wide levels of pollutants such as Ammonia, NOx, SOx and particulates, which would serve to offset any residual local increase in these pollutants arising from these policies. **In-combination with other Plans, Projects and Programmes** These potential effects are likely to be localised in nature, and as this site is about 30 Km from Cardiff, effects arising from implementation of these policies in Cardiff's Deposit LDP are not likely to reach the River Wye SAC and therefore act in combination with other activities.	No

River Wye SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
LANDING AND DISTRIBUTION FACILITIES **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**			
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION**	Impacts on surface water run-off, leading to eutrophication	These policies direct development which may have impacts upon the quality and quantity of surface water discharge. Whilst there is the potential for contaminated surface-water to enter Cardiff's rivers, flow along them into the Severn Estuary, and thence migrate to tidal areas of the River Usk, in all likelihood any such pollution would be so diluted by the time it reached the River Usk that it would not be likely to significantly impact upon that site. Any individual project arising from these policies will be subject to regulation by NRW, thereby controlling any surface water run-off or discharges to controlled waters. Policies KP 18 *Natural Resources*, EN11 *Protection of Water Resources* and EN13 *Air, Noise, Light Pollution, and Contaminated Land*, when implemented, would serve to offset any increase in water-borne pollution arising from the policies listed to the left. **In-combination with other Plans, Projects and Programmes** Other plans and programmes in Local Authority areas upstream of Cardiff could contribute to poor water quality in the Rivers Taff, Ely and Rhymney, but as above, any such water-borne pollution would be regulated by NRW, and any accidental discharges outside the regulatory framework would be so diluted by the time it reached the River Wye (via the Severn Estuary), that a significant effect would be unlikely.	No
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)**	Increased demand for water resources, leading to increased abstraction levels	Much of the freshwater supplied to Cardiff is ultimately sourced from the River Wye SAC, and the qualifying features of this site is vulnerable to flow depletion caused by abstraction. Therefore there is a potential for policies which promote housing and employment growth (both of which require supplies of freshwater) to affect the conservation objectives of these features. Dwr Cymru Welsh Water, who supply Cardiff's freshwater, have produced a Revised Draft Water Resources Management Plan (October 2011), which itself has been subject to Habitats Regulations Appraisal. In this document, and in meetings of the Cardiff LDP Collaborative Officer Working Group, DCWW have confirmed that proposals for	No

River Wye SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
H8: SITES FOR GYPSY AND TRAVELLER CARAVANS **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION**		additional growth in housing and employment will not be impacted, in terms of availability of water supply, by reductions in the volume of water licensed for abstraction from these two rivers. These licence reductions are measures that the Environment Agency have identified as being necessary to avoid adverse impact upon European sites as part of their Review of Consents process. DCWW have identified a series of measures to address the deficit in water supply caused by licence reductions. These measures, together with Policies KP 18 *Natural Resources* and EN11 *Protection of Water Resources,* which are aimed in part at improving water resource use efficiency, will ensure adequate water supply without adverse impacts on the River Wye SAC. **In-combination with other Plans, Projects and Programmes** The Wye Catchment Abstraction Management Strategy March 2008 sets out how water abstraction from the River Usk will be managed until 2013. It outlines where water is available, and also, if relevant, where current rates of abstraction need to be reduced. As a result of the Review of Consents process, flow targets have been set which are considered likely to significantly reduce or remove the impacts of abstraction on River Wye SAC features. Under the Habitats Regulations, Natural Resources Wales (NRW) has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by NRW before a new licence is granted. If the assessment of a new application shows that it could have an impact on a SAC, NRW will have to follow strict rules in setting a time limit for that licence.	
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE**	Increased traffic movements leading to aerial pollution	The habitat features of this site are sensitive to acidification and deposition of nitrogen, and the source of these pollutants is predominantly road traffic. However, the effects of road traffic pollution are likely to be restricted to within approximately 200m of the road concerned, and the River Wye SAC is about 30 Km from Cardiff. Furthermore, the Deposit LDP contains policies intended to reduce dependency on car travel, facilitate and increase use of sustainable and active modes of transport (Policies KP8, T1, T2, T3, T5), mitigate the effects of climate change (Policies KP15 and EN12), and promote the sustainable use of natural resources (Policies KP18, EN10 and EN11). In the long-term these measures will mitigate or off-set any increase in atmospheric pollution as a result of the LDP and should lead to gradual improvements in air quality. Finally, levels of NO_2 across Wales are recorded as decreasing, and recorded areas of NO_2 pollution concern in Cardiff are in the City Centre rather than near this SAC. **In-combination with other Plans, Projects and Programmes** Although there are local environmental factors which may affect this site, the distance of this site from Cardiff and the overall improving air quality in the area make it unlikely that this policy will have a significant effect in-combination with	No

River Wye SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
R1: RETAIL PROVISION WITHIN STRATEGIC SITES **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**		these factors upon this site. The Deposit LDP's of Cardiff and other Local Authorities through which the Wye flows contain policies aimed at reducing traffic pollution and encouraging more sustainable modes of transport such as public transport and cycling, which when implemented will counteract any in-combination effect of aerial pollution upon this SAC. The Wales Spatial Plan (Update) 2008 and promotes developments in the region, however none of the three Strategic Opportunity Areas within that document entails land-take at this site, and any increase in aerial pollution due to traffic movement is likely to be counteracted by other regional strategies such as the Wales Transport Strategy 2008, the SEWTA Regional Transport Plan 2009 and the SEWTA Rail Strategy Study 2006, which promote sustainability of transport, reduction of aerial emissions and modal shift towards more sustainable forms of transport such as public transport and cycling.	
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS**	Wastewater and Sewage, leading to eutrophication	None of the candidate sites for housing is within a European Site. However, increased sewage arising from these housing provisions may increase discharge into the Severn Estuary. This could potentially lead to changes in nutrient and /or organic loading in the tidal reaches of the River Wye, which discharges into the Severn Estuary. Sewage from Cardiff west of the River Taff is treated at the Cog Moors Sewage Treatment Works (STW), serving the Barry and Cardiff West catchments. This STW discharges to the Bristol Channel, via a long sea outfall, off Lavernock Point. Effluent is disinfected through ultra violet treatment, which reduces the environmental impact and protects water quality. Sewage from Cardiff east of the River Taff is treated at the WWTW at Tremorfa, and cleaned water is discharged via the outfall 4.2 Km into the estuary at ST25257393. DCWW have confirmed that the WWTW at Tremorfa has sufficient capacity across the lifespan of the plan (2006 - 2026) to accommodate the domestic foul flows from all of the allocations in the Cardiff Deposit LDP. In terms of water quality issues the Severn Estuary is under greatest threat from point source pollution within the area of designation. The EA set very strict quality standards for the final effluent that can be returned to rivers, and Welsh Water achieved 99.85% compliance of wastewater treatment works in 2009. Given the regulatory compliance measures and the current favourable condition assessment for the Severn Estuary SSSIs that are components of the SAC, it is unlikely that development resulting from the Cardiff Deposit LDP will have a significant effect on the water quality of the Severn Estuary SAC/SPA/ Ramsar site.	No

River Wye SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**		**In-combination with other Plans, Projects and Programmes** Other plans and programmes which result in increased sewage discharge at the South Wales Coast, may act in combination with this policy to exacerbate nutrient and /or organic loading in the Severn Estuary, which could impact on the River Wye. Development plans for all unitary authorities whose sewage discharges at the South Wales Coast such as Caerphilly, RCT, Blaenau Gwent and Merthyr Tydfil make provision for a combined allocation of over 30000 new dwellings in total. However, Dwr Cymru Welsh Water have had the opportunity to comment on these LDPs and the inclusion of these levels of housing allocation indicates that there is the capacity to treat the predicted increase in sewage, Furthermore, all effluent is treated to meet the consent limits laid down by the environmental agency and subject to strict conditions which include HRA processes where the potential for impacts on the estuary are identified. Provided this continues to occur, there is not likely to be a significant effect on the River Wye by sewage outfall	

Severn Estuary SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
KP11: MINERALS AND AGGREGATES **KP12: WASTE** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**	Contamination, accumulation of toxic substances	Quarrying and associated activities are likely to generate dust, and whilst these activities in Cardiff will take place about 10 Km from the Severn Estuary, there is the potential for these dusts to be transported by wind to that site. However, the dispersal of dust particles is affected by the size of the particles emitted, and wind speed as well as their shape and density. Large dust particles (greater than 30µm), which make up the greatest proportion of dust emitted from mineral workings, will largely deposit within 100m of sources. Intermediate-sized particles (10–30µm) are likely to travel up to 200–500m. Smaller particles (less than 10 µm) which make up a small proportion of the dust emitted from most mineral workings are only deposited slowly but may travel 1000m or more". (Office of the Deputy Prime Minister: Minerals Policy Statement 2: Controlling and Mitigating the Environmental Effects of Minerals Extraction in England. Annex 1: Dust (March 2005): http://www.communities.gov.uk/documents/planningandbuilding/pdf/mps2annex1.pdf). Therefore it is highly likely that these particulates will have dropped out of the atmosphere before reaching the Severn Estuary. Furthermore, according to the National Atmospheric Emissions Inventory, overall emissions of particulates have fallen by 58% since 1990. If this downward trend continues, the total deposition of particulates at this site will gradually decrease, thereby reducing any impact upon the site's features. http://naei.defra.gov.uk/overview/pollutants?pollutant_id=24 Implementation of policies aimed at minimising air pollution and managing air quality (KP18: Natural Resources; EN13: Air, Noise, Light Pollution and Contaminated Land) would counteract any increase in atmospheric pollution resulting from this policy. Policies relating to mineral extraction accord with Minerals Planning Policy Wales, which contains strong policies in regard to the protection of European Sites. All of the mineral extraction sites in Cardiff benefit from existing consents, and these consents were subject to a Review of Consents process in 2010/11. The conclusions of this review were that none of the extant consents were likely to have a significant effect upon any European Sites provided that planning conditions aimed at mitigating any effects of aerial pollution, are implemented. If these planning conditions continue to be implemented, and similarly-worded conditions are attached to any new minerals consents issued, then this absence of any significant effect will continue. The features of the Severn Estuary SAC are sensitive to marine aggregates dredging, and whilst this activity is outside the control of Cardiff Council, the draft LDP contains a policy (M6) which protects sand wharves as shown on the Proposals Map against development which would prejudice their ability to land marine dredged sand and gravel. The operation of these wharves is ongoing and Policy M6 would not lead to new wharves or increased capacity, so the policy (and thereby the draft LDP in this respect) would not have a significant effect upon the Severn Estuary SAC, above and beyond that which is already occurring. Construction and operation of waste management facilities on industrial land adjacent to the Severn Estuary have the potential to have an effect upon the Severn Estuary European site. Polluted surface water runoff and aerial pollution during construction and operation may harm certain habitat features such as mudflats and saltmarsh, and key supporting habitats for the waterfowl such as intertidal mudflats and sandflats, saltmarsh, shingle and rocky shore, wet coastal grazing marsh, and improved grassland and open standing waters. However, the site allocated in this policy already supports existing planning consents which have been the subject of previous Habitats Regulations Appraisals. In all cases, these assessments found there to be no likely significant effect on the Severn Estuary. Therefore, any effect on the Severn Estuary arising from this allocation will have already been taken account of in previous planning consents. Any new consents arising from these policies will be subject to individual Habitats Regulations Assessments These consents will only be considered to conform to the LDP if it can be demonstrated that they will not have an adverse effect on the integrity of this SAC.	No

Severn Estuary SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
		In-combination with other Plans, Projects and Programmes Regional strategies such as the TraCC Regional Transport Plan 2009, the SEWTA Rail Strategy Study Jan 2006 and the South East Wales Transport Alliance: Regional Transport Plan 2009 all seek a modal shift for private and freight transports onto more sustainable modes, reducing the impact of the transport system on the natural environment, reducing greenhouse gas emissions from transport, and reducing traffic growth and congestion. These strategies will serve to reduce and offset the effects of any atmospheric pollution acting in combination with that arising from the Deposit LDP.	
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS**	Dust, noise, vibration, movement and odour associated with industrial and construction processes leading to changes in nutrient and/or organic loading	The potential effects of dust, noise, vibration, movement and odour are localised in nature, and only those activities close to the foreshore which give rise to these effects have the potential to affect the SAC. This excludes mineral extraction activities to the north of Cardiff, and allocations for housing and industry which are not situated near the foreshore. Construction and operation of waste management facilities on industrial land adjacent to the Severn Estuary has the potential to have an effect upon the Severn Estuary European site. However, the site allocated in this policy already supports existing planning consents which have been the subject of previous Habitats Regulations Appraisals. In all cases, these assessments found there to be no likely significant effect on the Severn Estuary. Therefore, any effect on the Severn Estuary arising from this allocation will have already been taken account of in previous planning consents. Any new consents arising from these policies will be subject to individual Habitats Regulations Assessments These consents will only be considered to conform to the LDP if it can be demonstrated that they will not have an adverse effect on the integrity of this SAC. As no clearly defined route for the Eastern Bay Link Road is provided with Policy T7, or on the Proposals Map, there is insufficient information to assess the impacts of such a policy upon the Severn Estuary SAC. The effects of the construction and operation of this road will therefore have to be considered in a Habitats Regulations Assessment at the project stage, when more details become available. Consent for such a project will only be considered to conform to the LDP if it can be demonstrated that it will not have an adverse effect on the integrity of this SAC. **In-combination with other Plans, Projects and Programmes** These potential effects are localised in nature, so only plans, projects and programmes which are close to those within Cardiff could act in combination with these policies. Along the foreshore, neither of Cardiff's neighbouring authorities (Vale of Glamorgan and Newport) have policies which direct development to the foreshore adjacent to the respective county boundaries with Cardiff which could cause dust, noise, vibration, movement and odour associated with industrial and construction processes.	No

Severn Estuary SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS **M6: DREDGED AGGREGATE LANDING** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**			
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION**	Impacts on surface water run-off leading to contamination and changes in nutrient and/or organic loading	The potential effects of surface water run-off are localised in nature, and only those activities close to the foreshore or to Cardiff Bay which give rise to these effects have the potential to affect the Severn Estuary SAC. This excludes mineral extraction activities to the north of Cardiff, and allocations for housing and industry which are not situated near the foreshore. Construction and operation of waste management facilities on industrial land adjacent to the Severn Estuary has the potential to have an effect upon the Severn Estuary European site. However, the site allocated in this policy already supports existing planning consents which have been the subject of previous Habitats Regulations Appraisals. In all cases, these assessments found there to be no likely significant effect on the Severn Estuary. Therefore, any effect on the Severn Estuary arising from this allocation will have already been taken account of in previous planning consents. Any new consents arising from these policies will be subject to individual Habitats Regulations Assessments These consents will only be considered to conform to the LDP if it can be demonstrated that they will not have an adverse effect on the integrity of this SAC. Where policies direct development towards Cardiff Bay and the rivers that feed into it, they could potentially lead to pollution from a number of sources, including oil and chemical spills from industrial and commercial premises and vessels. If this pollution were to enter the Severn Estuary, there is a potential for harm to the designated features of Severn Estuary SAC. In view of Cardiff Bay's proximity to the Severn Estuary European site, Cardiff Harbour Authority (CHA) has prepared an Oil Spill Contingency Plan in accordance with Clause 3(1)(d) of the Merchant Shipping (Oil Pollution Preparedness Response and Co-operation Convention) Regulations 1998, SI 1998 No 1056. The equipment for managing oil spills (and blue green algal scums) is the largest collection of its type in South East Wales. This plan has been reviewed and accepted by the Maritime and Coastguard Agency (MCA), and is reviewed by the Environment Team of the CHA on an annual basis. To help manage any pollution incidents which may occur along the Rivers Taff and Ely, the Environment Team have undertaken "time of travel" studies. The data collected has provided estimates of how long pollutants will take to reach the Bay from various locations and how they will disperse once in the Bay. This information will be used to ensure the effective deployment of pollution equipment to minimise the impact of any spills. A contingency plan that is effective for oil pollution will have much in common with plans required to combat other pollutants. The hazards, and techniques for cleaning-up, will vary, but command and control procedures will be very similar. With these measures in place it is unlikely that development arising from these policies will have a significant on the Severn Estuary SAC. As no clearly defined route for the Eastern Bay Link Road is provided with Policy T7, or on the Proposals Map, there is insufficient information to assess the impacts of such a policy upon the Severn Estuary SAC site. The effects of the construction and operation of this road will	No

Severn Estuary SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
		therefore have to be considered in a Habitats Regulations Assessment at the project stage, when more details become available. Consent for such a project will only be considered to conform to the LDP if it can be demonstrated that it will not have an adverse effect on the integrity of this SAC. **In-combination with other Plans, Projects and Programmes** Other plans and programmes which result in increased sewage discharge at the South Wales Coast, may act in combination with this policy to exacerbate nutrient and /or organic loading in the Severn Estuary, which could impact upon it. Development plans for all unitary authorities whose sewage discharges at the South Wales Coast such as Caerphilly, RCT, Blaenau Gwent and Merthyr Tydfil make provision for a combined allocation of over 30000 new dwellings in total. However, Dwr Cymru Welsh Water have had the opportunity to comment on these LDPs and the inclusion of these levels of housing allocation indicates that there is the capacity to treat the predicted increase in sewage, Furthermore, all effluent is treated to meet the consent limits laid down by the Environmental Agency and subject to strict conditions which include HRA processes where the potential for impacts on the estuary are identified. Provided this continues to occur, there is not likely to be an in-combination significant effect on the Severn Estuary SAC by sewage outfall.	
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES**	Increased traffic movements leading to contamination	The LDP contains policies intended to reduce dependency on car travel, facilitate and increase use of sustainable and active modes of transport (Policies KP8, T1, T2, T3, T5), mitigate the effects of climate change (Policies KP15 and EN12), and promote the sustainable use of natural resources (Policies KP18, EN10 and EN11). In the long-term these measures will mitigate or off-set any increase in atmospheric pollution as a result of the LDP and should lead to gradual improvements in air quality. Furthermore, levels of NO_2 across Wales are recorded as decreasing, and recorded areas of NO_2 pollution concern in Cardiff are in the City Centre rather than near the foreshore. Similarly, according to the National Atmospheric Emissions Inventory, overall emissions of particulates have fallen by 58% since 1990. If this downward trend continues, the total deposition of particulates at this site will gradually decrease, thereby reducing any impact upon the site's features. http://naei.defra.gov.uk/overview/pollutants?pollutant_id=24 As no clearly defined route for the Eastern Bay Link Road is provided with Policy T7, or on the Proposals Map, there is insufficient information to assess the impacts of such a policy upon the Severn Estuary Ramsar site. The effects of the construction and operation of this road will therefore have to be considered in a Habitats Regulations Assessment at the project stage, when more details become available. Consent for such a project will only be considered to conform to the LDP if it can be demonstrated that it will not have an adverse effect on the integrity of this SAC. **In-combination with other Plans, Projects and Programmes** The Wales Spatial Plan (Update) 2008 and promotes developments in the region, however none of the three Strategic Opportunity Areas within that document entails land-take at this site, and any increase in aerial pollution due to traffic movement is likely to be counteracted by other regional strategies such as the Wales Transport Strategy 2008, the SEWTA Regional Transport Plan 2009 and the SEWTA Rail Strategy Study 2006. These strategies all seek a modal shift for private and freight transports onto more sustainable modes, reducing the impact of the transport system on the natural environment, reducing greenhouse gas emissions from transport, and reducing traffic growth and congestion. These strategies will serve to reduce and offset the effects of any atmospheric pollution acting in combination with that arising from the Preferred Construction and operation of waste management facilities on industrial land adjacent to the Severn Estuary have the potential to have an effect upon the Severn Estuary International site. Visual and noise disturbance during construction may cause disturbance to waterfowl such as Shelduck, Oystercatcher, Dunlin, Curlew, Pintail and Redshank which are designatory features of the SPA	No

Severn Estuary SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
C8: PLANNING FOR SCHOOLS. **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**		and which form part of one of the notable estuarine species assemblages of the estuary feature of the SAC. However, the site allocated in this policy already supports existing planning consents which have been the subject of previous Habitats Regulations Appraisals. In all cases, these assessments found there to be no likely significant effect on the Severn Estuary. Therefore, any effect on the Severn Estuary arising from this allocation will have already been taken account of in previous planning consents.	
KP15: CLIMATE CHANGE **EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES**	Installation of wind turbines leading to physical loss of supporting habitats	As no specific locations for wind turbines are provided with these policies, on the Proposals map, their effects cannot be assessed at this stage. However, where wind turbines are proposed for locations along the Cardiff foreshore, effects of disturbance caused by construction and operation of wind turbines will be considered in a Habitats Regulations Assessment at the individual project stage. Consent for such projects will only be considered to conform to the LDP if it can be demonstrated that they will not have an adverse effect on the integrity of this SAC. **In-combination with other Plans, Projects and Programmes** No other plans projects and programmes which could lead to the construction and operation of wind turbines around the Cardiff foreshore have been identified. Other Local Authorities in the region have developed LDP policies which promote the use of renewable energy sources, which would include wind turbines, but no locations for these turbines are specified, so their in-combination effects cannot be assessed. Where individual projects elsewhere in the Severn Estuary involve the operation of wind turbines within this site, those projects would be each subject to an individual HRA.	No
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND**	Land take, leading to loss of habitat	Whilst land-take would result from these policies, and land take within the Severn Estuary SAC would be likely to significantly affect it, none of these policies direct land-take to within the boundaries of this site. No clearly defined route for the Eastern Bay Link Road is provided with Policy T7, or on the Proposals Map. Therefore there remains the potential that such a project would incur land-take within the Severn Estuary SAC if an Estuary Route option were selected. If this were the case, the effects of land-take caused by construction and operation of this road will be considered in a Habitats Regulations Assessment at the project stage, when more details become available. Consent for such a project will only be considered to conform to the LDP if it can be demonstrated that it will not have an adverse effect on the integrity of this SAC.	No

Severn Estuary SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
AGGREGATES **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**		**In-combination with other Plans, Projects and Programmes** No other plans projects and programmes which could lead to land-take around the Cardiff foreshore have been identified. Where individual projects elsewhere in the Severn Estuary involve land take within this site, those projects would be each subject to an individual HRA.	
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES**	Wastewater and sewage leading to contamination and changes in nutrient and/or	None of the candidate sites for housing is within a European Site. However, increased sewage arising from these housing provisions may increase discharge into the Severn Estuary. This could potentially lead to changes in nutrient and /or organic loading, which could change the species composition of Saltmarsh plants and cause excessive algal growth on mudflats. This could subsequently deny wetland birds access to their invertebrate prey. At the current time there is no evidence to show that this is the case at this site, but the estuary is vulnerable to oil spills and JNCC states that there is a continuous discharge of toxins into the estuary, some of which bind to the sediments, although no specific sources or locations are identified. NE and CCW identify this is an area which requires further assessment. They also identify	No

Severn Estuary SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S) **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**	organic loading	Bewick's swans as currently moderately vulnerable to toxic contamination. Sewage from Cardiff west of the River Taff is treated at the Cog Moors Sewage Treatment Works (STW), serving the Barry and Cardiff West catchments. This STW discharges to the Bristol Channel, via a long sea outfall, off Lavernock Point. Effluent is disinfected through ultra violet treatment, which reduces the environmental impact and protects water quality. Sewage from Cardiff east of the River Taff is treated at the WWTW at Tremorfa, and cleaned water is discharged via the outfall 4.2 Km into the estuary at ST25257393. DCWW have confirmed that the WWTW at Tremorfa has sufficient capacity across the lifespan of the plan (2006 - 2026) to accommodate the domestic foul flows from all of the allocations in the Deposit LDP. In terms of water quality issues the Severn Estuary is under greatest threat from point source pollution within the area of designation. The EA set very strict quality standards for the final effluent that can be returned to rivers, and Welsh Water achieved 99.85% compliance of wastewater treatment works in 2009. Given the regulatory compliance measures and the current favourable condition assessment for the Severn Estuary SSSIs that are components of the SAC, it is unlikely that development resulting from the Cardiff Deposit LDP will have a significant effect on the water quality of the Severn Estuary SAC/SPA/ Ramsar site. **In-combination with other Plans, Projects and Programmes** Other plans and programmes which result in increased sewage discharge at the South Wales Coast, may act in combination with this policy to exacerbate nutrient and /or organic loading in the Severn Estuary, which could impact on the River Usk. Development plans for all unitary authorities whose sewage discharges at the South Wales Coast such as Caerphilly, RCT, Blaenau Gwent and Merthyr Tydfil make provision for a combined allocation of over 30000 new dwellings in total. However, Dwr Cymru Welsh Water have had the opportunity to comment on these LDPs and the inclusion of these levels of housing allocation indicates that there is the capacity to treat the predicted increase in sewage, Furthermore, all effluent is treated to meet the consent limits laid down by NRW and subject to strict conditions which include HRA processes where the potential for impacts on the estuary are identified. Provided this continues to occur, there is not likely to be a significant effect on the Severn Estuary SAC by sewage outfall.	
M6: DREDGED AGGREGATE LANDING	Aggregates removal, leading to damage by abrasion or selective abstraction	Construction and operation of waste management facilities on industrial land adjacent to the Severn Estuary have the potential to have an effect upon the Severn Estuary European site. Polluted surface water runoff and aerial pollution during construction and operation may harm certain habitat features of the Severn Estuary SAC such as mudflats and saltmarsh, and key supporting habitats for the waterfowl such as intertidal mudflats and sandflats, saltmarsh, shingle and rocky shore, wet coastal grazing marsh, and improved grassland and open standing waters. However, one of the sites allocated in this policy which is close to the Severn Estuary European site already supports existing planning consents which have been the subject of previous Habitats Regulations Appraisals. In all cases, these assessments found there to be no likely significant effect on the Severn Estuary. Therefore, any effect on the Severn Estuary arising from this allocation will have already been taken account of in previous planning consents. **In-combination with other Plans, Projects and Programmes** Regional strategies such as the TraCC Regional Transport Plan 2009, the SEWTA Rail Strategy Study Jan 2006 and the South East Wales Transport Alliance: Regional Transport Plan 2009 all seek a modal shift for private and freight transports onto more sustainable modes,	No

Severn Estuary SAC			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
		reducing the impact of the transport system on the natural environment, reducing greenhouse gas emissions from transport, and reducing traffic growth and congestion. These strategies will serve to reduce and offset the effects of any atmospheric pollution acting in combination with that arising from the Deposit LDP. Construction and operation of waste management facilities on industrial land adjacent to the Severn Estuary have the potential to have an effect upon the Severn Estuary International site. Visual and noise disturbance during construction may cause disturbance to waterfowl such as Shelduck, Oystercatcher, Dunlin, Curlew, Pintail and Redshank which are designatory features of the SPA and which form part of one of the notable estuarine species assemblages of the estuary feature of the SAC. However, one of the sites allocated in this policy which is close to the Severn Estuary European site already supports existing planning consents which have been the subject of previous Habitats Regulations Appraisals. In all cases, these assessments found there to be no likely significant effect on the Severn Estuary. Therefore, any effect on the Severn Estuary arising from this allocation will have already been taken account of in previous planning consents.	

Severn Estuary SPA			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**

Severn Estuary SPA			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
KP11: MINERALS AND AGGREGATES **KP12: WASTE** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**	Contamination, accumulation of toxic substances	Quarrying and associated activities are likely to generate dust, and whilst these activities in Cardiff will take place about 10 Km from the Severn Estuary, there is the potential for these dusts to be transported by wind to that site. However, the dispersal of dust particles is affected by the size of the particles emitted, and wind speed as well as their shape and density. Large dust particles (greater than 30µm), which make up the greatest proportion of dust emitted from mineral workings, will largely deposit within 100m of sources. Intermediate-sized particles (10–30µm) are likely to travel up to 200–500m. Smaller particles (less than 10 µm) which make up a small proportion of the dust emitted from most mineral workings are only deposited slowly but may travel 1000m or more". (Office of the Deputy Prime Minister: Minerals Policy Statement 2: Controlling and Mitigating the Environmental Effects of Minerals Extraction in England. Annex 1: Dust (March 2005): http://www.communities.gov.uk/documents/planningandbuilding/pdf/mps2annex1.pdf). Therefore it is highly likely that these particulates will have dropped out of the atmosphere before reaching the Severn Estuary. Furthermore, according to the National Atmospheric Emissions Inventory, overall emissions of particulates have fallen by 58% since 1990. If this downward trend continues, the total deposition of particulates at this site will gradually decrease, thereby reducing any impact upon the site's features. http://naei.defra.gov.uk/overview/pollutants?pollutant_id=24 Implementation of policies aimed at minimising air pollution and managing air quality (KP18: Natural Resources; EN13: Air, Noise, Light Pollution and Contaminated Land) would counteract any increase in atmospheric pollution resulting from this policy. Policies relating to mineral extraction accord with Minerals Planning Policy Wales, which contains strong policies in regard to the protection of European Sites. All of the mineral extraction sites in Cardiff benefit from existing consents, and these consents were subject to a Review of Consents process in 2010/11. The conclusions of this review were that none of the extant consents were likely to have a significant effect upon any European Sites provided that planning conditions aimed at mitigating any effects of aerial pollution, are implemented. If these planning conditions continue to be implemented, and similarly-worded conditions are attached to any new minerals consents issued, then this absence of any significant effect will continue. The features of the Severn Estuary SPA are sensitive to marine aggregates dredging, and whilst this activity is outside the control of Cardiff Council, the draft LDP contains a policy (M6) which protects sand wharves as shown on the Proposals Map against development which would prejudice their ability to land marine dredged sand and gravel. The operation of these wharves is ongoing and Policy M6 would not lead to new wharves or increased capacity, so the policy (and thereby the draft LDP in this respect) would not have a significant effect upon the Severn Estuary SPA, above and beyond that which is already occurring. Construction and operation of waste management facilities on industrial land adjacent to the Severn Estuary have the potential to have an effect upon the Severn Estuary European site. Polluted surface water runoff and aerial pollution during construction and operation may harm certain habitat features such as mudflats and saltmarsh, and key supporting habitats for the waterfowl such as intertidal mudflats and sandflats, saltmarsh, shingle and rocky shore, wet coastal grazing marsh, and improved grassland and open standing waters. However, the site allocated in this policy already supports existing planning consents which have been the subject of previous Habitats Regulations Appraisals. In all cases, these assessments found there to be no likely significant effect on the Severn Estuary. Therefore, any effect on the Severn Estuary arising from this allocation will have already been taken account of in previous planning consents. Any new consents arising from these policies will be subject to individual Habitats Regulations Assessments These consents will only be considered to conform to the LDP if it can be demonstrated that they will not have an adverse effect on the integrity of this SPA. **In-combination with other Plans, Projects and Programmes**	No

Severn Estuary SPA			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
		Regional strategies such as the TraCC Regional Transport Plan 2009, the SEWTA Rail Strategy Study Jan 2006 and the South East Wales Transport Alliance: Regional Transport Plan 2009 all seek a modal shift for private and freight transports onto more sustainable modes, reducing the impact of the transport system on the natural environment, reducing greenhouse gas emissions from transport, and reducing traffic growth and congestion. These strategies will serve to reduce and offset the effects of any atmospheric pollution acting in combination with that arising from the Deposit LDP.	
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH** **EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE**	Dust, noise, vibration movement and odour associated with industrial and construction processes, leading to disturbance of species and changes in nutrient and/or organic loading	The potential effects of dust, noise, vibration, movement and odour are localised in nature, and only those activities close to the foreshore which give rise to these effects have the potential to affect the SPA. This excludes mineral extraction activities to the north of Cardiff, and allocations for housing and industry which are not situated near the foreshore. Construction and operation of waste management facilities on industrial land adjacent to the Severn Estuary has the potential to have an effect upon the Severn Estuary European site. However, the site allocated in this policy already supports existing planning consents which have been the subject of previous Habitats Regulations Appraisals. In all cases, these assessments found there to be no likely significant effect on the Severn Estuary. Therefore, any effect on the Severn Estuary arising from this allocation will have already been taken account of in previous planning consents. Any new consents arising from these policies will be subject to individual Habitats Regulations Assessments These consents will only be considered to conform to the LDP if it can be demonstrated that they will not have an adverse effect on the integrity of this SPA. As no clearly defined route for the Eastern Bay Link Road is provided with Policy T7, or on the Proposals Map, there is insufficient information to assess the impacts of such a policy upon the Severn Estuary SPA. The effects of the construction and operation of this road will therefore have to be considered in a Habitats Regulations Assessment at the project stage, when more details become available. Consent for such a project will only be considered to conform to the LDP if it can be demonstrated that it will not have an adverse effect on the integrity of this SPA. **In-combination with other Plans, Projects and Programmes** These potential effects are localised in nature, so only plans, projects and programmes which are close to those within Cardiff could act in combination with these policies. Along the foreshore, neither of Cardiff's neighbouring authorities (Vale of Glamorgan and Newport) have policies which direct development to the foreshore adjacent to the respective county boundaries with Cardiff which could cause dust, noise, vibration, movement and odour associated with industrial and construction processes.	No

Severn Estuary SPA			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
RESERVES AND RESOURCES **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**			
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION**	Impacts on surface water run-off, leading to contamination and changes in nutrient and/or organic loading	The potential effects of surface water run-off are localised in nature, and only those activities close to the foreshore or to Cardiff Bay which give rise to these effects have the potential to affect the Ramsar site. This excludes mineral extraction activities to the north of Cardiff, and allocations for housing and industry which are not situated near the foreshore. Construction and operation of waste management facilities on industrial land adjacent to the Severn Estuary has the potential to have an effect upon the Severn Estuary European site. However, the site allocated in this policy already supports existing planning consents which have been the subject of previous Habitats Regulations Appraisals. In all cases, these assessments found there to be no likely significant effect on the Severn Estuary. Therefore, any effect on the Severn Estuary arising from this allocation will have already been taken account of in previous planning consents. Any new consents arising from these policies will be subject to individual Habitats Regulations Assessments These consents will only be considered to conform to the LDP if it can be demonstrated that they will not have an adverse effect on the integrity of this Ramsar site. Where policies direct development towards Cardiff Bay and the rivers that feed into it, they could potentially lead to pollution from a number of sources, including oil and chemical spills from industrial and commercial premises and vessels. If this pollution were to enter the Severn Estuary, there is a potential for harm to the designated features of Severn Estuary SPA. In view of Cardiff Bay's proximity to the Severn Estuary European site, Cardiff Harbour Authority (CHA) has prepared an Oil Spill Contingency Plan in accordance with Clause 3(1)(d) of the Merchant Shipping (Oil Pollution Preparedness Response and Co-operation Convention) Regulations 1998, SI 1998 No 1056. The equipment for managing oil spills (and blue green algal scums) is the largest collection of its type in South East Wales. This plan has been reviewed and accepted by the Maritime and Coastguard Agency (MCA), and is reviewed by the Environment Team of the CHA on an annual basis. To help manage any pollution incidents which may occur along the Rivers Taff and Ely, the Environment Team have undertaken "time of travel" studies. The data collected has provided estimates of how long pollutants will take to reach the Bay from various locations and how they will disperse once in the Bay. This information will be used to ensure the effective deployment of	No

Severn Estuary SPA			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
INFRASTRUCTURE **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH** **EMPLOYMENT NON STRATEGIC ALLOCATION**		pollution equipment to minimise the impact of any spills. A contingency plan that is effective for oil pollution will have much in common with plans required to combat other pollutants. The hazards, and techniques for cleaning-up, will vary, but command and control procedures will be very similar. With these measures in place it is unlikely that development arising from these policies will have a significant on the Severn Estuary SPA. As no clearly defined route for the Eastern Bay Link Road is provided with Policy T7, or on the Proposals Map, there is insufficient information to assess the impacts of such a policy upon the Severn Estuary SPA. The effects of the construction and operation of this road will therefore have to be considered in a Habitats Regulations Assessment at the project stage, when more details become available. Consent for such a project will only be considered to conform to the LDP if it can be demonstrated that it will not have an adverse effect on the integrity of this SPA. **In-combination with other Plans, Projects and Programmes** Other plans and programmes which result in increased sewage discharge at the South Wales Coast, may act in combination with this policy to exacerbate nutrient and /or organic loading in the Severn Estuary, which could impact upon it. Development plans for all unitary authorities whose sewage discharges at the South Wales Coast such as Caerphilly, RCT, Blaenau Gwent and Merthyr Tydfil make provision for a combined allocation of over 30000 new dwellings in total. However, Dwr Cymru Welsh Water have had the opportunity to comment on these LDPs and the inclusion of these levels of housing allocation indicates that there is the capacity to treat the predicted increase in sewage, Furthermore, all effluent is treated to meet the consent limits laid down by the Environmental Agency and subject to strict conditions which include HRA processes where the potential for impacts on the estuary are identified. Provided this continues to occur, there is not likely to be an in-combination significant effect on the SPA by sewage outfall.	
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP14: HEALTHY LIVING** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EN4: RIVER VALLEYS** **T8: STRATEGIC RECREATIONAL ROUTES**	Increase in population and therefore recreation levels, leading to disturbance of species	The National Coastal Path has already been subject to an Appropriate Assessment, which concluded no adverse effect on the integrity of the Severn Estuary European sites, subject to the implementation of mitigation measures. This mitigation, which includes restricting access to sensitive habitats and natural screening to avoid disturbance to wetland birds, will ensure that this policy is not likely to have a significant effect upon these sites. Whilst there are policies which seek to encourage active lifestyles and outdoor recreation, including along the Wales Coastal Path, it is equally the case that citizens are more likely to make use of outdoor access and recreation facilities closer to where they live. None of the proposed housing allocations on the Proposals Maps are close to the Wales Coastal Path, and for each such allocation there are alternative access and recreational facilities closer by, which will serve to mitigate any increase in recreational activity along the foreshore. **In-combination with other Plans, Projects and Programmes** **Welsh Coastal Tourism Strategy 2008.** The purpose of the Welsh Coastal Tourism Strategy 2008 is to identify a clear way forward for the development of Coastal Tourism, which realises and builds on the economic potential of the coastline of Wales whilst respecting its environmental quality and recognising the importance of achieving community benefits. The strategy provides spatial guidance for the future allocation of funds to support coastal tourism in the regions of Wales through the Spatial Plan. However, as no specific locations are specified, no assessment of in-combination effects can be made at this stage.	No

Severn Estuary SPA			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH** **EMPLOYMENT NON STRATEGIC ALLOCATION**	Increased noise and light pollution, leading to disturbance of species	The potential effects of noise and light pollution are localised in nature, and only those activities directly adjacent to the foreshore which give rise to these effects have the potential to affect the Ramsar site. This excludes mineral extraction activities to the north of Cardiff, and allocations for industry which are not situated near the foreshore, and all allocations for housing. Construction and operation of waste management facilities on industrial land adjacent to the Severn Estuary has the potential to have an effect upon the Severn Estuary European site. However, the site allocated in this policy already supports existing planning consents which have been the subject of previous Habitats Regulations Appraisals. In all cases, these assessments found there to be no likely significant effect on the Severn Estuary. Therefore, any effect on the Severn Estuary arising from this allocation will have already been taken account of in previous planning consents. Any new consents arising from these policies will be subject to individual Habitats Regulations Assessments These consents will only be considered to conform to the LDP if it can be demonstrated that they will not have an adverse effect on the integrity of this SPA. **In-combination with other Plans, Projects and Programmes** These potential effects are localised in nature, so only plans, projects and programmes which are close to those within Cardiff could act in combination with these policies. Along the foreshore, neither of Cardiff's neighbouring authorities (Vale of Glamorgan and Newport) have policies which direct development to the foreshore adjacent to the respective county boundaries with Cardiff, which could cause noise and light pollution.	No
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND**	Increased traffic movements, leading to disturbance of species and contamination of habitats	The LDP contains policies intended to reduce dependency on car travel, facilitate and increase use of sustainable and active modes of transport (Policies KP8, T1, T2, T3, T5), mitigate the effects of climate change (Policies KP15 and EN12), and promote the sustainable use of natural resources (Policies KP18, EN10 and EN11). In the long-term these measures will mitigate or off-set any increase in atmospheric pollution as a result of the LDP and should lead to gradual improvements in air quality. Furthermore, levels of NO_2 across Wales are recorded as decreasing, and recorded areas of NO_2 pollution concern in Cardiff are in the City Centre rather than near the foreshore. Similarly, according to the National Atmospheric Emissions Inventory, overall emissions of particulates have fallen by 58% since 1990. If this downward trend continues, the total deposition of particulates at this site will gradually decrease, thereby reducing any impact upon the site's features. http://naei.defra.gov.uk/overview/pollutants?pollutant_id=24	No

Severn Estuary SPA			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
AGGREGATES **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH** **EMPLOYMENT NON STRATEGIC ALLOCATION** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**		As no clearly defined route for the Eastern Bay Link Road is provided with Policy T7, or on the Proposals Map, there is insufficient information to assess the impacts of such a policy upon the Severn Estuary Ramsar site. The effects of the construction and operation of this road will therefore have to be considered in a Habitats Regulations Assessment at the project stage, when more details become available. Consent for such a project will only be considered to conform to the LDP if it can be demonstrated that it will not have an adverse effect on the integrity of this SPA. **In-combination with other Plans, Projects and Programmes** The Wales Spatial Plan (Update) 2008 and promotes developments in the region, however none of the three Strategic Opportunity Areas within that document entails land-take at this site, and any increase in aerial pollution due to traffic movement is likely to be counteracted by other regional strategies such as the Wales Transport Strategy 2008, the SEWTA Regional Transport Plan 2009 and the SEWTA Rail Strategy Study 2006. These strategies all seek a modal shift for private and freight transports onto more sustainable modes, reducing the impact of the transport system on the natural environment, reducing greenhouse gas emissions from transport, and reducing traffic growth and congestion. These strategies will serve to reduce and offset the effects of any atmospheric pollution acting in combination with that arising from the Preferred Construction and operation of waste management facilities on industrial land adjacent to the Severn Estuary have the potential to have an effect upon the Severn Estuary International site. Visual and noise disturbance during construction may cause disturbance to waterfowl such as Shelduck, Oystercatcher, Dunlin, Curlew, Pintail and Redshank which are designatory features of the SPA and which form part of one of the notable estuarine species assemblages of the estuary feature of the SAC. However, the site allocated in this policy already supports existing planning consents which have been the subject of previous Habitats Regulations Appraisals. In all cases, these assessments found there to be no likely significant effect on the Severn Estuary. Therefore, any effect on the Severn Estuary arising from this allocation will have already been taken account of in previous planning consents.	

Severn Estuary SPA			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
KP15: CLIMATE CHANGE **EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES**	Installation of wind turbines leading to physical loss of habitats and direct harm to bird species	As no specific locations for wind turbines are provided with these policies, on the Proposals map, their effects cannot be assessed at this stage. However, where wind turbines are proposed for locations along the Cardiff foreshore, effects of disturbance caused by construction and operation of wind turbines will be considered in a Habitats Regulations Assessment at the individual project stage. Consent for such projects will only be considered to conform to the LDP if it can be demonstrated that they will not have an adverse effect on the integrity of this SPA. **In-combination with other Plans, Projects and Programmes** No other plans projects and programmes which could lead to the construction and operation of wind turbines around the Cardiff foreshore have been identified. Other Local Authorities in the region have developed LDP policies which promote the use of renewable energy sources, which would include wind turbines, but no locations for these turbines are specified, so their in-combination effects cannot be assessed. Where individual projects elsewhere in the Severn Estuary involve the operation of wind turbines within this site, those projects would be each subject to an individual HRA.	No
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES**	Land take, leading to loss of habitat	Whilst land-take would result from these policies, and land take within the Severn Estuary SPA would be likely to significantly affect it, none of these policies direct land-take to within the boundaries of this site. No clearly defined route for the Eastern Bay Link Road is provided with Policy T7, or on the Proposals Map. Therefore there remains the potential that such a project would incur land-take within the Severn Estuary SPA if an Estuary Route option were selected. If this were the case, the effects of land-take caused by construction and operation of this road will be considered in a Habitats Regulations Assessment at the project stage, when more details become available.. Consent for such a project will only be considered to conform to the LDP if it can be demonstrated that it will not have an adverse effect on the integrity of this SPA **In-combination with other Plans, Projects and Programmes** No other plans projects and programmes which could lead to land-take around the Cardiff foreshore have been identified. Where individual projects elsewhere in the Severn Estuary involve land take within this site, those projects would be each subject to an individual HRA.	No

Severn Estuary SPA			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
C1: COMMUNITY FACILITIES **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH** **EMPLOYMENT NON STRATEGIC ALLOCATION** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**			
KP6: NEW INFRASTRUCTURE **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE**	Laying pipes and cables, leading to disturbance of species	Laying pipes and cables within the Severn Estuary SPA would be likely to significantly affect it, none of these policies direct land-take to within the boundaries of this site. No clearly defined route for the Eastern Bay Link Road is provided with Policy T7, or on the Proposals Map. Therefore there remains the potential that such a project would result in these activities within the Severn Estuary SPA if an Estuary Route option were selected. If this were the case, the effects of Laying pipes and cables ancillary to construction and operation of this road will be considered in a Habitats Regulations Assessment at the project stage, when more details become available. Consent for such a project will only be considered to conform to the LDP if it can be demonstrated that it will not have an adverse effect on the integrity of this SPA. **In-combination with other Plans, Projects and Programmes** No other plans projects and programmes which could lead to the laying of pipes and cables around the Cardiff foreshore have been identified.	No
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP11: MINERALS AND AGGREGATES**	Wastewater and sewage, leading to contamination and changes in nutrient	None of the candidate sites for housing is within a European Site. However, increased sewage arising from these housing provisions may increase discharge into the Severn Estuary. This could potentially lead to changes in nutrient and /or organic loading, which could change the species composition of Saltmarsh plants and cause excessive algal growth on mudflats. This could subsequently deny wetland birds access to their invertebrate prey. At the current time there is no evidence to show that this is the case at this site, but the estuary is vulnerable to oil spills	No

Severn Estuary SPA			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
KP12: WASTE **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH** **EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**	and/or organic loading	and JNCC states that there is a continuous discharge of toxins into the estuary, some of which bind to the sediments, although no specific sources or locations are identified. NE and CCW identify this is an area which requires further assessment. They also identify Bewick's swans as currently moderately vulnerable to toxic contamination. Sewage from Cardiff west of the River Taff is treated at the Cog Moors Sewage Treatment Works (STW), serving the Barry and Cardiff West catchments. This STW discharges to the Bristol Channel, via a long sea outfall, off Lavernock Point. Effluent is disinfected through ultra violet treatment, which reduces the environmental impact and protects water quality. Sewage from Cardiff east of the River Taff is treated at the WWTW at Tremorfa, and cleaned water is discharged via the outfall 4.2 Km into the estuary at ST25257393. DCWW have confirmed that the WWTW at Tremorfa has sufficient capacity across the lifespan of the plan (2006 - 2026) to accommodate the domestic foul flows from all of the allocations in the Deposit LDP. In terms of water quality issues the Severn Estuary is under greatest threat from point source pollution within the area of designation. The EA set very strict quality standards for the final effluent that can be returned to rivers, and Welsh Water achieved 99.85% compliance of wastewater treatment works in 2009. Given the regulatory compliance measures and the current favourable condition assessment for the Severn Estuary SSSIs that are components of the SAC, it is unlikely that development resulting from the Cardiff Deposit LDP will have a significant effect on the water quality of the Severn Estuary SAC/SPA/ Ramsar site. **In-combination with other Plans, Projects and Programmes** Other plans and programmes which result in increased sewage discharge at the South Wales Coast, may act in combination with this policy to exacerbate nutrient and /or organic loading in the Severn Estuary, which could impact on the River Usk. Development plans for all unitary authorities whose sewage discharges at the South Wales Coast such as Caerphilly, RCT, Blaenau Gwent and Merthyr Tydfil make provision for a combined allocation of over 30000 new dwellings in total. However, Dwr Cymru Welsh Water have had the opportunity to comment on these LDPs and the inclusion of these levels of housing allocation indicates that there is the capacity to treat the predicted increase in sewage, Furthermore, all effluent is treated to meet the consent limits laid down by NRW and subject to strict conditions which include HRA processes where the potential for impacts on the estuary are identified. Provided this continues to occur, there is not likely to be a significant effect on the Severn Estuary SPA by sewage outfall.	

Severn Estuary SPA			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
M6: DREDGED AGGREGATE LANDING	Aggregates removal, leading to damage by abrasion or selective abstraction	The features of the Severn Estuary SPA may indirectly be sensitive to marine aggregates dredging, and whilst this activity is outside the control of Cardiff Council, the draft LDP contains a policy (M6) which protects sand wharves as shown on the Proposals Map against development which would prejudice their ability to land marine dredged sand and gravel. The operation of these wharves is ongoing and Policy M6 would not lead to new wharves or increased capacity, so the policy (and thereby the draft LDP in this respect) would not have a significant effect upon the Severn Estuary SPA, above and beyond that which is already occurring. **In-combination with other Plans, Projects and Programmes** Whilst there are other plans, projects and programmes in the Severn Estuary area which may increase the dredging of aggregates, none of these would affect the landing facilities at Cardiff Docks.	No

Severn Estuary Ramsar			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**

Severn Estuary Ramsar			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
KP11: MINERALS AND AGGREGATES **KP12: WASTE** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**	Contamination, accumulation of toxic substances	Quarrying and associated activities are likely to generate dust, and whilst these activities in Cardiff will take place about 10 Km from the Severn Estuary, there is the potential for these dusts to be transported by wind to that site. However, the dispersal of dust particles is affected by the size of the particles emitted, and wind speed as well as their shape and density. Large dust particles (greater than 30µm), which make up the greatest proportion of dust emitted from mineral workings, will largely deposit within 100m of sources. Intermediate-sized particles (10–30µm) are likely to travel up to 200–500m. Smaller particles (less than 10 µm) which make up a small proportion of the dust emitted from most mineral workings are only deposited slowly but may travel 1000m or more". (Office of the Deputy Prime Minister: Minerals Policy Statement 2: Controlling and Mitigating the Environmental Effects of Minerals Extraction in England. Annex 1: Dust (March 2005): http://www.communities.gov.uk/documents/planningandbuilding/pdf/mps2annex1.pdf). Therefore it is highly likely that these particulates will have dropped out of the atmosphere before reaching the Severn Estuary. Furthermore, according to the National Atmospheric Emissions Inventory, overall emissions of particulates have fallen by 58% since 1990. If this downward trend continues, the total deposition of particulates at this site will gradually decrease, thereby reducing any impact upon the site's features. http://naei.defra.gov.uk/overview/pollutants?pollutant_id=24 Implementation of policies aimed at minimising air pollution and managing air quality (KP18: Natural Resources; EN13: Air, Noise, Light Pollution and Contaminated Land) would counteract any increase in atmospheric pollution resulting from this policy. Policies relating to mineral extraction accord with Minerals Planning Policy Wales, which contains strong policies in regard to the protection of European Sites. All of the mineral extraction sites in Cardiff benefit from existing consents, and these consents were subject to a Review of Consents process in 2010/11. The conclusions of this review were that none of the extant consents were likely to have a significant effect upon any European Sites provided that planning conditions aimed at mitigating any effects of aerial pollution, are implemented. If these planning conditions continue to be implemented, and similarly-worded conditions are attached to any new minerals consents issued, then this absence of any significant effect will continue. The features of the Severn Estuary Ramsar site are sensitive to marine aggregates dredging, and whilst this activity is outside the control of Cardiff Council, the draft LDP contains a policy (M6) which protects sand wharves as shown on the Proposals Map against development which would prejudice their ability to land marine dredged sand and gravel. The operation of these wharves is ongoing and Policy M6 would not lead to new wharves or increased capacity, so the policy (and thereby the draft LDP in this respect) would not have a significant effect upon the Severn Estuary Ramsar, above and beyond that which is already occurring. Construction and operation of waste management facilities on industrial land adjacent to the Severn Estuary have the potential to have an effect upon the Severn Estuary European site. Polluted surface water runoff and aerial pollution during construction and operation may harm certain habitat features such as mudflats and saltmarsh, and key supporting habitats for the waterfowl such as intertidal mudflats and sandflats, saltmarsh, shingle and rocky shore, wet coastal grazing marsh, and improved grassland and open standing waters. However, the site allocated in this policy already supports existing planning consents which have been the subject of previous Habitats Regulations Appraisals. In all cases, these assessments found there to be no likely significant effect on the Severn Estuary. Therefore, any effect on the Severn Estuary arising from this allocation will have already been taken account of in previous planning consents. Any new consents arising from these policies will be subject to individual Habitats Regulations Assessments	No

Severn Estuary Ramsar			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
		These consents will only be considered to conform to the LDP if it can be demonstrated that they will not have an adverse effect on the integrity of this Ramsar site. **In-combination with other Plans, Projects and Programmes** Regional strategies such as the TraCC Regional Transport Plan 2009, the SEWTA Rail Strategy Study Jan 2006 and the South East Wales Transport Alliance: Regional Transport Plan 2009 all seek a modal shift for private and freight transports onto more sustainable modes, reducing the impact of the transport system on the natural environment, reducing greenhouse gas emissions from transport, and reducing traffic growth and congestion. These strategies will serve to reduce and offset the effects of any atmospheric pollution acting in combination with that arising from the Deposit LDP.	
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE**	Dust, noise, vibration, movement and odour associated with industrial and construction processes, leading to disturbance to species and changes in nutrient and/or organic loading to habitats	The potential effects of dust, noise, vibration, movement and odour are localised in nature, and only those activities close to the foreshore which give rise to these effects have the potential to affect the Ramsar site. This excludes mineral extraction activities to the north of Cardiff, and allocations for housing and industry which are not situated near the foreshore. Construction and operation of waste management facilities on industrial land adjacent to the Severn Estuary has the potential to have an effect upon the Severn Estuary European site. However, the site allocated in this policy already supports existing planning consents which have been the subject of previous Habitats Regulations Appraisals. In all cases, these assessments found there to be no likely significant effect on the Severn Estuary. Therefore, any effect on the Severn Estuary arising from this allocation will have already been taken account of in previous planning consents. Any new consents arising from these policies will be subject to individual Habitats Regulations Assessments These consents will only be considered to conform to the LDP if it can be demonstrated that they will not have an adverse effect on the integrity of this Ramsar site. As no clearly defined route for the Eastern Bay Link Road is provided with Policy T7, or on the Proposals Map, there is insufficient information to assess the impacts of such a policy upon the Severn Estuary Ramsar site. The effects of the construction and operation of this road will therefore have to be considered in a Habitats Regulations Assessment at the project stage, when more details become available. Consent for such a project will only be considered to conform to the LDP if it can be demonstrated that it will not have an adverse effect on the integrity of this Ramsar site. **In-combination with other Plans, Projects and Programmes** These potential effects are localised in nature, so only plans, projects and programmes which are close to those within Cardiff could act in combination with these policies. Along the foreshore, neither of Cardiff's neighbouring authorities (Vale of Glamorgan and Newport) have policies which direct development to the foreshore adjacent to the respective county boundaries with Cardiff which could cause dust, noise, vibration, movement and odour associated with industrial and construction processes.	No

Severn Estuary Ramsar			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
RESERVES AND RESOURCES **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**			
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON**	Impacts on surface water run-off, leading to contamination and changes in nutrient and/or organic loading	The potential effects of surface water run-off are localised in nature, and only those activities close to the foreshore or to Cardiff Bay which give rise to these effects have the potential to affect the Ramsar site. This excludes mineral extraction activities to the north of Cardiff, and allocations for housing and industry which are not situated near the foreshore. Construction and operation of waste management facilities on industrial land adjacent to the Severn Estuary has the potential to have an effect upon the Severn Estuary European site. However, the site allocated in this policy already supports existing planning consents which have been the subject of previous Habitats Regulations Appraisals. In all cases, these assessments found there to be no likely significant effect on the Severn Estuary. Therefore, any effect on the Severn Estuary arising from this allocation will have already been taken account of in previous planning consents. Any new consents arising from these policies will be subject to individual Habitats Regulations Assessments These consents will only be considered to conform to the LDP if it can be demonstrated that they will not have an adverse effect on the integrity of this Ramsar site. Where policies direct development towards Cardiff Bay and the rivers that feed into it, they could potentially lead to pollution from a number of sources, including oil and chemical spills from industrial and commercial premises and vessels. If this pollution were to enter the Severn Estuary, there is a potential for harm to the designated features of Severn Estuary Ramsar site. In view of Cardiff Bay's proximity to the Severn Estuary European site, Cardiff Harbour Authority (CHA) has prepared an Oil Spill Contingency Plan in accordance with Clause 3(1)(d) of the Merchant Shipping (Oil Pollution Preparedness Response and Co-operation Convention) Regulations 1998, SI 1998 No 1056. The equipment for managing oil spills (and blue green algal scums) is the largest collection of its type in South East Wales. This plan has been reviewed and accepted by the Maritime and Coastguard Agency (MCA), and is reviewed by the Environment Team of the CHA on an annual basis. To help manage any pollution incidents which may occur along the Rivers Taff and Ely, the Environment Team have undertaken "time of travel" studies. The data collected has provided estimates of how long pollutants will take to reach the Bay from various locations and how they will disperse once in the Bay. This information will be used to ensure the effective deployment of pollution equipment to minimise the impact of any spills. A contingency plan that is effective for oil pollution will have much in common with plans required to combat other pollutants. The hazards, and techniques for cleaning-up, will vary, but command and control procedures will be very similar.	No

Severn Estuary Ramsar			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
STRATEGIC ALLOCATION		With these measures in place it is unlikely that development arising from these policies will have a significant on the Severn Estuary Ramsar site As no clearly defined route for the Eastern Bay Link Road is provided with Policy T7, or on the Proposals Map, there is insufficient information to assess the impacts of such a policy upon the Severn Estuary Ramsar site. The effects of the construction and operation of this road will therefore have to be considered in a Habitats Regulations Assessment at the project stage, when more details become available. Consent for such a project will only be considered to conform to the LDP if it can be demonstrated that it will not have an adverse effect on the integrity of this Ramsar site. **In-combination with other Plans, Projects and Programmes** Other plans and programmes which result in increased sewage discharge at the South Wales Coast, may act in combination with this policy to exacerbate nutrient and /or organic loading in the Severn Estuary, which could impact upon it. Development plans for all unitary authorities whose sewage discharges at the South Wales Coast such as Caerphilly, RCT, Blaenau Gwent and Merthyr Tydfil make provision for a combined allocation of over 30000 new dwellings in total. However, Dwr Cymru Welsh Water have had the opportunity to comment on these LDPs and the inclusion of these levels of housing allocation indicates that there is the capacity to treat the predicted increase in sewage, Furthermore, all effluent is treated to meet the consent limits laid down by the Environmental Agency and subject to strict conditions which include HRA processes where the potential for impacts on the estuary are identified. Provided this continues to occur, there is not likely to be an in-combination significant effect on the Ramsar Site by sewage outfall.	
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP14: HEALTHY LIVING** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EN4: RIVER VALLEYS** **T8: STRATEGIC RECREATIONAL ROUTES**	Increase in population and therefore recreation levels, leading to disturbance of species	The National Coastal Path has already been subject to an Appropriate Assessment, which concluded no adverse effect on the integrity of the Severn Estuary European sites, subject to the implementation of mitigation measures. This mitigation, which includes restricting access to sensitive habitats and natural screening to avoid disturbance to wetland birds, will ensure that this policy is not likely to have a significant effect upon these sites. Whilst there are policies which seek to encourage active lifestyles and outdoor recreation, including along the Wales Coastal Path, it is equally the case that citizens are more likely to make use of outdoor access and recreation facilities closer to where they live. None of the proposed housing allocations on the Proposals Maps are close to the Wales Coastal Path, and for each such allocation there are alternative access and recreational facilities closer by, which will serve to mitigate any increase in recreational activity along the foreshore. **In-combination with other Plans, Projects and Programmes** **Welsh Coastal Tourism Strategy 2008.** The purpose of the Welsh Coastal Tourism Strategy 2008 is to identify a clear way forward for the development of Coastal Tourism, which realises and builds on the economic potential of the coastline of Wales whilst respecting its environmental quality and recognising the importance of achieving community benefits. The strategy provides spatial guidance for the future allocation of funds to support coastal tourism in the regions of Wales through the Spatial Plan. However, as no specific locations are specified, no assessment of in-combination effects can be made at this stage.	No

Severn Estuary Ramsar			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION**	Increased noise and light pollution, leading to disturbance of species	The potential effects of noise and light pollution are localised in nature, and only those activities directly adjacent to the foreshore which give rise to these effects have the potential to affect the Ramsar site. This excludes mineral extraction activities to the north of Cardiff, and allocations for industry which are not situated near the foreshore, and all allocations for housing. Construction and operation of waste management facilities on industrial land adjacent to the Severn Estuary has the potential to have an effect upon the Severn Estuary European site. However, the site allocated in this policy already supports existing planning consents which have been the subject of previous Habitats Regulations Appraisals. In all cases, these assessments found there to be no likely significant effect on the Severn Estuary. Therefore, any effect on the Severn Estuary arising from this allocation will have already been taken account of in previous planning consents. Any new consents arising from these policies will be subject to individual Habitats Regulations Assessments These consents will only be considered to conform to the LDP if it can be demonstrated that they will not have an adverse effect on the integrity of this Ramsar site. **In-combination with other Plans, Projects and Programmes** These potential effects are localised in nature, so only plans, projects and programmes which are close to those within Cardiff could act in combination with these policies. Along the foreshore, neither of Cardiff's neighbouring authorities (Vale of Glamorgan and Newport) have policies which direct development to the foreshore adjacent to the respective county boundaries with Cardiff which could cause noise and light pollution.	No
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES**	Increased traffic movements, leading to disturbance of species and contamination of habitats	The LDP contains policies intended to reduce dependency on car travel, facilitate and increase use of sustainable and active modes of transport (Policies KP8, T1, T2, T3, T5), mitigate the effects of climate change (Policies KP15 and EN12), and promote the sustainable use of natural resources (Policies KP18, EN10 and EN11). In the long-term these measures will mitigate or off-set any increase in atmospheric pollution as a result of the LDP and should lead to gradual improvements in air quality. Furthermore, levels of NO_2 across Wales are recorded as decreasing, and recorded areas of NO_2 pollution concern in Cardiff are in the City Centre rather than near the foreshore. Similarly, according to the National Atmospheric Emissions Inventory, overall emissions of particulates have fallen by 58% since 1990. If this downward trend continues, the total deposition of particulates at this site will gradually decrease, thereby reducing any impact upon the site's features. http://naei.defra.gov.uk/overview/pollutants?pollutant_id=24 As no clearly defined route for the Eastern Bay Link Road is provided with Policy T7, or on the Proposals Map, there is insufficient information to assess the impacts of such a policy upon the Severn Estuary Ramsar site. The effects of the construction and	No

Severn Estuary Ramsar			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S) **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**		operation of this road will therefore have to be considered in a Habitats Regulations Assessment at the project stage, when more details become available. Consent for such a project will only be considered to conform to the LDP if it can be demonstrated that it will not have an adverse effect on the integrity of this Ramsar site. **In-combination with other Plans, Projects and Programmes** The Wales Spatial Plan (Update) 2008 and promotes developments in the region, however none of the three Strategic Opportunity Areas within that document entails land-take at this site, and any increase in aerial pollution due to traffic movement is likely to be counteracted by other regional strategies such as the Wales Transport Strategy 2008, the SEWTA Regional Transport Plan 2009 and the SEWTA Rail Strategy Study 2006. These strategies all seek a modal shift for private and freight transports onto more sustainable modes, reducing the impact of the transport system on the natural environment, reducing greenhouse gas emissions from transport, and reducing traffic growth and congestion. These strategies will serve to reduce and offset the effects of any atmospheric pollution acting in combination with that arising from the Preferred Construction and operation of waste management facilities on industrial land adjacent to the Severn Estuary have the potential to have an effect upon the Severn Estuary International site. Visual and noise disturbance during construction may cause disturbance to waterfowl such as Shelduck, Oystercatcher, Dunlin, Curlew, Pintail and Redshank which are designatory features of the SPA and which form part of one of the notable estuarine species assemblages of the estuary feature of the SAC. However, the site allocated in this policy already supports existing planning consents which have been the subject of previous Habitats Regulations Appraisals. In all cases, these assessments found there to be no likely significant effect on the Severn Estuary. Therefore, any effect on the Severn Estuary arising from this allocation will have already been taken account of in previous planning consents.	
KP15: CLIMATE CHANGE **EN12: RENEWABLE ENERGY AND LOW CARBON TECHNOLOGIES**	Installation of wind turbines leading to disturbance and direct harm to species	As no specific locations for wind turbines are provided with these policies, on the Proposals map, their effects cannot be assessed at this stage. However, where wind turbines are proposed for locations along the Cardiff foreshore, effects of disturbance caused by construction and operation of wind turbines will be considered in a Habitats Regulations Assessment at the individual project stage. Consent for such projects will only be considered to conform to the LDP if it can be demonstrated that they will not have an adverse effect on the integrity of this Ramsar site. **In-combination with other Plans, Projects and Programmes**	No

Severn Estuary Ramsar			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
		No other plans projects and programmes which could lead to the construction and operation of wind turbines around the Cardiff foreshore have been identified. Other Local Authorities in the region have developed LDP policies which promote the use of renewable energy sources, which would include wind turbines, but no locations for these turbines are specified, so their in-combination effects cannot be assessed. Where individual projects elsewhere in the Severn Estuary involve the operation of wind turbines within this site, those projects would be each subject to an individual HRA.	
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP6: NEW INFRASTRUCTURE** **KP9: RESPONDING TO EVIDENCED ECONOMIC NEEDS (Employment)** **KP10: CENTRAL AND BAY BUSINESS AREAS** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES** **C8: PLANNING FOR SCHOOLS.** **C9: NEW EDUCATIONAL FACILITIES** **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER**	Land take, leading to physical loss of supporting habitats	Whilst land-take would result from these policies, and land take within the Ramsar site would be likely to significantly affect it, none of these policies direct land-take to within the boundaries of this site. No clearly defined route for the Eastern Bay Link Road is provided with Policy T7, or on the Proposals Map. Therefore there remains the potential that such a project would incur land-take within the Ramsar Site if an Estuary Route option were selected. If this were the case, the effects of land-take caused by construction and operation of this road will be considered in a Habitats Regulations Assessment at the project stage, when more details become available. Consent for such a project will only be considered to conform to the LDP if it can be demonstrated that it will not have an adverse effect on the integrity of this Ramsar site **In-combination with other Plans, Projects and Programmes** No other plans projects and programmes which could lead to land-take around the Cardiff foreshore have been identified. Where individual projects elsewhere in the Severn Estuary involve land take within this site, those projects would be each subject to an individual HRA.	No

Severn Estuary Ramsar			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
USE OF MINERAL WORKINGS **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**			
KP6: NEW INFRASTRUCTURE **T7: STRATEGIC TRANSPORTATION INFRASTRUCTURE**	Laying pipes and cables, leading to disturbance to species	Laying pipes and cables within the Ramsar site would be likely to significantly affect it, none of these policies direct land-take to within the boundaries of this site. However, no clearly defined route for the Eastern Bay Link Road is provided with Policy T7, or on the Proposals Map. Therefore there remains the potential that such a project would result in these activities within the Ramsar Site if an Estuary Route option were selected. If this were the case, the effects of Laying pipes and cables ancillary to construction and operation of this road will be considered in a Habitats Regulations Assessment at the project stage, when more details become available. Consent for such a project will only be considered to conform to the LDP if it can be demonstrated that it will not have an adverse effect on the integrity of this Ramsar site **In-combination with other Plans, Projects and Programmes** No other plans projects and programmes which could lead to the laying of pipes and cables around the Cardiff foreshore have been identified.	No
KP1: LEVEL OF GROWTH **KP2: STRATEGIC SITES** **KP11: MINERALS AND AGGREGATES** **KP12: WASTE** **H1: NON STRATEGIC HOUSING SITES** **H7: ALLOCATION POLICY FOR GYPSY AND TRAVELLER SITE(S)** **H8: SITES FOR GYPSY AND TRAVELLER CARAVANS** **EC1: EXISTING EMPLOYMENT LAND** **EC5: HOTEL DEVELOPMENT** **R1: RETAIL PROVISION WITHIN STRATEGIC SITES** **C1: COMMUNITY FACILITIES**	Wastewater and sewage, leading to contamination and changes in nutrient and/or organic loading	None of the candidate sites for housing is within a European Site. However, increased sewage arising from these housing provisions may increase discharge into the Severn Estuary. This could potentially lead to changes in nutrient and /or organic loading, which could change the species composition of Saltmarsh plants and cause excessive algal growth on mudflats. This could subsequently deny wetland birds access to their invertebrate prey. At the current time there is no evidence to show that this is the case at this site, but the estuary is vulnerable to oil spills and JNCC states that there is a continuous discharge of toxins into the estuary, some of which bind to the sediments, although no specific sources or locations are identified. NE and CCW identify this is an area which requires further assessment. They also identify Bewick's swans as currently moderately vulnerable to toxic contamination. Sewage from Cardiff west of the River Taff is treated at the Cog Moors Sewage Treatment Works (STW), serving the Barry and Cardiff West catchments. This STW discharges to the Bristol Channel, via a long sea outfall, off Lavernock Point. Effluent is disinfected through ultra violet treatment, which reduces the environmental impact and protects water quality. Sewage from Cardiff east of the River Taff is treated at the WWTW at Tremorfa, and cleaned water is discharged via the outfall 4.2 Km into the estuary at ST25257393. DCWW have confirmed that the WWTW at Tremorfa has sufficient capacity across the lifespan of the plan (2006 - 2026) to accommodate the domestic foul flows from all of the allocations in the Deposit LDP. In terms of water quality issues the Severn Estuary is under greatest threat from point source pollution within the area of designation. The EA set very strict quality standards for the final effluent that can be returned to rivers, and Welsh Water achieved	No

Severn Estuary Ramsar			
Policies	**Potential effects**	**Test of Likely Significant Effect (LSE)**	**Likely Significant Effect?**
C9: NEW EDUCATIONAL FACILITIES **C10: HEALTH EMPLOYMENT NON STRATEGIC ALLOCATION** **M1: MINERAL LIMESTONE RESERVES AND RESOURCES** **M3: QUARRY CLOSURES AND EXTENSION LIMITS** **M5: RESTORATION AND AFTER USE OF MINERAL WORKINGS** **M6: DREDGED AGGREGATE LANDING AND DISTRIBUTION FACILITIES** **W1: LAND FOR WASTE MANAGEMENT** **W2: SITES FOR WASTE MANAGEMENT FACILITIES** **W3: PROVISION FOR WASTE MANAGEMENT FACILITIES IN DEVELOPMENT**		99.85% compliance of wastewater treatment works in 2009. Given the regulatory compliance measures and the current favourable condition assessment for the Severn Estuary SSSIs that are components of the SAC, it is unlikely that development resulting from the Cardiff Deposit LDP will have a significant effect on the water quality of the Severn Estuary SAC/SPA/ Ramsar site. **In-combination with other Plans, Projects and Programmes** Other plans and programmes which result in increased sewage discharge at the South Wales Coast, may act in combination with this policy to exacerbate nutrient and /or organic loading in the Severn Estuary, which could impact on the River Usk. Development plans for all unitary authorities whose sewage discharges at the South Wales Coast such as Caerphilly, RCT, Blaenau Gwent and Merthyr Tydfil make provision for a combined allocation of over 30000 new dwellings in total. However, Dwr Cymru Welsh Water have had the opportunity to comment on these LDPs and the inclusion of these levels of housing allocation indicates that there is the capacity to treat the predicted increase in sewage, Furthermore, all effluent is treated to meet the consent limits laid down by NRW and subject to strict conditions which include HRA processes where the potential for impacts on the estuary are identified. Provided this continues to occur, there is not likely to be a significant effect on the Severn Estuary Ramsar by sewage outfall.	
M6: DREDGED AGGREGATE LANDING	Aggregates removal, leading to damage by abrasion or selective abstraction	The features of the Severn Estuary Ramsar site are sensitive to marine aggregates dredging, and whilst this activity is outside the control of Cardiff Council, the draft LDP contains a policy (M6) which protects sand wharves as shown on the Proposals Map against development which would prejudice their ability to land marine dredged sand and gravel. The operation of these wharves is ongoing and Policy M6 would not lead to new wharves or increased capacity, so the policy (and thereby the draft LDP in this respect) would not have a significant effect upon the Severn Estuary Ramsar, above and beyond that which is already occurring. **In-combination with other Plans, Projects and Programmes** Whilst there are other plans, projects and programmes in the Severn Estuary area which may increase the dredging of aggregates, none of these would affect the landing facilities at Cardiff Docks.	No

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Appendix 8: Programme of Supplementary Planning Guidance

(As at January 2016)

Supplementary Planning Guidance	Current Status/Proposed Action	Relevant Plan Policy	Indicative Date for Production
Design and Parking Guidance (incorporating Access, Circulation and Parking Requirements SPG and sustainable design guidance)	Current adopted SPG to the Local Plan To be revised to link to adopted LDP updated and extended. New planning obligations SPG to pick up S106 issues from Transportation SPG	T5	Within 6 months of adoption
Open Space	Current adopted SPG to the Local Plan To be revised to link to adopted LDP New planning obligations SPG to pick up S106 issues	C4, C5	Within 6 months of adoption
Houses in Multiple Occupation	New SPG	H5	Within 6 months of adoption
Noise	New SPG	EN13	Within 6 months of adoption
Residential Design Guide	Current adopted SPG to the Local Plan To be revised to link to adopted LDP	KP5	Within 6 months of adoption
Tall Buildings	Current adopted	KP5	Within 6

Supplementary Planning Guidance	Current Status/Proposed Action	Relevant Plan Policy	Indicative Date for Production
	SPG to the Local Plan To be revised to link to adopted LDP		months of adoption
Planning Obligations **incorporating Developer Contributions for Transport facilities and relevant sections from the following SPGs:** • **Affordable Housing** • **Access, Circulation and Parking Requirements** • **Open Space** • **Schools** • **Public Art** • **PROW** • **Community Facilities** • **Trees and Development** • **Waste Collection and Storage Facilities** • **Biodiversity**	New SPG	KP7	Within 12 months of adoption
Locating Waste Management Facilities	Current adopted SPG to the Local Plan To be revised to link to adopted LDP	W1	Within 12 months of adoption
Central Shopping Area Protected Frontages	New SPG	R3	Within 12 months of adoption
Flooding	New SPG	EN14	Within 12 months of adoption

Supplementary Planning Guidance	Current Status/Proposed Action	Relevant Plan Policy	Indicative Date for Production
Natural Heritage Network	New SPG	KP16, EN3 - 8	Within 12 months of adoption
Design Guidance and Standards for Flat Conversions	New SPG	H5	Within 12 months of adoption
Renewable Energy Assessments	New SPG	EN12	Within 12 months of adoption
Infill Sites Design Guidance	Current adopted SPG to the Local Plan To be revised to link to adopted LDP	KP5	Within 18 months of adoption
Tall Buildings Guidance	Current adopted SPG to the Local Plan To be revised to link to adopted LDP	KP5	Within 18 months of adoption
Householder Design Guidance	Current adopted SPG to the Local Plan To be revised to link to adopted LDP	KP5	Within 18 months of adoption
Shop Fronts and Signs Guidance	Current adopted SPG to the Local Plan To be revised to link to adopted LDP	KP5	Within 18 months of adoption
Public Art Guidance	Current adopted SPG to the Local Plan To be revised to link to adopted LDP New planning	KP5	Within 18 months of adoption

Supplementary Planning Guidance	Current Status/Proposed Action	Relevant Plan Policy	Indicative Date for Production
	obligations SPG to pick up S106 issues		
Public Rights of Way and Development	Current adopted SPG to the Local Plan. To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	T1	Within 18 months of adoption
Protection of Employment Land and Premises for Business, Industry and Warehousing	Current adopted SPG to the Local Plan. To be revised and updated to link to adopted LDP	EC1,EC3	Within 18 months of adoption
Food Drink and Leisure Uses **Premises for Eating, Drinking & Entertainment in Cardiff City Centre**	Current adopted SPGs to the Local Plan. To be merged together and revised and updated to link to adopted LDP	R7	Within 18 months of adoption
Trees and Development	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	EN8	Within 18 months of adoption
Community Facilities and	Current adopted	C1	Within 18

Supplementary Planning Guidance	Current Status/Proposed Action	Relevant Plan Policy	Indicative Date for Production
Residential Development	SPG to the Local Plan To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues		months of adoption
Childcare Facilities	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP	EC2	Within 18 months of adoption
Waste Collection and Storage Facilities	Current adopted SPG to the Local Plan To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	W2	Within 18 months of adoption
Biodiversity	Current adopted SPG to the Local To be revised and updated to link to adopted LDP New planning obligations SPG to pick up S106 issues	EN5,EN6, EN7	Within 18 months of adoption
Archaeologically Sensitive Areas	Current adopted SPG to the Local Plan To be revised and	KP17, EN9	Within 18 months of adoption

Supplementary Planning Guidance	Current Status/Proposed Action	Relevant Plan Policy	Indicative Date for Production
	updated to link to adopted LDP		
Health	New SPG to be prepared	C6	Within 18 months of adoption
Gypsy and Traveller Sites	New SPG to be prepared	H7	Within 18 months of adoption

CITY & COUNTY OF CARDIFF
DINAS A SIR CAERDYDD

CARDIFF
CAERDYDD

COUNCIL : **28 JANUARY 2016**

REPORT OF DIRECTOR OF GOVERNANCE & LEGAL SERVICES

The Role of Elected Members in Safeguarding Children and Vulnerable Adults

Reason for this Report

1. An Independent Review was commissioned by the Chief Executive to look into processes relating to child protection case work and the role of members in dealing with parents' complaints and acting as advocate in child protection proceedings. This followed concerns raised by an elected member about safeguarding practice within Children's Services in relation to a small number of cases.

2. The Review made a number of recommendations. They included requesting the Standards and Ethics Committee to consider the role of elected members in relation to social services casework and their role as advocates for service users. This should lead to a written protocol being devised and adopted by the whole Council.

Background

4. The scope of the Independent Review was to examine the particular cases that had caused concern. The Review was also asked to look at the role of elected members in social services case work and their use as advocates; and the extent to which the overall system and processes applied in dealing with members' concerns are consistent with normal practice.

5. Rhonwyn Dobbing, an experienced former member of the Care and Social Services Inspectorate Wales carried out the Review which reported in July 2015.

Independent Review Conclusions

6. The Review made a number of conclusions as detailed below:

- Social workers are amongst the most scrutinised profession; especially within children's services with a high number of performance indicators, regulated and inspected services and external scrutiny by, for example, CSSIW and the court process. In addition to this, Cardiff Council has introduced an improvement programme which includes children's

services. This not only demonstrates its commitment to improving services but recognises that some service improvement is required. There are processes in place to monitor and review not only performance but the quality of services. These are not the actions of a council seeking to “cover up” mistakes.

- Children’s Services deal with a considerable volume of open cases. At the end of May 2015 there were 2,442 open cases, comprising of 1,515 children in need cases, 293 children on the child protection register and 634 looked after children. Furthermore, in 2014-15 there were an average number of 2,363 contacts a month resulting in 1409 initial assessments. The pressures on individual workers and managers are significant.

- The legal and statutory framework under which the service operates is complex. Mistakes will occur and service users will sometimes feel victims of the process rather than helped by it. Complaints are inevitable and it is therefore important that there is a robust process in place to deal with them. Councillor A has identified concerns and these have or are being investigated but it is not appropriate to relate mistakes in a few cases to overall systematic failure. In making a judgement about the service it is critical to take a strategic overall view taking account of a number of measures.

7. The Review also confirmed that the individual cases raised as causing concern have all now been scrutinised by an independent complaints officer overseen by an independent person as required by statutory guidance.

8. The Review recognised that it is the responsibility of every elected member to raise concerns about individual cases and there are processes in place to address these. It is not appropriate or responsible to try and effect change via social media and the press. To do so creates distrust, fear and tensions which do not lead to an open debate. Good practice is delivered by competent, confident well trained social workers who work in a learning organisation which not only celebrates good practice but is not afraid to address any failings and to learn from mistakes. Ms Dobbing reported that in her conversations held with all parties, she had found that “this is a shared aim and vision for the future of Children’s Service in Cardiff and the challenge for all is to ensure a high quality service is in place”

Member Protocol

9. On 22nd September 2015, the Standards and Ethics Committee considered a draft Protocol addressing the matters recommended by the Independent Review and heard evidence from the Director of Social Services.

10. The Committee made various observations and agreed that the following changes should be made to the draft Protocol:

- To make clear that Members should immediately report any concerns they may have about potential harm to vulnerable children or adults
- To clarify the advice regarding Members acting as formal Advocates for service users
- To explain that a timescale for a full response will be given within 10 days, if a full response is not possible within that time
- To confirm that information is protected as 'personal data' if the individual is identifiable, even if the individual is not explicitly named.

11. A revised draft Protocol, incorporating these amendments was agreed by the Standards and Ethics Committee on the 15 December 2015. All Members were sent a copy in December inviting further comment before submitting it to Council for approval.

Legal Implications

12. The Council's Constitution requires the Standards and Ethics Committee to report to the Council on the content of its Ethical Code and to update the Code as appropriate with additional guidance.

Financial Implications

13. There are no financial implications arising from this report

Recommendation

The Council adopt the Member Protocol in relation to Children and Vulnerable Adults as set out at Annex A.

Marie Rosenthal
Director of Governance & Legal Services
20 January 2016

Annex:

Annex A: Member Protocol in relation to children and vulnerable adults

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PROTOCOL

THE ROLE OF ELECTED MEMBERS IN SAFEGUARDING CHILDREN AND VULNERABLE ADULTS

1. Purpose of the Protocol

To provide guidance and advice to elected Members on:

- their roles and responsibilities in relation to safeguarding children and vulnerable adults and
- on how Members should raise any concerns and receive assurance about children and adults who may be at risk.

2. Definitions

This Protocol uses the terms used by professionals to describe certain groups of individuals, which are defined as follows:

"Advocate" means a person accredited or recognised as competent to act as an advocate by an independent advocacy organisation

"Care leavers" – means young people who have been looked after by the local authority and who the local authority has a duty to continue to support until they reach the age of 21 or remain in education or training (if longer).

"Children at risk of harm" – means children about whom there are concerns that they are or may be at risk of suffering harm though abuse or neglect, including any child named on the Child Protection Register.

"Children In Need" – means any child who has been assessed as being unlikely to achieve or maintain a reasonable standard of health or development without access to services (including all disabled children and any child named on the Child Protection Register).

"Looked After Children" – means children who are looked after by the local authority through a Care Order made by court or by agreement with the parent/s.

"Vulnerable Adult" - means a person over 18 years of age who is or may be in need of community care services by reason of mental or other disability, age or illness and who is or may be unable to take care of himself or herself, or unable to protect himself or herself against significant harm or serious exploitation.

3. The Role of the Council and its elected Members

3.1 All Members of the Council have a strategic role in relation to social services issues and need to satisfy themselves that the Council as a

whole is discharging its statutory responsibilities and demonstrates good practice wherever possible.

3.2 A number of high profile public inquiries have highlighted the importance of ensuring that child protection services are prioritised and adequately resourced, and all elected Members have responsibility in this regard.

3.3 The Council as a whole is the 'corporate parent' of all Looked After Children, which means that elected Members, relevant Council managers and staff all need to work together to discharge their different roles and responsibilities, to ensure the best possible care and opportunities are made available.

3.4 Members have an important role to play in safeguarding children and vulnerable adults, as the eyes and ears in the community, where ward surgeries and local ward networks enable Members to be alerted to early signs of safeguarding concerns, whether general patterns of behaviour or concerns about a particular child or vulnerable adult.

3.5 The Members of the Cabinet, the Corporate Parenting Committee, the Children and Young People's Scrutiny Committee and the Community and Adults Scrutiny Committee have additional specific responsibilities, as outlined in section 9 below.

4. Responsibilities of Members

4.1 It is the responsibility of all elected Members to bring any concerns they have about vulnerable children or adults to the attention of the responsible officer, depending on the nature of the concern, as set out in sections 5 and 6 below. **If a Member is concerned that a child or vulnerable adult may be at risk of harm, this should be reported immediately - please see section 5 and the Contact List at the end of this Protocol.**

4.2 Elected Members may also wish to make representations on behalf of their constituents in order to satisfy themselves that concerns or problems are being dealt with appropriately. Good practice dictates that Members should only be involved in casework issues within their own ward.

4.3 Whilst local ward Members have an important role to play in responding to the concerns of their constituents, they must be mindful of their obligations under the Members' Code of Conduct, in particular:

4.4 Personal interests - Members must be mindful of their duty under the Members' Code of Conduct to disclose any personal interest in a particular case in which they may be making representations. For example, a personal interest may arise from the Member's personal relationship with a service user or from the Member's involvement in a particular organisation. Members must ensure that their personal or private interests do not conflict with their public duties, to the Council as a whole or to all ward constituents.

4.5 Advocacy for Service Users - It is not generally appropriate for an elected Member to act as an advocate for a service user, due to the potential conflict of interest and confusion over the role in which the member is acting. Elected Members are part of the Council and have a duty to represent all ward constituents fairly and equally; whereas the role of an advocate is to provide emotional support to an individual and help them to understand the process and to raise questions and issues as necessary. An elected Member seeking to act as an advocate is likely to have an actual or perceived conflict between his/her duties to: (i) the Council and its officers, (ii) the individual service user, and (iii) other ward constituents. A Member's involvement may also create an impression of undue influence being exerted in any relevant decision making process, in view of the Member's position within the Council. It is only in exceptional circumstances (such as where a Member is a family member of a service user or is a professional advocate), that it may be appropriate for a Member to act as an advocate for a service user. However, any such exceptional circumstances must be explained and agreed in advance with the Director of Social Services or the Monitoring Officer. The Council has a responsibility to ensure that service users have access to advocacy services wherever necessary, and can provide contact details for independent advocacy service providers and professional advocates upon request.

4.6 Criticism of Officers - Members should ensure that any concerns about Council officers are raised with the relevant Director (or the Chief Executive) in accordance with the Protocol on Member / Officer Relations, as staffing issues are the statutory responsibility of the Chief Executive, as Head of Paid Service. Members should note that recent caselaw regarding a Councillor's right to freedom of expression under Article 10 of the European Convention on Human Rights (Heesom v. Public Services Ombudsman for Wales 2014) has held that:

- Council officers are not expected to tolerate the same level of criticism as politicians during political debate

- Unwarranted criticism of officers by Councillors damages the mutual duty of trust and confidence between Councillors and officers, and that
- There is a public interest in ensuring that officers are not subjected to unwarranted criticism which could undermine the performance of their public duties and public confidence in the administration.

4.7 Political / Public Debate - When raising issues politically in public debate, during Council meetings, using social media etc, Members must ensure their comments do not disclose confidential information or personal information about identifiable individuals; must not make unwarranted criticism of officers (see above); and must not conduct themselves in a manner likely to bring the Council (or the office of Councillor) into disrepute.

5. What to do if you are concerned that a child or vulnerable adult may be at risk of harm?

5.1 If a Member has any information which raises concerns about harm or potential harm to any child, a child protection referral should be made immediately to the Children's Access Point or, if outside of office hours, to the Emergency Duty Team (please see Contact List at the end of this Protocol) where an experienced Social Worker will ensure Child in Need or Child Protection Procedures are instigated if needed, and will provide you with any required advice and guidance.

5.2 If any information raises concerns about harm or potential harm to a vulnerable adult, these concerns should be reported immediately to the Protection of Vulnerable Adults (POVA) Support Team or, if outside of office hours, to the Emergency Duty Team (please see Contact List at the end of this Protocol) where an experienced Social Worker will ensure that any appropriate procedures are instigated, and will provide you with any required advice and guidance.

5.3 **If a Member has concerns about immediate danger needing an emergency response or thinks a crime is being committed, the police should be contacted on 101 or 999. You should never delay taking emergency action to safeguard a child or vulnerable adult.**

6. Who else to Contact?

If a Member has a general safeguarding concern, which is not related to a specific child or vulnerable adult, the Member should bring this to the attention of the Operational Manager, Safeguarding Children and Vulnerable Adults,

the Assistant Director of Children's Services or the Assistant Director of Adult Services (as appropriate), or the Director of Social Services.

7. What To Expect?

7.1 All concerns will be investigated and assurances given to the Councillor that the welfare of the child or vulnerable adult is being safeguarded.

7.2 All referrals of children or vulnerable adults at risk of harm will be promptly investigated and a response will be given to the Councillor within 24 hours to confirm that appropriate action has been taken. The Council will not, however, be able to confirm the outcome of any particular investigation due to confidentiality and data protection laws (explained in section 8 below).

7.3 Any general queries or concerns will be carefully considered and a response will be given to the Councillor within 10 working days. If a full response cannot be provided within 10 working days, the response will indicate a reasonable timescale within which a full reply will be given.

7.4 Any complaints made by or on behalf of service users will be considered in accordance with the Council's complaints procedures, which fully comply with all relevant statutory provisions and best practice.

(i) Complaints about the handling or outcomes of child protection conferences will be dealt with under the 'Procedure for handling complaints from parents, caregivers and children about the functioning of the child protection conference' (based on the All Wales Protocol). This procedure is appended as Annex 1 to this Protocol.

(ii) All other complaints about Cardiff Social Services will be dealt with under the 'Social Services Complaints Policy and Procedure' (established in accordance with The Social Services Complaints Procedure (Wales) Regulations 2014 and The Representations Procedure (Wales) Regulations 2014). This procedure is appended as Annex 2 to this Protocol.

8. Members' Rights to Information and Information Sharing

8.1 The Protocol on Members' Rights of Access to Information and Documents (set out in Part 5 of the Constitution), sets out Members' rights to information held by the Council and how to access such information.

8.2 Under the "need to know" principle, all Members have a right to inspect any Council documents *if* access to the documents is reasonably necessary to enable the Member to properly perform their duties as a Member of the Council. However, access to personal information is restricted by data protection legislation (see below); and any information provided under the "need to know" principle must only be used in connection with the Member's duties as a Councillor, and must not be disclosed to any other persons (unless and until the information properly enters the public domain).

8.3 The Council will ensure that all elected Members have access to general information about trends and issues affecting children and vulnerable adults as well as the quality and range of services provided.

Personal information / Information about individual cases

8.4 Information relating to individuals is protected (as 'personal data') under data protection legislation (and such information may also be confidential). Personal data includes any information relating to an identifiable individual, even if the individual is not explicitly named. General advice on Members' data protection responsibilities is set out in the 'Data Protection' section of the Members' Handbook.

8.5 The Council is legally responsible (as the 'Data Controller') for personal information held by the Council (or held by Members for the purpose of Council business). Each elected Member is legally responsible (as 'Data Controller') for personal information held for constituency work purposes. The Council and all elected Members must carefully consider, on a case by case basis, their legal obligations in respect of any particular personal information they may hold.

8.6 The law requires that all personal information must be handled fairly, lawfully and securely. In particular, personal information about individual cases *must not be disclosed without the consent of the individual/s concerned*, unless a legal exemption applies. This means that the Council can only disclose information about individual cases to Members if it is satisfied that the individual/s concerned have consented to such disclosure.

8.7 In their ward Member role, if a Member is asked by a ward constituent to assist them in resolving a social services matter, the Member will be dealing with personal information, some of which will be sensitive personal information (defined by law as information about a person's racial or ethnic origin; political opinions; religious beliefs; trade union membership; physical or mental health or condition; sexual life; alleged

criminal activity; or court proceedings, and subject to additional legal restrictions).

8.8 Members must ensure that:

- The individual/s concerned understand how the Member intends to use their personal information and have consented to this.
- If the Member intends to make enquiries with the Council about a particular case, then the Member must obtain written consent from all individuals involved, expressly authorising the Council to disclose their personal information to the Member; and provide a copy of this consent to the Council.
- All personal information relating to individual cases must be used only as necessary and appropriate in order to take the agreed action on behalf of the individual; and must not be used or disclosed for any other purpose, for example, for political purposes.
- Members must have robust systems for holding personal information securely and only for as long as necessary.

8.9 Further advice is available from the Council's Information Manager. The Information Commissioner's Office website also publishes helpful guidance for Councillors on their data protection responsibilities (see Background Documents listed at the end of this Protocol).

9. Decision makers and Accountability

In addition to the strategic role of full Council, referred to in section 3 above, the key decision makers and their accountabilities are as follows:

Cabinet; Cabinet Member, Early Years, Children and Families; and Cabinet Member, Health, Housing and Wellbeing

9.1 The Cabinet has a collective corporate leadership role and decision making powers in respect of children's and adults' services, subject to compliance with the Council's approved Policy Framework. The Cabinet Member, Early Years, Children and Families (and Lead Member for Children's Services) has particular responsibility to lead and inform the Cabinet's work on child protection, corporate parenting and safeguarding children matters. The Cabinet Member, Health, Housing and Wellbeing has particular responsibility to lead and inform the Cabinet's work on adult social care and safeguarding vulnerable adults matters. Both Cabinet Members are regularly briefed by the Statutory Director of Social Services on the performance of social

services functions, any identified weaknesses and recommended improvement actions.

Statutory Director of Social Services

9.2 The Statutory Director of Social Services is responsible for providing professional leadership and discharging core responsibilities in respect of all social services functions of the Council. The Director makes a Statutory Annual Report to Cabinet on the discharge of the Council's social services functions, including a report on all social services complaints.

Corporate Parenting Advisory Committee

9.3 The Corporate Parenting Advisory Committee is responsible for advising the Council and the Cabinet on the discharge of the authority's corporate parenting functions. The Committee receives a 6 monthly Independent Reviewing Officer report, and a quarterly report of all complaints concerning childrens services (in anonymised form) to check that appropriate action has been taken in response to all complaints.

Children and Young People's Scrutiny Committee

9.4 The Children and Young People's Scrutiny Committee is responsible for scrutinising, measuring and actively promoting improvement in service provision and compliance with the Council's approved policies, aims and objectives in relation to children and young people, including children's social services.

Community and Adult Services Scrutiny Committee

9.5 The Community and Adult Services Scrutiny Committee is responsible for scrutinising, measuring and actively promoting improvement in service provision and compliance with the Council's approved policies, aims and objectives in relation to community and adults' services, including adults' social care services.

CONTACTS LIST:

The Children's Access Point (CAP)	029 2063 6490
POVA Support Team (Protection of Vulnerable Adults)	029 2053 6436
Emergency Duty Team (out of hours)	029 2078 8570

Operational Manager, Safeguarding Children and Vulnerable Adults	029 2087 3830
Assistant Director of Children's Services	029 2087 3803
Assistant Director of Adult Services	029 2087 3803
Director of Social Services	029 2087 3803
Operational Manager, Information Management	029 2087 3340

APPENDICES

Annex 1 'Procedure for handling complaints from parents, caregivers and children about the functioning of the child protection conference', Cardiff and Vale of Glamorgan, Local Safeguarding Children Board

Annex 2 'Social Services Complaints Policy and Procedure', City of Cardiff Council

BACKGROUND DOCUMENTS:

Welsh Government Guidance 'If this were my child.. A councillor's guide to being a good corporate parent to children in care and care leavers'
Cardiff Council Social Media Guidance
Informal Protocol on Member Involvement in Other Wards
Protocol on Member / Officer Relations
Protocol on Members' Rights of Access to Documents and Information
Members' Handbook, 'Data Protection' section
Information Commissioner's Office, 'Advice for elected and prospective councillors – Data Protection Act'

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Cardiff and Vale of Glamorgan
Local Safeguarding Children Board
Bwrdd Lleol Diogelu Plant
Caerdydd a Bro Morgannwg

Cardiff and Vale of Glamorgan Local Safeguarding Children Board

Procedure for handling complaints from parents, caregivers and children about the functioning of the child protection conference

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1. Introduction

1.1. This procedure is based on and complies with the All Wales Protocol entitled 'Handling complaints from families about the functioning of the child protection conference' (AWCPP, 2008)

1.2. This procedure applies to all child protection conferences held under Cardiff and the Vale of Glamorgan Local Authority's Child Protection Procedures.

1.3. The procedure covers both the handling and outcomes of both initial and review child protection conferences (hereafter referred to as child protection conferences).

2. Who may make a complaint and what can they complain about?

2.1. Parents, caregivers, persons with parental responsibility, persons with a significant interest in/involvement with the child and children of sufficient age and understanding, who are involved in the conference process, may have concerns about which they may wish to make representations or complain in respect of one or more of the following aspects of the functioning of a child protection conference:

- the process of the conference in terms of adherence to procedures;
- the registration decision, including the category; or
- a decision not to register or to de-register.

3. Stage 1

3.1. The initial complaint should be addressed in writing to the conference chair within 14 working days from the conference minutes being sent out. Complaints raised outside of this timescale can be considered where there is a rationale for not raising the complaint within 14 working days from the conference minutes being sent out.

3.2. The person making the complaint may need to be assisted in putting their complaint in a written format. The complainant should agree and sign and date the complaint.

4. Stage 1 response to a complaint

4.1. Upon receipt of the complaint the chair should:

4.1.1. notify the senior manager for child protection (OM, Safeguarding) in the respective local authority and their line manager about the complaint

4.1.2. notify the LSCB Business Manager of the complaint for inclusion on the centralised LSCB complaints register

4.1.3. inform the Complaints Officer within Social Services of the complaint to ensure that in the event of concurrent investigations and/or representations and complaints, these are responded to in a co-ordinated and appropriate manner.

4.1.4. attempt to informally resolve the complaint within 7 working days of receiving the complaint;

5. Outcome of the stage 1 response

5.1. The outcome of the stage 1 response to the complaint should be recorded in writing by the conference chair, and should set out the response to the complaint and any agreed actions within 5 working days of the meeting with the complainant.

5.2. A copy of the written response should be sent to:

- the complainant;
- the child, if appropriate to their age and understanding;
- the conference chair's line manager;
- any other agency representative who attended a meeting with the complainant;
- the Social Services Complaints Officer
- the senior manager for child protection (OM, Safeguarding).
- The LSCB Business Manager

5.3. Consideration must be given as to whether the parent(s) or persons with parental responsibility are notified of the complaint and outcome, where they are not the complainant.

5.4 The LSCB Business Manager will update the central complaints register with the outcome.

5.5 If the complaint is not resolved, the chair should inform the LSCB Business Manager and the senior manager for child protection (OM, Safeguarding) that the complainant wishes to go to stage 2 of the procedure which is the interagency LSCB Panel.

6. Single Agency Complaint

6.1. If, whilst seeking to resolve the complaint at stage 1 it becomes apparent that the complaint or some components of the complaint do not fall within the remit of the LSCB child protection conference complaints procedure, the conference chair should refer the complainant to the relevant agency and advise the LSCB manager of this.

7. Stage 2 – The LSCB inter-agency panel

7.1 On receipt of notification that the complainant wishes to proceed to stage 2, the LSCB Business Manager will contact LSCB Executive Board members to request they identify a senior representative from their agency to make up the panel. One of these panel members will act as chair. The panel should consist of a minimum of three senior representatives from LSCB member agencies and shall not include anyone who has had direct involvement in the case that is being heard.

7.2 The panel has 25 working days from the date that the initial complaint is signed to complete the stage 2 process and inform the complainant in a written report of their findings. To ensure that this timescale is met, the panel should be convened no later than 20 days after the date of the initial complaint.

7.3 Once panel members are identified, the LSCB Business Manager will arrange the panel date, venue and administration, consulting with the senior manager for child protection (OM, Safeguarding) in the respective local authority.

7.4 Where the 25 day timescale cannot be met the reasons must be given to the complainant and recorded, with revised timescales, taking into account the date of the next child protection conference.

7.5 The complainant will be notified of the date, venue and arrangements for the panel, including the name of the chairperson by the LSCB Business Manager (Appendix 1) and advised that they can make a statement in person or in writing to the panel and call evidence relating to their complaint. The complainant will be asked to confirm whether they intend making a written submission or attending at panel.

7.6 Both the panel and the complainant may call witnesses and the complainant will be asked to confirm who they intend calling, so that the panel can be convened for a suitable length of time.

7.7 The complainant will be advised that they are entitled to be accompanied by an advocate and/or a legal advisor and will be asked to notify the LSCB Business Manager of the supporter's name prior to the meeting.

7.8 The LSCB Business Manager will notify the panel chair of the intentions of the complainant in respect of 7.5, 7.6 and 7.7 above.

7.9 Panel members should have considered beforehand the following documents:

- a copy of the outstanding complaint(s) and a copy of the stage 1 response to the complainant
- copies of the reports submitted to the child protection conference, the child protection conference minutes and the child protection plan
- Other relevant documents to consider include those identifying that the threshold for child protection conference has been met including referral information, initial assessment, section 47 investigation and core assessment.

7.10 The senior manager for child protection (OM, Safeguarding) in the relevant local authority is responsible for collating these documents and ensuring they are made available to panel members at least 10 days prior to the panel taking place.

7.11 The Chair of the Panel in liaison with the senior manager for child protection (OM, Safeguarding) should consider whether any further information should be sought and shared prior to the panel and agree who will undertake this.

7.12 The chair of the panel and senior manager for child protection (OM, Safeguarding) will decide whether a briefing session with the Operational Manager, Safeguarding and panel members takes place in advance of the panel. This briefing session will be organised by the senior manager for child protection (OM, Safeguarding) and can be used to discuss panel process and to ensure that all relevant documentation is being considered.

7.13 At the panel, the complainant and their representative will be invited to outline their complaint, and call witnesses. The complainant and representative will be asked to leave and panel members will meet alone to consider all of the information that has been presented to them and reach their conclusions.

7.14 If the complainant does not attend the panel, having indicated their intention to attend, the chair must decide whether to reconvene the panel or to consider the complaint on the basis of the initial written complaint or subsequent written submissions.

7.15 The panel will determine, in respect of the child protection conference:

- whether the process followed adhered to the All Wales Child Protection Procedures;
- whether the decision that is being complained about follows reasonably from the proper observation of the procedures;
- whether the decision that is being complained about follows reasonably from the information available to the original conference.

7.16 The Panel may decide that additional information is required before conclusions can be reached and in this case, an extension of the timescale might need to be agreed between the complainant and the chairperson. The chairperson must notify the LSCB Business Manager of any agreed extensions to timescale.

7.17 **The LSCB panel cannot remove a child's name from the Child Protection Register; this can only be done at a child protection conference.**

7.18 The chair of the panel shall inform the complainant of the decision of the Panel.

The decision should be communicated in writing and also be sent to:

- The child if appropriate to their age and understanding;
- Any other parent or caregiver;
- Any other person with parental responsibility;
- Members of the relevant child protection conference;
- The chair of the child protection conference, subject to the complaint.
- The Chair of the LSCB
- The LSCB Business Manager
- The senior manager for child protection (OM, Safeguarding) in the relevant local authority

8 If the Complaint is upheld

- The Panel shall refer their recommendations to a reconvened child protection conference to reconsider the registration decision and category of registration.
- A different conference chair must be nominated and the conference reconvened within 15 working days of the panel decision.
- The original conference decision will remain in place until the reconvened conference has taken place.
- The conference must consider, taking into account the panel's recommendations, whether the criteria for registration is met.
- If the criteria for registration are met, the conference chair should then determine the relevant category for registration.

8.1 The line manager of the conference chair will ensure that the findings, recommendations and decisions arising from the panel process are passed to the chair of the next child protection conference.

8.2 The chair of the LSCB may decide to make recommendations to relevant LSCB member agencies on the basis of the decision of the panel.

8.3 The senior manager for child protection (OM, Safeguarding) for the relevant authority will ensure that practice issues and any recommendations in respect of the conference chair are addressed.

8.4 A copy of the findings and recommendations of the Panel should also be placed on the relevant child's case record held by Children's Services and a copy sent to the Social Services Complaints Manager.

9 Reports

9.1 The LSCB Business Manager will ensure a report is provided to the LSCB on a quarterly basis regarding any complaints made, outcomes and a summary of issues raised.

9.2 A summary of complaints activity will be included in the annual LSCB report.

10 Appendix

Appendix 1: Standard letter to complainant

Dear

The Local Safeguarding Children Board Complaints Panel has convened a meeting on …… in respect of your complaint.

The Panel will be composed of senior representatives from the LSCB Member Agencies and will be chaired by ……

The purpose of the Panel/meeting is to ascertain:

- whether the child protection conference process followed adheres to the All Wales Child Protection Procedures;
- whether the decision that is being complained about follows reasonably from the proper observation of the procedures;
- whether the decision that is being complained about follows reasonably from the information available to the original conference.

The Panel cannot make a decision to remove your child(ren)'s names from the child protection register; this can only be done at a child protection conference.

You will have the opportunity to make a statement in person or in writing to the panel and can also call relevant witnesses. You can also make your own arrangements to be accompanied by an advocate and/or legal advisor if you wish to attend in person.

Please contact me on the telephone number/email address above to confirm your attendance, the details of witnesses you intend calling and whether you will be accompanied by an advocate and/or legal advisory

If you wish to discuss the process of the panel or your complaint, please contact the Senior Manager for Child Protection whose details are below.

Yours sincerely

Business Manager for the LSCB

Contact details for further correspondence
Operational Manager, Safeguarding
Name:
Telephone:
Email:
Address

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CITY OF CARDIFF COUNCIL

SOCIAL SERVICES COMPLAINTS POLICY & PROCEDURE

Document Control

Organisation	City of Cardiff Council
Title	Social Services Complaints Policy
Author	Kim Brown
Filename	
Owner	Angela Bourge
Subject	
Protective Marking	NOT PROTECTIVELY MARKED
Review date	Annual

Revision History

Revision Date	Revision	Previous Version	Description of Revision
	New policy	0	Reflects new guidance
07.08.15	Review	1	General amendments

INTRODUCTION

1.1 The City of Cardiff Council is committed to dealing effectively with any concerns or complaints about Social Services. In this document, the term 'complaint' refers to a concern, a representation or a complaint. Social Services refers to City of Cardiff services provided within children's and adults' social care.

1.2 We aim to clarify any issues about which service users, citizens or complainants are not sure. We will apologise if we get something wrong, and where possible we will try to put things right. We will also set in place a process so that we learn from mistakes and use the information we gain to improve our service.

1.3 This policy has been established in accordance with The Social Services Complaints Procedure (Wales) Regulations 2014 and The Representations Procedure (Wales) Regulations 2014. This policy takes effect from 1st August 2014 as prescribed.

1.4 The above regulations are made under the Social Services & Wellbeing (Wales) Act 2014. They bring the complaints handling process for Social Services in line with the Welsh Government "Model Concerns and Complaints Policy and Guidance", and the NHS Complaints Procedure "Putting Things Right".

1.5 This Policy also encompasses the requirements of the Children Act 1989, the Adoption of Children Act 2002, and the Community Care Act 2014 and is issued in accordance with Section 7 of the Local Council Social Services Act 1970.

2. OUR COMMITMENT

2.1 We aim to provide high quality services to eligible residents of Cardiff.

2.2 There will be times when people using or wanting to use social care services will want to make comments or complaints and provide feedback about the service they receive. When we receive a complaint, comment or feedback, we aim to respond in the way we explain below.

2.3 We have developed our Social Services Complaints Policy to ensure we resolve complaints quickly and effectively.

2.4 We recognise that a robust complaints framework can empower service users. Outcomes from complaints investigations will be used by Social Services to ensure that lessons are learned where things have gone wrong and in order that continuous improvement can be made to service delivery.

2.5 We will deal with complaints in an open and honest way.

2.6 We will make sure that citizens' ongoing contact with the service following resolution of a complaint, do not suffer detriment because they have expressed a concern, given feedback or made a complaint.

2.7 We will initially communicate with the complainant in the same way they have contacted us, unless they request we respond differently or we have good reason not to do so. However, we will always ask whether complainants prefer a different medium of contact. We will always ensure that the outcome of contact is followed up in writing. Where a complainant has contacted us by email, we will assume an implied consent to respond electronically unless we are instructed otherwise.

3. SERVICE REQUESTS

3.1 If a person is approaching the Council for a service for the first time, this will be classified as a service request. In such cases this policy will not apply.

4. WHEN TO USE THIS POLICY: WHO CAN COMPLAIN?

4.1 This policy applies to both adults' and children's social care. A person may be eligible to make a complaint about Social Services under the policy, in the following circumstances:

4.1.1 If they have received (or were entitled to receive) a service from Social Services (e.g. a care leaver).

4.1.2 If they have suffered due to the inappropriate actions of Social Services.

4.1.3 A complaint may be brought forward in respect of a child (i.e. a person under the age of 18).

(a) By a child either being looked after by Social Services, or not being looked after by them but is in need.
(b) By a parent of such a child.
(c) By a person with parental responsibility for such a child.
(d) By a local Council foster carer.
(e) Where the Council considers that the complainant has a sufficient interest in a child's welfare to warrant it considering their representations.

4.1.4 A complaint may be brought forward in respect of an adult who lacks capacity, providing the individual making the complaint is acting in the best interests of the person receiving services (who lacks capacity), or has lasting power of attorney to act on their behalf.

4.2 If a person is unable to make a complaint or representation themselves, they can authorise someone to make a complaint on their behalf.

4.3 Children in need, looked after children and care leavers and those without capacity or with people who can act in their best interests, have a right to receive assistance from an independent advocate to assist them when making a complaint. In these circumstances, we will provide an advocate if asked to do so.

4.4 A representative may make a complaint on another person's behalf where that person:

Is a child; or

- Has requested the representative to act for them; or
- Lacks capacity to make their own complaint; or
- Has died

4.5 Their expressed permission must be considered to have sufficient interest in that person's welfare and be a suitable person. The Complaints Officer will determine the eligibility of a complainant in such circumstances.

4.6 If an individual intends expressing a concern on behalf of another person who satisfies the criteria set out in paragraph 4.1, we may require confirmation of their agreement to that person acting on their behalf. Should that person not be eligible to make a complaint under the terms of this policy, they may still be able to make a complaint under our Corporate Comments, Complaints and Compliments procedure (document 1.CM.192 on CIS).

4.7 Normally, we will only be able to look at complaints that are made up to 12 months after the date the matter which is the subject of the complaint occurred, or came to the notice of the complainant.

4.8 In exceptional circumstances the Council may be able to look at concerns which are brought to our attention later than this. However, the Council will need to be satisfied that there are good reasons for the complaint not being made within these timescales, and that it will be possible to investigate the complaint effectively and fairly.

4.9 There may be reasons why the Council will not, or cannot consider a complaint (e.g. if there are court proceedings in relation to those matters, or if the complaint identifies a safeguarding issue). If this is the case, the Complaints Officer will explain why the complaints cannot be considered and confirm the decision in writing.

4.10 Furthermore, a complaint cannot be made under this policy where:

4.10.1 The complaint relates to a matter that has previously been investigated under this or the former Complaints Procedure;

4.10.2 The complaint is being or has been investigated by the Public Services Ombudsman for Wales;

4.10.3 The matter relates to a Freedom of Information or Data Protection issue;

4.10.4 The complaint has previously been made orally, and resolved to the satisfaction of the person making complaint, by the end of the working day following the day on which the complaint was made.

5. HOW TO COMPLAIN

5.1 Complaints regarding children's social care can be made in any of the ways below:

5.1.1 By contacting the Complaints Team by telephone on 029 2087 3663

5.1.2 Via our website www.cardiff.gov.uk

5.1.3 By e-mail at cscomplaints@cardiff.gov.uk

5.1.4 In writing, at the following address:

The Complaints Team
Room 335 County Hall
Atlantic Wharf, Cardiff
CF10 4UW

5.2 Complaints regarding adult social care can be made in any of the ways below:

5.2.1 By contacting the Complaints Team by telephone on 029 2087 3891

5.2.2 Via our website www.cardiff.gov.uk

5.2.3 In writing, at the following address:

The Complaints Team
Room 364 County Hall
Atlantic Wharf, Cardiff
CF10 4UW

5.3 We aim to have information available at all of our service outlets and public areas and also at appropriate locations in the community (e.g. libraries and Housing Offices).

5.4 Copies of this policy and the complaint form can be made available in other formats if required (e.g. audio, large print etc.).

STAGE 1 OF THE COMPLAINTS PROCESS – INFORMAL RESOLUTION

5.5 If possible, we believe it is best to deal with things straight away rather than try to sort them out later. Ideally, complainants should raise their complaint with the person they are dealing with. He or she will try to resolve it there and then.

5.6 If we are unable to resolve a complaint immediately, we will acknowledge the complaint within 2 working days of receipt of the complaint and tell the complainant whom we have asked to look into the matter. Details of our complaints procedure will be enclosed with the acknowledgement.

5.7 We will set out our understanding of the complainant's concerns and ask them to confirm that we have got it right. We will also ask them to tell us what outcome they are hoping for.

5.8 We will offer the complainant a discussion with a Social Services Officer or the Complaints Officer (as appropriate). Should such a discussion be required, arrangements will be made for this to take place within 10 working days of the date of acknowledgement.

5.9 In the case of a representation, arrangements will be made for any required discussion to take place within 10 working days of the Local Resolution stage 'start date' set out in the Regulations. The Local Resolution stage 'start date' is governed by (a) the date of acknowledgment; (b) the date on which an advocate is appointed; or (c) where a representation is made by 'other persons', the date on which the local authority decides that the person has sufficient interest to warrant consideration; whichever is later. This timescale may only be extended in exceptional circumstances with the agreement of the complainant.

5.10 When the complaint has been resolved, we will provide a substantive response to the complainant in writing within 5 working days of the date of resolution.

5.11 If it is not possible to provide the complainant with a response within the timescales set out in 6.4 to 6.6 above, we will contact the complainant to discuss the reason for the delay.

5.12 Occasionally, we might suggest mediation or another method to try to resolve disputes. It is hoped that all concerns can be resolved by Social Services without a need for further action.

5.13 Complainants have 14 days to respond if they are not satisfied with the response to their complaint.

6. STAGE 2 OF THE COMPLAINTS PROCESS – FORMAL COMPLAINTS

6.1 If a complaint has been considered at the first stage of the complaints process and the complainant remains aggrieved with the outcome, they may ask for the complaint to be investigated by a person who is independent of the Council. In such circumstances we will commission someone from outside the Council to conduct the investigation. This person is referred to as an Independent Investigator.

6.2 The Independent Investigator will interview all parties and produce a report of their findings which will be provided to the person making the complaint and principal parties to the complaint. As a consequence of this report the Director of Social Services will provide the complainant with a written response to the report which will include their summary and details of any action to be taken.

6.3 In the case of a child, at this stage an Independent Person is also appointed to take part in the formal consideration and any discussion about the action the Council should take (in accordance with Children's Act 1989). The Independent Person's role is to oversee the handling of the complaint. This person may be an employee of the Council but must not be associated with Social Services in any way.

6.4 We will compile a formal written record of the complaint (as we understand it) within 5 working days of the date it is received.

6.5 Before the investigation starts, the complainant will be required to confirm that our understanding of the issues to be investigated is comprehensive and correct. They will also be asked to specify (or confirm) their required outcomes from the investigation. If these issues have not been clearly set out in our summary of the complaint, the complainant will need to speak to the Complaints Officer to clarify matters.

6.6 The date on which the content of the complaint is agreed by both the Council and the complainant will be the start date for the complaint.

6.7 A response to a Stage 2 complaint should be issued within 25 working days of the start date. If this is not possible, we will inform the complainant and explain why, giving an indication when they can expect to receive a response. In any event, a response to a complaint must be provided within 6 months.

6.8 Complainants have 14 days to respond if they are not satisfied with the response to their complaint.

6.9 Whilst it is recommended that a complainant tries to resolve their complaint informally, at first, they have the right to ask for a complaint to be considered at this stage from the outset.

7. OUTCOMES OF INVESTIGATION

7.1 Following the investigation of a complaint, we will let the complainant know the outcome of the investigation using their preferred form of communication (e.g. by letter or email). If necessary, we will produce a longer report. We will explain how and why we came to our conclusion.

7.2 If we find that we got it wrong, we will explain what errors were made and how it happened.

7.3 If we find there is a fault in our system or the way we do things, we will explain what it is and how we plan to change to prevent this from happening again. If we got it wrong, we will always apologise.

8. PUTTING THINGS RIGHT – WHEN WE GET THINGS WRONG

8.1 If we did not provide a service that should have been given, we will aim to provide it if that is possible. If we did not do something well, we will aim to put it right. If a person has lost out as result of a mistake on our part we will try to put them back in the position they would have been in if we got it right.

8.2 If a person had to pay for a service themselves, when they should have received that service from us, or if they were entitled to funding they did not receive, we will usually aim to make good what they have lost.

9. LEARNING LESSONS

9.1 We take complaints seriously and try to learn from any mistakes we have made. Our senior management teams consider a periodic summary of all complaints. Details of lessons learned from complaints are also included in an Annual Report.

9.2 Where there is a need for change, we will develop an action plan setting out what we will do, who will do it and when we plan to do it by. If it is appropriate, we will let complainants know when the changes we have promised to make have been implemented.

10. CONFIDENTIALITY

10.1 All complaint information is confidential and subject to the Data Protection Act. Written information on complaints is kept separately from care management records.

10.2 Requesting an investigation gives permission for the Investigating Officer to look at the personal data contained in care management records.

10.3 All Council staff, including those commissioned for a specific piece of work are bound by the rules of confidentiality.

10.4 Information gathered and processed during the complaints will be the handled in accordance with the Council's Data Protection Policy. It will only be shared with parties subject to, directly involved with or who have a professional interest in the outcome of the complaint.

11. CONCURRENT INVESTIGATIONS

11.1 Where other investigations are in progress / under consideration in relation to issues raised by the complainant (e.g. court matters, police investigation, disciplinary or other legal proceedings), no investigation will be undertaken in line with this Policy.

11.2 No complaint investigation will be made under the policy where it is considered that such action may compromise any adult or child protection (or safeguarding) process, and the complainant will be informed if the complaint is being treated as a safeguarding issue.

11.3 Should this occur, we will notify the complainant in writing and invite them to re-submit their complaint when those other matters are concluded.

12. WHAT IF THERE IS MORE THAN ONE PUBLIC BODY INVOLVED?

12.1 If a complaint covers more than one body (e.g. if the complaint is about both the Council and the Health Board) we will usually work with them to decide who should take a lead in dealing with the matter. In such cases, the name of the person responsible for communicating with the complainant will be provided.

12.2 If the complaint is about a body working on our behalf (e.g. agency care workers, private residential homes) the matter may be raised informally with, and dealt by, that body first. However, if the complainant wants to complain formally to the Council where the Council has commissioned this service, we will look into this and respond.

13. DEFERRING OR FREEZING DECISIONS

13.1 If a complaint is about a proposed change to a care plan, a placement or a service, the Council may consider deferring or freezing the decision until the complaint is resolved.

13.2 Decisions to defer will follow careful assessment of the needs of the individual and will normally be made after detailed discussion between the Complaints Officer and Team Manager.

13.3 Should it be required, the decision of the Director of Social Services on such matters will be final.

14. PUBLIC SERVICES OMBUDSMAN FOR WALES

14.1 If we do not succeed in resolving a complaint, the complainant may refer the matter to the Public Services Ombudsman for Wales. The Ombudsman is independent of all government bodies and can look into complaints where the complainant or service user –

(i) has been treated unfairly or received a bad service through some failures on the part of the body providing it

(ii) has been disadvantaged personally by a service failure or has been treated unfairly.

14.2 The Ombudsman expects complainants to bring concerns to our attention first and to give us an opportunity to put things right.

14.3 The Ombudsman can be contacted in the following way:

- By e-mail: ask@ombudsman-wales.org.uk

- Via the Ombudsman website: www.ombudsman-wales.org.uk

- In writing, or by telephone, at:

Public Services Ombudsman for Wales
1 Ffordd yr Hen Gae
Pencoed,
CF35 5LJ
Tel: 0300 790 0203

14.4 There are also other organisations that consider complaints. For example, the Welsh Language Commissioner can deal with issues about services in Welsh. We can provide advice about such organisations.

15. WHAT IF A COMPLAINANT NEEDS HELP

15.1 Our staff will aim to help complainants to make their concerns known to us. If extra assistance is needed, we will try to put complainants in touch with someone who can help.

15.2 **Older People**

15.2.1 Age Cymru provides advice for all older people in Wales. They can be contacted by any of the ways below:

- Using their Online Form:
http://www.ageuk.org.uk/cyrmu/contact-us/

- Via the Age Cymru website; http://www.ageuk.org.uk/cyrmu/

- In writing, or by telephone, at:

Age Cymru
Ty John Pathy
13/14 Neptune Court
Vanguard Way
Cardiff
CF24 5PJ
Tel: 0300 790 0230

15.3 **Children & Young People**

15.3.1 This policy includes complaints made by people under the age of 18. If a young person wishing to complain needs help, they can speak to someone on the Meic Helpline (phone 0808 802 3456, www.meiccymru.org).

15.3.2 They can also contact the Children's Commissioner for Wales:

- By email, at: post@childcomwales.org.uk

- In writing, or by telephone, as shown below:

South Wales Office:
Oystermouth House
Phoenix Way
Llansamlet
Swansea
SA7 9FS
Tel: 01792 765600

North Wales Office
Penrhos Manor
Oak Drive
Colwyn Bay
Colwyn
LL29 7YW
Tel: 01492 523333

15.3.3 Advocacy services for children and young people can also be provided by NYAS, who can be contacted in the following ways:

- By email, at: elly.jones@nyas.net

- In writing, or by telephone, as shown below:

NYAS
Dogfield Street
Cardiff
Tel: 029 2066 8956

16. **WHAT WE EXPECT FROM COMPLAINANTS**

16.1 In times of trouble or distress, some people may act out of character. There may have been upsetting or distressing circumstances leading up to a concern or a complaint. We do not view behaviour as unacceptable just because someone is forceful or determined.

16.2 We believe that all complainants have the right to be heard, understood and respected. However, we expect complainants to be polite and courteous in their dealings with us. We will not tolerate aggressive or abusive behaviour, unreasonable demands or unreasonable persistence.

16.3 We have a separate policy to manage situations where we find that someone's actions are unacceptable. Details of our Unacceptable Action by Customers Policy can be found at on CIS (1.CM.069).

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CITY & COUNTY OF CARDIFF
DINAS A SIR CAERDYDD

CARDIFF
CAERDYDD

COUNCIL: 28 JANUARY 2016

REPORT OF DIRECTOR GOVERNANCE AND LEGAL SERVICES

APPOINTMENT OF LOCAL AUTHORITY GOVERNORS TO SCHOOL GOVERNING BODIES

Reason for this Report

1. To appoint Local Authority School Governors.

Background

2. Section 19 of the Education Act 2002 creates the general ability for the Local Authority to appoint governors to the Governing Bodies of maintained schools, with further detail contained in the Government of Maintained Schools (Wales) Regulations 2005. When Local Authority school governor vacancies arise, either by appointees reaching the end of their term of office or resigning, it is the statutory duty of the Council to fill the vacancies as soon as possible.

3. The Local Authority Governors Panel to oversee this process was constituted at the Annual Council in May 2015 and held its first termly meeting in September 2015.

Issues

4. The Local Authority Governors Panel met on 21 January 2016 to consider new applications to current and future vacancies up to 26 May 2016. The recommendations of the Panel are contained in Appendix 1 to this report.

Reasons for Recommendations

5. To ensure that the Council fulfils its statutory functions in respect of the appointment of local authority governors for maintained schools.

<u>Legal Implications</u>

6. As noted in paragraph 2 of the report, the Council is required, pursuant to the Education Act 2002, section 19 and regulations made there under, to appoint local authority governors to the Governing Bodies of maintained schools, in accordance with those statutory provisions.

7. Appointments to outside bodies are a local choice function, which is reserved under the Council's Constitution to full Council. Accordingly, the appointment of local authority governors to Governing Bodies, as recommended in this report, requires the approval of full Council.

Financial Implications

8. There are no financial implications arising from this report.

Recommendation

That Council consider the recommendations of the Local Authority Governor Panel 21 January 2016 and approve the appointments of Local Authority Governors to the School Governing Bodies as set out in Appendix 1.

MARIE ROSENTHAL
Director Governance and Legal Services
21 January 2016

The following Appendix is attached:

Appendix 1	List of Local Authority School Governor vacancies and recommendations for appointment by the Local Authority Governor Panel for the period 29 January 2016 to 26 May 2016.

The following Background Documents have been taken into account: N/A

LA Governor Vacancies and Recommendations from LA Governor Panel
29th January 2016 – 26th May 2016

i. All appointments in the list are recommended by the LA Governor Appointments Panel and will have satisfied the required application process.

ii. All terms of office unless otherwise stated are for 4 years.

Existing LA Governor Vacancies

School	Ward	Start of Vacancy	Re-appointment requested	Applications received	Approved (Yes/No)
Willows High School	Splott	26/11/2015		Rachel Jones	Yes
Woodlands High School	Caerau	10/12/2015	Ann Cocchiara		Yes
Ysgol Gyfun Gymraeg Glantaf	Llandaff	09/01/2016		Rhodri ab Owen	Yes
Creigiau Primary School	Creigiau	09/07/2015			
Ely and Caerau Children's Centre	Ely	24/06/2015			
Gladstone Primary School	Cathays	04/11/2015		Sarah Crosbie	Yes
Glan Yr Afon Primary School - x 2 vacancies	Llanrumney	14/09/2015 27/09/2015		Emma Haygarth	Yes
Glyncoed Primary School	Pentwyn	25/09/2015			
Kitchener Primary School	Riverside	05/07/2015		Ceri Veysey	Yes
Oakfield Primary School	Trowbridge	05/03/2015			
Pencaerau Primary School	Caerau	02/09/2014			
Pen-Y-Bryn Primary School	Llanrumney	13/10/2015			
Peter Lea Primary School	Fairwater	24/09/2015			
Rhiwbeina Primary School	Rhiwbina	03/09/2015			
St John Lloyd RC Primary School	Trowbridge	31/01/2013			

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School	Ward	Start of Vacancy	Re-appointment requested	Applications received	Approved (Yes/No)
The Court School	Llanishen	22/07/2015		Joshua Parmar	Yes
Thornhill Primary School	Llanishen	23/06/2015			
Trelai Primary School x 2 vacancies	Caerau	04/11/2015 11/12/2015		Rachel Maycock	Yes
Tremorfa Nursery School x 2 vacancies	Splott	20/09/2014 02/12/2015		Charlotte Squire-Davies Natalie Stork	Yes Yes
Windsor Clive Primary School	Ely	06/09/2015			
Ysgol Glan Morfa	Splott	30/01/2014			
Ysgol Gymraeg Coed-Y-Gof x 3 vacancies	Fairwater	11/02/2014 24/09/2015 23/10/2015		Charmaine Smikle Ceri Landers	Yes Yes
Ysgol Gymraeg Melin Gruffydd x 3 vacancies	Whitchurch	19/06/2015 18/07/2015 22/11/2015			
Ysgol Mynydd Bychan	Gabalfa	16/12/2015			
Ysgol Pencae x 2 vacancies	Llandaff	04/07/2015 22/10/2015		Gwyn Roberts	Yes
Ysgol Pen Y Pil	Trowbridge	12/09/2013			

Future LA Governor Vacancies

School	Ward	Start of Vacancy	Re-appointment Requested	Applications Received	Approved (Yes/No)
Fitzalan High School	Canton	27/01/2016		Shashikala Mansfield	Yes
Radyr Comprehensive School	Radyr	27/01/2016		Gary Johnson	Yes
Fairwater Primary School	Fairwater	24/02/2016	Cllr Paul Mitchell		Yes
Grangetown Nursery School	Grangetown	18/05/2016	Cllr Lynda Thorne		Yes
Radyr Primary School	Radyr	18/03/2016		Ceri Evans	Yes
Springwood Primary School	Pentwyn	24/02/2016	Della Perrins		Yes
St Francis RC Primary School	Ely	23/03/2016			
St Monica's C/W Primary School	Cathays	27/01/2016	Daniel Caunt		Yes
The Hollies School (Pentwyn)	Pentwyn	23/03/2016		Brinley Groves	Yes
Windsor Clive Primary School	Ely	23/03/2016			
Ysgol Pwll Coch x 2 vacancies	Canton	27/01/2016 27/01/2016	Helen Sharkey		Yes
Ysgol y Berllan Deg	Pentwyn	29/02/2016			

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CITY & COUNTY OF CARDIFF
DINAS A SIR CAERDYDD

CARDIFF
CAERDYDD

COUNCIL: 28 JANUARY 2016

REPORT OF DIRECTOR GOVERNANCE AND LEGAL SERVICE

APPOINTMENT OF NEW TEMPORARY GOVERNING BODIES

Reason for this Report

1. To appoint Local Authority governors and Parent governors to new Temporary Governing Bodies for both the proposed new secondary school in the West and the proposed new Welsh-Medium primary school on the Hamadryad site.

Background

2. The New Maintained Schools (Wales) Regulations 2005 (the Regulations) state that where any proposals to establish a maintained school have been published under any enactment, the local authority may make arrangements to appoint governors to Temporary Governing Bodies under Section 34 of the Education Act 2002 (the 2002 Act)in anticipation of the approval of the proposals or in anticipation of a determination by the authority that the proposals should be implemented.

   a) The Council's Cabinet at its meeting on 10 December 2015 received a report detailing the responses received following consultation on a proposal for a new build high school in the West of the City from September 2018. The Cabinet agreed for the Council to progress to the next stage and publish a legal statutory notice to:

   - Close Glyn Derw High School and Michaelston Community College (the Glyn Derw and Michaelston Federation) from 31 August 2017
   - Establish a new replacement 11-18 community high school to serve the Caerau and Ely areas from 1 September 2017

   The statutory notice was published on 6th January 2016 and allows a period of 28 days from the date of publication for receipt of formal objections to the proposals.

   b) The Council's Cabinet at its meeting on 10 December 2015 received a report detailing the responses received following consultation on proposals regarding provision in and around the Butetown, Canton,

Grangetown and Riverside areas. The Cabinet agreed for the Council to progress to the next stage and publish a legal statutory notice to:

- Establish a new FE Welsh-Medium Primary School with nursery on the Hamadryad site located adjacent to the Hamadryad playing fields off Hamadryad Road Cardiff. The school is to open initially at 1 FE only in temporary accommodation adjacent to the Ninian Park Primary School site in the accommodation formerly occupied by Ysgol Tan yr Eos on Virgil Street, Cardiff from September 2016 and transfer to its permanent site adjacent to Hamadryad Park from September 2017.

The statutory notice was published on 7th January 2016 and allows a period of 28 days from the date of publication for receipt of formal objections to the proposals.

Temporary governing bodies will now be established in anticipation of the approval of the proposals.

Issues

3. Where the need for a temporary governing body arises, it is the statutory duty of the Council to appoint the Local Authority and Parent governors. The Local Authority Governors Panel met on 21 January 2016 to consider the applications for the Local Authority governor positons and their recommendations are contained in Appendix 1 to this report. The Panel also noted the applications for the parent governor positions.

Reasons for Recommendations

4. To ensure that the Council fulfils its statutory functions in respect of appointments to Temporary Governing Bodies.

Legal Implications

5. Section 34 of the 2002 Act and Part 2 of the Regulations set out the arrangements that need to be put in place for the temporary government of new maintained schools.

6. In accordance with Section 34 of the 2002 Act, there is a requirement for the local authority to make arrangements for the constitution of a temporary governing body. Regulation 5(1) of Part 2 of the Regulations enables the local authority to put in place arrangements to establish a temporary governing body for a new maintained school once proposals for the new school have been published via a statutory notice. This includes the appointment of Local Authority, Parent and Staff governors in accordance with the Government of Maintained Schools (Wales) Regulations 2005 and the Regulations

7. With regards to the appointment of a temporary Staff governor, the local authority must first make a decision whether a temporary Staff governor should be included on the temporary governing board of the new school in accordance with regulation 10 of the Regulations. This decision is currently being made and if the decision is to proceed with an appointment, then Council will be asked to agree the appointment of a staff governor in a later Report. Any person so appointed following such decision must be employed at a maintained school otherwise than as a teacher.

8. The number of each category of governor required for a temporary governing body are set out in regulation 21 of the Regulations and (in the context of a community school) regulation 13 of the Government of Maintained Schools Wales Regulations 2005.

9. 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. standing orders and financial regulations; (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

10. There are no financial implications arising from this report.

Recommendation

The Council is requested to agree the appointment of Local Authority and Parent School Governors to the Temporary Governing Bodies as listed in Appendix 1.

MARIE ROSENTHAL
Director Governance and Legal Services

Date: 21 January 2016

The following Appendix is attached:

Appendix 1	List of Local Authority and Parent school governors for appointment to the temporary governing bodies, with criteria for appointment

The following Background Documents have been taken into account:

The New Maintained Schools (Wales) Regulations 2005
The Education Act 2002
The Government of Maintained Schools (Wales) Regulations 2005

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Appointments to the Temporary Governing Body for the proposed new secondary school in the West of Cardiff

School	Ward	Start of Vacancy	Applications Received	Approved Yes/No
Local Authority (5 x LA Governor appointments required)	**Ely/Caerau**	**01/02/2016**	Keith Brooks Dewi Jones Janice Lane Cllr Jim Murphy Zenny Saunders	
PARENT (6 x Parent Governor appointments required)	**Ely/Caerau**	**01/02/2016**	Lorraine Clark Ruth Dophin Julie James Asha Singh	

Appointments to the Temporary Governing Body for the proposed new Welsh-Medium primary school on the Hamadryad site

School	Ward	Start of Vacancy	Applications Received	Approved Yes/No
Local Authority (2 x LA Governor appointments required)	**Butetown**	**01/02/2016**	Mair Parry Jones Cllr Ali Ahmed	
PARENT (3 x Parent Governor appointments required)	**Butetown**	**01/02/2016**	Dylan Foster Evans Iona Edwards	

Notes

- Applications are from experienced governors
- Governors can serve on two governing bodies and also a temporary governing body
- The New Maintained Schools (Wales) Regulations 2005 state that “any person responsible for the appointment of a person as a temporary governor mush have regard to the desirability of that person being suitably experienced. A person is defined as being suitably experienced if he or she has served as a governor or a temporary governor of a maintained school.
- In the case of parent governor appointments, The New Maintained Schools (Wales) Regulations 2005 state that “no person may be appointed as a temporary parent governor of the new school unless –

  (a) he or she is the parent of a child who is to become a registered pupil at the school
  (b) where it is not reasonably practical to appoint such a person, he or she is the parent of a child of compulsory school age.”
  All applications from parent governors meet these criteria.

CITY & COUNTY OF CARDIFF
DINAS A SIR CAERDYDD

COUNCIL **28 JANUARY 2016**

REPORT OF DIRECTOR GOVERNANCE AND LEGAL SERVICES

COMMITTEE MEMBERSHIP

Reason for this Report.

1. To inform Council of a change in the political composition of the Council; and

2. To make appointments to fill current vacancies on Committees in accordance with the approved allocation of seats to party groups and the respective party group wishes.

Background

3. The Council at its Annual Meeting on 21 May 2015 established its committees and allocated seats to party groups in accordance with the relevant provisions of the Local Government and Housing Act 1989 and the Local Government (Committees and Political Groups) Regulations 1990 as amended. Following a change in the Council's political composition, a revised proportional allocation of committee seats was agreed by Council on 23 July 2015.

4. The legislation requires the Council to allocate committee seats to political groups in proportion, as far as is reasonably practicable, to the size of those groups on the Council. Once the Council has determined the allocation of seats, it is obliged to make appointments so as to give effect to the wishes of the political group to which the seat has been allocated.

5. Appointments to Committees have been made in accordance with the agreed allocations and the wishes of the political groups.

Issues

6. Notification was received on 12 January 2016 from Councillor Ralph Cook that he had resigned, with immediate effect, from the Cardiff Council Labour Group to become an independent Member, not aligned to any party group. Under the relevant legal provisions (referred to under paragraph 3 above), this change does not require a change to the present allocation of seats on Committees.

7. The following Committees currently have vacancies.

Committee	No of Vacancies
Planning Committee	2 vacancy
Licensing Committee	1 vacancy
Public Protection Committee	1 vacancy
Audit Committee	1 vacancy
Constitution Committee	1 vacancy
Corporate Parenting Advisory Committee	1 vacancy
Democratic Services Committee	1 vacancy
Standards and Ethics Committee	1 vacancy
Community & Adult Scrutiny	3 vacancies**
Economy Scrutiny Committee	1 vacancy
Environment Scrutiny Committee	1 vacancy
Bilingual Cardiff Working Group	3 vacancies
Health & Safety Advisory Group	1 vacancy
Glamorgan Archives Joint Committee	1 vacancy

*** Conservative vacancy has been given over to any group or Member interested in taking the vacancy until the end of this Municipal Year.*

8. The vacancies have been discussed with all Party Group Whips at their regular monthly meetings. Nominations will be reported to Council on the amendment sheet, to allow Council to make appointments to fill the vacancies in accordance with the wishes of the relevant political groups.

Legal Implications

9. The legal implications are set out in the body of this report.

Financial Implications

10. There are there are no additional financial implications arising from this report that have not been included within the Council's budget for 2015/16.

RECOMMENDATIONS

The Council

(1) notes the change in the political composition of the Council as set out in the report; and

(2) makes appointments to fill the vacancies on Committees in accordance with the approved allocations and the nominations of the party groups, as set out on the Amendment Sheet.

MARIE ROSENTHAL
Director Governance and Legal Services
21 January 2016

Background Papers
Letter 12 January 2016 to Proper Officer

CITY & COUNTY OF CARDIFF
DINAS A SIR CAERDYDD

CARDIFF
CAERDYDD

COUNCIL: **28 JANUARY 2016**

REPORT OF THE DIRECTOR GOVERNANCE & LEGAL SERVICES

URGENT DECISIONS TAKEN IN RESPECT OF TRELAI PRIMARY SCHOOL

Reason for this Report

1. In accordance with the Council's Scrutiny Procedure Rule 13(a) the urgent officer decisions taken in respect of Trelai Primary School are being reported to Council for information.

Issues

2. An Officer Decision – 'Intervention in Trelai Primary School' was taken on 6 November 2015 by the Director of Education as an urgent decision. The decision was to:

   (i) Intervene in Trelai Primary School pursuant to the School Standards and Organisation (Wales) Act 2013 ('the SSOW Act 2013'); and

   (ii) Appoint an additional Governor and nominate her to be Chair of the governing body pursuant to Section 6 of the SSOW Act 2013.

3. A substitute appointment was subsequently made on 7 January 2016, as the initial appointee was unable to take up the appointment due to personal reasons.

4. The reason for the decisions was that, pursuant to the SSOW Act 2013, one or more of the statutory grounds for intervention by the Council existed, and the exercise of one or more of the Council's powers of intervention was necessary in order to address the concerns and secure improvement.

5. The decisions were taken in consultation with the Cabinet Member with portfolio responsibility for Education and Local Ward Members.

6. It was noted that any delay in implementation of the decisions would impede the achievement of the necessary improvements and was not therefore in the public interest. For these reasons, the Monitoring Officer and the Chair of the Children and Young People's Scrutiny Committee agreed the decisions should be taken on an urgent basis.

Legal Implications

7. There are no direct legal implications arising from this report. Legal implications were considered and included as part of the Officer Decision process.

Financial Implications

8. There are no direct financial implications arising from this report.

RECOMMENDATION

That Council receives the report for information.

Marie Rosenthal
DIRECTOR GOVERNANCE & LEGAL SERVICES
20 January 2016

Background Papers

Officer Decisions, 6 November 2015 and 7 January 2016 – 'Intervention in Trelai Primary School'