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AGENDA

Pwyllgor PWYLLGOR CRAFFU AMGYLCHEDDOL

Dyddiad ac amser y cyfarfod DYDD MAWRTH, 3 TACHWEDD 2020, 4.30 PM

Lleoliad MS TEAMS

Aelodaeth Cynghorydd Patel (Cadeirydd)
Y Cynghorwyr Derbyshire, Owen Jones, Lancaster, Jackie Parry,
Parkhill, Owen, Sandrey a/ac Wong

Tua
Amser.

1 Ymddiheuriadau am Absenoldeb

Derbyn ymddiheuriadau am absenoldeb.

2 Datgan Buddiannau

I'w gwneud ar ddechrau'r eitem agenda dan sylw, yn unol â Chod Ymddygiad yr Aelodau.

3 Cofnodion *(Tudalennau 5 - 10)*

Cymeradwyo cofnodion y cyfarfod a gynhaliwyd ar 6 Hydref 2020 fel cofnod cywir.

4 Trawsnewid Casgliadau'r Gwasanaethau Ailgylchu *(Tudalennau 11 - 32)* 4.40 pm

Rhoi cyfle i'r Pwyllgor ystyried cynigion yn adroddiad y Cabinet o'r enw 'Trawsnewid Casgliadau'r Gwasanaethau Ailgylchu' cyn iddo gael ei gyflwyno i'r Cabinet ar 12 Tachwedd 2020. Prif nodau adroddiad y Cabinet yw, i) nodi newidiadau i'r rhaglen casglu gwastraff ac ailgylchu a fydd yn symud o wasanaeth pum niwrnod, dau sifft, i wasanaeth pedwar diwrnod, un sifft o fis Chwefror 2021, a, ii) ceisio cymeradwyaeth i'r cynllun cyfathrebu a chyfryngau a gynigir i hysbysu preswylwyr am oblygiadau'r gwasanaeth casglu pedwar diwrnod newydd ar amserlenni casglu preswyl.

- 5 Rheoli Ansawdd yr Aer yn Lleol - Adroddiad Cynnydd Ansawdd Aer Blyneddol Cyngor Caerdydd 2019** (*Tudalennau 33 - 76*) 5.30 pm
- Nodyn briffio gan Aelodau a fydd yn rhoi cyfle i'r Pwyllgor wneud sylwadau ar 'Rheoli Ansawdd Aer Lleol – Adroddiad Cynnydd Ansawdd Aer Blyneddol' cyn iddo gael ei gyflwyno i'r Cabinet ar 10 Rhagfyr 2020.
- 6 Adolygiad Llawn o Gynllun Datblygu Lleol Caerdydd** (*Tudalennau 77 - 168*) 5.45 pm
- Nodyn briffio gan aelodau a fydd yn rhoi cyfle i'r Pwyllgor wneud sylwadau ar 'Adolygiad Llawn Cynllun Datblygu Lleol Caerdydd' cyn iddo gael ei gyflwyno i'r Cabinet ar 12 Tachwedd 2020.
- 7 Pwyllgor Craffu Amgylcheddol – Cynllunio Rhaglen Waith 2020/21** (*Tudalennau 169 - 182*) 6.00 pm
- Eitem i roi cyfle i'r Pwyllgor drafod Rhaglen Waith Ddrafft arfaethedig y Pwyllgor Craffu Amgylcheddol ar gyfer 2020/21.
- 8 Eitemau Brys (os oes rhai)**
- 9 Dyddiad y cyfarfod nesaf – 2 Rhagfyr 2020**

Davina Fiore

Cyfarwyddwr Llywodraethu a Gwasanaethau Cyfreithiol

Dyddiad: Dydd Mercher, 28 Hydref 2020

Cyswllt: Graham Porter, 02920 873401, g.porter@caerdydd.gov.uk

GWE-DARLLEDU

Caiff y cyfarfod hwn ei ffilmio i'w ddarlledu'n fyw a/neu yn olynol trwy wefan y Cyngor. Caiff yr holl gyfarfod ei ffilmio, heblaw am eitemau eithriedig neu gyfrinachol, a bydd y ffilm ar gael ar y wefan am 12 mis. Cedwir copi o'r recordiad yn unol â pholisi cadw data'r Cyngor.

Gall aelodau'r cyhoedd hefyd ffilmio neu recordio'r cyfarfod hwn

Ar ddechrau'r cyfarfod, bydd y Cadeirydd yn cadarnhau a gaiff y cyfarfod cyfan neu ran ohono ei ffilmio. Fel rheol, ni chaiff ardaloedd y cyhoedd eu ffilmio. Fodd bynnag, wrth fynd i'r ystafell gyfarfod a defnyddio'r ardal gyhoeddus, mae aelodau'r cyhoedd yn cydsynio i gael eu ffilmio ac y defnyddir y lluniau a recordiadau sain hynny o bosibl at ddibenion gwe-ddarlledu a/neu hyfforddi.

Os oes gennych gwestiynau ynghylch gwe-ddarlledu cyfarfodydd, cysylltwch â'r Gwasanaethau Pwyllgorau ac Aelodau ar 02920 872020 neu e-bost [Gwasanethau Democraidd](#)

Mae'r dudalen hon yn wag yn fwriadol

ENVIRONMENTAL SCRUTINY COMMITTEE

6 OCTOBER 2020

Present: Councillor Patel(Chairperson)
Councillors Derbyshire, Owen Jones, Lancaster, Jackie Parry,
Parkhill, Sandrey and Wong

8 : APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Oliver Owen.

9 : DECLARATIONS OF INTEREST

The following declarations of interest were received:

Councillor Derbyshire Item 8 Owner and landlord of property

10 : MINUTES

The minutes of the meeting held on 15 September 2020 were approved by the Committee as a correct record.

11 : SHARED REGULATORY SERVICES - COVID UPDATE

The Committee received a report providing an opportunity to consider the current position of Shared Regulatory Services and the impact that the Covid-19 pandemic has had upon service delivery.

Members were advised that on 23 March 2020 the United Kingdom was placed into 'lockdown' to help prevent the rapid spread of the coronavirus pandemic. Action was taken to minimise social contact in order to reduce the number of new cases. The Council provides services that are reliant on social contact and therefore it was necessary to limit the number of interactions with the public. This had a major impact on the services provided by the Council.

Shared Regulatory Services (SRS) provides a broad range of services to residents across the local authority areas of Bridgend, Cardiff and the Vale of Glamorgan. The report provided a summary of the core services provided by SRS.

The Chairperson welcomed Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling and Environment; Councillor Lynda Thorne, Cabinet Member for Housing and Communities; Councillor Norma Mackie, Chairperson of the Licensing and Public Protection Committee and Dave Holland, Head of Shared Regulatory Services to the meeting. Members were asked to refer to the presentation circulated prior to the meeting.

Following a brief statement from the Cabinet Member, the Chairperson invited the Committee to comment, seek clarification or raise questions on the information received. Those discussions are summarised as follows:

- Members sought clarification on the statutory requirements place on businesses such as cafes to collect TTP data. The Head of Shared Regulatory Services stated that the controls in place in Wales differ from those in England. TTP data is required to be collected in those businesses where there is perceived to be a higher risk. If there is an outbreak associated with a particular business then officers will visit the business and collect the data. The data is used to trace people who have been in and around that business to alert them that there has been an outbreak, to find out if they have symptoms and to ensure those symptoms do not spread any further.
- Members asked for further details in relation to how the controls are applied to gyms. The Head of SRS stated that gyms are the subject of a national inspection programme. Details of the improvement notices served can be found on the SRS website.
- A Member asked how Councillors and Members of the public could report their concerns to SRS. Members were advised that there are a number of way to report concerns either via the SRS website, via email or via C2C. A Member reported difficulty reporting concerns using the SRS website. The Head of SRS accepted the comments and gave an undertaking to make the reporting of concerns more prominent on the website. The Committee suggested that contact details could be provided to elected members on a confidential basis. The Head of SRS agreed to circulate contact details.
- A Member asked how SRS receives data from the TTP app. Members were advised that data received from the app complimented the data collected via other means and it was not relied upon entirely. Premises are advised to continue to collect TTP data. The data from the app is collected nationally. Members expressed concerns that some business were not collecting TTP data and are relying on the app. The Head of SRS agreed to investigate the matter further.
- Members asked whether Cardiff has experienced issues similar to other parts of the UK in relation to the 10.00pm closure of bars and pubs. Officers indicated that the requirements in Wales differ slightly from England in this regard. In Wales sale of alcohol stops at 10.00pm and the premises must close by 10.20pm. This was to allow a gradual dispersal of customers from premises. However, in practice this has not been the case. A city centre food business was asked to close and social distancing was not being observed and the Council has needed to bring marshalling arrangements in Caroline Street on the weekends. Generally, City Centre premises are well managed. The robust enforcement approach and working in partnership with licensees has worked well. Some concerns were expressed regarding the winter months when premises close their external areas.
- A Member asked whether the Covid-19 pandemic has had any implications for the enforcement of dog breeding. The Head of SRS stated that enforcement is continuing. Welsh Government has provided funding to establish a national taskforce.
- Officers were asked what plans were in place to manage major events in the City Centre, such as the forthcoming Autumn International rugby matches. The Head

of SRS stated that officers are consistently in touch with South Wales Police, retailers and transport providers. Members were advised that a practical, pragmatic approach would be adopted that would allow for people to come into the city to enjoy these events safely.

- The Head of SRS confirmed that enforcement for not wearing facemasks on buses is a police matter. The Welsh Government is considering a pilot in Cardiff that would allow the Council to act as an enforcement agency. Officers confirmed that the overwhelming majority of bus users are compliant and do wear facemasks.
- A Member asked whether public houses were aware of the restriction on people watching sport with people outside their 'bubble', and if pubs had any practical way of controlling the activity. Officers stated that pubs and clubs are aware of the requirements. Responding to a point from a Member, the Head of SRS stated that Welsh Government were going to have to revisit the requirements for social gatherings indoors as the winter approaches.
- A Member asked whether the authority is being proactive in enforcing rules in premises such as shops or is a reactive approach being adopted. The Head of SRS stated that some proactive inspection regimes are being operated. However, the service will still respond to intelligence.
- A Members asked whether hygiene inspections were still being undertaken. The Head of SRS stated that the focus is being made on high-risk premises. Many premises were closed during lockdown. However, the vast majority of food premises in the City will not be visited as there are insufficient resources to do so. A number of food premises remain closed.
- The Head of SRS confirmed that the covid lockdown has had a positive effect on air quality. However, it is anticipated that air quality levels will be going to climb again as things return to normal.

RESOLVED – That the Chairperson writes to the Cabinet Member of behalf of the Committee to convey their comments.

12 : WASTE MANAGEMENT - COVID UPDATE

The Committee received a report providing an opportunity to consider the current position of the Waste Management Service and the impact the covid crisis has had upon service delivery and capital projects.

Members were advised that on 23 March 2020 the United Kingdom was placed into 'lockdown' to help prevent the rapid spread of the coronavirus pandemic. Action was taken to minimise social contact in order to reduce the number of new cases. The Council provides services that are reliant on social contact and therefore it was necessary to limit the number of interactions with the public. This had a major impact on the services provided by the Council.

The report provided a summary of the services provided to residents by the Waste Management service area.

The Chairperson welcomed Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling and Environment and Matt Wakelam, Assistant Director, Street Scene. The Assistant Director was invited to deliver a presentation. The Chairperson invited the Committee to comment, seek clarification or raise questions on the information received. Those discussions are summarised as follows:

- Members noted that littering in parks had increased, and yet parks were not inspected. Members questioned whether Parks Services would consider inspecting parks, particularly as residents are not permitted to gather indoors so they will be using parks and open spaces more often. Officers confirmed that this had been considered, but it would be necessary to train officers to do visual inspections. Officers accepted the point made and confirmed that the amount of litter in parks has increased.
- Members asked whether officers from enforcement teams have been visible in parks and has proactive action taken. Officers stated that additional larger bins had been provided in some locations, and that a publicity campaign was launched to encourage people to take their litter home. Members welcomed the additional measures and suggested that enforcement officers could patrol in parks in order to reduce the incidence of littering.
- Members asked for specific details on the number of drivers and loaders employed in waste collection teams, and the number of those staff who have taken sick leave since March 2020. The officer advised that there are between 50 to 60 drivers and 100 to 120 loaders, depending on the number of vehicles operating that day. Non-Covid related sickness is approximately 8% but at the start of the pandemic around 25% were unable to come to work for a variety of reasons related to the national lockdown. Only one positive case of coronavirus was reported at the time. However, more recently a number of operatives have been isolating because they have come into contact with a person who has tested positive. Three members of staff in the Collections Team have also tested positive for coronavirus.
- Members asked whether officers anticipated a reduction in the number of waste collections as a result of positive tests for coronavirus or from staff having to isolate after coming into contact with a person who has tested positive. Members asked whether the additional £465k in staffing costs related to agency workers, even though there was a reduction in waste collection services during the period. The officer confirmed that the additional funding was in relation to agency provision. It was confirmed that this additional expenditure was supported with additional funding provided by Welsh Government.
- A Member asked why an additional £148k had been spent on recycling bags and food caddies during the lockdown period as the service was not collecting those items. The officer stated that the action was taken in order to continue to support people to have access to recycling materials and reinforce the messaging around recycling. The recycling service was subsequently suspended.
- Members sought clarification on the performance figures provided in respect of street cleanliness. The officer advised that streets in four wards were inspected

as a result of the impact of Covid. The target is 29 wards.

- The Committee was concerned to hear that a number of staff had tested positive for coronavirus. Members requested further information on the measures being taken to protect staff during the pandemic. The Assistant Director stated that he has met with Public Health Wales and track and trace as the three cases in Lamby Way depot are regarded as a 'hotspot'. An additional case had also been identified at the MRF facility. Whilst on duty staff are kept in bubbles and they are expected to wear masks at all times, vehicles are cleansed and staff are required to sanitise and social distance. Any staff who have come into contact with colleagues who have tested positive are required to isolate.
- Members noted that recycling performance for Q1 was 42.51%. The officer stated that 20% of that figure related to bottom ash from the energy from waste plant. The remaining portion of the figure was in relation to recycling materials that were being processed during the period.
- Officers indicated that the car booking system at HRWCs will stay in place for the time being. The booking system has help put controls in place at HWRCs. Formerly people presented recycling waste that was being contaminated with residual waste. However, less is being received as a result of the booking system. Also, there has been a 100% increase in income from commercial operators and small traders as a result of the controls in place.

RESOLVED – That the Chairperson writes to the Cabinet Member of behalf of the Committee to convey their comments.

13 : ENVIRONMENTAL SCRUTINY COMMITTEE - WORK PROGRAMME
PLANNING 2020/21

RESOLVED – That:

- (1) Based on the Member's priorities identified at the meeting, and upcoming future Cabinet reports relevant to the Terms of Reference of the Committee, the Chairperson and the Principal Scrutiny Officer will create a draft work programme for the period to March 2021. This will be circulated to the Committee for further discussion.
- (2) Members will agree the agenda for the November meeting via email.

14 : ONE PLANET CARDIFF - MEMBER BRIEFING NOTE

RESOLVED – That the report be noted.

15 : HOUSING RETROFIT - LOCAL AUTHORITY FLEXIBLE ELIGIBILITY FOR
ECO

RESOLVED – That the report be noted.

16 : ENVIRONMENTAL SCRUTINY COMMITTEE - DRAFT ANNUAL REPORT
2019/20

RESOLVED – That the Environmental Scrutiny Committee annual Report for 2019/20 be updated to reflect Scrutiny impacts and approved for presentation to Council.

17 : URGENT ITEMS (IF ANY)

No urgent items were received.

18 : DATE OF NEXT MEETING - 3 NOVEMBER 2020 AT 4.30PM

Members were advised that the next Environment Scrutiny Committee is scheduled for 3 November 2020 at 4.30pm.

The meeting terminated at 7.30 pm

**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

03 NOVEMBER 2020

TRANSFORMING COLLECTIONS IN RECYCLING SERVICES

Reason for the Report

1. To provide the Committee with an opportunity to consider the proposals contained within the Cabinet report titled 'Transforming Collections in Recycling Services', prior to it being received at the Cabinet meeting on the 12th November.
2. The draft Cabinet report sets out the two main proposals within the paper as:
 - *To inform Cabinet of the changes to the waste and recycling collection programme which will shift from a five day, two shift service, to a four day, one shift service from February 2021.*
 - *To seek approval of the communication and media plan proposed to inform residents of the implications of the new four day collection service on residential collection timetables.*

Background

3. The Council currently operates a five day, two shift system for waste collections; 6am to 2pm and 2pm to 10pm. This system was introduced in 2008 to accommodate citywide food recycling collections to improve Cardiff's recycling performance. The double shifting approach was designed to enable additional collections without the need to introduce new fleet, and to limit any significant increase in budget requirements relating to fleet.
4. In addition to the above, Bank Holiday Monday collections create changes to the collection timetable for all residents with collections taking place Tuesday through to Saturday.

4. Cardiff Council is the only Welsh Local Authority to operate a two shift collection model for waste and recycling.
5. The drawbacks of the five day, two shift model are:
 - Collection of Waste and Recycling is Monday to Friday between 6am and 10pm. This is a large collection window for bags and receptacles to be in the Street Scene, and means collections take place in non-daylight hours with heightened health and safety risks for frontline officers and the public.
 - Connect 2 Cardiff (C2C) closes at 6pm so does not support the service, albeit there is a move to all concerns being managed digitally.
 - Vehicles maintenance can be difficult due to the long working hours.
 - The long working hours do not support use of electric vehicles.
 - Productivity of the service is low due to the shift hours not supporting vehicle utilisation in terms of collections and disposal.
 - A two-shift model breeds a culture of missed collections and revisits as subsequent shifts can pick up any work dropped by the previous shift.
 - On Bank Holidays the collection days change for all residents and a backlog is often created.

The Proposed New Approach

6. As such, the proposal is to move to a four day, one shift model to provide a more efficient collection service with better vehicle utilisation and a consistent all year round timetable. Collections will take place in a single shift between 6am and 3.45pm on Tuesday, Wednesday, Thursday and Friday. There will be no residential collections of recycling and waste on a Monday.
7. The key benefits of the four day, one shift model are:
 - Waste and recycling will be off the streets by 3:15pm;

- Collections in winter will be safer, as they will predominantly take place during daylight hours;
 - Productivity in the service will improve as the longer shift complements vehicle utilisation in terms of collections and disposal.
 - No residential waste and recycling on Mondays will mean there will be no need to change resident collections days following a Bank Holiday Monday.
 - Although Officers will work longer hours, they will have three rest days each week, promoting good work life balance.
8. To complement the changes a restructure of the management and support team is taking place, this it is hoped will provide a focus on the utilisation of real data to control service provision and help to reduce missed collections.
9. The new approach will also require 'round rebalancing' to address the growth in property numbers in wards across the city as housing development has taken place over time.
10. The changes to service delivery outlined in the draft Cabinet report are cost neutral in relation to revenue budgets, although there will be some one-off costs relating to compensation payments for changes to employment contracts, voluntary severance payments, resident letters, media messaging, C2C costs and education/enforcement costs absorbed within the service area.
- 10a. The extra lorries and different shift patterns would mean the number of staff required to deliver the service increases to 150. The service currently operates with 130 full time employees working on the service and will be aiming to recruit an 20 additional employees to enable the Council to deliver the service in the coming months. There will be no compulsory job losses.

Issues

11. An additional 24 fleet refuse collection vehicles will be required to deliver the changes. Initially, these will be provided on spot hire. The Council currently operates

39 refuse collection vehicles, and the intention is to increase the size of the fleet to 68 refuse collection vehicles (including fleet reserves not required when spot hiring) moving forward.

12. In order to implement the new work pattern, changes to the terms and conditions of all officers currently working in collections will need to take place prior to February 2021. Staff have been consulted. A Trade Union ballot took place from 2nd October to 16th October 2020, which provided a positive result in favour of the changes and creating the basis for a collective agreement.
13. In addition to staff, the changes will mean collections of recycling and waste will change for a significant number of residents across Cardiff. **Appendix A** shows the changes to the ward collection days, and the estimated number of properties in each ward. In total, there will be changes to the collection days for over 85,000 properties.
14. In some wards it will be necessary to develop some operational boundaries, to maximise efficiencies i.e. some streets may be collected on a different day to the rest of the ward area. These arrangements are already in place within certain wards. For example, streets within Creigiau/St Fagans are collected with Ely. The wards being reviewed for additional operational boundaries are Splott, Heath and Penylan. This information will be reflected within targeted letters to each property and will display correctly on the digital services.
15. There is a fundamental link between street cleansing and refuse collections and, therefore, the predominantly bag based inner wards are collected earlier in the week to enable cleansing activities on collection day and the following day. The wards collected on Friday are predominantly receptacle based, and so litter issues are normally limited and do not normally require street cleansing work on the following day.
16. A review will be undertaken to determine which wards would best be able to support the transition in terms of being able to access waste in property frontages, and where additional resource from cleansing and environmental enforcement can be applied in this short changeover period.

Communication and Media Plan

17. The majority of communication and media work will commence towards the end of January. It will also be in line with the digital channels being updated, to show the new collection days for each area. The key components of the communication plan will be:
- A letter to every resident explaining why the changes are taking place and what it means to them in terms of their collections day.
 - A leaflet reminding residents of the correct items to place into green recycling bags/garden waste containers.
 - An insert / postcard that encourages residents to keep the information on the changes to hand, i.e. it will be able to be placed on a noticeboard, fridge or boiler.
 - Targeted social media in dedicated focus areas.
 - Information within the 4 core Hub buildings
 - Digital information – Cardiff website, Cardiff Gov app, Bobi chat bot (132,000 residents searched their collection dates via these services during the COVID-19 changes over a four-week period).

Way Forward

18. The Cabinet Members for Clean Streets, Recycling & Environment has been invited to attend the meeting. He will be supported by the Assistant Director for Street Scene.

Legal Implications

19. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not making policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to the Cabinet/Council will set out any legal implications arising from those

recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

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

RECOMMENDATIONS

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

Davina Fiore

Director of Governance & Legal Services

28th October 2020

Appendix A - Changes to collections days for Wards

Ward	Current Collection Day	New Collection Day	Properties
Creigiau	Monday	Tuesday	2255
St Fagans	Monday	Tuesday	
Radyr/Morganstown	Monday	Tuesday	2736
Fairwater	Monday	Tuesday	5321
Pentyrch	Monday	Tuesday	1519
Ely	Monday	Tuesday	5890
Caerau	Monday	Tuesday	4304
Tongwynlais	Monday	Friday	701
Canton	Tuesday	Wednesday	6698
Llandaff N	Tuesday	Wednesday	3221
Llandaff	Tuesday	Wednesday	3770
Grangetown	Tuesday	Wednesday	6548
Riverside	Tuesday	Wednesday	6117
Butetown	Tuesday	Thursday	1754
Gabalfa	Wednesday	Wednesday	2407
Cathays	Wednesday	Wednesday	5781
Plasnewydd	Wednesday	Thursday	7858
Cyncoed	Wednesday	Friday	4161
Pentwyn	Wednesday	Friday	5340
Penylan	Wednesday	Friday	5195
Old St Mellons	Thursday	Thursday	4717
Trowbridge	Thursday	Thursday	6396
Llanrumney	Thursday	Thursday	4580
Adamsdown	Thursday	Thursday	3826
Rumney	Thursday	Thursday	3585
Splott	Thursday	Thursday	5747
Pontprennau	Thursday	Friday	
Heath	Friday	Tuesday	5089
Whitchurch & Velindre	Friday	Tuesday	6824
Rhiwbina	Friday	Friday	5117
Llanishen	Friday	Friday	6901
Lisvane	Friday	Friday	1454
			85301

Mae'r dudalen hon yn wag yn fwriadol



Transforming collections in Recycling Services

Scrutiny 3rd November 2020

Tudalen 19



Gweithio dros Gaerdydd, gweithio gyda'n gilydd
Working for Cardiff, working together



Background

- The Council operates a 2 shift system for waste collections; 6am to 2pm and 2pm to 10pm
- This was introduced back in 2008 when citywide food collections were introduced to improve Cardiff's recycling performance

Tudalen 20

Double-shifting increased service provision to support food waste collections without the need to introduce new fleet

- Whilst this system did undoubtedly deliver savings in relation to fleet, there are significant drawbacks to the approach which were not identified at the time of the decision



Current Position

- Collections Monday to Friday
- Double shift
 - 6am to 2pm
 - 2pm to 10pm
- Staff are contracted 7.4 hours day, 37 hours per week
- Average daily operative requirement = 164 staff
- Bank Holiday Monday collections run 1 day behind
- Catch-up for Bank Holiday requires Saturdays to be worked
- Cardiff are the only Local Authority in Wales to double shift vehicles

Tudalen 21



Current Concerns

- Bank Holiday collections are costly* and confusing for residents
- Collection crews try to complete work within 6 hours
- Rushing leads to
 - poor customer service
 - poor health and safety practices

Tudalen 22



Issues with Current System

- Vehicle capacity is not being utilised correctly due to crews attempting to collect all waste in a single trip
- Missed collections / revisits mean an increase fuel usage having a detrimental effect on carbon footprint
- Vehicles are double shifted so there is insufficient time for maintenance
- Waste is on the street from 6am until 10pm
- Lack of vehicle ownership by drivers due to double shift
- The service hours are not supported by other services such as C2C and CTS
- Collection days are imbalanced due to demographic growth and need realigning

Tudalen 23



Proposed changes to Operations

- Collection waste Tuesday to Friday only
- Single shift 6am to 3.45pm
- Staff contracted 9.25 hours a day, 37 hours per week
- Staff work a 4 day week having 3 rest days
- Average daily operative requirement = 150 staff
- No need to work Bank Holiday Mondays
- Waste and recycling will be off the streets by 3.45pm

Tuesday 24



Collection changes - wards

- Inner City Wards collected earlier in working week to support the higher demands on cleansing
- Outer wards collected on Friday where there are lower demands on cleansing
- Balancing of rounds put in place with regards growth in the number of properties within wards

Tudalen 25

Ward	Current Collection Day	New Collection Day	Properties
Creigiau	Monday	Tuesday	2255
St Fagans	Monday	Tuesday	
Radyr/Morganstown	Monday	Tuesday	2736
Fairwater	Monday	Tuesday	5321
Pentyrch	Monday	Tuesday	1519
Ely	Monday	Tuesday	5890
Caerau	Monday	Tuesday	4304
Tongwynlais	Monday	Friday	701
Canton	Tuesday	Wednesday	6698
Llandaff N	Tuesday	Wednesday	3221
Llandaff	Tuesday	Wednesday	3770
Grangetown	Tuesday	Wednesday	6548
Riverside	Tuesday	Wednesday	6117
Butetown	Tuesday	Thursday	1754
Gabalfa	Wednesday	Wednesday	2407
Cathays	Wednesday	Wednesday	5781
Plasnewydd	Wednesday	Thursday	7858
Cyncoed	Wednesday	Friday	4161
Pentwyn	Wednesday	Friday	5340
Penylan	Wednesday	Friday	5195
Old St Mellons	Thursday	Thursday	4717
Trowbridge	Thursday	Thursday	6396
Llanrumney	Thursday	Thursday	4580
Adamsdown	Thursday	Thursday	3826
Rumney	Thursday	Thursday	3585
Splott	Thursday	Thursday	5747
Pontprennau	Thursday	Friday	
Heath	Friday	Tuesday	5089
Whitchurch & Velindre	Friday	Tuesday	6824
Rhiwbina	Friday	Friday	5117
Llanishen	Friday	Friday	6901
Lisvane	Friday	Friday	1454
			85301



Collection changes - residents

- A letter to every resident explaining why the changes are taking place and what it means to them in terms of their collections day
- A leaflet reminding residents of the correct items to place into green recycling bags/garden waste containers
- An insert / postcard that encourages residents to keep the information on the changes to hand i.e. it will be able to be placed on a noticeboard, fridge or boiler
- Targeted social media in dedicated focus areas
- Information within the 4 core Hub buildings
- Digital information – Cardiff website, Cardiff Gov app, Bobi chat bot (132,000 residents searched their collection dates via these services during the COVID-19 changes over a 4 week period)

Tudalen 26



Benefits

- As no collections would take place on a Monday, there would be less confusion around Bank Holiday Mondays and reduced overtime costs
- Eliminate issues relating to resourcing Bank Holiday Monday catch-ups
- Waste will be on the streets for less time, improving street cleanliness – **over 50% reduction!! 39 hours instead of 80 hours!!**
- Revised hours would mean reduced congestion at the end of the school/working day
- Shift length will help optimise vehicle and staff utilisation and support CTS maintaining the vehicles

Tudalen 27



Benefits

- More efficient collections as breaks will need to be taken in middle of shift rather than at end
 - Increased productivity
 - Improved vehicle utilisation
 - Financial benefits

Tudalen 28

Safer Collections

- Reduced incentive to rush
- Predominantly daylight hours working improving staff safety and welfare
- Breaks taken within working shift



HR & Trade Union implications

- Consultation took place with all affected staff through face to face meetings
- Trade unions (GMB, Unite and Unison) undertook a ballot on the change
- Support for the change means there is a Collective Agreement to proceed
- Staff remain contracted to work 37 hours or equivalent (weekend working in trade waste) but staff get an increase in rest days

Tudalen 29



Operational changes required

- There is a need to expand the existing Refuse Collection Vehicle fleet from 39 to 68
- Average daily operative requirement from 164 to 150 posts

The service currently operates with 130 full time employees working on the service and will be aiming to recruit an 20 additional employees to enable the Council to deliver the service in the coming months. There will be no compulsory job losses.

Tudalen 30



Conclusion

- The change is aiming not to put any additional financial pressures on the Service Area
- Removes waste off our streets by 50%
- Cardiff will have 3 days with no residential waste on the streets
- Staff will get more rest days every week
- Cleansing and Environmental Enforcement will integrate with the service changes following implementation.

It is a Win for the residents, it is Win for the Council and it is a Win for Staff

The approach shows demonstrable change to improve services





Any Questions?

Tudalen 32



Gweithio dros Gaerdydd, gweithio gyda'n gilydd
Working for Cardiff, working together



**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

03 NOVEMBER 2020

**MEMBER BRIEFING NOTE: LOCAL AIR QUALITY MANAGEMENT – ANNUAL
AIR QUALITY PROGRESS REPORT**

Reason for the Report

1. To provide the Committee with a Member Briefing Note on the 2020 Cardiff Council Annual Air Quality Progress Report in advance of it being received at Cabinet on the 10th December 2020.

Background

2. Each year a paper is presented to Cabinet to seek approval for the Annual Cardiff Council (CC) Local Air Quality Management (LAQM) Annual Progress Report (APR). The report is based upon on air quality datasets obtained in the previous year, i.e. for the current report the datasets used are for 2019. The report requires Cabinet approval before the finalisation and submission to Welsh Government.
3. Under Section 82 of the Environment Act 1995 every local authority has an obligation to regularly review and assess air quality in their areas, and to determine whether or not air quality objectives to protect health are likely to be achieved. Where the air quality reviews indicate that the air quality objectives are not being achieved, or are not likely to be achieved, Section 83 of the 1995 Act requires local authorities to designate an Air Quality Management Area ('AQMA'). Section 84 of the Act ensures that action must then be taken at a local level which is outlined in a specific Air Quality Action Plan (AQAP) to ensure that air quality in the identified area improves.
4. The air quality objectives applicable to LAQM in Wales are set out in the Air Quality (Wales) Regulations 2000, No. 1940 (Wales 138) and Air Quality (Amendment) (Wales) Regulations 2002, No 3182 (Wales 298).

5. The Annual Progress Report provides details on the ratified data for air quality monitoring undertaken in 2019 within the Cardiff Council area.
6. Welsh Government issue statutory policy guidance to Local Authorities under section 88 of the Environment Act 1995 to bring the local air quality management system in Wales into line with the sustainable development principle outlined in Welsh Government's Well-being for Future Generations legislation, 2015. This guidance, with which local authorities must have regard to when carrying out their air quality functions under the Environment Act 1995, sets out that authorities in Wales have to produce an Annual Progress Report in draft by 30th September each year and publish it by 31st December at the latest. This report must include monitoring results for the previous calendar year, a progress report on action plan implementation and an update on any new policies or developments likely to affect local air quality.
7. This Annual Progress Report satisfies the above criteria examining ratified datasets for air quality monitoring undertaken in 2019 within the Cardiff Council area.
8. Poor air quality is now considered the largest environmental risk to public health in the UK. There is clear scientific evidence that shows that air pollution exposure reduces life expectancy by increasing mortality and morbidity risk from heart disease, and strokes, respiratory diseases, lung cancer and other conditions.
9. In the UK, in the context of air quality management, the main air pollutants that are the primary public health concern are particulate matter and Nitrogen Dioxide (NO₂). In the UK, it has been estimated that an equivalent of 23,500 deaths can be attributed to long-term exposure to NO₂ each year.
10. The principle source of these pollutants is from road transport emissions, particularly from diesel cars. In 2012, the International Agency for Research on Cancer listed diesel exhaust pollution as a Class 1 carcinogen³ and extended this to all ambient air pollution in 2013. Public Health Wales has stated that poor air quality is the second greatest public health concern after smoking and is the most significant environmental determinant of health. In Wales, based on data for the period 2011-2012, it has been estimated that an equivalent of 1,100 avoidable deaths can be

linked to NO2 exposure each year.

11. Poor air quality does not only cause ill health, it also has a wider societal cost. Accounting for health service costs and reduced productivity through lost workdays in the UK this is significant, standing at around £20bn every year.
12. Some people are more at risk than others. Air pollution can disproportionately affect vulnerable population groups (e.g. children, older people, people with underlying chronic disease), as well as those exposed to higher levels because of living or commuting in urban or deprived locations.
13. Recent work by Public Health Wales estimates that the equivalent of over 220 deaths each year among people aged 30 and over in the Cardiff and Vale area can be attributed to NO2, with many more citizens suffering ill health as a consequence of poor air quality.
14. The 2020 Cardiff Council Annual Air Quality Progress Report is due to be presented at Cabinet on the 10th December 2020. To provide Members with a better understanding of this report officers from Shared Regulatory Services have provided a summary report, this captures the main points of the report and is attached to this document as **Appendix 1**.

Way Forward

15. Members will be asked to note the content of this Member Briefing Note, and decide if any further scrutiny is required on the matter.

Legal Implications

16. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not making policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to the Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be

within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

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

RECOMMENDATIONS

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

Davina Fiore

Director of Governance & Legal Services

28th October 2020

**Environmental Scrutiny Committee Member's Briefing
Note on
2020 Cardiff Council Annual Air Quality Progress
Report**

1. Public Health

What has become distinctly apparent is that air Pollution is a local and national problem. Long-term exposure reduces life expectancy by increasing mortality, as well as increasing morbidity risks from heart disease and strokes, respiratory diseases, lung cancer and other effects.

What we know is that poor air quality in Wales poses as a significant concern for Public Health, regarded as the most significant environmental determinant of health. Its associated adverse risk to public health is particularly prevalent within urban areas and near major roads. The pollutants of primary concern for public health are particulate matter and primary/ secondary derived nitrogen dioxide (NO₂). Both pollutants primarily originate from motor vehicles.

The UK expert Committee on the Medical Effects of Air Pollution (COMEAP) estimates that air pollution is responsible for “an effect equivalent of between 28,000 and 36,000 deaths (at typical ages) each year”. This does not mean there are ‘actual’ deaths from air pollution exposure; rather, that the reduced life expectancy which everyone experiences because of air pollution exposure (6-8 months on average, but could range from days to years) is ‘equivalent’ to between 28,000 and 36,000 deaths when summed. In Wales, based on the latest data available (for 2017), Public Health Wales estimates the burden of long-term air pollution exposure to be the equivalent of 1,000 to 1,400 deaths (at typical ages) each year.

Examining the most recent datasets (2017) made available by Public Health Wales for the total number of all-cause non-accidental deaths registered in the Cardiff and Vale University Health Board area, the long term mortality burden attributable to air pollution (fine particulate matter and nitrogen dioxide combined) is an estimated effect equivalent to 178- 227 deaths.

Despite the efforts made by national government and local authorities there is an apparent disconnection between air quality management and Public Health. The status of Air quality management in Wales focuses upon a hotspot approach and fails to reference other factors such as socioeconomic status or exposure to other environmental determinants of health.

Fundamentally, it is plausible that air pollution affects everyone to some extent. Whilst the legislative air quality limit values are based on epidemiological evidence and are ultimately intended to protect public health, there is also recognition that health effects may be experienced below these thresholds for some of the key pollutants (e.g. PM_{2.5} and NO₂), particularly affecting most susceptible groups: young children, the elderly and those with pre-existing health conditions and comorbidities. Acknowledged as the triple jeopardy concept- air pollution combines with other aspects of the social and physical environment to create an inequitable disease burden on more deprived parts of society; populations of areas with low socioeconomic status are prone to exacerbated effects from exposure to air pollution, in part as they are more likely to suffer pre-existing health conditions as a result of their poorer living conditions and lifestyle, but also as they are more vulnerable, being more likely to be living in areas with higher levels of air pollution.

2. Air Quality in Cardiff Council

Local authorities have a statutory duty under Part IV of the Environment Act 1995 & Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007 to manage local air quality. Under Section 82 of the Environment Act 1995 the Local Air Quality Management (LAQM) process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not air quality objectives are likely to be achieved.

The air quality objectives applicable to LAQM in Wales are set out in the Air Quality (Wales) Regulations 2000, No. 1940 (Wales 138) and Air Quality (Amendment) (Wales) Regulations 2002, No 3182 (Wales 298). Where the air quality reviews indicate that the air quality objectives may not be met the local authority is required to designate an Air Quality Management Area (AQMA). Action must then be taken at a local level and outlined in a specific Air Quality Action Plan (AQAP) to ensure that air quality in the identified area improves.

In line with the Cardiff Council's (CC) statutory duties under Part IV of the Environment Act 1995, Shared Regulatory Services (SRS) on behalf of CC undertakes regular air quality monitoring at specifically allocated locations across Cardiff using automated and non-automated principles for ambient air Nitrogen Dioxide (NO₂), Particulate Matter (PM₁₀ & PM_{2.5}), Sulphur Dioxide (SO₂), Carbon Monoxide (CO) & Ozone (O₃).

With regards to prioritising ambient air quality sampling locations, the Council adopts a risk-based approach to any allocation of monitoring sites, considering the requirements of The Department for Environment, Food and Rural Affairs' (Defra) Local Air Quality Management Technical Guidance 16 (TG16), February 2018. The designated monitoring locations are assigned based on relevant exposure and where the certain Air Quality Objective levels for a particular pollutant applies. TG16 states that annual mean objectives should apply at "All locations where members of the public might be regularly exposed. Building facades of residential properties, schools, hospitals, car homes etc."

3. Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when air quality is close to or above an acceptable level of pollution, known as the air quality standard/ objective

Based on monitoring results and further detailed assessments, there are currently four Air Quality Management Areas (AQMAs) declared across Cardiff which have all been declared due to exceedances of the annual mean NO₂ Air Quality Standard (40ug/m³), known to be predominantly derived from road transport sources.

1. **Cardiff City Centre**- declared 1st April 2013
2. **Llandaff**- declared 1st April 2013
3. **Stephenson Court**- declared 1st December 2010
4. **Ely Bridge**- declared 1st Feb 2007

Figure 1- Boundary of Cardiff City Centre AQMA



Figure 3- Boundary of Stephenson Court AQMA

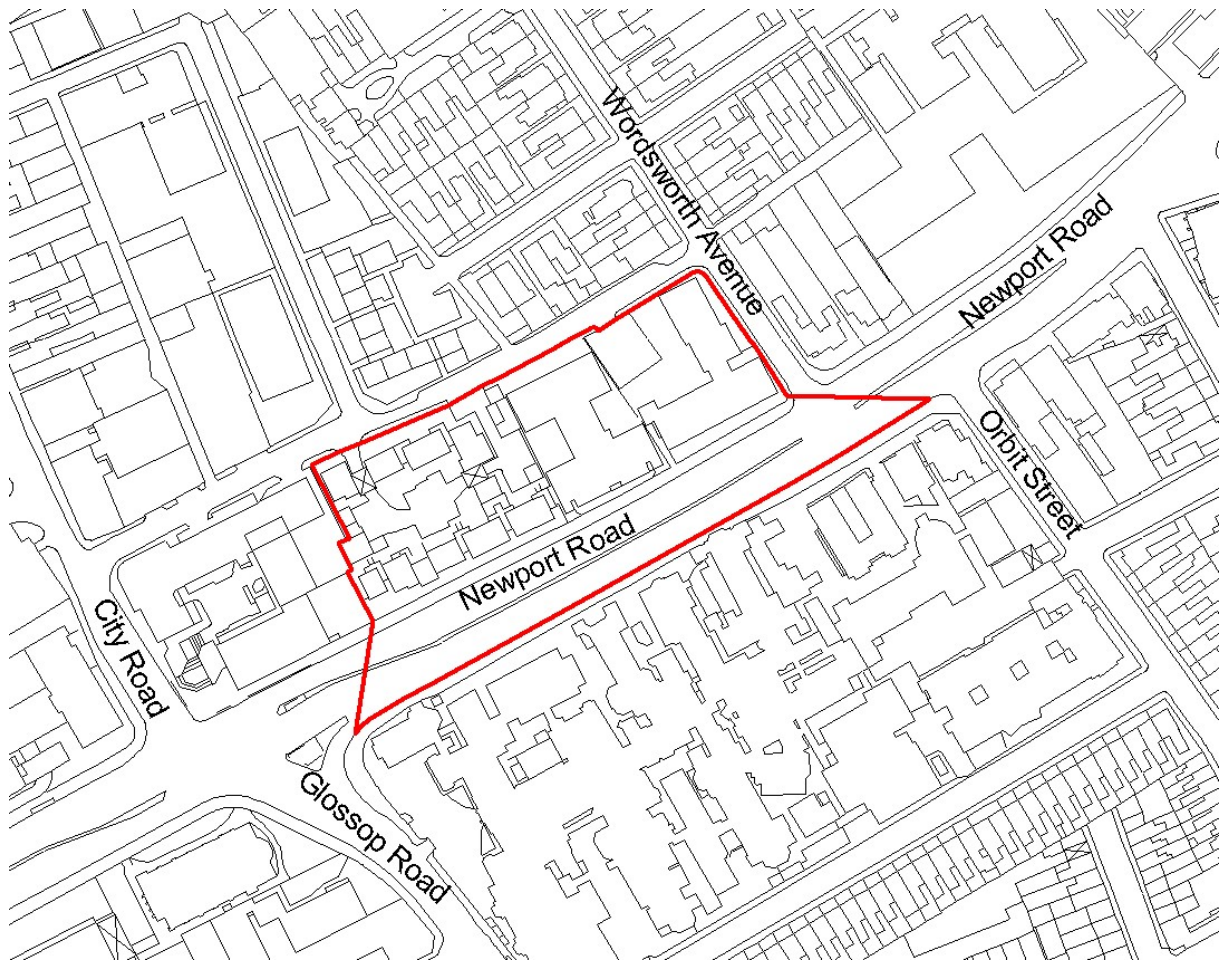


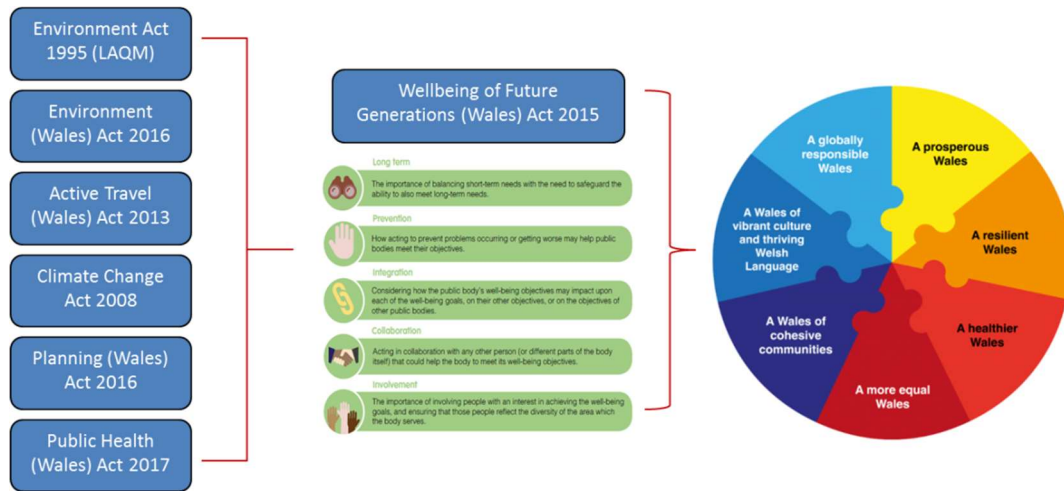
Figure 4- Boundary of Llandaff AQMA



SRS/ CC adopts the principles of The Well-being of Future Generations (Wales) Act 2015. The Act is a significant enabler to improve air quality as it calls for sustainable cross-sector action based on the principles of long-term, prevention-focused integration, collaboration and involvement. It intends to improve economic, social, environmental and cultural well-being in Wales to ensure the needs of the present are met without compromising the ability of future generations to meet their own needs. The Act places responsibilities on public bodies in Wales to work in new ways (including via Public Services Boards) towards national Well-being goals. Progress is measured against a suite of well-being and Public Health Outcomes Framework indicators; there is one specifically concerned with air pollution.

As **Figure 5** illustrates, the Act is the legislative vehicle for “Health in all Policies in Wales” and provides the underpinning principles for all policy and decision making, including economic development, in Wales. Reducing air pollution, health risks and inequalities can help contribute to most, if not all, of the well-being goals. As such, the Act presents excellent opportunities to change policy and practice to enhance air quality management arrangements across Cardiff (and wider).

Figure 5- The Well- being of Future Generations (Wales) Act 2015 Matrix



3.1 Welsh Government, Clean Air Plan for Wales, Healthy Air Healthy Wales

At the time of drafting this report Welsh Government (WG) has published its latest plan which underpins its commitment and long-term ambition to improve air quality in Wales. The plan sets out WG’s policy direction and proposed actions to reduce air pollution to support improvement in public health and the natural environment. Actions are proposed across four thematic themes, examined as People, Environment, Prosperity and Place.

The plan and its proposed actions is available at

<https://gov.wales/sites/default/files/publications/2020-08/clean-air-plan-for-wales-healthy-air-healthy-wales.pdf>

SRS/ CC support the aspirations of the plan and welcome the development of more stringent mitigation measures that will enable a cohesive approach to air quality management and protecting public health and the natural environment.

3.2 Air Quality Action Plans

SRS and CC are very aware of the concerns for air quality impacts. SRS & CC is committed to achieving levels as low as reasonably practicable by demonstrating levels beyond the annual objectives set for pollutants. In order to improve the air quality in Cardiff, action needs to be taken across the city as a whole. The main air pollutants which cause a public health concern and primarily worsen air quality in Cardiff are particulate matter and primary/ secondary derived nitrogen dioxide (NO₂), derived by transport vehicles.

Welsh Government’s publication; Local Air Quality Management, Policy Guidance, June 2017 recommended two clear goals:

- (1) achieve compliance with the national air quality objectives in specific hotspots; and
- (2) reduce exposure to pollution more widely, so as to achieve the greatest public health benefit.

Collective efforts, therefore, should look beyond targeted action in localised air pollution hotspots and do this in parallel with universal action to reduce risks for everyone.

Appendix 1

Section 84 of the Environment Act 1995 ensures that action must then be taken at a local level which is outlined in a specific Air Quality Action Plan (AQAP) to ensure that air quality in the identified area improves. After declaring an AQMA the authority must prepare a **DRAFT** Air Quality Action Plan (AQAP) within 18 months setting out measures it intends to put in place to improve air quality to at least the air quality objectives, if not even better. The AQAP must be **formally** adopted prior to 24 months has elapsed. AQMA(s) are seen by local authorities as the focal points to channel resources into the most pressing areas of pollution as a priority.

In view of the statutory obligation to produce an AQAP for each AQMA, in 2019 SRS & CC developed a citywide Clean Air Strategy & Action Plan (CASAP) for Cardiff. The strategy is an evolving document and coincides with Cardiff's Capital Ambition report, helping to implement and deliver the priorities outlined in the Ambition report with an overarching aim to improve air quality to protect and improve public health in Cardiff. The CAS & Action Plan appoints strategic measures that will look to generate a positive impact to citywide air quality levels, in particular traffic derived NO₂ levels. Each measure has endured a cost benefit appraisal procedure by weighting the measures in terms of air quality impact, cost and timescale. The key theme of the strategic measures is to increase the uptake of sustainable modes of transport by influencing a behavioural change in Cardiff. The CASAP fulfils the requirements of the LAQM process to produce an Air Quality Action Plan (AQAP).

3.3 Welsh Government Legal Direction & Feasibility Study

In addition to Cardiff's 4 AQMAs and CASAP work, following the formal publication of Defra's UK detailed air quality plan to tackle roadside nitrogen dioxide (NO₂) concentrations in July 2017, it was identified from air quality monitoring undertaken by Cardiff Council (CC) and modelled projections from WG that Cardiff would continue to exceed EU & UK Air Quality Directive Limit Values for NO₂ beyond 2020. The report detailed modelled projections from the Joint Air Quality Unit (JAQU) which showed continued non-compliance of the national annual average NO₂ standard by 2021 along identified road networks. The roads which have been modelled as exceeding the annual limit value are the A4161, the A4232, the A4234, the A470 and the A48. These areas of exceedence are also featured in the CAS & Action Plan document as any mitigation measures implemented on the referenced road links will have an impact on the LAQM AQMAs.

As a result of the detail in the UK Plan, and a subsequent High Court ruling, in March 2018, under Part IV of the Environment Act 1995, Section 85(7), WG issued a formal direction to CC to address its air quality concerns, with particular reference to the specified 5 road links. The direction has been governed by the Welsh Minister for Environment who has determined that the direction deemed necessary to meet obligations placed upon the United Kingdom under the **EU Ambient Air Quality Directive (2008/50/EC)**.

The Direction specified that CC had to undertake a feasibility study in accordance with the HM Treasury's Green Book approach, to identify the option which will deliver compliance with legal limits for nitrogen dioxide in the area for which the authority is responsible, **in the shortest possible time**.

Cardiff Council has developed a Clean Air Project Team who have met the necessary reporting requirements outlined by the Direction.

The results of the local modelling presented in the Initial Plan, differed to that undertaken by Defra using the Pollution Climate Mapping model. Defra's modelling identified two road links under baseline conditions which were projected to show non-compliance beyond 2021, namely the A48 and the A4232. The localised modelling identified only one road link under baseline conditions projected to show non-compliance beyond 2021, this being the A4161 Castle Street, in the City Centre.

Appendix 1

Within the Initial Plan Report a long list of measures developed from the CASAP were qualitatively assessed against a primary objective of achieving compliance with set air quality objectives in the shortest possible time. The measures were considered against secondary objectives and were subjected to further qualitative assessments against the WelTAG Well-being Aspects.

The Council's published [Full Business Case](#) (Final Plan) documents early intervention measures as well as aspired measures the Council are endorsing to improve localised air quality on the outlined A4161 Castle Street with a vision of improving citywide air quality levels. These measures include;

- Implementation of Electric Buses – 36 Electric Buses to be implemented on a number of routes within the City Centre;
- Bus Retro Fitting Programme;
- Taxi Licensing Policy and Mitigation Scheme;
- City Centre Transportation Improvements; and
- Active Travel Measures.

The FBC demonstrates that the outlined package demonstrates the greatest level of compliance on Castle Street, with $31.9\mu\text{g}/\text{m}^3$ forecasted in 2021 as a result of the implementation of the measures. In addition to achieving compliance on Castle Street, the impact of the package of measures was also been modelled at local air quality monitoring locations, including those locations within existing Air Quality Management Areas (AQMAs). The results of the modelling indicated that all monitoring locations are expected to have concentrations below the $40\mu\text{g}/\text{m}^3$ which further demonstrates that the package of measures will improve local air quality including within existing AQMAs.

The final plan was approved by the Minister on the 16th December 2019, with grant funding to implement the plan awarded in January 2020. Work is progressing on the implementation of the measures detailed in the plan. It is noted that the implementation has been impacted by the COVID 19 pandemic, but constant dialogue and ongoing collaboration with Welsh Government officials has been maintained to ensure the Plan remains on course to deliver compliance in the shortest possible time. The 2021 annual progress report will provide full details on the progression of the Clean Air Plan along with the review of 2020 results.

4. Actions to Improve Air Quality

4.1 Improving Bus Networks- ULEB (Ultra-low emission bus vehicles)

In 2018 SRS along with Cardiff Council's Transport team collaborated with Cardiff Bus company to put forward a successful bid application for the Ultra-Low Emission Bus (ULEB) fund made available by the Department for Transport (DfT).

The proposal draws links between the air quality management areas (AQMAs) identified under the LAQM regime, as well as the issued direction from Welsh Ministers which targets Cardiff on the regional scale highlighting non-conformities in association with European Directives. Therefore linking the two together; due to the heightened profile of air quality and its potential adverse impact on public health, and given Cardiff's Local Air Quality Management scenario, as well as its regional air quality concerns it is imperative that short term measures, such as increasing the uptake of low emission buses are implemented as soon as possible to start the process of achieving compliance with the air quality objectives.

The bid application looks at acquiring a total of 36 electric buses that would be introduced to the Cardiff Bus fleet over a projected 3year cycle. The introduction of the electric buses would form part of a cascade programme whereby Euro 3 standard buses would be offset from the fleet completely, therefore improving the overall fleet composition.

It is envisaged that the roll out of the electric vehicles will begin in the **quarter 1/2 2021**.

Improving Bus Networks- Cardiff Clean Bus Retrofit Programme

Owing to the previously offered Department for Transport's (DfT) Clean Bus Technology Fund.

(CBTF), Cardiff Council's Clean Air Project Team proposes to function as a regulatory entity to manage, regulate and fund such a retro fit scheme with Cardiff based bus operators.

The retro fit programme would see applicable bus vehicles fitted with the necessary upgrades to produce an emissions output equivalent to a Euro VI vehicle.

The proposed bus retrofit scheme has been approved by the EU Commission for a value of 80% aid intensity, requiring successful operators to cover the remaining 20% cost. The total amount of applicable funding is set at £1.8 million.

As per the agreement from the EU Commission;

The application process for the proposed scheme will be open until 31 December 2020. Financial support will end on 31 March 2021.

Appendix 1

The application procedure, at a minimum will be reviewed with the use of a two staged approach. In the event that the sum of successful applications at stage 2 equates to more than the funding available those applicants will proceed to stage 3.

Applicants will be aware of this approach and therefore will be asked to submit their evidence for stage 3 at the time of their initial submission. In answer to the stage 3 questioning applicants will need to provide additional/ a more detailed understanding for the impacts expectant of their proposed programme of works, in this instance air quality impacts expected.

The weighted average score will only need to be considered if stage 3 assessment is needed.

As outlined in the scheme's application conditional criteria; applicants are required to appoint the use of accredited technology which is compliant with the [Clean Vehicle Retrofit Accreditation Scheme \(CVRAS\)](#)

The buses to be retrofitted can be any pre-Euro VI (6) bus that is expected to be operational on the specified routes for at least five years or for 150,000 miles after the retrofit. Buses are not authorised to be moved to other localities outside the boundary of Cardiff.

Successful applicants will need to submit interim progress reports after project inception, currently set at 3 months, with a draft final report issued prior to 31st December 2021 reflecting on the impact of the activities initiated by the grant funding.

The Grant is to reimburse Capital Costs incurred and may be spent on the Accredited Technology and cost of fitting it to the buses, and the cost of and fitting of monitoring equipment. Although this is specified as a reimbursement of Capital Costs, it has been agreed that once the relevant invoices are received by the applicant from their appointed supplier for the necessary retrofit works, following the submission of a grant claim form, Cardiff Council would provide the funding to cover 80% of the invoiced cost.

The Grant **may not** be spent on:

- Staff costs for managing the project;
- Contributions in kind;
- Payments for activities of a political or exclusively religious nature;
- Depreciation, amortisation or impairment of fixed assets owned by the authority;
- Input VAT reclaimable by the authority from HM Revenue & Customs;
- Interest payments or service charge payments for finance leases;
- Gifts, other than promotional items with a value of no more than £10 in a year to any one person;
- Entertaining (which means anything that would be a taxable benefit to the person being entertained, according to current UK tax regulations); and
- Statutory fines, criminal fines or penalties.

The above scheme went live on the 1st October 2020 and can be viewed using the following link;

<https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/clean-air-cardiff/bus-retrofit-scheme/Pages/default.aspx>

4.2 City Centre Transport Networks Improvements

CC is currently developing and undertaken detailed appraisals for a number of transport network improvements within the City Centre

4.2.1 City Centre West (CCW)

The main aim of this scheme is to accommodate the new Transport Interchange and Central Square Development, whilst also Improving Air Quality within the City Centre AQMA. This will be achieved through removing through-traffic from Westgate Street and installing a new highway layout that will improve and connect the current bus network with the new Interchange, Central Square, Central Station and the City Centre Enterprise Zone. In addition, the scheme will offer improved safety for pedestrians via improved pedestrian crossing facilities, 20mph speed limits and an improvement to the pedestrian environment outside of the national stadium. The scheme will also install a network of stepped cycle tracks to connect the area with the proposed cycleways on Castle Street and the Taff Trail routes.

4.2.2 City Centre North (CCN)

The main aim of this scheme is to bring Castle Street into Air Quality compliance by 2021.

The Council is considering re-opening Castle Street to buses, taxis and emergency vehicles as a temporary measure while a public consultation is held on the future of the thoroughfare.

The proposed re-opening - which may be ready by mid-November - will help buses and taxis cross east to west and west to east.

This temporary design will seek to ensure that the pop-up cycleway - which will run from Leckwith Road up Newport Road to the junction with Broadway - will be retained throughout the public consultation.

The temporary measure under consideration may include a pavement alongside the shops and bars opposite the castle extended into the road to give a wider walkway for people to socially distance. It could also create an opportunity for hospitality businesses to have more space outside their premises to trade.

Under the proposal, Castle Street could then contain two lanes for buses and taxis to travel east and or west, and the pop-up cycle lane by the castle would remain.

It is anticipated that the proposed scheme could bed-in before the Christmas season begins.

4.2.3 Eastside Phase 1

The main aim of this scheme is to provide a new dynamic for the bus network, whilst connecting cycleway and improving the pedestrian environment outside of Queen Street Station. This will be achieved through providing bus priority measure throughout the Station Terrace and Churchill Way areas that will provide new routes for buses, taking them away from the City Centre AQMA and closer

to key areas such as Queen Street Station and the shopping district. The new bus routing system is also key to allowing the Interchange to be accessed from its south entrance, and work effectively on major event days. A cycleway will be installed to connect the east of the city centre with the City Centre Enterprise Zone and join up all the proposed cycleway routes. Pedestrian improvements on Dumfries Place and Station Terrace will also improve safety for pedestrians and improve connections to Queen Street Station and the City Centre Enterprise Zone.

4.3 Park & Ride

Developing new bus park and ride facilities at M4 Junction 33 and other appropriate locations in Cardiff and neighbouring areas to reduce the number of cars driving into the city.

4.4 Development of Central Interchange

In 2018 CC planning department received receipt of a full planning application with contains the proposed design and plans for a new central interchange station. Construction works are progressing with an envisaged completion date set for quarter 4 2022.

4.5 South East Wales Metro

The Cardiff Capital Region Metro proposed by Welsh Government is likely to comprise a combination of rail-based and bus-based rapid transit routes linked through interchanges and using the same network brand and integrated ticketing system. A commitment has been made by Transport for Wales and the detail surrounding these commitments can be found at;

<http://tfw.gov.wales/whats-happening-south-east-wales>

4.6 School Monitoring and Active Travel Plans

4.6.1 Client Earth School Monitoring in Cardiff

Shared Regulatory Services (SRS) / Cardiff Council (CC) does operate a school monitoring programme. In 2018, SRS & CC began a monitoring campaign at 9 specific schools in Cardiff. Cardiff Councillors motioned a review of the current air quality monitoring network established across Cardiff and it was highlighted as a requirement to monitor local air quality in and around school buildings. It was decided that those schools to be monitored will be those highlighted in Client Earth's 2017 report which discussed potential detrimental air quality impacts at schools in relatively close proximity to major road networks. The report detailed 9 schools within 150m of roads with potentially harmful concentrations of nitrogen dioxide (NO₂);

- Ysgol Mynydd Bychan, Gabalfa
- St Joseph's RC Primary, Gabalfa
- Stacey Primary, Roath
- Tredegarville CIW Primary, Adamsdown
- Cardiff Academy, Roath
- Mount Stuart Primary, Butetown
- St Peter's RC Primary, Roath
- Cathays High School, Cathays
- St Teilo's CIW High School, Llanedeyrn

To note; the Client Earth report distinguished the above listed schools as a potential concern supported by the use of modelled data and not 'actual' monitored data. Therefore, the commitment given to

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examine levels at the names school receptors with the use of monitored data can be cross referenced to verify the assumptions provided by the Client Earth 2017 report.

As of the w/c 29th January 2018, SRS on behalf of CC commissioned two air quality monitoring locations at each of the school premises. The monitoring sites monitor levels of nitrogen dioxide (NO₂) using passive diffusion tubes which are collected and replaced on a rolling monthly basis. The results derived from the diffusion tube sampling are then averaged over the year to enable a comparison of the results against the annual average (40µg/m³) and 1-hour (200µg/m³ not to be exceeded > 18 times per year) air quality objectives set for NO₂. Annual datasets (2018 & 2019) gathered at each of the school monitoring sites **recorded annual average levels in compliance with the set air quality standards for NO₂.**

4.6.2 Additional works for school monitoring in Cardiff;

Cardiff Council has a corporate commitment for every school in Cardiff to have an active travel plan by April 2022. Works are ongoing to understand how the Council can best support schools to develop and implement an active travel plan. The aim of an active travel plan is to increase the number of children, parents and staff travelling to school sustainably, in particular increasing walking, cycling and scooting. There are a range of resources, training and programmes available to schools and the ongoing works will identify what actions the schools need to take and access the relevant initiatives and programmes to implement these actions.

TRO Project

In view of the corporate commitment to deliver active travel plans for all schools by April 2022, for 2019 SRS was commissioned by Cardiff Council's Transportation, Policy and Strategy Team to assist with Cardiff Council's Schools Streets Project and its Traffic Regulation Order (TRO) pilot project. The pilot project involves the temporary closure of road links surrounding specific schools in Cardiff, 6 in total.

-Whitchurch High Lower;

-Ysgol Melin Gruffydd;

-Peter Lea Primary;

-Llandaff Church in Wales Primary;

-Pencaeru; and

-Lansdowne Primary

The TRO is in effect during the schools' morning and afternoon drop-off and pick-up hours. This project is seen as an excellent opportunity to take action to encourage parents, staff and children to adopt an alternative mode of travel.

Shared Regulatory Services (SRS) have supported this pilot project by providing additional air quality monitoring since October 2019. SRS gather monthly datasets for nitrogen dioxide (NO₂) using non-automated passive diffusion tubes, undertaken at the schools' premises, inside the TRO zone at a residential façade and outside the TRO zone at a residential façade. This strategic placement of monitoring sites allows the examination of potential displacement impacts as a result of the adopted TRO zone. The datasets gathered to date indicate compliance with the air quality standards for NO₂.

Safe Routes to School

Planning and prioritisation of improvements to Cardiff's walking and cycling network will be undertaken through the Integrated Network Map (INM) as part of our duties as set out under the Active Travel (Wales) Act 2013. The INM was approved by Council's Cabinet in September 2017 and Welsh Ministers in November 2017. The INM can be viewed on the Council website here: www.cardiff.gov.uk/activetravel

In addition, Cardiff Council bids for Welsh Government Safe Routes in the Community Grant on an annual basis. This Grant is used to make changes to the highway environment, such as new zebra crossing facilities etc., and is focussed on creating safer walking and cycling routes to schools.

A new Walking Bus Strategy is currently being developed to provide schools with a further opportunity to promote walking to schools.

4.7 DRAFT Cycling Strategy (2016- 2026) & Integrated Network Map

The Cardiff Cycling Strategy sets out an ambitious vision to double the number of cycling trips by 2026, from a 9.2% modal share in 2015 to 18.4% in 2026.

The Cycling Strategy and INM proposes 5 cycleways which will provide high quality cycle routes, segregated from pedestrians and motor vehicles on busy roads, and will connect strategic development sites, existing residential areas, employment sites, the city centre and Cardiff Bay. These will be supported by a network of secondary routes.

The Integrated Network Map sets out Cardiff Council's 15-year vision to improve cycling and walking routes across the city, in order to meet the requirements of the Active Travel (Wales) Act 2013 to plan for the provision of routes and improvements for active travel.

<https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/Walking-and-cycling/ActiveTravel/Pages/default.aspx>

4.7.1 Cycleways

Cardiff Council are developing proposals for five Cycleways to support and promote cycling for all ages and abilities. The proposed routes will connect communities to major destinations across the city, including the City Centre and Cardiff Bay.

Cycleways will provide continuous routes that are intuitive and comfortable to use and separated from motor vehicles and pedestrians where needed.

The Cycleways will be developed from proposals in the Integrated Network Map which sets out a 15 year plan to improve routes for walking and cycling in the city.

The proposed Cycleway routes are:

- Cycleway 1: City Centre to Cathays, University Hospital Wales, Heath High Level and Heath Low Level Rail Stations, and North East Cardiff Strategic Development Site (**works are complete for phase 1 of cycleway 1. Second phase is currently out for consultation**).
- Cycleway 2: City Centre to Adamsdown, Newport Road retail parks, Rumney, Llanrumney and St Mellons Business Park
- Cycleway 3: City Centre to Cardiff Bay

- Cycleway 4: City Centre to Llandaff, Danescourt and North West Strategic Development Site
- Cycleway 5: City Centre to Riverside, Ely and Caerau.
-

4.7.2 COVID Response Cycleways

Two routes - the 'Cross City' and 'Bay Loop' cycleways - are being brought forward as part of the Council's ongoing COVID Recovery plans and are in line with the cycling vision set out in the Council's Transport White Paper.

4.7.3 Nextbike

The Nextbike hire scheme launched in Cardiff in 2018. The scheme is financially funded by Welsh Government and its main objectives are to reduce congestion, free up parking spaces and provide a healthier way to travel around the city. The scheme comprises of 50 docking stations located around Cardiff which facilitate 500 bicycles. To date the scheme has been positively received by members of the public.

Since the introduction of the Nextbike scheme in March 2018, the Cardiff scheme has become the UK's most successful¹. By the end of summer 2019 the number of bikes available to hire further increased to 1,000.

4.8 Car-free Day

On Sunday 12th May 2019, CC organised a car-free day event in the city's central area. The event coordinated with the HSBC UK Let's Ride event and on street entertainment.

The summary of air quality monitoring from Car-free Day;

SRS on behalf of CC undertook a study to examine levels of air quality within Cardiff's City Centre in order to quantify the impact that the car-free day event on Sunday 12th May 2019 would have on the main traffic derived pollutant of concern nitrogen dioxide (NO₂). It was anticipated that levels of NO₂ would reduce due to the restriction of vehicles and thus the study was undertaken in order to demonstrate and quantify this likely reduction.

Air Monitors Ltd supplied SRS with four near real-time indicative air quality monitors (AQ Mesh Pods). AQ Mesh pods measure gases, in this case nitric oxide, nitrogen dioxide and ozone using electrochemical sensors powered by Lithium batteries. The data from the pod is pushed to a cloud server where it is corrected for temperature, pressure and relative humidity as well as cross gas interference. To verify the performance of the gas sensors the units ran alongside a reference station and local scaling factors were derived and used to characterise the sensors. This then enables direct comparison of the data between the pods and the reference station.

In order to give a detailed understanding for the impact to air quality, levels were recorded before and after car-free day to enable a comprehensive comparison between normal baseline conditions and car-free day. The monitors were cited at their specified locations on Friday 3rd May 2019 and decommissioned on Monday 20th May 2019.

¹ [NextBike In Depth Review 2018](#)

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The monitors were located at locations situated on specific network routes influenced by the day's event;

Westgate Street

Castle Street/ Duke Street

Stephenson Court, Newport Road

Lower Cathedral Road

When comparing Sunday 19th May to Car-Free Day event 12th May, the daily average reduction for NO₂ is as follows;

Duke Street/ Castle Street- 16.11%

Stephenson Court on Newport Road- 28.15%

Westgate Street- 13.62%

Lower Cathedral Road- +9.14%

The above sites were allocated to understand the possible displacement of traffic movements outside the remit of the Car-Free day area. It must be noted Stephenson Court, Newport Road is already declared as an Air Quality Management Area (AQMA), based upon elevated and exceeding levels of nitrogen dioxide (NO₂).

Although levels do show an increase in NO₂ levels at the site on Lower Cathedral Road, levels are compliant with the appropriate air quality objectives.

4.9 20mph Zones

CC introduced a 'signs only' 20 miles per hour (mph) limit in the Cathays/Plasnewydd area in March 2014, as part of a two-year pilot project. Following the pilot, a commitment was made to look at how 20mph limits might be more widely applied in Cardiff.

The Council proposed to expand its commitment to 20mph zones and include 3 schemes. The 3 schemes proposed were highlighted for the area of Grangetown and detailed the following;

- Avondale Road traffic calming construction;
- Penarth Road Zebra Crossing construction; and
- St Patricks School Safety Zone construction.

All schemes are complete.

4.10 Public Service Boards Staff Charter

Working initially through Cardiff Public Services Board, a Healthy Travel Charter for Cardiff has been developed with major public sector employers and was launched in April 2019. Signatories to the Charter make 14 commitments on improving access to active and sustainable travel for staff and visitors to their main sites, and jointly commit to three targets namely:

-Reduce the proportion of commuting journeys made by car;

- Increase the proportion of staff cycling weekly; and
- Increase the proportion of vehicles used for business purposes which are plug-in hybrid or electric.

The Charter was signed by 11 public sector organisations at launch in April 2019, employing over 33,000 staff, with additional public and private sector organisations subsequently invited to sign up to the Charter.

Currently it is not possible to fully assess the impacts of the above the measures but it is envisaged that such measures will contribute to wider behavioural changes and incentives to encourage further modal shift or uptake of low emission vehicles which will see improvements in air quality.

4.11 Clean Vehicles

4.11.1 Sustainable Fuels Strategy

CC has developed a Sustainable Fuels Strategy to explore the potential to support a move within the city to increased use of sustainable fuels. An independent consultancy specialising in low carbon and fuel cell technologies, were commissioned to undertake a targeted fleet review of Cardiff City Council vehicles.

In the **short term** the following “quick wins” are recommended:

Undertake a managed replacement of Cardiff Council fleet, where cost effective. This would include replacing cars and small vans with EVs, which are expected to save the Council money on a total cost of ownership basis due to lower operating costs;

Install more publicly available EV charging points at appropriate locations throughout the city. The Council should identify as a priority, appropriate locations for charging points and begin to engage potential delivery and funding partners from OLEV and the private sector. The Council should also develop an understanding of business models around the potential direct sale of energy through these on-street charging points.

4.11.2 EV Feasibility study

In 2018 Arcadis Consulting (UK) Ltd supported by Zero Carbon Futures (UK) Ltd were commissioned by Cardiff Council to prepare a feasibility study to explore how electrically powered Ultra Low Emission Vehicle (ULEV) charging points could be integrated across the city of Cardiff. As the market share of ULEV is growing and is forecasted to increase significantly over the coming decades, it is critical that the necessary charging infrastructure is provided to facilitate this growth, in order to support a cleaner transport system across Cardiff.

4.11.3 EV Infrastructure

-Progression of residential EV charging locations has ensured that 10 locations with a total of 18 fast charging points have been installed across the City. Second phase of 5 sites with 1 charge points was being progressed before being impacted by COVID – these are now planned for late August/ early September.

-Pilot project for installation of 6 Rapid Charging stations has been initiated with Enginie. One location has been fully installed with the remaining 5 locations now in final planning stages, and licenses being progressed.

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-Initial work by CTS was to ensure 90 Council vehicles were replaced by full EVs by 2021. Impacts from COVID has resulted in a delay to the progression. CTS are intending to review the wider fleet with Welsh Government Energy Service / ULEV. Following this review a revised timetable will be known or the delay period to the original plan. Potentially pushed back by 1 year.

4.12 Green Infrastructure

Cardiff Council's Energy & Sustainability Team, on behalf of Tredegarville CIW Primary School, has successfully applied for a grant under the Landfill Communities Fund to cover the supply and installation of outdoor green walls (these products are sometimes referred to differently e.g. 'living walls' or 'green screens') at Tredegarville CIW Primary School.

Tredegarville CIW Primary School is located in a very urban high rise setting in Cardiff City Centre in relative close proximity to the Stephenson Court AQMA. As a result, the school provides its pupils with very little access to green space. However, the school is enthusiastic about improving this situation through developing the green environment at its site. As Tredegarville CIW Primary falls within the remit of the newly commissioned school monitoring sites for 2018, it will be interesting to see any marked improvements in average NO₂ dataset trends.



4.13 Taxi Licensing Condition Change

SRS & CC is proposing to improve the emission standards of the City's licensed vehicles. Subject to consultation response and Public Protection Committee (PPC) approval, Cardiff Council wishes to implement a taxi licensing policy change to improve emission standards for licensed taxi vehicles in Cardiff. Due to current pandemic, its been decided not to pursue the licensing change with urgency. Discussions and detailed works are ongoing to assess potential funding options that can be made available to drivers to assist with delivering any licensing amendment and support to transition the fleet to ULEVs.

4.14 Publications & Policies

4.14.1 Cardiff's Transport White Paper

The Transport White Paper was launched on 15 January 2020 and lays out an ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality. It includes proposals for developing the South East Wales Metro, including new Metro lines connecting new and existing communities in the city, Rapid Bus Transport, Active Travel and improvements to our streets and the future of the car, including reducing car ownership through car clubs and greening through the

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expansion of EV charging infrastructure. Key regional projects are identified, with significant improvements proposed for all the major routes into the city. It also outlines the intention to consider all delivery options and to work with Welsh Government to develop a comprehensive investment plan. The timescale for the White Paper was amended in line with ongoing developments in relation to the Clean Air Plan to ensure alignment.

Document is available at;

<https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/transport-policies-plans/transport-white-paper/Documents/White%20Paper%20for%20Cardiff%20Transport%202019.pdf>

4.14.2 Planning for Health and Well-being SPG (November 2017)

This Supplementary Planning Guidance (SPG) supplements policies in the adopted Cardiff Local Development Plan (LDP) relating to health and planning and has been developed jointly between the Council and the Cardiff and Vale University Health Board. This interaction underlines the fact that neither health nor planning considerations are made in isolation.

The purpose of this SPG is:

- To provide supporting information and guidance for planners, developers and investors on how our environment and the planning decisions we make, impact on the health and wellbeing of the population.
- To help achieve the Council's vision of addressing health inequalities and become a leading city on the world stage as set out in the Capital Ambition Document
- To ensure planning decisions contribute to the national and local Well-being Goals set out in the Well-being of Future Generations (Wales) Act 2015.
- To offer guidance for addressing the effect of the built and natural environment on health and well-being as part of a strategic approach to tackling the city's health inequalities and promoting healthy lifestyle options.
- To provide guidance on appropriate locations for health care facilities.
- To be an important material consideration in the determination of planning applications by setting out a range of potential health and well-being related factors that developers should consider when drawing up development proposals.

Green Infrastructure (GI) Supplementary Planning Guidance (SPG) (November 2017)

This document provides planning advice on a number of areas relating to development and the environment, including protection and provision of open space, ecology and biodiversity, trees, soils, public rights of way, and river corridors.

The green infrastructure approach combines all these elements to achieve a more joined-up approach to the environment. This approach is increasingly being used in Cardiff and across the UK. In Cardiff, planning advice in this area is often provided by a number of officers from across the Council working together as part of an integrated Green Infrastructure Group. This helps provide a more comprehensive approach.

The new document also differs from previous SPGs by providing in depth design advice, aimed at giving developers a clearer understanding of the approach expected when submitting designs for new

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developments. By having this information up-front developers are better able to provide suitable designs to the Council through the planning process.

Moving forwards:
Healthy travel for all in Cardiff
and the Vale of Glamorgan



Annual Report of the Director of Public Health
for Cardiff and Vale of Glamorgan 2017

CARING FOR PEOPLE
KEEPING PEOPLE WELL



4.14.3 Cardiff and Vale University Health Board Report

The report issued in 2017 examines how making active travel alternatives can lead to sustainable improvements in our health and well-being. The report focuses upon Cardiff's air quality concerns and recognises that alternative sustainable transport is a key enabler to improving air quality.

4.14.4 Planning Guidance for the Provision of Electric Vehicle Charging Points

In November 2018, the Council published a guidance document for developers on the provision of charging points in new developments. This document sets out the Council's expectations on the minimum number of electric charging points that should be provided depending on the nature of the development. The expectations are summarised as follows:

Development Type	Provision
Houses	One electric vehicle dedicated charging point (up to 7kW (32A) where possible) or installation of passive wiring to allow future charging point connection per house with garage or driveway.
Flats	At least 10% of parking bays should be provide with dedicated electric vehicle weatherproof charging points.
Commercial Car Parks and Community Facilities	At least 10% of parking bays should be provided with dedicated electric vehicle weatherproof charging points.
Public Transport Facilities and Taxi Ranks	Charging infrastructure will be required to facilitate the conversion of bus and taxi fleet, using appropriate technological solutions at suitable locations across the city.
Future Proofing	Subject to agreement with the Local Planning Authority standard provision may also require installation of

	groundwork/passive wiring at the outset to enable further future installation to match demand.
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4.14.5 One Planet Cardiff Strategy

An ambitious new plan designed to drive Cardiff towards becoming a carbon neutral city by 2030 has been unveiled by Cardiff Council.

'One Planet Cardiff' sets out the Council's response to the climate change emergency and calls upon businesses and residents to join forces with the council to make the lifestyle changes required, if Wales' capital is to become a truly 'Green' and sustainable city over the next ten years.

Full document available using the following link;

<https://www.oneplanetcardiff.co.uk/wp-content/uploads/OPC%20vision%20document%202020%20ENGLISH.pdf>

5. Air Quality Monitoring Data and Comparison with Air Quality Objectives

5.1 Summary of Monitoring Undertaken in 2019

5.1.1 Automatic Monitoring Sites

In 2019, Cardiff had three automatic air quality monitoring sites located at Frederick Street in the City Centre, Richard's Terrace, just off Newport Road and Lakeside Primary School.

Cardiff Frederick Street (Urban Background)- AURN 1

The site monitors on a 24/7 basis measuring levels of NO₂, PM₁₀ & PM_{2.5}, SO₂, CO and O₃ feeding data directly into Defra's Automatic Urban and Rural Network (AURN).

Richard's Terrace, Newport Road (Urban Traffic)- AURN 2

The site monitors on a 24/7 basis measuring levels of NO₂ & PM₁₀ at that location, feeding data directly into Defra's Automatic Urban and Rural Network (AURN).

Cardiff Lakeside (Urban Background)

The site monitors on a 24/7 basis measuring levels of Polycyclic aromatic hydrocarbons (PAH) at that location, feeding data directly into Defra's PAH Digital (solid phase) Network. SRS serve as a local site operator to this site, however data interpretation is sanctioned by the consultants Ricardo Energy and Environment Ltd, whereby concentrations are compared to the national air quality objective for B[a]P in ambient air, based on an annual mean concentration of 0.25 ng/m³. Details can be found in the [UK Air Quality Strategy \(Defra, 2007\)](#). Therefore, the purpose of this site and results derived are not corresponded to any of the limit values outlined for the purposes of LAQM in Wales.

Summarised results for various pollutants for the outlined automatic monitoring stations can be found at <http://www.welshairquality.co.uk> & <https://uk-air.defra.gov.uk/interactive-map>

At the time of writing this report, Cardiff Council with the financial support of Welsh Government has commissioned a fourth automated monitoring site, located on Castle Street. The roadside site monitors on a 24/7 basis measuring levels of NO₂, PM₁₀ & PM_{2.5} at that location and forms part of the Welsh Automated Monitoring Network. Reporting for this site will be included in future reports.

In addition to the newly commissioned automated monitoring station on Castle Street, Cardiff Council has acquired the use of 6 near real time indicative air quality analysers. 5 analysers were purchased with the financial support of Welsh Government and the 6th analyser was facilitated by the SRS who had successfully accrued funding via a S106 planning contribution. The analysers have been specifically placed and represent relevant exposure. The analysers continuously monitor for Nitric Oxide, Nitrogen Dioxide & Ozone, PM10 & PM2.5, and do so every 15 minutes (data uploaded every hour). Information regarding the specification of the monitors can be viewed at <https://www.aqmesh.com/product/>. These monitors do not form part of the regulated Welsh automated monitoring network, but as specified they are an indicative form of monitoring and a useful tool to look at datasets on a high-resolution basis. An online platform to access the available datasets is yet to be finalised with Cardiff Council's webpage development team.

Figure 6- Location of Cardiff City Centre AURN Monitoring Site (AURN 1)



Figure 7- Location of Cardiff Newport Road AURN Monitoring Site (AURN 2)



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5.1.2 Automated NO₂ Results

Table 1- Automatic Annual Mean NO₂ Monitoring Results (2015- 2019)

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period % ⁽¹⁾	Valid Data Capture 2019 % ⁽²⁾	Annual Mean Concentration (µg/m ³)				
					2015	2016	2017	2018	2019
Cardiff Centre AURN 1	Urban Background	N	100	62.5	27	23	20	20 ³	27 ³
Cardiff Newport Road AURN 2	Roadside/ Urban Traffic	N	100	99	-	-	-	29 ³	29

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Notes:

Exceedances of the Annual Average NO₂ objective (40µg/m³) are shown in bold.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) Data has been “annualised” as per Boxes 7.9 in LAQM.TG16 where valid data capture for the full calendar year is less than 75%. See Appendix C for details.

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Table 2- Automatic 1-hour Mean NO₂ Monitoring Results (2015- 2019)

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period % ⁽¹⁾	Valid Data Capture 2019 % ⁽²⁾	Number of Hourly Means (> 200µg/m ³) ⁽³⁾				
					2015	2016	2017	2018	2019
Cardiff Centre AURN 1	Urban Background	N	100	62.5	0 (14.98)	0	0	0 (84.55)	0 (84)
Cardiff Newport Road AURN 2	Roadside/ Urban Traffic	N	100	99	-	-	-	0 (98.12)	0

Notes:

Exceedances of the NO₂ 1-hour mean objective (200µg/m³ not to be exceeded more than 18 times/year) are shown in bold.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

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5.1.3 Automated PM₁₀ Results

Table 3- Results Automatic Annual Mean PM₁₀ Monitoring Results (2015- 2019)

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2019 (%) ⁽²⁾	Confirm Gravimetric Equivalent (Y or N/A)	PM ₁₀ Annual Mean Concentration (µg/m ³) ⁽³⁾				
						2015	2016	2017	2018	2019
Cardiff Centre AURN 1	Urban Background	N	100	67.7	N/A	16	15.1 ⁽³⁾	16	17	15.3 ³
Cardiff Newport Road AURN 2	Roadside/ Urban Traffic	N	100	96	Y	-	-	-	20.3 ³	19

Notes:

Exceedances of the PM₁₀ annual mean objective of 40µg/m³ are shown in bold.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) Data has been “annualised” as per Boxes 7.9 and 7.10 in LAQM.TG16 where valid data capture for the full calendar year is less than 75%. See Appendix C for details.

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Table 4– Automatic 24-Hour Mean PM₁₀ Monitoring Results (2015- 2019)

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2019 (%) ⁽²⁾	Confirm Gravimetric Equivalent (Y or N/A)	Number of Daily Means > 50µg/m ³ ⁽³⁾				
						2015	2016	2017	2018	2019
Cardiff Centre AURN 1	Urban Background	N	100	67.7	N/A	5 (25.4)	1 (30.52)	2	0	0 (44)
Cardiff Newport Road AURN 2	Roadside/ Urban Traffic	N	100	96	Y	-	-	-	0 (36)	12

Notes:

Exceedances of the PM₁₀ 24-hour mean objective (50µg/m³ not to be exceeded more than 35 times/year) are shown in **bold**.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) If the period of valid data is less than 85%, the 90.4th percentile of 24-hour means is provided in brackets.

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5.1.4 Automated SO₂ Results

Table 5– Automatic SO₂ Monitoring Results: Comparison with Objectives

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2019 (%) ⁽²⁾	Number of Exceedences (percentile in bracket µg/m ³)		
					15-minute Objective (266 µg/m ³)	1-hour Objective (350 µg/m ³)	24-hour Objective (125 µg/m ³)
Cardiff Centre AURN 1	Urban Background	N	100	65	0	0	0

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Notes:

Exceedences of the SO₂ mean objectives are shown in **bold**.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) In accordance with LAQM TG(16), due to the fact data capture is <85% it is a requirement to report the 99.9th percentile for 15 minute SO₂, however in this instance it is the 99.9th percentile for 10 minute SO₂.

(4) In accordance with LAQM TG(16), due to the fact data capture is <85% it is a requirement to report the 99.7th percentile for 1 hour SO₂

(5) In accordance with LAQM TG(16), due to the fact data capture is <85% it is a requirement to report the 99.2nd percentile for 24 hour SO₂

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5.1.5 Automated CO Results

Table 6– Automatic Carbon Monoxide (CO) Monitoring Results: Comparison with Objectives

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2019 (%) (2)	Number of Exceedences
					8-Hour Average Objective (10 µg/m ³)
Cardiff Centre AURN 1	Urban Background	N	100	72	0

5.1.6 Automated O₃ Results

Table 7– Automatic Ozone (O₃) Monitoring Results: Comparison with Objectives

Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2018 (%) (2)	Number of Exceedences
					Number of days where the 8-hour mean >100µg/m ³
Cardiff Centre	Urban Background	N	100	99	5

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Site ID	Site Type	Within AQMA?	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2018 (%) (2)	Number of Exceedences
					Number of days where the 8-hour mean >100µg/m ³
AURN 1					

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Summary Automated Monitoring 2019

Tables 1- 7 illustrate compliance with the relevant air quality standards applicable for the purpose of LAQM in Wales.

5.1.7 Non-Automatic Monitoring Sites

Non-automatic Monitoring Sites- In 2019 there were 100 specifically allocated non automatic monitoring sites across Cardiff which monitored levels of nitrogen dioxide (NO₂). These sites are supported and maintained by SRS on behalf of the CC. The non-automatic sites do not provide live data; instead they consist of diffusion tubes which are placed at each of the sites, collected and replaced on a rolling monthly basis. The results derived from the tube sampling are then averaged over the year to enable a comparison of the results against the annual average (**40µg/m³**) and 1-hour (**200µg/m³ not to be exceeded > 18 times per year**) air quality objectives for NO₂.

Analysis of Diffusion Tubes

Annual Average- Once erroneous data have been deleted, it is necessary to calculate the annual average. The data need to be annualised, and then bias corrected. In order to do this, firstly the annual average is calculated for all sites.

Annualisation- Where valid data capture for the year is less than 75% (9 months), where necessary the continuous and NO₂ diffusion tube monitoring data have been “annualised” following the methods as described in Defra’s LAQM (TG16), Boxes 7.9 & 7.10.

Bias Adjustment- After annualisation, the diffusion tubes should be corrected for bias. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. This should not be confused with precision, which is an indication of how similar the results of duplicate or triplicate tubes are to each other. While it is possible to adjust diffusion tube results to account for bias, it is not possible to correct for poor precision. A spreadsheet-based tool has been developed that allows local authorities to easily calculate the bias and precision of their tubes.

There are two bias adjustment figures made available to Local Authorities. Firstly there is the Local Authorities’ local bias adjustment figure calculated using a co-location study at a local reference automated site (Frederick Street being the site used in Cardiff), and secondly there is the national bias adjustment factor derived by all individual co-location studies undertaken that utilise the same laboratory and analytical techniques for diffusion tube analysis. It must be decided which factor to use based upon quality assurance and increased certainty.

The bias adjustment factor applied to Cardiff’s 2019 data is 0.75. The applied bias adjustment factor has been calculated using the national diffusion tube bias adjustment factor spreadsheet version 09/20. Due to insufficient data capture <90%, in accordance with Defra’s LAQM (TG16), Box 7.11 it is preferable not to perform a co-location study due to concerns associated with the data quality. The National Bias Adjustment Factor supplied by the LAQM Defra website, based on 42 studies, which appointed Socotec UK Ltd Didcot laboratory, gave a figure of 0.75 and so this has been adopted for ratification purposes.

Distance Correction- Where an exceedance is measured at a monitoring site not representative of public exposure, NO₂ concentration at the nearest relevant exposure has been estimated based on the “NO₂ fall-off with distance” calculator (<http://laqm.defra.gov.uk/tools-monitoring-data/no2-falloff.html>). The procedure is described in LAQM (TG16), Section 7.77-7.79.

For 2019 the NO₂ diffusion tube network was extensively reviewed and amended to improve and encapsulate a wider footprint of the Cardiff Council area. As part of the improvements new monitoring sites were commissioned within the designated AQMAs, as well new sites commissioned in support of project work that required air quality monitoring datasets. Such project work included a Citizen Science project funded by Natural Resources Wales (NRW). Some sites were decommissioned during

the sampling year due to ongoing nearby construction works which caused damage or obstructed the monitoring site.

Summary Non- Automated Monitoring 2019

In 2019, 5 NO₂ diffusion tube locations recorded exceedences of the annual average objective set for NO₂ (40µg/m³). All 5 exceedences were documented within the already established City Centre air quality management area (AQMA).

In accordance with Welsh Government's (WG) Local Air Quality Management Policy Guidance, July 2017, SRS and CC recognise that there is no defined "safe level" when describing levels of air quality. It is noted that the annual average datasets do highlight monitoring sites established outside the designated AQMA areas with elevated annual average NO₂ readings. These sites will need to be closely scrutinised to ensure the annual average objective is not breached in future years.

At the time of writing this report the summary table which outlines the annual average results for each non-automated monitoring site is still being formatted, however the conclusions remain the same.

Focusing upon the established AQMAs, the figures below highlight annual average NO₂ dataset trends since 2013 recorded at worse-case sensitive receptor locations, thus being residential facades.

Figure 8- Annual Average NO₂ Concentrations (µg/m³) Recorded at Residential Locations in Cardiff City Centre AQMA.

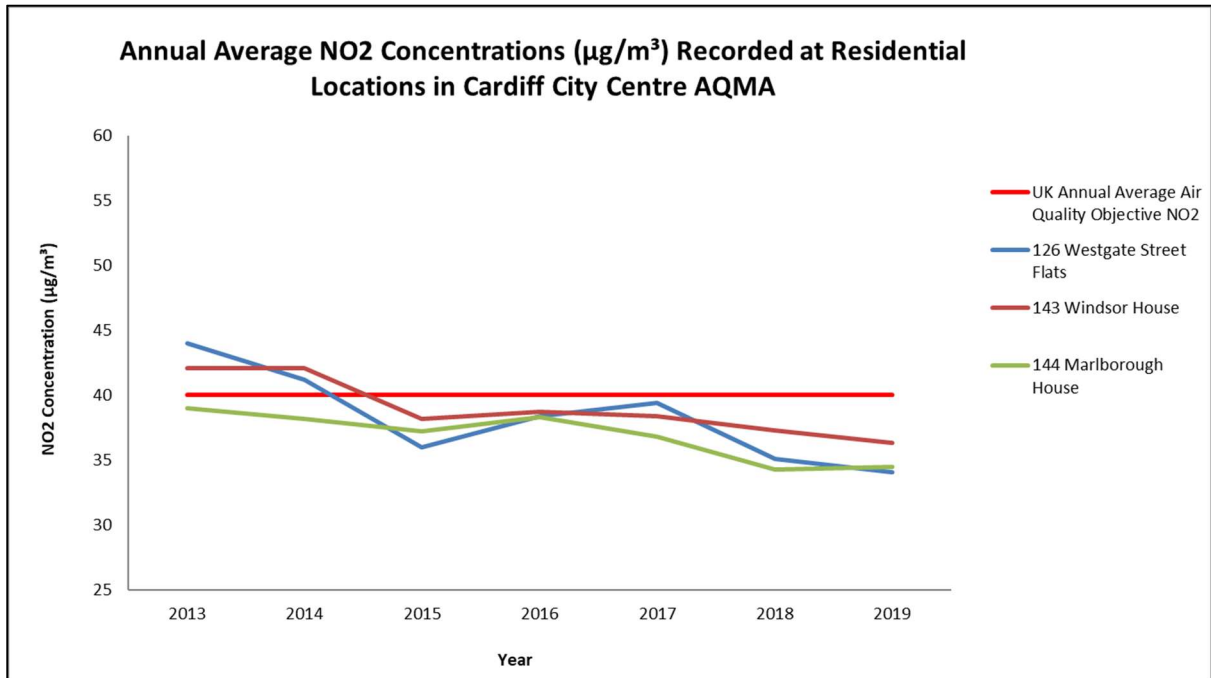


Figure 9- Annual Average NO₂ Concentrations (µg/m³) Recorded at Residential Locations in Stephenson Court, Newport Road AQMA.

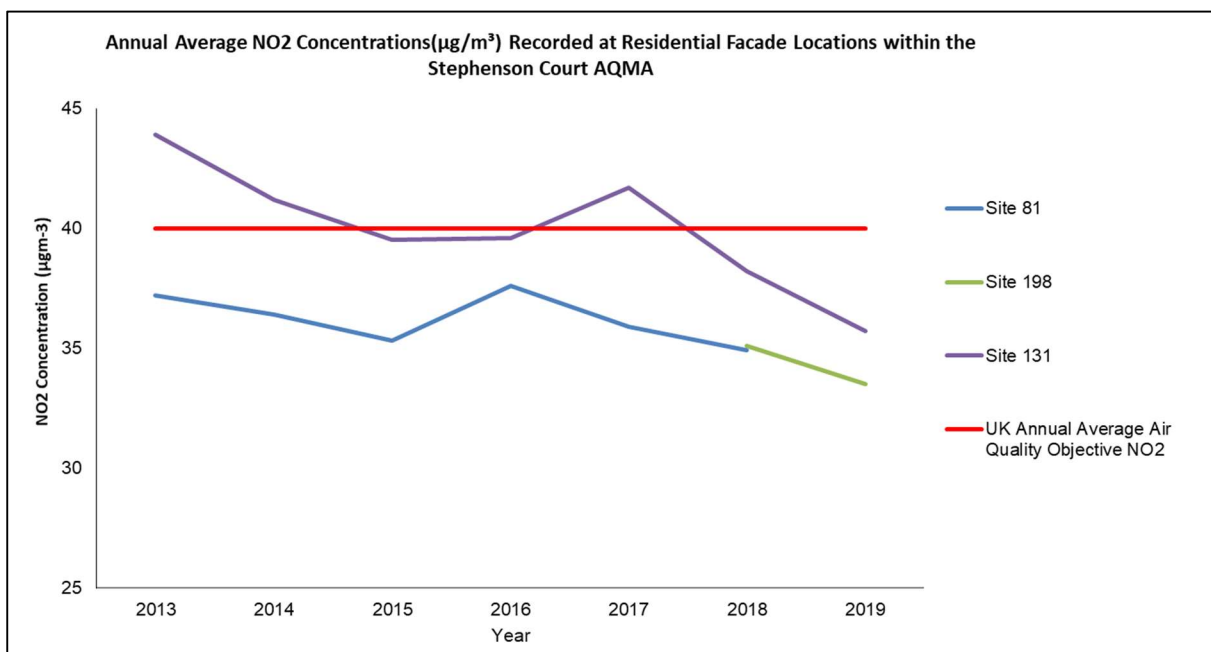


Figure 10- Annual Average NO₂ Concentrations (µg/m³) Recorded at Residential Locations in Llandaff AQMA.

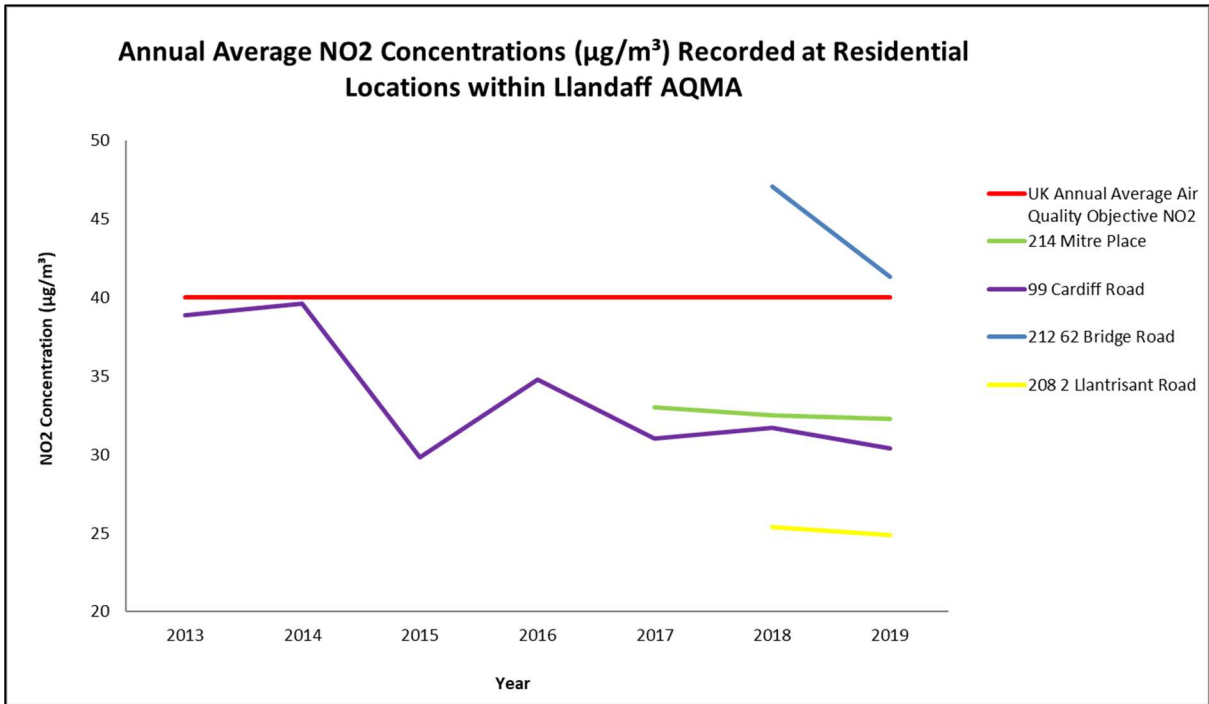
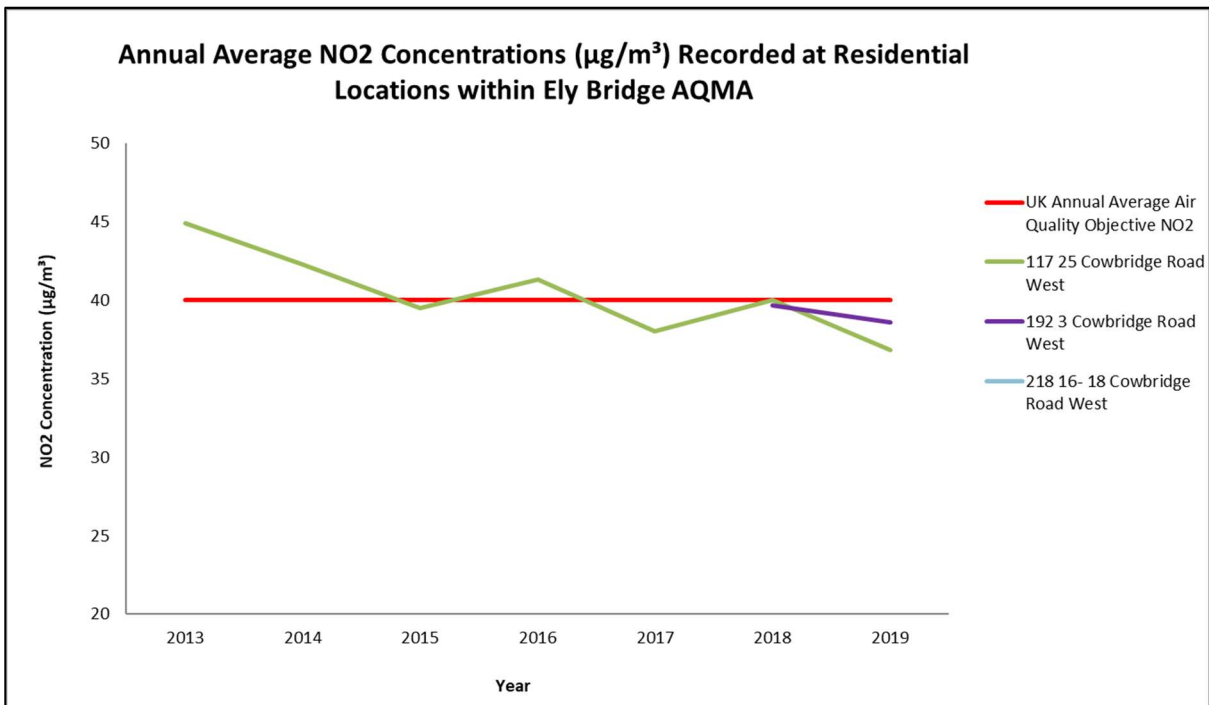


Figure 11- Annual Average NO₂ Concentrations (µg/m³) Recorded at Residential Locations in Ely Bridge AQMA.



For the best part, the figures indicate compliance with the NO₂ air quality standard at all sensitive receptor locations monitored, displaying a somewhat decreasing trendline, albeit one location located

Appendix 1

in the Llandaff AQMA. Although compliance is highlighted, the datasets do highlight monitoring sites with elevated readings. Given the commitment of future development and the work currently ongoing to facilitate the package of measures developed as a result of the Legal Direction, Cardiff Council will continue to observe trends at these locations to examine any impacts generated.

6. COVID-19 Impacts

During the COVID-19 pandemic local air quality monitoring has continued in Cardiff, however some non-automated results for a few selected months in 2020 will not be available for next year's reporting due to 'lockdown' measures introduced in the month of March 2020. Local Authorities including SRS at the time of the 'lockdown' measures being imposed looked for official clarity to ascertain if the monitoring was classified as essential in view of quietened road networks which may lead to a favourable bias, as well as difficulties faced by analytical laboratories utilised by SRS which had to adapt their working practises which added to postage delays.

Air quality data collection has been deemed as an essential service by Welsh Government, whereby monitoring was resumed for May 2020. The results for 2020, which will be recorded in the 2021 Annual Progress Report will need to be corrected/ ratified to account for the gaps in the annual datasets incurred by the COVID situation. The exclusion of this data will be further discussed, however at this moment in time, results gathered during the COVID pandemic, where it is apparent that road traffic volumes have decreased significantly are perhaps not representative of a true business as usual scenario which could generate a bias/ underestimate of levels.

Some indicative analysis has been undertaken to ascertain what impact the current pandemic has had on air quality levels, especially within the established AQMAs. Comparative exercises have been undertaken to observe a change in levels between certain time periods, for example the same year comparison distinguishing between pre-covid and covid timeframes, and comparison to previous years' results which examines a pre covid time period with that of a covid impacted time period. To note it is not viewed as a preferable indicator to directly compare to previous years' data given influencing meteorological conditions, however the exercise is useful to populate indicative trends/ visualise impacts.

Figure 12- Same year Covid comparison (2020)

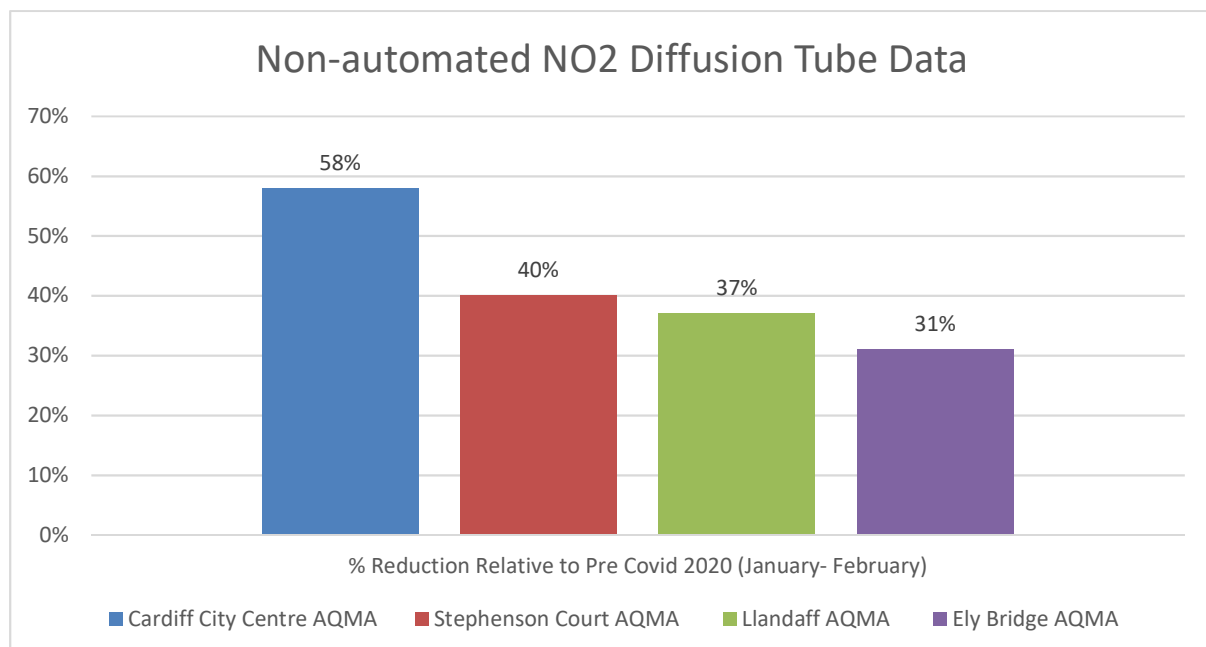
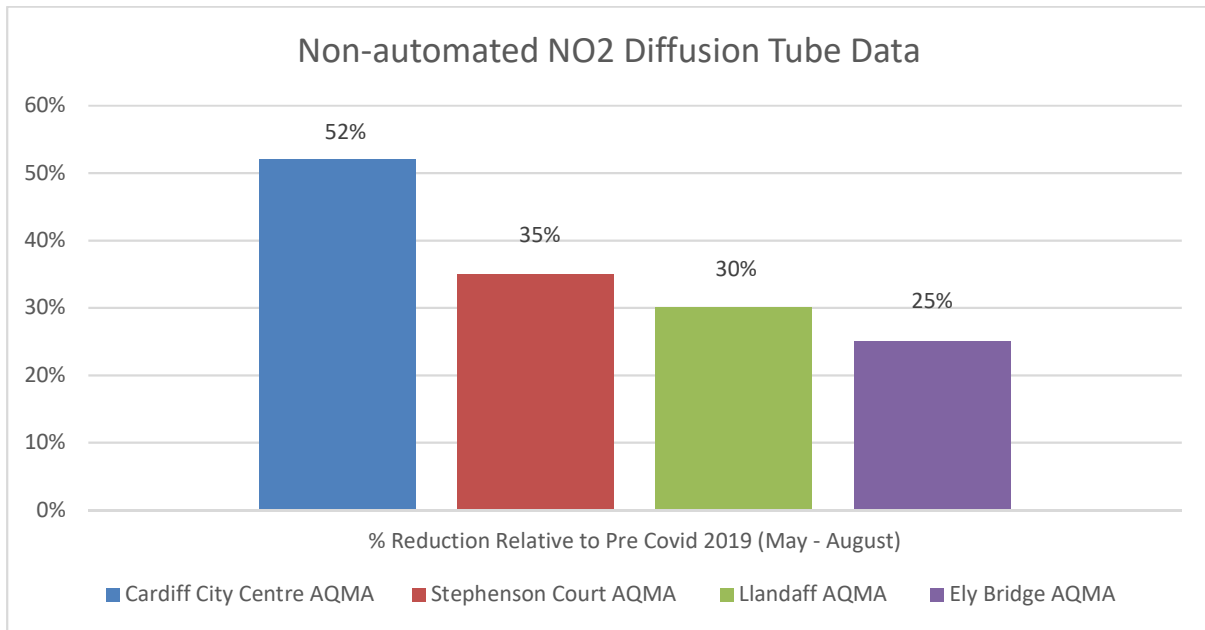


Figure 13- Previous year comparison (2019)



**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

03 NOVEMBER 2020

CARDIFF LOCAL DEVELOPMENT PLAN FULL REVIEW

Reason for the Report

1. To provide the Committee with an opportunity note and discuss the Cabinet paper titled 'Cardiff Local Development Plan Full Review' in advance of it being presented at the Cabinet meeting on the 12th November 2020.

Background

2. The purpose of the Cabinet report titled 'Cardiff Local Development Plan Full Review' is to respond to legislation which requires Local Authorities to undertake a full review of their Local Development Plan (LDP) within four years of adoption.
3. Specifically, the report asks for approval to:
 - *Undertake consultation on the draft Cardiff LDP Review Report (**Appendix 1**) which proposes that a full revision of the LDP is undertaken through the preparation of a Replacement LDP for the period 2021-2036;*
 - *Undertake consultation on the Cardiff Replacement LDP draft Delivery Agreement (**Appendix 2**); and,*
 - *Report back to Council on the findings of the consultation processes and the final Review Report in March 2021.*

Background

4. The Cardiff Local Development Plan (LDP) was adopted by the Council on 28th January 2016, and sets out the Council's planning framework for the development and use of land in the city over the period 2006 to 2026.

5. An up-to-date LDP is an essential part of the plan-led planning system in Wales, and statutory measures are in place to manage the Plan review process. In this respect, the Council is required under Section 69 of the Planning and Compulsory Purchase Act 2004 to commence a review of the adopted LDP within 4 years from the date of adoption of the last LDP. As such, this report directly responds to this requirement given the LDP adoption date.
6. A draft Review Report and Delivery Agreement were originally considered by Cabinet and Council in November 2019 and were issued for public consultation in January and February 2020. The findings of this consultation exercise and a final version of the documents were due to be considered by Cabinet and Council in March 2020 with a view to formally commencing the review of the LDP in May 2020. However, this meeting was cancelled as a result of the pandemic.
7. Welsh Government guidance issued in July 2020 stated that Local Planning Authorities must reflect on the implications of the pandemic and consider consequences for LDPs under review. Given this, the original draft Review Report and Delivery Agreement have been revised to take into account the implications of Covid-19 together with other relevant contextual changes that have occurred over the last 12 months.

Draft Review Report

8. Regulations state that the full review process must be informed by a Review Report (RR) which must determine the revision procedure to be followed - specifically, whether to undertake a full or short form revision. A full revision would require the preparation of a Replacement LDP, whereas a short form revision would involve revising limited parts of the existing LDP. Guidance makes it clear that should a Local Planning Authority decide to employ the short form revision, it must be sure it can fully justify its approach as there are significant risks that this approach may be considered inappropriate and challenged since the issues involved may warrant the full revision procedure.
9. The draft RR is contained in **Appendix 1** must be subject to consultation prior to the final RR being formally approved by the Council. It considers relevant information and issues to help inform the review process and includes the following sections:

- 1) Introduction: Outlining the requirements for the draft RR
 - 2) Information and issues informing the Plan review, including:
 - Significant contextual changes with regard to national legislation and guidance, the regional/local context and evidence base;
 - Findings from LDP Annual Monitoring Reports; and,
 - Implications arising from the Covid-19 pandemic.
 - 3) Review of Plan & potential changes required: Assessing the implementation of Plan strategy and policy topic areas, to inform potential changes to be addressed through the revision procedure.
 - 4) Future evidence base requirements: Identifying which parts of the evidence base require updating.
 - 5) LDP review options including opportunities for collaborative working.
 - 6) Conclusions and next steps.
10. The draft RR concludes that the full revision procedure is considered the most appropriate option and that a replacement LDP is prepared for the period 2021-2036. In this respect, it is recognised that the significant scale, complexity and over-lapping nature of issues to be addressed in a Replacement LDP, together with the need to respond to the issues arising out of the Covid-19 pandemic, cannot justify the short form revision procedure. It is hoped that this approach will ensure that the Council will have up-to-date Plan coverage beyond 2026 and supports the Plan-led approach in Wales.
11. Importantly, the preparation of a Replacement LDP provides an opportunity to aid the recovery of the city from the impacts of the pandemic and positively respond to a national policy framework which has evolved significantly since the evidence base was collated underpinning the existing LDP. Furthermore, it enables other matters identified in the draft RR to be more fully assessed as part of a comprehensive review process which will then represent a new and updated evidence base to inform the Replacement Plan.

12. The draft RR identifies topic areas where new evidence is required to inform the Replacement Plan. It is therefore premature to be articulating potential replacement LDP strategy at this juncture. However, work undertaken to date on the draft RR shows that the starting point is completely different to the existing LDP which was faced with high official population projections and a low supply of housing sites. A Replacement LDP would overlap with the current LDP period and coupled with a 'carry over' of existing consents, would result in a far stronger supply of housing sites. In terms of demand, it is noted that Welsh Government projections issued since those informing the existing LDP have shown reduced anticipated rates of population growth.
13. The draft Cabinet report explains that there has been positive regional dialogue regarding the progression of a Strategic Development Plan (SDP) for the Cardiff Capital Region. Leaders have agreed in principle to pursue the development of a Strategic Development Plan. However, from the Council's perspective, significant uncertainties have been created by the National Development Framework, following its response to the Welsh Government's draft proposals, and the proposed establishment of Corporate Joint Committees (CJCs). These issues will be further considered by the Welsh Government in coming months, ahead of potential new legislation and adoption of the NDF early next year. The draft Cabinet report explains that it would be premature to consider a report on the SDP until there is greater clarity on these emerging matters which are of fundamental importance.
14. The existing LDP benefitted from a bespoke regional collaborative exercise to help inform the Plan strategy involving all Local Authorities and other key stakeholders in South East Wales. This process worked well and a similar approach is proposed again to help inform the Replacement LDP. Should work commence on a SDP for South East Wales, information gathered through the LDP process can be used to inform the SDP and vice versa. Ongoing dialogue with other Local Authorities will help maximise efficiencies and consistency with regard to gathering/sharing evidence and agreeing methodologies where possible.
15. In line with national guidance, consideration must be given to the scope for preparing a Joint LDP. However, it is noted that eight of the nine other Local Authorities in South East Wales are already in the process of preparing, or have already completed

their own Replacement LDPs with no examples of a joint approach. The remaining Local Authority (the Vale of Glamorgan) have not yet reached the Plan Review stage due to a later Plan adoption date and it is not considered that there are sufficient synergies to warrant the preparation of a Joint LDP. The proposed regional collaborative working approach referenced in the paragraph above is considered the most effective way of addressing cross-boundary matters.

Draft Delivery Agreement

16. In addition to the preparation of a Review Report, a Delivery Agreement also needs to be submitted to Welsh Government, demonstrating that plan preparation can be achieved in within 3½ years from the formal commencement of the review process. The draft revised Delivery Agreement consists of a timetable for preparation of the Replacement LDP and a Community Involvement Scheme. The summary timetable below sets out the key dates including statutory consultation periods, for each of the different stages of Plan preparation and publication. It also includes key stages for the Sustainability Appraisal, which is an iterative process undertaken as an integral part of the Plan preparation process.

Key Stage			
Definitive		From	To
1	Draft Review Report consultation and submission of Final Review Report to Welsh Government	Jan 2021	March 2021
2	Draft Delivery Agreement consultation and submission of Final Delivery Agreement to Welsh Government	Jan 2021	March 2021
3	Evidence Base Preparation	Dec 2020	June 2023
4	Pre-Deposit Participation <ul style="list-style-type: none"> • Launch, May 2021 • Candidate Site submission and appraisal • SA Scoping Report • Vision/Objectives/growth levels and spatial options 	March 2021	Sept 2022
5	Preferred Strategy Consultation – six weeks	Oct	Nov

	statutory consultation	2022	2022
6	Deposit Plan Consultation – six weeks statutory consultation	Oct 2023	Nov 2023
Indicative		From	To
7	Submission	March 2024	
8	Examination	March 2024	Sept 2024
9	Inspectors Report	Sept 2024	
10	Adoption by Council	October 2024	

17. The timetable of Plan preparation has Definitive and Indicative stages. Definitive stages are up to the Deposit of the Plan and are under the control of the Council. The Council has less control over the progress of the Plan after the statutory Deposit stage, as subsequent stages associated with Examination, Receipt of the Inspector's Report and Adoption is more dependent on external factors from Welsh Government and the Planning Inspectorate (PINS). As such these stages are indicative only.
18. The Community Involvement Scheme (CIS) outlines the LPA's principles of community engagement, its approach in relation to who, how and when it intends to engage with the community and stakeholders; how it will respond to representations and how these representations will inform later stages of plan preparation.
19. The pandemic has resulted in the need to revisit the consultation and engagement principles set out in the CIS. Welsh Government guidance issued in July 2020 outlines a range of different engagement options including the use of larger venues, longer consultation periods, appointments, increased use of web-based technology and other electronic means. The CIS incorporated in the draft revised DA takes into account this guidance and includes measures to respond to potential future waves of infection and the need to maintain social distancing. These include longer consultation periods, use of virtual drop in exhibitions, podcasts, on-line surveys and other electronic means aimed at accessing hard to reach groups.

20. The draft Delivery Agreement also sets out the resources that will be required to prepare the Replacement LDP together with a Risk Assessment identifying areas of uncertainty that may impact on the timetable for Plan preparation and mitigation measures required to keep the Plan on track.

Legal Implications

21. The draft Cabinet report includes the following ‘Legal Implications’:
- *A review of the LDP is part of the wider statutory LDP process as referred to in paragraph 21 above and the body of the report. The form and content of the LDP, as well as the procedure for its preparation and review, including requirements for the Community Involvement Scheme and Delivery Agreement, are governed by the 2005 Regulations referred to in paragraph 21. The requirements of these Regulations in relation to a review of the LDP are set out in the report.*
 - *In relation to public consultation, case law has established that any consultation process should:*
 - 1) *be undertaken when proposals are still at a formative stage;*
 - 2) *include sufficient reasons and information for particular proposals to enable intelligent consideration and response;*
 - 3) *provide adequate time for consideration and response; and;*
 - 4) *ensure that the product of consultation is conscientiously taken into account when the ultimate decision is taken.*
 - *Following public consultation, the Review Report and Delivery Agreement must be approved by full Council prior to submission to the Welsh Ministers. After the Review Report has been approved by full Council, it must be published on the Council’s website and copies made available for public inspection.*
 - *The decision about these recommendations has to be made in the context of the Council’s public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties) – the Public Sector Equality Duties (PSED). These duties require the Council to have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good*

relations on the basis of 'protected characteristics'. The 'Protected characteristics' are: • Age • Gender reassignment • Sex • Race – including ethnic or national origin, colour or nationality • Disability • Pregnancy and maternity • Marriage and civil partnership • Sexual orientation • Religion or belief – including lack of belief.

- *The Well-Being of Future Generations (Wales) Act 2015 ('the Act') places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language, and is globally responsible.*
- *In discharging its duties under the Act, the Council has set and published well-being objectives designed to maximise its contribution to achieving the national well-being goals. The well-being objectives are set out in Cardiff's Corporate Plan 2020-23 <https://www.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/Corporate-Plan/Pages/Corporate-Plan.aspx> When exercising its functions, the Council is required to take all reasonable steps to meet its well-being objectives. This means that the decision makers should consider how the proposed decision will contribute towards meeting the well-being objectives and must be satisfied that all reasonable steps have been taken to meet those objectives.*
- *The well-being duty also requires the Council to act in accordance with a 'sustainable development principle'. This principle requires the Council to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Put simply, this means that Council decision makers must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, the Council must:*
 - 1) *Look to the long term;*
 - 2) *Focus on prevention by understanding the root causes of problems;*
 - 3) *Deliver an integrated approach to achieving the 7 national well-being goals;*

- 4) *Work in collaboration with others to find shared sustainable solutions;*
- 5) *Involve people from all sections of the community in the decisions which affect them.*

The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible using the link:

<http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

- *The Council has to be mindful of the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards when making any policy decisions and consider the impact upon the Welsh Language.*

Financial Implications

22. The draft Cabinet report includes the following 'Legal Implications':
 - *The costs of undertaking the consultation for the draft Review Report and draft Delivery Agreement can be met from within existing resources. The financial implications of the on-going process to update the LDP will need to be considered as part of the further report due in March 2021.*

Next Steps

22. In order to provide an opportunity to comment, consultation is proposed to take place on the draft Review Report and Delivery Agreement in January/February 2021. A report on the consultation findings and recommendations will be taken to Cabinet in March 2021. Should the recommendations support the preparation of a Replacement LDP, it is proposed to report the final Review Report and Delivery Agreement to Council for approval in March 2021 and submit both documents to Welsh Government for their approval so formal preparation of the Replacement LDP can begin.

Recommendation

23. The draft Cabinet report sets out the following recommendations:
- *Cabinet is recommended to recommend that Council approve the draft Review Report and draft Delivery Agreement for the purposes of consultation and a further report is taken to Council in March 2021 with the findings of the consultation processes and recommendation(s) on the proposed way forward.*
24. The draft Cabinet report also explains the reason for the recommendation as:
- *The Planning and Compulsory Purchase Act 2004 section 69, and regulation 41 of the Town and Country Planning (Local Development Plan) (Wales) Regulation 2005 requires that a Local Planning Authority must commence a review of its LDP every 4 years from the date of its initial adoption and that such a review must be preceded by a Review Report. The LDP Manual (2020) also advises that the review process should involve engagement with key stakeholders to assist in clarifying the issues to be considered in the review process.*

Way Forward

25. Members will be asked to note the content of this Member Briefing Note, and decide if any further scrutiny is required on the matter.

Legal Implications

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

properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

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

RECOMMENDATIONS

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

Davina Fiore

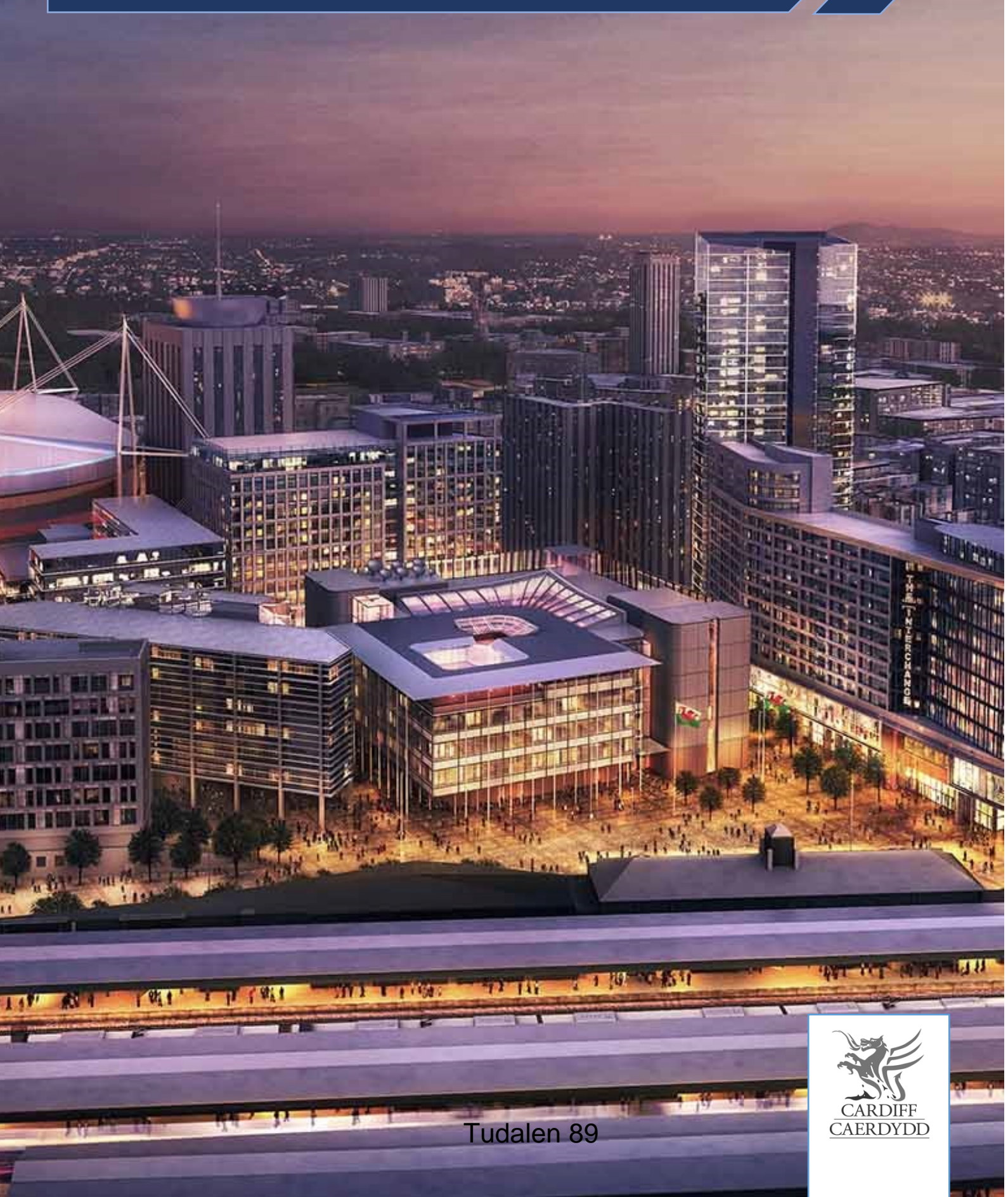
Director of Governance & Legal Services

28th October 2020

Mae'r dudalen hon yn wag yn fwriadol

Cardiff LDP Draft Review Report

November 2020



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1. Introduction

Background

- 1.1. The Cardiff Local Development Plan (LDP) was adopted by the Council on 28th January 2016 and sets out the Council's planning framework for the development and use of land in Cardiff over the period 2006 to 2026.

Purpose of this Report

- 1.2. The draft Review Report sets out the proposed extent of likely changes to the existing LDP (2006-2026) and seeks to confirm the revision procedure to be followed in preparing a replacement LDP. It is proposed that the Replacement LDP will cover a plan period up to 2036, which is the end of a 15 year plan period that will commence in 2021.

Structure of the Report

- 1.3. The draft Review Report is structured as recommended in national guidance and contains the following sections:
- 1.4. **Section 2** details the key legislative, national and local policy changes and evidence base that have occurred since the adoption of the LDP in 2016 which are important considerations to inform the review of the LDP and a summary of the main findings of the 2019 (3rd) and 2020 (4th) Annual Monitoring Report, taking into account the previous 2 AMR's and associated implications for review of the LDP.
- 1.5. **Section 3** provides an assessment of the current LDP and sets out the potential changes required in terms of the Vision and Objectives, Development Strategy and Policies to inform the review process.
- 1.6. **Section 4** considers the areas of evidence base that would need to be reviewed/ updated in preparing a revised LDP
- 1.7. **Section 5** considers the potential options for review of the LDP and opportunities for collaboration.
- 1.8. **Section 6** provides a conclusion on the appropriate form of plan revision.

2. Information and Issues informing the LDP Review

Contextual Changes

2.1. A wide range of contextual material has been published since the adoption of the LDP and creates a more up-to-date evidence base to inform plan review. This includes national legislation and relevant plans, policies and strategies at the national, regional and local level. The most significant of these changes are set out below.

Legislative Changes

Planning (Wales) Act 2015

2.2. The Planning (Wales) Act received Royal Assent in July 2015 and came into force in stages between October 2015 and January 2016. It sets out a series of legislative changes to deliver reform of the planning system in Wales, to ensure that it is fair, resilient and enables development. The Act addresses 5 key objectives which includes strengthening the plan-led approach to planning. It introduces a legal basis for the preparation of a National Development Framework (NDF) and Strategic Development Plans (SDPs). The NDF is a national land use plan which will set out Welsh Government's policies in relation to the development and use of land in Wales. It has currently reached the Consultation Draft stage with adoption anticipated in 2020 when the NDF is intended to replace the Wales Spatial Plan. SDPs are intended to address cross-boundary issues at a regional level such as housing, employment and waste and must be in general conformity with the NDF. The Regulations make reference to three strategic planning areas including South East Wales. It is anticipated that Cardiff will be part of this strategic planning area, in alignment with the emerging Cardiff Capital Region City Deal proposals. LDPs will continue to have a fundamental role in the plan-led system. The Act requires LDPs to be in general conformity with the NDF and any SDP which includes all or part of the area of the authority. SDPs must set the scene for the preparation of LDP 'Lites' by LPAs. These must be in general conformity with the SDP.

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

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

2.4. The amended Regulations:

- Remove the statutory requirement to advertise consultation stages in the local press;
- Allow local planning authorities to make revisions to the local development plan where the issues involved are not of sufficient significance to warrant the full procedure, without going through the full revision process;

- Eliminate the need to call for and consult on alternative sites following the deposit consultation; and
- Make minor and consequential amendments.

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

Well-being of Future Generations (Wales) Act 2015

2.6. The Well-being of Future Generations (Wales) Act gained Royal Assent in April 2015 and came into force on 1st April 2016. The Act strengthens existing governance arrangements for improving the well-being of Wales by ensuring that sustainable development is at the heart of government and public bodies. It aims to make a difference to the lives of people in Wales through setting objectives which maximise its contribution to achieving each of the seven wellbeing goals namely ‘a globally responsible Wales’, a prosperous Wales, a resilient Wales, a healthier Wales, a more equal Wales; a Wales of cohesive communities, and a Wales of vibrant culture and thriving Welsh Language.

2.7. The Act established a Public Service Board for each local authority area in Wales who must improve the economic, social environmental and cultural well-being of its area by working to achieve the well-being goals. The Cardiff PSB are responsible for preparing and publishing a Local Well Being Plan (LWBP) which sets out its objectives and the steps it will take to meet them. The four statutory members of the PSB are the Local Authority, Local Health Board, Fire and Rescue Authority and Natural Resources Wales; other organisations are also invited. As part of its responsibility the PSB has produced a well-being assessment which assesses the state of economic, social, environmental and cultural well-being in Cardiff. The PSB LWBP was agreed in May 2018 and sets out a 5 year plan (2018-2023) to respond to the issues raised. The objectives are set out below and will inform the vision and objectives for the replacement LDP:

- Objective 1 A Capital City that Works for Wales;
- Objective 2 Cardiff grows in a resilient way;
- Objective 3 Safe, Confident and Empowered Communities;
- Objective 4 Cardiff is a great place to grow up;
- Objective 5 Supporting people out of poverty
- Objective 6 Cardiff is a great place to grow older; and
- Objective 7 Modernising and Integrating Our Public Services

2.8. Given that sustainable development is the core underlying principle of the LDP (and SEA) there are clear associations between the aspirations of both the LDP and Local Well-being Plans. It is important that the Plan review process recognises the importance of responding to this agenda and consequent WG guidance as captured in the revised Planning Policy Wales (Edition 10) also referenced in this section.

Environment (Wales) Act 2016

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

Historic Environment (Wales) Act 2016

2.10. The Historic Environment (Wales) Act 2016 received Royal Assent in March 2016. The Act makes important changes to the two main UK laws that provide the legislative framework for the protection and management of the historic environment: the Ancient Monuments and Archaeological Areas Act 1979 and the Planning (Listed Buildings and Conservation Areas) Act 1990. The Act will give more effective protection to listed buildings and scheduled ancient monuments; improve the sustainable management of the historic environment; and introduce greater transparency and accountability into decisions taken on the historic environment.

Public Health (Wales) Act 2017

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

National Planning Policy Amendments

Planning Policy Wales (PPW) and Technical Advice Notes

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

- TAN 4: Retail and Commercial Development (November 2016)
- TAN12: Design (March 2016)
- TAN 20: Planning and the Welsh Language (October 2017)
- TAN21: Waste (February 2017)
- New TAN 24: The Historic Environment (May 2017)

Natural Resources Policy

2.13. In line with the Environment (Wales) Act 2015 the Welsh Government produced a Natural Resources Policy (NRP) in August 2017. The focus of the NRP is the sustainable management of Wales' natural resources, to maximise their contribution to achieving goals within the Well-being of Future Generations Act. The NRP sets out three National Priorities: delivering nature-based solutions, increasing renewable energy and resource efficiency, and, taking a place-based approach. The NRP also sets the context for Area Statements, which will be produced by Natural Resources Wales, ensuring that the national priorities for sustainable management of natural resources inform the approach to local delivery. Local Planning Authorities must have regard to the relevant area statement in Local Development Plans. The implications of the NRP and the relevant Area Statement, which is due to be finalised in 2019, for the LDP will be considered through the revision process.

National Development Framework – Future Wales the National Plan 2040

2.14. The Welsh Government has commenced work on the production of a National Development Framework (NDF) which will replace the Wales Spatial Plan. The NDF will set out the 20 year spatial framework for land use in Wales, providing a context for the provision of new infrastructure/growth. It will concentrate on development and land use issues of national significance which the planning system is able to influence and deliver. WG undertook a Call for Evidence and Projects between December 2016 and March 2017, consulted on Issues and Options in April 2018 and a draft NDF in August 2019. In September 2020 the draft NDF was laid in the Senedd for a 60-day scrutiny period. The documents laid in the Senedd included a "Schedule of Changes" report which identifies the changes the Minister intends to make to the draft NDF which was consulted on in August 2019. A final version of the NDF is due to be issued in February

2021 and any resultant implications of the NDF will be considered through the LDP revision process.

Building Better Places

- 2.15 This guidance sets out the Welsh Government's planning policy priorities to assist in taking action in the recovery period after the Covid-19 pandemic crisis. The guidance places the planning system at centre stage when considering built and natural environment issues that have arisen from the pandemic. The guidance should be read in parallel with PPW and seeks to signpost the key planning policies and tools in PPW which should be used to aid the recovery from the pandemic in Wales.
- 2.16 Essentially the guidance looks to lock in the benefits that have occurred as a result of the pandemic. It seeks to achieve this through building on the Placemaking approach set out in PPW and identify the key existing planning policies and tools which should be used by all sectors in the environmental, social, cultural and economic recovery of Wales.
- 2.17 Importantly the guidance states that the policy direction towards better places and Placemaking has not changed and the need for economic recovery should not be at the expense of quality, both in terms of health and well-being and in response to the climate and nature emergencies. The guidance therefore promotes a people-focused and environment-led recovery.
- 2.18 The guidance states that taking a Placemaking approach has multiple benefits which not only helps improve quality of life, but also helps us to tackle climate change, reduce our carbon footprint and improve biodiversity and ecological resilience for the future.
- 2.19 A summary is listed below of the **8 areas of policy** which should be the focus of consideration and action, in order to act as a catalyst for a recovery. These fall into one of three categories:
1. How we experienced the direct impacts of the Covid-19 lockdown period and the permanent positive changes we need to see in places and as part of new development.
 2. The lessons we have learned over this time and how we can help to make places more resilient and adaptable to future pandemics, should they happen again.
 3. Aiding the recovery after the pandemic has passed and restrictions are eased to ensure that it benefits all parts of society and helps us to decarbonise, tackle climate change, reverse biodiversity decline and improve health and general wellbeing.

1 Staying local: creating neighbourhoods

- Identifying land for community gardens and protecting the best and most versatile land (BMV)
- Energy efficient housing
- Social housing

- Emphasis on Placemaking principles
- New housing sites to integrate with existing communities, services and infrastructure
- Reference made to the use of Local Development Orders

2 Active travel: exercise and rediscovered transport methods

- Build on positive modal shift of lockdown
- Siting development in the right locations easily accessed by active and sustainable travel modes
- New development should be well served by walking, cycling and public transport
- Re-emphasises sustainable transport hierarchy

3 Revitalising our town centres

- Recognise renaissance of local independents service sector
- Enable retail and commercial centres to operate flexibly
- Realistic and sensible boundaries
- Role and function of established centres should be reassessed
- Use of outside space
- Traditional centres should be home to variety of uses – flexible co-working spaces, residential, community, health, leisure etc.
- Primary retail space should be urgently reviewed
- Retail Assessments in LDP replaced by town centre assessments encapsulating wider array of uses than just retail
- Retain Town Centre First principle outlined PPW – based on a vision for each centre
- Retain sequential test alongside careful management of out-of-centre locations to avoid unsustainable travel patterns.

4 Digital places – the lockdown lifeline

- Importance of high quality digital infrastructure in new development

5 Changing working practices: our future need for employment land

- Re-examine economic forecasts to ensure employment land supply is adequate & fit for the future
- Review employment allocations in light of the above – deallocate surplus unsustainable sites, reallocate well located sites for mixed use
- Re assess need for strategic employment allocations; Work collaboratively to identify cross boundary sites
- Flexible workplaces for remote workers – in town and city centres, potential use of surplus sites and buildings, creation of hubs etc.

6 Reawakening Wales' tourism and cultural sectors

- Consider use of outdoor space around tourism and cultural assets

7 Green infrastructure, health and well-being and ecological resilience

- Renewed importance of access to green spaces
- Opportunity to reverse biodiversity decline and enhance resilience of ecosystems
- Chance to re-look at traditional and current use of space in towns and cities

8 Improving air quality and soundscapes for better health and well-being

- Placing good acoustic design and air quality at forefront of planning decisions

2.20. This guidance has significant implications for the review of the LDP and reinforces the need to begin the review of the LDP as soon as possible and ensure that these 8 priorities and actions are fully considered when preparing the Replacement LDP in order to provide a catalyst for recovery of the city. The guidance also reinforces the need for robust evidence base and evidence base studies relating to population growth, economic forecasts, employment land supply, retailing and Green Infrastructure which will need careful consideration to ensure the impacts of Covid are fully considered.

Overview

2.21. Overall, there has been significant and strategic changes to the national legislative and policy framework which are considered to be of direct relevance to land use planning. Collectively, the new legislative policy and guidance represents a significant departure from the evidence base informing the existing LDP and supports the need to respond to this new contextual framework and the Covid pandemic.

Welsh National Marine Plan (WNMP)

2.22. Welsh Government issued the first marine plan for Wales in November 2019. It sets out national policy for the next 20 years for the sustainable use of inshore and offshore Welsh marine plan regions. It has been prepared and adopted under the Marine and Coastal Access Act (MCAA) 2009 for the purposes of Section 51 of the MCAA and in accordance with Schedule 6 of the MCAA and in conformity with the UK Marine Policy Statement (MPS) 2. The Plan and supporting material should be used by applicants to shape proposals and licence applications, public authorities to guide decision making, and other users to understand Welsh Government's policy for the sustainable development of the Plan area.

Prosperity for all: A Low Carbon Wales

2.23. This Plan was issued in March 2019 and sets the foundations for Wales to transition to a low carbon nation. Cutting our emissions and the moving towards a low carbon economy bring opportunities around clean growth for business, as well as wider benefits for people and our environment. The Plan sets out the actions that are required to cut emissions and support the growth of a low carbon economy in a way that maximises the wider benefits for Wales, ensuring a fairer and healthier society. The Plan also shows how Wales is leading on the international stage with other States and Regions, contributing to the challenge of global climate change and sharing learning with others.

Regional Context

Cardiff Capital Region and City Deal

2.24. South-East Wales is identified as a new city-region in Wales, covering Cardiff and South-East Wales Local Authorities. As set out in the report 'Powering the Welsh Economy, the Cardiff Capital Region is intended to encourage the ten local authorities and other key partners in its boundaries to work together and collaborate on projects and plans for the area. The Authorities forming the Capital Region are continuing to work on a City Deal bid to fund projects aimed at boosting the competitiveness of the region over the next 20 years. Of note, the City Deal document was signed by the 10 local authority leaders, Secretary of State for Wales, Chief Secretary to the Treasury and First Minister in March 2016. The progress of the Cardiff Capital Region agenda, City Deal Bid and any subsequent implications for the LDP will be given further consideration in subsequent AMRs where appropriate.

Neighboring LDPS

2.25 In line with national guidance, consideration must be given to the scope for preparing a Joint LDP. However, it is noted that 8 of the 9 other Local Authorities in South East Wales are already preparing their own Replacement LDPS with no examples of a joint approach. The remaining Local Authority (the Vale of Glamorgan) have not yet reached the Plan Review stage due to a later adoption date and it is not considered that there are sufficient synergies to warrant the preparation of a Joint LDP.

2.26 The existing LDP benefitted from a bespoke regional collaborative exercise to help inform the Plan strategy involving all Local Authorities and other key stakeholders in South East Wales. This process worked well and a similar approach is proposed again to help inform the Replacement LDP.

Local Context

2.27. A number of local policy documents and strategies have been prepared or revised since the adoption of the LDP.

Capital Ambition (2017 to 2022)

2.28. This sets out the Administration's five-year policy agenda for the city. The plan focuses on four main areas: Working for Cardiff - making sure everyone who lives and works here can contribute to, and benefit from, the city's success. Working for Wales - A successful Wales needs a successful capital city. Working for the future - Managing the city's growth in a sustainable way. Working for public services - Making sure public services are delivered efficiently, effectively and sustainably in the face of rising demands and reduced budgets. The Corporate Plan (2020-2023) and the Well-Being Plan 2018-2023 are the key documents in delivering Capital Ambition.

Cardiff Well-Being Plan 2018-2023

2.29. Under the provisions of the Well-Being of Future Generations Act, every Public Service Board in Wales must publish a Local Well-Being Plan by May 2018.

2.30. Having undertaken a local well-being assessment to understand the city's strengths and challenges, Cardiff's Public Services Board (PSB) has produced a Local Well-being Plan – a 5 year plan to respond to the issues raised.

2.31. The Well-being Plan sets out the Cardiff PSB's priorities for action focusing on the areas of public service delivery which fundamentally require partnership working between the city's public and community services, and with the citizens of Cardiff.

2.32. The Plan contains Well-being Objectives, high-level priorities that the Cardiff PSB has identified as being most important. It also contains 'Commitments,' or practical steps that the city's public services, together, will deliver over the next 5 years.

Bilingual Cardiff 5 Year Welsh Language Strategy

2.35 The strategy was published in March 2017 following Cabinet and full Council consideration. It sets out our priorities for facilitating and promoting the Welsh language in Cardiff with our partners, starting our journey to becoming a truly bilingual capital for Wales.

Strategic Equality Plan

2.36 In March 2016 the Council adopted a new plan to set out the Council's equality priorities for the next four years. Seven new Equality Objectives were agreed in conjunction with local citizens and third sector organisations. These new Equality Objectives are shaping the Council's policy, service delivery, and support to employees – eliminating discrimination, advancing equality of opportunity, and fostering good relations between different groups.

Transport White Paper

2.37 The Council's transport White Paper, lays out an ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality in the Welsh capital. The White Paper lists a series of projects which could revolutionise public transport options in Cardiff and the region, including:

- Expanding current Metro plans to deliver more new tram/train routes and stations in Cardiff and the region
- Introducing new Bus Rapid Transit services and Park & Ride sites;
- Lowering the cost of bus travel significantly
- Delivering safer walking and cycling routes
- Offering real travel options designed to get people out of their cars and onto public transport.

Clean Air Plan

2.38 The Council is very aware of the concerns for air quality impacts and recognise that there is no defined "safe level" when describing levels of air quality. Recent public health concerns have focussed on elevated nitrogen dioxide (NO₂) levels. The Council is committed to achieving levels as low as reasonably practicable by demonstrating levels beyond the annual objective set for NO₂ set as 40µg/m³.

2.39 In order to improve the air quality in Cardiff, action needs to be taken across the city as a whole. As a result The Council has developed and published a Clean Air Plan which was undertaken in order to comply with a legal direction which was issued by Welsh Government in 2018. This direction required the Council to develop a Plan to address air quality concerns as a number of road links in Cardiff were forecasted to exceed the legal limits for NO₂ beyond 2021 if no additional action was taken.

2.40 The Councils plan and funding for approximately £20M was fully approved by Welsh Ministers at the end of December 2019, and this Plan will implement a number of measures to reduce NO₂ levels across Cardiff and these include:

- Implementation of Electric Buses – 36 Electric Buses to be implemented on a number of routes across Cardiff;
- Bus Retro Fitting Programme to clean up older polluting buses;
- Taxi Licensing Policy to only grant new licenses to vehicles which comply with the latest emission standards;
- City Centre Transportation Improvements ; and
- Further Active Travel Measures

2.41 These measures have been assessed to not only ensure compliance with the legal levels for NO₂ are achieved by the end of 2021, but also ensure that levels across the City are further reduced in order to protect and improve the health of residents.

Cardiff Older Persons' Housing Strategy 2019 - 2023

2.42 This strategy sets out how the Council and its partners will deliver the best housing outcomes for all older people in Cardiff. The Strategy has a number of key aims, including planning new homes and communities to address future housing and care needs across all tenures and building strong inclusive communities and tackling social isolation.

The Council's Economic Strategy Building More Homes and Better Jobs

2.43 The Economic Strategy contains 3 parts – a spatial strategy, an industrial strategy and underpinning themes to support the strategy and sets out a number of priorities and projects aimed at delivering the Council's aims for the economy over the next 10 years including: generating 20,000 additional jobs for the city –region; creating Wales first significant commercial business cluster in Central Square, Central Quay and Callaghan Square; establishing Cardiff Bay as a leading UK urban visitor destination in its own right; putting Cardiff at the heart of the UK's Creative and Digital sector; positioning Cardiff as a national centre for Reg-Tech as part of its fin-tech and cyber security cluster; strengthening Cardiff city-region's place as the focal point for advanced manufacturing in Wales, focusing on compound semi-conductors and life sciences; supporting the city's communities and districts to take advantage of the city's growth and; establishing stronger city-region governance that delivers for Wales.

Cardiff 2030 A Ten Year Vision for a Capital City of Learning and Opportunity

2.44 This strategy was launched in October 2019 and includes aims to continue to enhance and develop the education estate in order to meet the changing demographic and societal requirements of the city. The strategy includes commitments to deliver the 21st Century Schools Programme including new/rebuilt schools and deliver new schools to take account of population growth and economic development in the city through the LDP.

Cardiff Recovery Strategy

2.45 In response to the issues raised by the pandemic the Council have prepared a strategy which outlines what is required during the Covid-19 recovery period to ensure that the city centre, and wider local and district centres, fully support local businesses, retailing, and the wider range of positive social and leisure activity associated with Cardiff city centre.

2.46 The strategy identifies essential interventions for creating a safe city centre and sets out key actions at a city-wide level which will enable an integrated strategic approach across the city, based on social distancing and ensuring people's safety while social distancing is required. The roll out of these interventions will be accompanied by targeted information and publicity.

2.47 The strategy comprises the following elements:

A Safe City Centre – In order to support three key strands of activity – employment retail and hospitality the strategy includes an operational management plan for the city centre which identifies measures to facilitate social distancing requirements, including queuing, routes for circulation/movement, spill-out space and information, including signage and street ambassadors. It outlines an approach to facilitating events and activities, which will attract users back to the city centre.

A Safe Connected City - Measures include a package of safety and greening in local and district centres such as pavement widening, cycle routes, speed restrictions and more significant measures where appropriate, with a pilot scheme in Wellfield Road. Other key locations such as parks and universities will be identified and schemes developed to ensure social distancing and effective access.

In addition urgently required measures to mitigate the loss of public transport capacity will include walking and cycling schemes, safety measures (for example, pavement widening), bus priority schemes and ongoing engagement with operators, such as Transport for Wales and Cardiff Bus. Additional car parking capacity and ‘park and pedal/stride’ schemes will also be explored.

A systematic ‘pop up’ cycle network will encourage additional use of the mode and provide connectivity into the city centre, local centres and transport/demand hubs. Additional cycle parking will be delivered.

Welsh Government Population and Household Projections

2.48 Since the LDP was adopted the Welsh Government has released population and household projections based on mid-year population estimates for 2018 (published in August 2020 and mid-year population estimates (published annually). The key changes for Cardiff are as follows:

- The 2018 based population projections indicate that population levels will increase from 364,248 to 372,944 between 2018 and 2026. This is 8% lower level of increase to that projected in the LDP which showed an increase to 403,684.
- The 2018 based household projections indicate that household levels will increase from 153,204 to 160,052 between 2018 and 2026. This is a 10% lower level of increase to that projected in the LDP which showed an increase to 177,845.
- The Mid Year Estimates for the period 2011 to 2019 identify a steady increase from 345,442 to 366,903, which equates to an increase of 0.73% per year over the last 8 years.

2.49 Together with previously issued projections since LDP adoption, this important source of evidence will clearly be of significance in the Plan review process where the level of growth over the Plan period will need to be assessed.

LDP Annual Monitoring Report – Key Findings

- 2.50 Due to implications arising from the Covid pandemic Welsh Government have confirmed that there is no requirement this year to formally submit the AMR. However, where possible data has been collected for the 4th AMR to inform the review of the Plan and this has been included in the section below on key findings. It has not been possible however to collect indicator data relating to housing completion rates for the 4th AMR and given this data from the 3rd AMR has been used referenced in the relevant section below.
- 2.51 Given this when considering the review of the LDP it is necessary to both consider the overall the findings of both the 3rd and 4th AMRs. Overall the findings of the 3rd and 4th AMRs are positive with the majority of the indicators shown as green indicating that most LDP policies are being implemented effectively. A summary of performance against the main Plan topics are set out below with Appendix 1 setting out the data and conclusions in more detail.
- 2.52 **Employment** – Monitoring data from the 4th AMR shows continuing strong performance. Of particular importance is data regarding net job creation - There is a requirement for 40,000 new jobs over the plan period 2006-2026. 20,900 jobs were created between 2006 and 2015 and therefore the target for the remaining plan period is 19,100 jobs or 1,750 jobs annually. Since the first AMR (16/17) the number of jobs has been steadily increasing with an additional 8,000 jobs provided over the last 4 years.
- 2.53 **Housing** – Monitoring data from the 3rd AMR shows new homes have now started to be completed on many of the LDP Strategic Sites. Specifically, there are new completions on 3 of the Strategic Sites.
- 511 completions have been achieved at St Ederyns Village (just short of the 515 target included in the AMR);
 - 167 completions have been achieved on the North West Cardiff Strategic site, which has three separate outlets underway with more planned in the near future
 - 51 completions have been recorded on the North East Cardiff Strategic site and construction is underway at Churchlands.
- 2.54 Although these rates are below targets set out in the AMR it is now evident that the Plan-led approach is now starting to successfully drive the delivery of new homes at a level not seen for the last 10 years. The 1,444 completions in 2018/19 (43% higher than 2017/18) contrast with the previous 9 years where completions averaged 725 units per annum, with no year above 1,000 units for this period.
- 2.55 The data on housing delivery demonstrates the ‘lag’ between Plan adoption and homes being completed on new sites allocated in the Plan. Due to a combination of site assembly, legal and logistical factors experienced by landowners/developers along with the time required to secure the necessary planning and adoption consents, trajectories of delivery are slower than originally anticipated. This includes time spent securing the accompanying Section 106 Agreements which fully deliver the Council’s aspirations as set out in the LDP. Overall, over the 13 years between 2006 and 2019

a total of 16,521 new dwellings were built in Cardiff which represents 40% of the overall dwelling requirement.

- 2.56 However, construction has now started or is about to start on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that housing completions over the remaining 6 years of the Plan period will increase significantly.
- 2.57 **Affordable Housing** - In terms of the delivery of affordable housing, the plan sets a target for the delivery of 6,646 affordable units to be provided for the 12 years between 2014 and 2026, with an interim target in the AMR to provide 1,942 affordable dwellings by 2019.
- 2.58 Monitoring data from the 3rd AMR indicates that at 2019, 1,082 affordable units had been delivered which represents 25% of overall completions. Whilst this is less than the numerical target, as highlighted above it reflects the slower than anticipated progress in the strategic housing allocations being delivered. Given the low overall completion rates over previous years, it would be unrealistic in these circumstances to expect any significantly higher affordable housing contribution which inevitably reflects a percentage of the overall number of completions. As set out above, construction has now started or is about to start on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that affordable housing completions over the remaining 6 years of the Plan period will increase significantly. Affordable housing completions are also gathering pace in the Council's new build programme with 170 units currently under construction and a further 1,700 in the confirmed pipeline of schemes.
- 2.59 **Transportation** - Data collected for the 4th AMR in relation to travel by sustainable modes is reflecting the fluctuations as shown in past trends over the last 10 years. This demonstrates that sustainable travel trends have continued to increase over the last 10 years for work, shopping and leisure, although for education the trends show a slight decrease.
- 2.60 There has been a positive outturn in sustainable travel over the past year, with the target 1% increase having been achieved for each of the journey purposes, with significant growth in particular evident for journeys to Work (+7.2% mode-shift). In terms of sustainable travel modes, significant progress has been made this year in meeting bus use targets with the first recorded increase in the percentage of people travelling by bus for all journey purposes, with bus use for work and shopping (city centre) in particular having experienced substantial growth in the past one year period (+5.3%). Long term trends for cycling, train use show significant increases for all journey purposes. Walking has increased over the last year for all journey purposes, with the exception of education and overall displays a fluctuating longer term trend.
- 2.61 At this juncture, without the significant roll-out of new houses and provision of supporting sustainable transportation infrastructure, the early stage of Metro delivery together with the ongoing implementation of wider Council initiatives, it is too early to

draw any firm conclusions with regard to policy delivery, particularly given that the 50:50 modal split target relates to 2026. Future AMR's will provide formal regular annual updates. However, the masterplanning approach together with section 106 Agreements already secured will enhance the phased future provision of supporting transportation infrastructure along with other measures such as increased frequency of public transport services and provision of bus passes to new residents.

- 2.62 **Gypsy and Traveller Sites** - work previously undertaken on the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites will be taken forward in the review of the LDP and will be informed by the preparation of a revised Gypsy and Traveller Needs Assessment. In terms of transit sites, it is considered that these would best be considered on a regional basis, requiring collaboration with neighbouring local authorities through the LDP revision process.
- 2.63 Supplementary Planning Guidance – Significant progress has been made in producing a programme of new Supplementary Planning Guidance (SPG) and since adoption of the LDP 18 SPGs have been approved by Council to support the policies in the adopted Plan and the Cardiff Infrastructure Plan is currently being updated.
- 2.64 Changes – the contextual review highlights significant changes in the national planning policy framework which has evolved significantly over the last four monitoring periods. In particular, Planning Policy Wales (PPW, Edition 10, December 2018) which in turn responds to the Well-being of Future Generations Act, 2015 have made significant changes to the high-level policy framework. And in order to aid the city's recovery from the Covid pandemic it will be necessary to ensure the plan responds to the 8 priorities and actions set out in Building Better Places.

Implications Arising from Covid Pandemic

- 2.65 The Council started the process to review the LDP in November 2019 and published a draft Review Report for consultation in January 2020. However it was not possible to report back to Council on the consultation findings due to the Covid pandemic in March 2020 and although the impacts of the COVID-19 pandemic are still being understood, it is clear that this crisis will have a significant impact on the city looking ahead.
- 2.66 Given this there is clearly a need to re-visit the findings set out in the Review Report to take account of the likely significant impacts of COVID-19. This work will directly inform the review of the plan and identify what additional evidence base the Council requires to respond to these impacts and ensure the plan strategy is robust and can meet the challenges raised by the current crisis.
- 2.67 As set out above the impacts of the pandemic are still being fully understood but the following list provides a useful assessment of the issues that will need to consider and be considered in the forthcoming review of the LDP
- Impact on the economy and rising unemployment

- Less demand for traditional office space and increased demand for logistics sector floorspace
- Increased need for affordable housing
- Impact on high street retailing
- Impact on the role of the city centre
- Impact on leisure, experience-led uses and community facilities
- Impact on the use of the road network and public transport from long term changes in commuting and travel patterns
- Long term changes to travel modes such as increased walking and cycling
- Increased importance of access to open spaces
- Impact on the viability of schemes and potential to secure planning obligations.
- Need to maintain the Improved air quality
- Need to aid a green recovery and deliver the climate emergency zero-carbon targets
- Need to deliver a SMART city to take advantage of technological advancement
- Need to deliver 'critical infrastructure' in a consistent and joined-up manner.
- Need to ensure LDP review takes into account the Council's ongoing work on the 'City Recovery Plan' and 'City Visioning'

Conclusions

2.68 The Replacement LDP process will assess the implications of these issues more fully and it would be inappropriate to reach conclusions on how we take them forward at this juncture. It does however highlight the urgent need to review the plan in order to respond to these issues and the 8 priorities and actions set out in Building Better Places and help provide a catalyst for the recovery of the city from the pandemic.

3. Review of LDP and potential changes required

LDP Vision

3.1. In order to tackle key issues and guide and manage future development the LDP identified a clear vision of what the City should look like in 2026. Therefore, an important aspect of the LDP review, will be assessing the extent the Plan vision should be updated having regard to changes since Plan adoption. Specifically, the LDP Vision was derived from the vision is as set out in the 10 year, 'What Matters' Strategy (2010-2020) and states 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.

3.2. In order to deliver the vision set out in the 'What Matters' Strategy it identified the following seven strategic 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
- Cardiff is a fair, just and inclusive society

3.3. The "What Matters" Strategy was replaced by a Local Well Being Plan (Agreed May 2018) which a requirement of the Well Being of Future Generations Act (2015).

3.4. The review process provides a timely opportunity to consider the implications of the new context for determining the most appropriate future vision.

LDP Objectives

3.5. The LDP Vision is delivered through 4 Strategic Objectives (and 23 specific objectives) which seek 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. These four strategic objectives are at the centre of the LDP: They 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 and enhances Cardiff's environment; and
4. To create sustainable neighbourhoods that form part of a sustainable city.

Assessment of the existing LDP Objectives against the Well Being Goals

- 3.6. The assessment of compatibility between the 4 Strategic LDP Objectives (and 37 specific objectives) and the 7 Well Being Goals indicates that the current LDP Objectives contribute to achieving a range of Well Being goals and individual objectives delivering multiple goals. There is no obvious conflict between the Objectives and the Well Being Goals. However, the review process will allow a more in-depth assessment to take place and inform the most appropriate and up-to-date objectives.
- 3.7. The table below provides an assessment of LDP Objectives against Well Being Goals.

Seven Well Being Goals

Prosperous Wales
Resilient Wales
Healthier Wales
More Equal Wales
Wales of Cohesive Communities
Wales of vibrant culture and thriving Welsh Language
Globally Responsible Wales

LDP Objectives	Well Being Goals						
	Prosperous	Resilient	Healthier	More Equal	Cohesive	Vibrant	Responsible
1. To respond to evidenced economic needs and provide the necessary infrastructure to deliver development	Green	Green	Green	Green	Green	Green	Green
<i>1a. 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.</i>	Light Green	White	Light Green	Light Green	Light Green	Light Green	White

LDP Objectives	Well Being Goals						
	Yellow	Orange	Red	Dark Red	Dark Blue	Blue	Light Blue
1b. 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.	Green		Green	Green	Green		
1c. 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.	Green		Green	Green	Green	Green	
1d. 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.	Green		Green	Green	Green		
1e. 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.	Green		Green	Green	Green		
1f. To ensure a range and choice of employment land and business premises at sustainable locations across the city is provided to assist economic competitiveness, encourage entrepreneurship, promote the growth of indigenous businesses of all types and size and attract inward investment.	Green		Green	Green	Green		
1g. 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.	Green		Green	Green	Green	Green	
1h. 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.	Green		Green	Green	Green	Green	
1i. To quantify critical strategic infrastructure required to realise development aspirations and set out clear mechanisms for delivery including sustainable transport solutions for strategic sites.	Green		Green	Green	Green		Green
1j. 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.	Green		Green	Green	Green		Green
1k. 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.	Green		Green				Green
1l. To support sustainable collection and recycling methods for Municipal Waste by maintaining and improving an integrated network of facilities in Cardiff.	Green		Green				Green

LDP Objectives	Well Being Goals						
	Yellow	Orange	Red	Dark Red	Dark Blue	Blue	Light Blue
<i>1m. 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.</i>	Green	Green	Green	White	White	White	Green
<i>1n. 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.</i>	Green	Green	Green	White	White	White	Green
2. To respond to evidenced social needs	Green	Green	Green	Green	Green	Green	Green
<i>2a. 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.</i>	Green	White	Green	Green	Green	White	Green
<i>2b. 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.</i>	Green	White	Green	Green	Green	White	Green
<i>2c. To maximise the use of the existing building stock through refurbishment, retro-fitting and empty homes initiatives.</i>	Green	White	Green	White	White	White	White
<i>2d. 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'.</i>	Green	White	Green	Green	Green	White	White
<i>2e. To bring about changes to Cardiff's environment that create a safer city and reduce the likelihood, fear and consequences of crime.</i>	Green	White	Green	White	Green	White	White
<i>2f. 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.</i>	Green	White	Green	Green	Green	White	White
<i>2g. To maximise the multi-functional role played by Cardiff's parks, open spaces and allotments together with improving their accessibility for the whole community.</i>	Green	White	Green	Green	Green	White	White
<i>3h. 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>	Green	White	Green	Green	Green	White	White

LDP Objectives	Well Being Goals						
	Yellow	Orange	Red	Dark Red	Dark Blue	Blue	Light Blue
<i>2i. 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.</i>	Green		Green	Green	Green		
<i>2j. 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.</i>	Green		Green	Green	Green		
<i>2k. To develop new cultural, leisure and sporting facilities to meet needs and enhance Cardiff's role as a premier cultural and sporting destination.</i>	Green		Green		Green	Green	
<i>2l. 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 in areas that are deprived.</i>	Green		Green	Green	Green	Green	
<i>2m. To address rising unemployment and provide accessible local job opportunities, particularly in areas of greatest need.</i>	Green		Green	Green	Green		
<i>2n. To promote social inclusion, equality of opportunity and access for all.</i>	Green		Green	Green	Green		
5. To deliver economic and social needs in a co-ordinated way that respects Cardiff's environment and responds to the challenges of climate change.	Green	Green	Green	Green	Green	Green	Green
<i>3a. To mitigate the effects of climate change through reducing energy demand and increasing the supply of renewable energy.</i>		Green	Green				Green
<i>3b. 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.</i>		Green	Green				Green
<i>3c. To protect, manage and enhance Cardiff's natural environmental assets.</i>	Green		Green				Green
<i>3d. To conserve and enhance Cardiff's built and historic assets that define distinctive character and reflect its past development.</i>	Green		Green				Green
<i>3e. 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</i>	Green		Green				Green
<i>3f. To have full regard to flood risk when considering the acceptability of development proposals and considering mitigation and adaptation measures.</i>		Green	Green				Green
<i>3g. 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.</i>	Green		Green	Green	Green	Green	Green
6. To create sustainable neighbourhoods that form part of a sustainable city	Green	Green	Green	Green	Green	Green	Green

LDP Objectives	Well Being Goals						
	Yellow	Orange	Red	Dark Red	Dark Blue	Blue	Light Blue
4a. To ensure that all new development areas (whether greenfield or brownfield) create sustainable neighbourhoods.	Green	Green	Green	Green	Green	Green	Green
4b. To take opportunities to apply the above principles to existing neighbourhoods in order to create a more sustainable city.	Green	Green	Green	Green	Green	Green	Green

LDP Strategy and Policies

- 3.8. The LDP strategy and policies have been reviewed having regard to the following:
- Findings of LDP Annual Monitoring Reports;
 - Significant contextual changes that have occurred since the Plan’s adoption, including changes in national policy and legislation and updates to the evidence base;
 - Significant implications arising out of the Covid pandemic; and
 - Internal consultation with relevant specialist officers.

3.9. This gives an overview of whether a policy/allocation is functioning effectively, whether any amendments are likely to be needed and whether any policies should be removed as part of the Plan revision process. The policy assessment undertaken to date is not considered to be definitive and further consideration will be given to the need to revise the Plan’s policies as part of the revision process.

3.10. The revision of the Plan will also need to consider the implications of an extended Plan period. The current Plan runs to 2026, with the Replacement Plan likely to extend to 2036 (plan period 2021-2036). Extending the Plan period will result in a revised dwelling need and a requirement for new sites for both market and affordable dwellings. It will need to take account of the revised version of Planning Policy Wales, latest population and household projections and a revised Local Housing Market Assessment, as well as other updates to the evidence base. Furthermore, the review process can also explore the ways that a new plan could respond to current challenges such as the Covid pandemic, climate emergency, obesity crises and other issues identified below. These updates and issues will need to be thoroughly considered and addressed in a comprehensive manner.

3.11. The key policy areas that are considered likely to require amendment based on the policy review assessment are discussed in more detail below.

Level of growth, delivery, spatial distribution and allocations (KP1, KP2 A-H, H1)

3.12. The proposed level of housing provision in the LDP is 41,415 dwellings (Policy KP1) over the Plan period 2006-2026. This figure was primarily informed by the then latest WG household projections which projected a population rise of 33% over the Plan period. Official WG population and household projections issued since have shown

reduced levels of growth, with the latest 2018 based population and household projections showing a 8% lower level of increase in population and 10% lower level of increase in households.

- 3.13. Whilst the level of growth in the latest WG projections has reduced, Cardiff is still projected to experience growth over future years. This is illustrated by the fact that even using these latest WG projections Cardiff's population is still expected to grow by 8% up to 2036. This growth is driven by both natural change – the difference between births and deaths and net migration levels – the difference between in and out migration. Whilst growth due to natural change is easier to predict growth as a result of migration is more volatile and difficult to predict.
- 3.14. The Council will commission expert consultants to provide advice on the most appropriate level of growth for a Plan period beyond the end date of the existing LDP. This work will also need to take into account the impact of Covid pandemic for future housing growth in the city.
- 3.15. In terms of spatial distribution, the LDP recognises that brownfield sites will continue to play an important role in delivering windfall sites and proposes that brownfield sites contribute over half of the provision. However, the LDP also recognises that there is a limited supply of brownfield land. Therefore, in order to provide a catalyst to the local housing market and recognise the role greenfield sites can play in bringing forward high levels of affordable and family housing and wider provision of strategic infrastructure the LDP proposes 5 strategic greenfield housing allocations around the edge of the city, to deliver a total of 13,450 homes by 2026 (Policies KP2 (C) to KP2 (G)).
- 3.16. Future considerations as part of the review process can also be usefully informed by evidence regarding the delivery of growth. In this respect it is clear that the Plan-led approach is now starting to successfully drive the delivery of new homes at a level not seen for the last 10 years. The 1,444 completions in 2018/19 (43% higher than 2017/18) contrast with the previous 9 years where completions averaged 725 units per annum, with no year above 1,000 units for this period.
- 3.17. The data on housing delivery demonstrates the 'lag' between Plan adoption and homes being completed on new sites allocated in the Plan. Due to a combination of site assembly, legal and logistical factors experienced by landowners/developers along with the time required to secure the necessary planning and adoption consents, trajectories of delivery are slower than originally anticipated. This includes time spent securing the accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Overall, over the 13 years between 2006 and 2019 a total of 16,521 new dwellings were built in Cardiff which represents 40% of the overall dwelling requirement.

3.18. However, construction has now started or is about to start on most of the strategic housing sites following the master planning and infrastructure plans approach as set out in the plan and it is therefore expected that housing completions over the remaining 6 years of the Plan period will increase significantly after allowing for an additional lag as a result of Covid.

3.19. Evidence gained from the Housing Land Availability Study can also inform the plan review process. Data from the last 11 years is shown below and shows that Cardiff has not achieved a 5 year housing land supply over this period. However, since the adoption of the plan in 2016, the overall land bank, including dwellings estimated to be completed beyond 5 years, has significantly increased to around 14,363. Despite the housing land supply currently standing at 2.9 years, Cardiff has therefore has a large overall landbank of 24,009 dwellings with such data providing an important source of information to inform the review process.

Table 1: Cardiff Housing Land Supply April 2009 to April 2018

Year	Number of Years Supply
2009	4.5
2010	3.4
2011	2.3
2012	2.9
2013	3.2
2014	3.6
2015*	No adopted Plan in place
2016	3.8
2017	3.6
2018	3.5
2019	2.9

3.20. Overall, the evidence summarised above demonstrates that good progress is now being made and importantly the spatial housing strategy is sound and is adhering to the masterplanning and infrastructure plan approach embedded in the plan.

3.21. However, the review process provides an opportunity to revisit the most appropriate future levels of growth for an extended Plan period and allows a thorough analysis of all other relevant factors such as delivery, urban capacity, spatial approach and how the level of growth would form a key element of the overall Plan strategy. As set out above this process will clearly need to take into account the implications of the Covid pandemic for levels of housing growth over the extended Plan period.

Affordable Housing (H3)

3.22. In terms of the delivery of affordable housing, Policy KP13: Responding to Evidenced Social Needs sets a target for the delivery of 6,646 affordable units to be provided for

the 12 years between 2014 and 2026, with an interim target in the AMR to provide 1,942 affordable dwellings by 2019.

- 3.23. Monitoring data indicates that at 2019, 1,082 affordable units had been delivered which represents 25% of overall completions. Whilst this is less than the numerical target, as highlighted above it reflects the slower than anticipated progress in the strategic housing allocations being delivered. Given the low overall completion rates over previous years, it would be unrealistic in these circumstances to expect any significantly higher affordable housing contribution which inevitably reflects a percentage of the overall number of completions.
- 3.24. Encouragingly, the allocated strategic sites are securing the required 30% affordable housing through the issuing of planning consents. This accords with the policy set in the LDP but the physical completions are yet to be fully implemented on the ground.
- 3.25. Construction has now started or is about to start on most of the strategic housing sites so affordable housing completions over the remaining 6 years are expected to increase significantly. This conclusion is supported by the fact there are an additional 4,790 affordable homes in the landbank, which are due to come forward over the next 7 years.
- 3.26. In addition, the Council has a target of delivering 2,000 Council homes, with 1,000 of these programmed to be delivered by May 2022. Part of this target will be delivered through the Cardiff Partnership Programme, which has a target of delivering 1,500 homes in the next 10 years (600 of these will be council homes). To date 109 Council homes have been completed and a further 191 are currently under construction.
- 3.27. Away from the Strategic Sites, a wide range of percentages of affordable housing has been achieved on brownfield sites. Examples include Former Highfields Road Centre, Allensbank Road (24%), Briardene, North Road (23%), Former Wharf Pub, Atlantic Wharf (17%), Capital Quarter (20%) and Avenue Industrial Park (20%).
- 3.28. An issue which can be further assessed as part of the review process relates to the impact of viability factors undermining the ability of some sites/proposals to deliver either on-site provision or off-site contributions. Whilst the greenfield strategic sites allocated in the LDP with a clear Plan-led requirement to deliver provision have successfully met expectations, some brownfield windfall proposals are using viability evidence to justify a limited or zero provision (given the policy requirement is subject to viability considerations).
- 3.29. The review process will therefore allow a further analysis on need data, the most appropriate policy response, a thorough consideration of viability aspects and wider analysis of potentially suitable sites to meet the demand. This analysis will clearly need to take into account the implications of the Covid pandemic for affordable housing supply.

Gypsy & Traveller accommodation (H7)

- 3.30. The Housing (Wales) Act 2014 requires each local authority in Wales to undertake a Gypsy and Traveller Accommodation Assessment to ensure that needs are properly assessed and planned for. An assessment was required to be submitted to Welsh Government by February 2016 with a statutory duty placed on local authorities to make provision for site(s) where an assessment identifies an unmet need.
- 3.31. The Cardiff Gypsy and Traveller Accommodation Assessment was formally approved by Welsh Government in 2016. In summary, the GTAA covers the period 2016-2026 and estimates the additional pitch provision needed for Gypsies and Travellers in Cardiff. For the first 5 years of the GTAA plan period, there is a requirement for 48 additional pitches, and for the remainder of the GTAA plan period, a further 24 additional pitch is required. This gives a total need for the whole GTAA plan period of 72 additional pitches.
- 3.32. Work previously undertaken on the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites will be taken forward in the review of the LDP and will be informed by the preparation of a revised Gypsy and Traveller Needs Assessment. In terms of transit sites, it is considered that these would best be considered on a regional basis, requiring collaboration with neighbouring local authorities through the LDP revision process.
- 3.33. This issue will need to be given further consideration in the LDP revision process with a clear need for the process to demonstrate the ability to identify an appropriate level of need and how this will be met in terms of site allocation(s).

Detailed housing policies (H2, H4-6)

- 3.34. The plan review provides an opportunity to review these policies which concern changes of use of existing residential properties, conversions/redevelopment to residential use and the sub-division of residential properties.
- 3.35. Collectively, these policies provide the framework for managing an important aspect of housing supply in the city and can help deliver important brownfield contributions to supply in sustainable locations.
- 3.36. The review process allows a refreshed consideration of these policies to take into account changes in national planning policy, contextual changes, any changes in the LDP evidence base and monitoring of on-going Development Management decisions. In this respect, the issue of sub-divisions/conversions into HMOs and flats is a matter which is considered to warrant a detailed analysis in response to concerns regarding the cumulative impact of proposals on local communities and amenity considerations of occupiers and neighbours. Whilst additional SPG has been prepared, appeal decisions are not always supporting the Council's position so a review is considered timely.

Employment (KP9, EC1-7)

3.37. Local Development Plan Policy KP9: Responding to Evidence Economic Needs responds to Cardiff's role as the main economic driver in South East Wales and deliver the strategic aspirations for economic development in Cardiff and meet the demand for 40,000 new jobs over the plan period through the identification and protection of employment land and premises and opportunities to deliver the key economic growth sectors.

3.38. The Local Development Plan's employment land is safeguarded for employment purposes, with Policies EC1, EC3 and EC4 and the future prosperity of the local economy is facilitated by ensuring that Cardiff can offer a range and choice of employment sites and premises for employment uses with the allocation of Cardiff Central Enterprise Zone (Policy KP2 (A)) and South of St Mellons Business Park (Policy KP2 (H)). In addition policy EC7 allows for employment proposals on land not identified for employment uses which provides an element of flexibility, should there be an additional demand for employment land over the plan period and which will satisfactorily enable businesses to locate within the County.

3.39. An analysis of monitoring indicators during the period 1st April 2019 to 31st March 2020 shows continuing strong performance. Of particular importance is data regarding net job creation - There is a requirement for 40,000 new jobs over the plan period 2006-2026. 20,900 jobs were created between 2006 and 2015 and therefore the target for the remaining plan period is 19,100 jobs or 1,750 jobs annually. Since the first AMR (16/17) the number of jobs has been steadily increasing with an additional 8,000 jobs provided over the last 4 years which demonstrates that Policy KP1 is functioning effectively.

- The employment land permitted (hectares) on allocated sites as a percentage of all employment allocations is 2.4%, slightly higher than the previous 12 months. While the take up in terms of hectares would appear low, the schemes permitted are high density, high rise offices which have smaller land requirements.
- Office completions amounted to 39,726sq m largely attributable to completions within the Central Enterprise Zone. A further 42,652sq m of office floorspace is under construction and 49,328sq with planning permission which is not yet started.
- Although falling short of the annual target there have been a number of significant industrial completions, which includes 0.6ha for a new brewery production facility/head office at Pacific Business Park.
- There are a number of current planning permissions for industrial use including 16.5ha of land for a biomass power plant with industrial accommodation.

- The employment land lost to alternative uses has largely been as a result of uses which are considered complementary uses such as day nursery, gyms and small scale food and drink uses to cater for the needs of the workforce.
- Planning permissions have been granted on strategic sites at North West Cardiff, part of north east Cardiff and North West Cardiff, however, the employment elements of these residential led schemes are yet to be started. Pre application dialogue is continuing with regard to the strategic employment site at St. Mellons Business Park which will inform a submission for consent in the near future.

3.40. Overall, the LDP policy review has found in general the Plan's employment policies are functioning effectively in enabling appropriate industrial and business development across the county. However as part of the revision process, consideration will need to be given to the impacts of the Covid pandemic on the economy and their locational, sites and premises requirements, new labour force projections, an assessment of current employment land allocations and the identification of new employment land allocations. The Council's long term economic priorities and aspirations linked to the Cardiff Capital Region City Deal and Cardiff's Economic Strategy 'Building More and Better Jobs' will also need to be considered through the revision process.

Retail (Policies KP10, R1 to R8)

3.41. Policy R1: Retail Hierarchy is the central component of the retail strategy and establishes the 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 seeking to control the amount, size and nature of out-of-centre retail.

- The latest annual retail survey indicates that:
- Central Shopping Area – vacancy rate is 10.7%
- District centre – vacancy rate is 10%
- Local centre – vacancy rate is 8%
- Vacancy rates in the Central Shopping Area and Local Centres have fallen since the 2017/18 AMR and are in line with national trends.

3.42. These average vacancy rates are below the Goad UK average 11.8%. This below average vacancy rate suggest that the LDP retail policies are functioning effectively and there is a reasonable balance between the supply of shop premises and occupiers demand for space within these centres. The presence of some vacancies within centres provides an opportunity for new businesses to enter the market, attracting investment and modernising vacant units.

3.43. A new Retail Study will be undertaken in order to inform the revised LDP. This study will provide an update of the retail expenditure forecasts for comparison and convenience retail for the County. The purpose of a new retail study will be to provide

comprehensive data and information on the current performance of the retailing and commercial centres and to provide an up-to-date assessment of retail expenditure capacity within the County and identify capacity for comparison and convenience goods. This updated study will inform the Plan revision in terms of retail strategy, retail policies and LDP allocations. Wider work will also be undertaken in response to the current challenges faced by Covid pandemic on the High Street to inform the merits or otherwise of how future LDP policy can respond most effectively.

Transport (KP8, T1-T9)

- 3.44. Data collected in relation to travel by sustainable modes is reflecting the fluctuations as shown in past trends over the last 10 years. This demonstrates that sustainable travel trends have continued to increase over the last 10 years for both work and shopping, although for leisure and education the trends show a slight decrease.
- 3.45. In terms of sustainable travel modes, significant progress has been made in meeting cycling targets for all journey purposes with cycling to work in particular having experienced substantial growth in the past one year period (+3.7%). Train use has very slightly declined over the past year for work and education but the 10 year trend shows a significant increase. Walking has increase over the last year for all journey purposes with a fluctuating longer term trend. Bus use has decreased for education, shopping and leisure, reflecting a longer term downward trend.
- 3.46. In accordance with Welsh Government Local Transport Plan (LTP) guidance (May 2014), Cardiff Council prepared a new Local Transport Plan (LTP) in 2015 which was approved by Welsh Government. The LTP replaces the 2010 South East Wales Regional Transport Plan (RTP) which informed the preparation of the adopted LDP. As directed by the guidance, the LDP is an update of schemes and priorities identified in the RTP.
- 3.47. In addition, the LTP reflects the requirements of the Active Travel (Wales) Act 2013 which places a duty on local authorities in Wales to continuously improve facilities and routes for pedestrians and cyclists, together with preparing maps identifying current and potential future routes. Cardiff has made good progress in advance of the Act through schemes to develop the city's Strategic Cycle Network and numerous pedestrian improvements. Recent increases in cycling trips demonstrate Cardiff's potential to become one of the UK's leading cycling cities. Any new or amended proposals for active travel routes and facilities, especially for walking and cycling may be considered for safeguarding through the LDP revision process where they are within a programme, supported by funding and likely to be delivered in the plan period.
- 3.48. The Council's Transport Strategy was agreed by Cabinet in October 2016 and brings together the proposals in the Local Development Plan and the Local Transport Plan. The purpose of this strategy is to:

- Raise awareness of Cardiff's transport challenges over the next 20 years
- Highlight the main projects and actions which the Council proposes to undertake to tackle the challenges and increase sustainable travel in Cardiff

3.49. Consideration will also be given to the policy/land use implications of the Cardiff Capital City Region South East Wales Metro proposals in the Plan revision process. The Metro proposals seek to improve transport connectivity across the region which is integral to achieving wider economic and social outcomes for South East Wales.

3.50. Overall, the direction of travel of the LDP policies is considered to be consistent with subsequent guidance produced at a national and local level. Indeed, the approach set out in the LDP for sustainable travel, modal shift and active travel are considered to become more fully embraced in national policy. The review process allows for the further development of this approach to maximise the way that sustainable travel can form part of the overall plan strategy and take into account the implications of the Covid pandemic.

Environment (KP3 A&B, KP15-16, KP18, EN1-8, EN10-14)

3.51. The effectiveness of Green Wedge and Settlement boundary policies has been monitored by the 3 AMR's produced to date and no applications for inappropriate development in the Green Wedge have been permitted and no applications were permitted outside the settlement boundary that did not satisfy policy, since the LDP was adopted. Given this it is considered that both these policies are functioning effectively. However, as part of the review of the plan a review of both the boundary of the Green Wedge and Settlement boundary will take place to ensure it takes account of the implications of the Covid pandemic, changes in national planning policy and the evidence base for the plan.

3.52. The effectiveness of wider environment policies (EN1-8) has been monitored by the 3 AMR's produced to date and have shown that there has been no negative impact on Special Landscape Areas, Ancient Woodlands, SSSI's, SNCI's, and Natura 2000 and European designated sites. Given this it is considered that both these policies are functioning effectively. However, as part of the review of the plan a review of these policies will take place to ensure it takes account of the implications of the Covid pandemic, changes in national planning policy, contextual changes and any changes in the LDP evidence base.

3.53. The effectiveness of natural resources policies (KP18, EN11, and EN13) has been monitored by the 3 AMR's produced to date and have shown that there has been no negative impact on water quality and quantity and the number of Air Quality Management Areas has not increased since the plan was adopted. Given this it is considered that both these policies are functioning effectively. However, as part of the review of the plan a review of these policies will take place to ensure it takes account

of the implications of the Covid pandemic, changes in national planning policy, contextual changes and any changes in the LDP evidence base.

- 3.54. The effectiveness of policies regarding climate change (KP15, EN10, EN12, EN14) have been monitored by the 4 AMR's produced to date and they have shown the policies are functioning effectively.
- 3.55. Monitoring for the flood risk policies shows that no applications for highly vulnerable development have been permitted in flood zone C2 and only 4 applications for highly vulnerable development have been permitted in flood zone C1, which didn't meet the flood risk criteria set out in TAN15. These applications related to the conversion and extension of existing properties in the Canton and Riverside area of the city to flats and Natural Resources Wales had objected stating the depth of flooding at ground floor level would be greater than 600 metres and therefore did not meet the tolerable limits set out in TAN15 (Section A1.14). In determining these applications the Council considered that it would be unreasonable to refuse planning permission on this issue as the properties were already in residential use and surrounded by other residential properties with the same finished floor level. In addition it was noted that each flat unit has access to a first floor refuge and in both cases the applicant was made aware of the risk of flooding at the premises. Given this it is considered these four applications raise particular issues that need separate consideration and are not related to the performance of Policy EN14 which is functioning effectively as evidenced by the fact that flood risk has been considered.
- 3.56. However, as part of the review of the plan a review of these policies will take place to ensure it takes account of the implications of the Covid pandemic, changes in national planning policy and the evolving evidence base relating to the links between climate change and flood risk in order to ensure the plan review responds to the climate change emergency.
- 3.57. In relation to Policy EN12: Renewable Energy and Low Carbon Technologies the LDP review found that since the adoption of the LDP a total of 6 schemes have been permitted.
- 3.58. In many respects, it is considered that there is relatively limited scope for renewable energy in Cardiff. Unlike some other local authorities in Wales, Cardiff has no Strategic Search Areas (TAN8) thereby restricting the potential for harnessing large-scale onshore wind power. With regards to other technologies, Cardiff is a relatively small area with much of its land already developed. Outside the urban areas, topography, environmental constraints plus relatively high land values constrain opportunities for medium-large renewable energy generation. There are however exceptions, within the former docklands two notable schemes are already in operation including an Energy Recovery Facility in Splott (30MW) and more recently a biomass plant in Tremorfa (2MW). Planning permission was also granted in June 2018 for a biomass plant at Rover Way (9.5MW) and just outside the current monitoring period in May 2019 for a

8.7 MW Solar Farm on the former Lamby Way tip. Also during the year 9 applications were granted planning permission which incorporated solar energy amounting to 0.52 MW in total.

- 3.59. However, significant contextual changes have occurred in relation to renewable and low carbon energy since LDP adoption which will need to be considered/addressed through the LDP review process. In addition, the Cardiff Renewable Energy Assessment (September 2013) informed the policies set out within the LDP. The new LDP will need to consider the revised Toolkit and address the additional requirements set out within it to produce a revised REA as evidence to support carbon reduction targets and mitigate the effect of climate change.
- 3.60. Overall, the plan review process will need to look beyond AMR reporting and the analysis of existing policy in response to the current Covid pandemic and declared Climate Emergency and wider evidence regarding the extent and magnitude of issues faced. The review process can explore the most appropriate policy response to this changed context.

Built Heritage (KP17, EN9)

- 3.61. The effectiveness of these policies has been monitored by the 3 AMR's produced to date and have shown that all the relevant applications received on historic environment assets were considered to be policy compliant subject to conditions/recommendations placed on the permission. No applications were permitted with an outstanding objection from statutory heritage advisors. Given this it is considered that both these policies are functioning effectively. However, as part of the review of the plan a review of these policies will take place to ensure it takes account of changes in national planning policy, contextual changes and any changes in the LDP evidence base.

Masterplanning, design and infrastructure (KP4-7)

- 3.62. The Materplanning Approach set out in KP4 (and delivered in a site-specific manner through Policies KP2 (A) to (H)) has proved very effective in providing an over-arching framework to ensure that Strategic Sites are delivered in a comprehensive manner; putting placemaking principles at the heart of new developments, and delivering necessary infrastructure in a timely manner. Policy KP5, alongside a series of new design supplementary planning guidance, has also proved effective in setting detailed criteria to secure high quality and sustainable design.
- 3.63. Changes to Planning Policy Wales (Edition 10) in 2018 are broadly consistent with this policy approach. The review process will provide the opportunity to further embed placemaking principles through good design, preservation of heritage assets, biodiversity and community infrastructure delivery within the planning policy framework. This emphasis on placemaking principles is consistent with Welsh Government guidance set out in "Building Better Places" and will aid the recovery of the city from the impacts of the Covid pandemic.

3.64. LDP Strategic Policy KP6: New Infrastructure identifies that new development will make appropriate provision for, or contribute towards, the necessary infrastructure required as a consequence of proposed new development. LDP Strategic Policy KP7: Planning Obligations seeks contributions from developers towards the additional demands new development generates upon existing services, facilities, infrastructure and the environment, as well as negotiating benefits that improve the standard of development proposals by providing necessary infrastructure and community benefits. This policy is delivered through the development management process.

3.65. Since 2009, the Council has secured £165 million in financial contributions from planning applications (see table 2 below). This figure does not include on-site works such as affordable housing, green infrastructure, active travel and highway improvements. A significant proportion of these contributions are from the LDP strategic sites where detailed policies and the masterplanning approach have assisted in negotiating, securing and phasing infrastructure delivery in a comprehensive and timely manner.

Table 2: Section 106 Financial Contributions secured 2009 to 2019

Year	Section 106 financial contributions secured (£)
2009	2,057,283
2010	3,488,465
2011	8,331,659
2012	1,459,561
2013	5,779,325
2014	31,304,088
2015	12,555,008
2016	14,248,428
2017	77,470,070
2018	4,223,307
2019	3,204,329
2020	1,147,744
Total	165,269,268

3.66. Contributions are secured through the use of planning obligations as set out in Section 106 of the Town and Country Planning Act 1990. Agreements can also be entered into under Sections 278 and 38 of the 1980 Highways Act. These prescribe the highway works required as a result of proposed developments.

3.67. The Council resolved on 18 September 2014 to commence work on a Community Infrastructure Levy (CIL) for Cardiff and consult on a Preliminary Draft Charging Schedule (PDCS). Following consultation on the PDCS in November/December 2014, a consultation on the Draft Charging Schedule (DCS) took place in September/October

2016. The next stage would have been to submit the DCS for Examination by an independent inspector. However, further stages in the preparation of a CIL for Cardiff were not actioned given impending changes to CIL governance outlined below.

3.68. In 2017, the Department for Communities and Local Government (DCLG) published a review of the Community Infrastructure Levy, entitled 'CIL Review: Report to Government', which recommended a series of changes to the process. CIL has now been devolved to the Welsh Government through the Wales Act 2017. The *Welsh Ministers (Transfer of Functions) Order 2018* also transferred the necessary executive functions to the Welsh Ministers to accompany devolution of the CIL. This came into force in May 2018.

3.69. The review process will provide a timely opportunity to consider if there is merit in progressing a CIL for Cardiff given the changes in context. For example, this could examine if there is scope for the CIL to secure monies from the type of sites and uses which are sometimes proving challenging to secure Section 106 monies due to viability factors or policy thresholds. The CIL can apply to residential and non-residential developments, and may include smaller brownfield and non-strategic sites.

3.70. The extended plan period allows for a review of infrastructure requirements associated with growth, along with a parallel consideration of infrastructure requirements to respond to the impacts of the Covid Pandemic, realistic policy expectations, development viability and alternative infrastructure delivery mechanisms.

3.71. Supplementary Planning Guidance on Planning Obligations to supplement Policies KP6 and KP7 has been prepared to ensure that developments contribute toward the provision of the necessary infrastructure and measures required to mitigate their impact and to provide clarity to developers, agents and other stakeholders regarding the basis on which planning obligations will be secured.

3.72. In addition the Cardiff Infrastructure Plan (IP) is updated on an annual basis and is a 'living document' which sits alongside Cardiff's Local Development Plan (LDP). It covers the plan period to 2026 and identifies the infrastructure required to facilitate and sustain the city's projected level of growth. The Infrastructure Plan is directly linked to the LDP Monitoring Framework and updated annually in order to effectively respond to changes in baseline information, procedures and legislation.

3.73. As part of the monitoring of LDP sites, a series of bespoke Strategic Monitoring Documents have been produced to monitor ongoing progress in terms of planning consents and infrastructure provision within each of the strategic sites.

Social and community (KP13-14, C1-7)

3.74. It is considered that in general the Plan's open space policies are functioning effectively in safeguarding existing recreation facilities and public open space and in securing provision of new facilities in connection with new residential development in

accordance with the adopted standards. However, as part of the revision process the implications of the Covid pandemic for open space provision and other community facilities in the city will need to be considered taking into account the findings of the latest open space survey, undertaken in July 2020.

3.75. In addition the implications of Covid and the contextual changes to national planning policy set out in Planning Policy Wales (Edition 10, December 2018) will need to be considered together with new guidance produced by Fields in Trust in 2017, 'Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard.' This guidance, while retaining the same headline rates of provision as the original "Six Acre Standard", draws out new recommendations for accessibility, for flexible application of standards and the minimum dimensions of formal outdoor space. The revision of the guidelines also introduces benchmarking for informal open space not involving organised sport and play and includes parks and gardens and natural and semi-natural habitats. The amendments to the guidance do not result in a requirement to make modifications to current LDP standards as the TAN16 promotes evidence based locally generated standards. However, the revised recommended benchmark guidelines for both formal and informal outdoor space will be taken into account in the LDP revision process. The Council is also moving away from an approach to recreation and open space provision based on strict compliance with predetermined standards. This is in accordance with LDP Green Infrastructure policies that encourage the multifunctional use of open space.

3.76. It is considered that policies regarding health are functioning effectively. However, as part of the review of the plan a review of these policies will take place to ensure it takes account of the implications of the Covid pandemic, changes in national planning policy and the evolving evidence base setting out links between obesity and the built environment. Overall, the plan review process will need to look beyond AMR reporting and the analysis of existing policy in response to the increased evidence, which highlights the links between health and the built environment and seeks to favour the creation of more healthy and active environments. In particular, the review process can explore the links between obesity, health and well-being and healthy and active lifestyles and the built environment and consider the most appropriate policy response to this changed context.

3.77. It is considered that policies regarding the community (C1 to C3, C7) are functioning effectively. However, as part of the review of the plan a review of these policies will take place to ensure it takes account of implications arising from the current Covid pandemic, changes in national planning policy and the evolving evidence base setting out links between obesity and the built environment.

Waste (KP12, W1-2)

3.78. The LDP Waste policies were prepared in the context of the South East Wales Regional Waste Plan (RWP) – First Review 2008. This set out land requirements for new waste management facilities, which were taken on board in the Policy W1: Sites for Waste

Management Facilities, which identified sites that had potential for the location of waste management facilities – class B2 industrial sites and existing waste management sites. The monitoring report results for the last three years show that this policy is functioning effectively and there is sufficient land available to meet Cardiff’s waste management needs.

3.79. RWPs, however, no longer have effect after a re-write of national planning policy on waste was needed to reflect the new waste policy context introduced through the EU Directive on Waste (2008/98/EC), the Waste Strategy for Wales, ‘Towards Zero Waste’, June 2010 and the underpinning suite of waste sector plans, in particular the Collections, Infrastructure and Markets Sector (CIMS) Plan. The general approach of the CIMS Plan has been to move away from land-take based calculations to an approach where the need for waste management facilities is expressed by future capacity in tonnes. As stated in Welsh Government Policy Clarification Letter CL-01-12, technology development has led to the potential for smaller, more dispersed facilities to be developed (more flexible, able to take advantage of niche opportunities). It has also led to the possibility of larger facilities being developed to reflect economies of scale and reduce expenditure by businesses and local authorities on the management of their residual waste. The end result of this is that it is now more difficult to ascribe a value to an ‘average facility’ – and as such, area-based land-take calculations have become less applicable.

3.80. The CIMS Plan describes the waste management framework considered to provide the best solutions to meet environmental, social and economic needs in Wales to 2050. Waste assessments contained within the CIMS Plan do not have to be repeated by local planning authorities at a regional or local level. However, monitoring needs to be carried out through voluntary co-operation at a regional level to inform decision making in future LDPs and in dealing with planning applications for waste. The regional monitoring work has resulted in the first Waste Planning Monitoring Report (WPMR) for South East Wales (April 2016). This concluded that the regional position was:

- There is no further need for landfill capacity within the South East region.
- Any proposals for further residual waste treatment should be carefully assessed to ensure that the facility would not result in overprovision.

3.81. It appears, therefore, that there is no current need for residual waste facilities in Cardiff although PPW (Edition 10, paragraph 5.13.12) requires that the identification of suitable locations for sustainable waste management facilities should be considered as part of LDP preparation. PPW (paragraph 5.13.8) also requires that development plans should demonstrate how national waste policy, and in particular the CIMS Plan, along with any updated position adopted in the waste planning monitoring reports and any other form of waste management priorities relevant to its local area have been taken into account.

3.82. It is considered that the waste policies are functioning effectively. However, the review of the plan will need to ensure it takes account of changes in national planning policy and the evolving evidence base, including any changes to national recycling targets

and the need for additional waste management recycling facilities over the extended plan period up to 2035.

Minerals (KP11, M1-8)

3.83. LDP Minerals policies were prepared in the context of the Regional Technical Statement (RTS) 1st Review (August 2014), which was produced by the South Wales Regional Aggregates Working Party. A 2nd Review of the RTS is currently ongoing and following consultation is due to be finalised in March 2020. The monitoring of the Minerals policies set out in the three AMRs show that the policies are functioning effectively. However, the review of the LDP will need to consider the implications of the recommendations in 2nd Review of the RTS for the mineral strategy set out in the LDP along with any changes in current government guidance.

Supplementary Planning Guidance (SPG)

3.84. A number of supplementary planning guidance (SPG) documents to support key LDP policy areas have been approved by the Council since adoption of the plan. These are:

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

3.85. A review of the existing SPG including ones recently amended and adopted will be undertaken as part of the LDP Revision process.

Proposals Map and Constraints Map

3.86. The form and content of the LDP Proposals Map will require changes as part of the LDP Review to reflect any changes to the plan.

3.87. The LDP Constraints Map contains designations that are not directly proposals of the LDP but are constraints to development created by legislation or other mechanisms outside of the LDP process such as Flood Risk Areas, Conservation Areas, SSSI's, etc. The printed Constraints Map for the LDP represents a point in time and includes a number of designations particularly flood risk areas that have been updated since adoption of the LDP and therefore it is out of date. Going forward it is likely that the Constraints Map will be produced in an electronic form with public access that will allow for it be updated as necessary.

4. Future LDP Evidence Base Requirements

4.1. To inform the review of the Replacement LDP there will be a need to update various elements of the evidence base that informed the current Local Development Plan which is out-of-date and needs to be updated and/or replaced in order to fully understand the land use requirements of the City up to 2036 as well as taking into account the implications of the Covid pandemic and any contextual or policy changes that have occurred since adoption of the existing plan. A sample of potential evidence base studies which may be required to inform the Replacement LDP include:

1. **Population and household forecasts** – to inform the Replacement LDP's dwelling requirement up to 2036.
2. **Local Housing Needs Assessment** – to inform the housing requirement tenure type and size of dwelling to match future household type and age profile of the population.
3. **Gypsy and Traveller Accommodation Assessment** - to identify the need for permanent and transit pitches up to 2036.
4. **Transport Assessment** – to assess the impact of the scale and distribution of development detailed in the emerging Replacement LDP.
5. **Employment Land Review Update** – to assess the future need of employment land suitable for all employment sectors and regional employment aspirations.
6. **Retail Needs Assessment** – to identify if there is a requirement for additional floorspace to help inform the Council's approach to manage the vitality and viability of our city, district and local centres.
7. **Urban Capacity Study** – to quantify the amount of brownfield land which could contribute to the housing need in the city up to 2036.
8. **Settlement Boundary Review** – to define, clear, defensible boundaries around settlements in the form settlement boundaries.
9. **Affordable Housing Viability Assessment** – to provide advice on achievable and viable targets and thresholds for affordable housing.
10. **Infrastructure Requirements over the plan period** – to build upon existing Cardiff Infrastructure Plan and extend to cover proposed Replacement Plan period.

11. **Renewable Energy Assessment** – evidence to support carbon reduction targets and mitigate the effect of climate change.
12. **Strategic Flood Risk Assessment** – to identify areas at risk of flooding.
13. **Green Infrastructure Assessment** – to identify relevant data regarding Cardiff's natural environment.

4.2. The above is not a definitive list and additional evidence base update requirements may emerge as plan revision progresses. Ongoing dialogue with other Local Authorities will help maximise efficiencies and consistency with regard to gathering/sharing evidence and agreeing methodologies where possible.

Sustainability Appraisal including Strategic Environment Assessment

- 4.3 A requirement of the LDP process is that Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) informs preparation of the LDP. The SA/SEA process is integral to the development of the LDP to ensure the policies in the LDP promote Sustainable Development through integration of the key economic, environmental, social and cultural objectives in the development of the LDP policies and proposals and take account of any significant effects on the Environment. The SA/SEA has been an iterative process throughout preparation of the LDP and policies and proposals in the LDP reflect this.
- 4.4 SA monitoring of the Sustainability Appraisal Objectives is undertaken on an annual basis and reported through the LDP Annual Monitoring Report. This enables the Council to assess the extent to which the LDP is contributing to the achievement of sustainable development and to identify any concerns. To inform the review of the LDP it will be necessary to revisit and update the environmental, social and economic baseline information, along with the review of relevant plans policies and program. The SA Monitoring Framework including the SA Objectives will need to be reviewed to ensure this remains up to date, and this will include considering whether the methodologies need revising due to changes in legislation.

Habitats Regulations Assessment

- 4.5 The LDP was informed by Habitats Regulations Assessment (HRA), the purpose of which 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 internationally important European sites of nature conservation importance such as Special Areas of Conservation and Special Protection Areas (designated for their ecological status) and to ascertain following screening what needs Appropriate Assessment (AA). As part of the review of the LDP the HRA will need to be reviewed.

5. The LDP Review options

Joint LDPs and Joint Working

- 5.1 In line with national guidance, consideration must be given to the scope for preparing a Joint LDP. However, it is noted that 8 of the 9 other Local Authorities in South East Wales are already preparing their own Replacement LDPs with no examples of a joint approach. The remaining Local Authority (the Vale of Glamorgan) have not yet reached the Plan Review stage due to a later adoption date and it is not considered that there are sufficient synergies to warrant the preparation of a Joint LDP.
- 5.2 The existing LDP benefitted from a bespoke regional collaborative exercise to help inform the Plan strategy involving all Local Authorities and other key stakeholders in South East Wales. This process worked well and a similar approach is proposed again to help inform the Replacement LDP.
- 5.3 Should work commence on a Strategic Development Plan (SDP) for South East Wales, information gathered through the LDP process can be used to inform the SDP and vice versa. Ongoing dialogue with other Local Authorities will help maximise efficiencies and consistency with regard to gathering/sharing evidence and agreeing methodologies where possible.

6 Conclusions and next steps

Recommendation

- 6.1 This report concludes that the full revision procedure is considered the most appropriate form of review and that a Replacement LDP is prepared for the period 2021 to 2036. In this respect, it is recognised that the issues raised by the current Covid pandemic and the strategic nature of issues to be addressed in a replacement LDP cannot justify the short form revision procedure. This will ensure the Council can respond to the issues raised by the current Covid pandemic and has up-to-date Plan coverage beyond 2026 and supports the Plan-led approach in Wales.

Mae'r dudalen hon yn wag yn fwriadol

Cardiff Replacement Local Development Plan Draft Delivery Agreement

November 2020



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PART 1: INTRODUCTION

The purpose of this Delivery Agreement

- 1.1 The Cardiff Local Development Plan (LDP) was adopted by the Council on the 28th January 2016. An up to date LDP is an essential part of the plan-led planning system in Wales. In this respect the Council is required to undertake a full review of the adopted LDP every four years from the date of adoption.
- 1.2 A full review of the Cardiff Local Development Plan 2006-2026 has been undertaken, the findings of which are set out in the Draft Review Report. The revised LDP will cover the period 2021 to 2036. The preparation of a Delivery Agreement is a key requirement in the preparation of a revised LDP. The Delivery Agreement must include:
 - A **Community Involvement Scheme (CIS)** - indicating how the Council will involve consultation bodies and the public in Replacement LDP preparation; and
 - A **Timetable** for preparing and adopting the Replacement LDP, and for preparing and publishing the sustainability report, the Annual Monitoring Report and supplementary planning guidance (SPG).
- 1.3 The Delivery Agreement is an important part of the Replacement LDP preparation process. It indicates how and when the Council will provide opportunities for consultees and the local community to be involved in the process, as set out in relevant legislation, regulations and Welsh Government guidance. Delivery of the Replacement LDP in accordance with the Agreement will be one of the tests of the plan's soundness examined by the Planning Inspectorate (see paragraph 1.26). Part 3 of this document contains details of the proposed Replacement LDP preparation timetable and Appendix B contains a flow chart summarising the main stages of preparation.
- 1.4 This Agreement has been prepared in accordance with Welsh Government regulations and guidance, including:
 - The Town and Country Planning (Local Development Plan) (Wales) Regulations 2015; and
 - The Local Development Plan Manual (Edition 3, 2020).
- 1.5. The LDP Regulations require that, before formally approving and submitting a Delivery Agreement to the Welsh Government, the Council must:
 - Consult specific consultation bodies (see Appendix A) in the preparation of the timetable; and
 - Engage with those general consultation bodies who appear to have an interest in development matters in Cardiff, in the preparation of the community involvement scheme. The general consultation bodies to be consulted on this draft Agreement are identified in Appendix A

1.6. Any comments on this draft document should be sent to the below address **by** [Date to be confirmed] **February 2021**:

Email: LDP@cardiff.gov.uk

Tel: 029 2087 2087

Post: The Development Plan Team Cardiff
Council,
Room 219, County Hall, Atlantic
Wharf, Cardiff CF10 4UW

What will happen next?

1.7. Following this consultation, the Council will:

- Analyse responses, review the draft Agreement making any changes considered necessary and formally approve at Full Council prior to submission to the Welsh Government;
- Make available its analysis and response to the consultation responses on the Council web site.

1.8. Following approval from the Welsh Government, the Delivery Agreement will be published on the Council's website.

Preparation of the Replacement LDP

1.9. The 2004 Planning and Compulsory Purchase Act (as amended by the 2015 Planning (Wales) Act) requires the Council to prepare a replacement LDP setting out its objectives for the development and use of land in Cardiff over the Replacement Plan period (2021 to 2036) and its policies to implement them. This period allows 12 years to implement the Replacement Plan following proposed adoption in 2024, thereby according with Welsh Government guidance on the duration of the Replacement Plan. The aims of the Replacement Plan are to:

- Deliver sustainable development;
- Reflect local aspirations for the City, based on a vision agreed by the local community and other stakeholders;
- Provide a basis for rational and consistent development management decisions;
- Guide growth and change, while protecting local diversity, character and sensitive environments; and
- Show how and where change will occur over the Replacement Plan period.

1.10. In preparing the replacement LDP, the Council must also take account of:

- A wide range of legislation, policies and other initiatives, at European, national and local levels of government; and
- Relevant social, economic and environmental considerations.

1.11. The 2004 Act (as amended by 2015 Act requires the Council), in preparing the Replacement LDP, to have regard to:

- Current national policies:
- Strategic Development Plan for the area
- The National Development Framework for Wales; and
- The resources likely to be available for implementing Replacement Plan.

1.12. The principal sources of national planning policy and guidance issued by the Welsh Government are:

- Planning Policy Wales (Edition 10, December 2018);
- Technical Advice Notes (Wales) (TANs) (various dates);
- Minerals Technical Advice Note (Wales) 1: MTANS (various dates);
- Local Development Plan Manual (WG, Edition 3, 2020).

Integrated Sustainability Appraisal (ISA) incorporating Strategic Environmental Assessment (SA/SEA) and other related assessments

1.13. The Replacement LDP must be subject to Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) as required European Union Directive 2001/42/EC & Environmental Assessment of Plans and Programmes (Wales) Regulations 2004 and the Planning and Compulsory Purchase Act 2004 (as amended by the by 2015 Act). The SA/SEA will be an Integrated Sustainability Appraisal (ISA) will also include an assessment of health and equality impacts.

1.14. These are tools to ensure that policies in the Replacement LDP reflect sustainable development principles and take into account the significant effects of the Replacement Plan on the environment. The Council will adopt an integrated approach to the appraisal and assessment in which economic and social issues are considered alongside environmental elements.

1.15. Guidance on how SA/SEA should be undertaken is provided in:

- The Assessment of Plans and Programmes (Wales) Regulations 2004 (“the SEA Regulations”);
- A Practical Guide to the Strategic Environmental Assessment Directive (September 2005)¹;
- Local Development Plan Manual (Edition 3, 2020).

1.16. SA/SEA is an iterative process that will be undertaken throughout plan preparation. There will be six key stages:

- Establish policy context, identify and document evidence base, identify sustainability issues and develop ISA/SEA objectives and indicators;
- Consult Specific consultees on ISA Scoping Report;
- Publish ISA Report of Strategic options and Preferred Strategy;
- Publish Deposit ISA Report including Environmental Report (with Replacement LDP);

- Publish the final ISA report following the Inspectors Report and adoption;
- Monitoring and implementation of the ISA.

1.17. At the outset of the ISA/SEA process, there will be an opportunity for stakeholders to comment on the ISA Scoping Report that sets out how the ISA/SEA process will be undertaken. The findings of the ISA/SEA work will be evidenced at key stages in the Replacement LDP preparation process; Reports will be prepared, and subject to consultation with stakeholders, in parallel with the Preferred Strategy consultation and Deposit Replacement LDP consultation. A Final ISA Report will be submitted along with all other Replacement LDP documentation when submitted to Welsh Government for examination. The statutory Environment Bodies will be consulted at all the stages referred to above and there will be wider on-going dialogue with these bodies as the process proceeds.

1.18. In addition to the ISA/SEA processes, the Council will also undertake a Habitat Regulation Appraisal (HRA) of the Replacement LDP as it is being prepared.

Habitats Regulations Assessment (HRA)

1.19. The requirement for Habitats Regulations Assessment (HRA) comes from the Habitats Directive, specifically Article 6(3), which requires that land use plans, including LDPs, are subject to a HRA Screening to determine whether any plan [or project] is likely to have a significant effect upon a European site, either alone, or in combination with other projects. In Wales, requirements for HRA, including for proposed modifications to existing plans, are set out within Part 6 of the Conservation of Habitats and Species Regulations 2017 and Part 2 of the Conservation of Offshore Marine Habitats and Species Regulations 2017.

1.20. The HRA process follows a series of Stages; these will be undertaken for the LDP Review, as necessary, to meet with the requirements of the Regulations:

- **Stage 1 - HRA Screening:** to determine whether the LDP Review is likely to have significant effects on European Sites;
- **Stage 2 – Appropriate Assessment:** If the HRA Screening indicates that the LDP Review is likely to have significant effects, a further level of assessment is needed to consider whether the LDP Review could adversely affect the integrity of one or more European site(s), either alone or in combination with other plans or projects, in view of their established conservation objectives and conservation status. If the potential for adverse effects on site integrity are identified, the Appropriate Assessment should also consider mitigation measures to control the identified impacts, to avoid adverse effects on site integrity; and
- **Stage 3 and 4 – Consideration of Alternatives and Imperative Reasons of Overriding Public Interest:** Only where significant effects remain at the end

of Stage 2 in the HRA process is there a need to consider alternatives and Imperative Reasons of Overriding Public Interest.

1.21. The HRA process will be undertaken in conjunction with the ISA (incorporating SEA) to ensure an integrated approach to assessment. It is intended that the process will run concurrently with the Replacement Plan making process and form an iterative part of the LDP Review, involving the consideration of all emerging policy and site options. Natural Resources Wales will be consulted throughout the HRA process.

Evidence Base Assessments

1.22. To inform the review of the Replacement LDP there will be a need to update various elements of the evidence base that informed the current Local Development Plan which is out-of-date and needs to be updated and/or replaced in order to fully understand the land use requirements of the City up to 2036 as well as taking into account any contextual or policy changes that have occurred since adoption of the existing plan. A sample of potential evidence base studies which may be required to inform the Replacement LDP include:

1. **Population and household forecasts** – to inform the Replacement LDP's dwelling requirement up to 2036.
2. **Local Housing Needs Assessment** – to inform the housing requirement tenure type and size of dwelling to match future household type and age profile of the population.
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5. **Employment Land Review Update** – to assess the future need of employment land suitable for all employment sectors and regional employment aspirations.
6. **Retail Needs Assessment** – to identify if there is a requirement for additional floorspace to help inform the Council's approach to manage the vitality and viability of our city, district and local centres.
7. **Urban Capacity Study** – to quantify the amount of brownfield land which could contribute to the housing need in the city up to 2036.

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12. **Strategic Flood Risk Assessment** – to identify areas at risk of flooding.
13. **Green Infrastructure Assessment** – to identify relevant data regarding Cardiff's natural environment.

1.23. The above is not a definitive list and additional evidence base update requirements may emerge as plan revision progresses. Ongoing dialogue with other Local Authorities will help maximise efficiencies and consistency with regard to gathering/sharing evidence and agreeing methodologies where possible.

Well-being of Future Generations Act

1.24. The Well Being of Future Generations (Wales) Act (WBFG) gained Royal Assent in April 2015. The Act aims to make a difference to lives of people in Wales in relation to seven well-being goals and also sets out five ways of working. The seven well-being goals relate to:

- a prosperous Wales;
- a resilient Wales;
- a healthier Wales;
- a more equal Wales;
- a Wales of cohesive communities;
- a Wales of vibrant culture and Welsh language; and
- a globally responsible Wales.

1.25. The five ways of working are long-term, integration, involvement, collaboration and prevention. Given that sustainable development is the core underlying principle of the Replacement LDP (and SEA); there are clear associations between both the Replacement LDP and the WBFG Act. As a requirement of the Act a Local Well-being Plan (LWBP) must be produced. This plan will look at the economic, social, environmental and cultural well-being of the county and will have clear links with the Replacement LDP. Both the WBFG Act and the LWBP will be considered

fully throughout the preparation of the Replacement LDP, which will follow the five ways of working.

Independent examination of soundness

1.26. When the Council has finalised its Replacement Plan, 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 Inspector appointed by the Welsh Government. The examination of the Replacement LDP is an independent process for determining whether the plan is fundamentally sound. Having regard to the evidence submitted with the plan and the representations received at deposit, the inspector must determine whether the plan meets the following 3 tests of soundness set out in guidance issued by the Welsh Government and the Planning Inspectorate:

- Test 1 – Does the plan fit? (i.e. is it clear that the Replacement LDP is consistent with other plans?);
- Test 2 – Is the plan appropriate? (i.e. is the plan appropriate for the area in the light of the evidence?);
- Test 3 – Will the plan deliver? (i.e. is it likely to be effective?).

1.27. Following the examination the Inspector will produce a report recommending required changes to the Replacement LDP together with reasons for the changes. The report will focus on the issue of whether the Replacement LDP is sound and if an Inspector considers the plan is fundamentally unsound the Plan will not be recommended for adoption. The conclusions reached by the Inspector will be binding and unless the Welsh Government intervenes, the Council must accept the changes required by the Inspector and adopt the Replacement LDP as amended.

Supplementary Planning Guidance (SPG)

1.28. The replacement LDP will contain sufficient policies to provide the basis for determining planning applications. However, SPG has an important supporting role in providing more detailed or site specific guidance on the way in which Replacement LDP policies will be applied. These are non-statutory documents intended to expand upon the policies and proposals in the Replacement LDP. They cannot introduce new policy and are not the subject of independent examination but will undergo public consultation.

1.29. The need for any new or revised SPG (related to existing Local Development Plan policies) as the Replacement LDP is being prepared will be considered on its merits having regard to the need for new guidance together with the adequacy of the existing policy framework as set out in the Local Development Plan and contained in national guidance. In such cases, the SPG will be subject to its own consultation process.

1.30. Consultation with stakeholders as the Replacement LDP is prepared may reveal the need for new SPG to be produced that directly relates to the Replacement LDP. In such cases, it is intended that public consultation on the SPG would be undertaken in parallel with wider Replacement LDP engagement. Stakeholders will be kept informed of any such consultations.

1.31. SPG relating to proposed policies contained in the Replacement LDP cannot be formally adopted until after the Inspector's binding report has been received on the Replacement LDP and it is clear that there is no change to the policy approach.

Monitoring and Review

1.32. The Council will monitor and regularly review progress of the Replacement LDP against the requirements of the Delivery Agreement to ensure the timetable is being kept to and the public engagement as set out in the CIS is being met. Any amendments to the DA will require approval by the Council prior to Welsh Government agreement. The DA may need to be amended if the following circumstances, which are beyond the LPA's control, occur during the preparation of the Replacement LDP:

- Significant change to the resources available to undertake preparation of the Replacement LDP.
- Preparation of the Replacement LDP falls behind schedule i.e. more than 3 months.
- Significant changes to European, UK or Welsh legislation directly affecting the Replacement LDP preparation process.
- Any other change in circumstances that will materially affect the delivery of the Replacement LDP in accordance with the DA.
- Significant changes to the Community Involvement Scheme.

1.33. An updated timetable will be submitted to the Welsh Government following the Deposit stage. This will provide certainty of the timescales for the remaining stages (i.e. replacing indicative stages with definitive stages). The indicative timetable will be redefined within 3 months of the close of the formal Deposit period and submitted to the Welsh Government for agreement.

PART 2: THE COMMUNITY INVOLVEMENT SCHEME (CIS)

Aims of the scheme

- 2.1. The LDP Regulations require the Council to work in partnership with a wide range of stakeholders in preparing the Replacement LDP, including specific and general consultation bodies (see Appendix A) and the general public.
- 2.2. This CIS indicates how and when the Council will provide opportunities for everyone with an interest in the Cardiff Replacement LDP to be involved in its preparation. In so doing, the aim is to build as much consensus as possible concerning the overall strategy of the plan.

Principles and methods of community engagement

- 2.3. The following consultation principles will guide the Council's approach to involving the local community and other stakeholders in preparation of the Replacement LDP:

- **Commitment** – The Council will seek to provide opportunities for the whole community (different age groups, local community groups, hard to reach groups and protected characteristic groups) including businesses, to engage at appropriate stages in the process including 'child-friendly non-technical format' material as part of the process to encourage wider engagement.
- **Inclusiveness** – The Council will encourage the active participation of everyone who has an interest in, or who may be affected by, the Replacement LDP including efforts to actively engage with children and young people.
- **Appropriateness** – The Council will seek to engage the community through the most appropriate methods as determined through consultation on this document.
- **Transparency and accessibility** – The Council will make all relevant information available on-line and undertake engagement in a transparent and open way and seek to maximise the use of new technology such as virtual consultation and social media.
- **Accountability** – The Council will publish on-line the results of community engagement and seek to ensure that all stakeholders are informed of the outcome of their involvement.
- **Productivity** – The Council will seek to use virtual consultation and community engagement to secure as much consensus as possible on the content of the Replacement LDP.
- **Realism** – The Council will seek to ensure that all parties involved in the process understand and remain realistic about what can be achieved within the context of relevant legislation, Welsh Government guidance, and resources available.

- 2.4. The Council intends to build as much consensus as possible during the Replacement LDP preparation process and hopes that all parties will actively engage from the outset. Paragraphs 2.5 to 2.7, give a broad outline of some of the

key methods that will be used whilst paragraphs 2.14 to 2.32 outline the main stages of the Replacement LDP preparation process together with a summary of opportunities for involvement at each stage. Appendix C contains a table that summarises how the Council intends to undertake community engagement and consultation up to the deposit stage. The Agreement will be reviewed within 3 months of deposit of the Replacement LDP and appropriate engagement from deposit to adoption will be included in that review.

- 2.5. Information will be regularly updated on the Council's website. It will be possible to make representations in an electronic format (the preferred format) and also in writing. Efforts will be made to make the consultation processes as clear and accessible as possible. Staff will be available on weekdays during normal office hours to deal with any queries and can be contacted as set out below:

LDP Team Room
Room 219, County Hall,
Atlantic Wharf, Cardiff CF10 4UW
Tel. 029 2087 2087
Email: LDP@cardiff.gov.uk
Website Address: www.cardiff.gov.uk

- 2.6. Whilst the Council is providing a wide range of opportunities to access information and become involved in the Replacement LDP process, there are clearly resource limitations to the extent of engagement that is possible. Additionally, it is important that all consultees are dealt with in a fair and equal manner. Taking account of both of these points, it is not proposed that Officers attend meetings organised by individual groups. However, it is stressed that Officers are available throughout the process, as outlined above, and consultees are strongly advised to use this facility should information or advice be required.
- 2.7. The following list provides a summary of the expectations of consultees during the Replacement LDP preparation process:
- A commitment to the process including consensus building
 - To raise legitimate land use issues
 - To engage in the debate with an open mind
 - All parties to submit the appropriate level of information as specified
 - Responses made within prescribed periods
 - To treat Officers with due respect
 - If in any doubt about the process, to contact the LDP Team for advice

Feedback

- 2.8. The Council will ensure that feedback is provided on-line as soon as possible on the outcome of engagement and consultation throughout the Replacement Plan preparation process.
- 2.9. Feedback from the Council relating to consultation exercises will take the following forms:

- Acknowledgement letter or e-mail providing contact details and detailing how the Council will deal with the representation
- Details of the next steps in the Replacement Plan preparation process

2.10. Petitions received during consultation on the Replacement Plan will be acknowledged by letter or e-mail to the presenter of the petition only. This will include contact details and set out how the Council will deal with the issues raised in the petition. Specific guidance on the scope and procedures when using petitions will be established and made available prior to each formal stage of consultation.

Council decision-making process and local elected member involvement

2.11. Decisions on the Replacement Plan and its proposed content will be made by the full Council normally with recommendations from the Cabinet. The Cabinet and Council meet each month. The Council has established a Corporate Officer LDP Working Group to assist preparing the Replacement LDP in accordance with the timetable.

2.12. The Council will establish an on-going Scrutiny process that will evidence its findings to the Policy Review and Performance Committee. Individual Members of Council will be consulted in the preparation of this Agreement and will continue to be consulted throughout the Replacement Plan preparation process.

Use of Welsh language

Welsh Language and Bilingual engagement

2.13. The Welsh Language Standards place a legal duty on Councils to make it easier for people to use services through the medium of Welsh. The Council has published a Welsh Language Strategy for 2017 – 2022, the requirements of both the corporate strategy and Welsh Language Standards will be maintained at each stage of the Replacement LDP. Bilingual engagement will be carried out in the following ways:

1. We welcome correspondence in both Welsh and English. Where correspondence is received in Welsh and a reply is necessary, this will be sent in Welsh;
2. All consultation letters, comments forms, public notices (including site notices) and newsletters will be bilingual;
3. Any pages on the Replacement Local Development Plan website and social media posts published on twitter will be bilingual;
4. Any public meetings will be conducted bilingually where a request has been made ahead of time. Prior notification is required in order to provide a translation service; and

5. Draft documents can be made available in Welsh if requested. The Replacement LDP once adopted will be available in both Welsh and English Format.

Key stages of Replacement Plan preparation and opportunities for involvement

2.14. The LDP Regulations set out the legal requirements for participation and public consultation in Replacement Plan preparation. This Section provides more details on how stakeholders can become involved in the different stages of preparing Cardiff's Replacement LDP. Information will be constantly updated on the Council's website and any events or consultations will be mailed out to all consultees including formal notices in the local press when required.

Stage 1: The Delivery Agreement (Jan 2021 to March 2021) (Reg 9)

2.15. Summary: Securing wider involvement in preparation of document that sets out the timetable for preparing the Replacement LDP and how stakeholders can become involved in the process. Opportunities for involvement include Consultation on Draft Delivery Agreement during January and February 2021.

Stage 2: Evidence base - (Dec 2020 – June 2023) (Reg 14)

2.16. Summary: Before the Council can develop the strategic objectives that will form the framework of the Replacement LDP it is essential for it to have a clear understanding of the dynamic social, environmental and economic characteristics and issues that exist within Cardiff. Therefore the Council will collect data to review and develop the evidence base. The overall Evidence Base will be an extensive collection of data from across all relevant topics. New studies will be commissioned and new data collected where necessary to ensure that the evidence database is as comprehensive as possible. The evidence base will inform the Integrated Sustainability Appraisal. New evidence that comes to light at later stages of Replacement Plan preparation will be assessed and appropriate response made.

2.17. As part of the preparation of the evidence base the Council will invite developers and landowners to submit candidate development sites for potential inclusion in the Replacement Plan. This forms part of an information gathering exercise and should not be interpreted as a commitment that such sites will be taken forward in the Replacement LDP. When putting forward such sites developers and landowners will be required to include sufficient information to allow a robust assessment of the site to be made.

2.18. As part of the Council's duty to undertake a SA and SEA of the Replacement Plan a ISA Scoping Report will be prepared and consulted on setting out:

- The economic, social and environmental issues and objectives the Council proposes to address in helping to deliver sustainable development through the Replacement LDP; and
- The proposed framework by which the strategic options and detailed policies and proposals of the Replacement LDP will be appraised.

2.19. Opportunities for involvement (during 2021) include:

- Candidate Site submissions
- Consultation on ISA Scoping Report

Stage 3: Preferred Strategy (Regs. 14/15)

Pre- Deposit participation (March 2021- Sept 2022) (Reg. 14)

2.20. Summary: In accordance with Regulation 14 the Council will engage with the Specific and General Consultation Bodies (listed in Appendix A) during the preparation of the Preferred Strategy. Engagement will focus upon vision/objectives, evidence/issues and alternative strategies and options. This will provide an early opportunity for dialogue ahead of the Preferred Strategy being prepared.

Pre-Deposit consultation (Oct 2022 – Nov 2022) (Reg. 15)

2.21. Summary: This stage will include statutory consultation on the Preferred Strategy and strategic locations for new development and accompanying ISA Report (statutory 8 week period).

2.22. Opportunities for involvement:

- Consultation on Preferred Strategy
- Consultation on Initial ISA report

Stage 4: Replacement LDP Deposit of proposals (Dec 2022 – Nov 2023) (Reg. 17)

2.23. Summary: In formulating this document the Council will pay due regard to the foregoing consultation exercises and stakeholder engagements when drafting policies and identifying sites.

2.24. The Deposit Replacement Plan will be subject to statutory consultation for a period of six weeks to allow representations to be made by any stakeholder. Any representations received as a result of the consultation exercise will be made available for public inspection and on the Council's web site. The documents to be published at this time will comprise the Deposit Replacement LDP, the ISA Report (incorporating the SEA Environmental Report), a list of supporting documents and the initial consultation report (statutory 8 week period).

2.25. Opportunities for involvement:

- Consultation on Deposit Replacement LDP
- Consultation on Final ISA Report

Stage 6: Submission of Replacement LDP to Welsh Government (March 2024 (Indicative)) (Reg. 22)

2.26. Summary: At this stage the Council is required to submit the Deposit Replacement Plan, Integrated Sustainability Appraisal Report, Community Involvement Scheme, copies of all representations received, key supporting evidence, the Consultation Report, the report on the LPA's suggested changes and a Statement of the main issues to the WG and the Planning Inspectorate. Following this submission an Inspector will be appointed to examine the Deposit Replacement Plan to determine whether it satisfies the preparation requirements of the 2004 Act and whether it is "sound" (section 64(5) of the 2004 Act refers). The examination will also consider representations including objections that have been made in accordance with the LDP Regulations.

2.27. Opportunities for involvement:

- Once submitted, the examination process will be undertaken by an Independent Inspector. A Programme Officer working for the Inspector will provide the first point of contact to stakeholders. Information will be made available on the forthcoming examination process.

Stage 7: Independent examination (March 2024 to Sept 2024 (Indicative)) (Reg 23)

2.28. Summary: The Council will enter into a Service Level Agreement with the Planning Inspectorate prior to the Submission of the Deposit Replacement LDP. The Planning Inspectorate has indicated that the Independent Examination and the production of the Inspector's Report should take no more than 12 months.

2.29. Opportunities for involvement:

- Arrangements for public participation in the examination process will be advertised nearer the time (at least 6 weeks before the opening of the examination).

Stage 8: Inspector's report (Sept 2024 (Indicative)) (Reg. 24)

2.30. Summary: Once the Inspector is satisfied that no further information is necessary to inform their consideration of the Replacement Plan, he/she will publish a report outlining the examination's findings, together with any changes to the Deposit Replacement Plan and reasons for those recommendations. The Inspector's decisions will be binding upon the Council. The aim of the Independent Examination is to ensure that the Replacement Plan is at a stage where it is sound and can be safely adopted. It follows therefore that any changes made by the Inspector must themselves be demonstrably sound.

Stage 9: Adoption (Oct 24 (Indicative)) (Reg. 25)

2.31. Summary: On receipt of the Inspector's Report, following a fact checking period, the Council is required to adopt the final Replacement LDP

incorporating the Inspector's recommendations within 8 weeks, unless the Welsh Government intervenes. On or before the day on which the Replacement LDP is adopted, the Council will publish the Inspector's Report and make it available for inspection and to view on Council's web site (www.cardiff.gov.uk). The Replacement LDP will become operative on the date it is adopted, and final publication of the Replacement Plan should follow as soon as possible (after the expiry of the six-week legal challenge period).

Stage 10: Monitoring (Oct 25 Indicative)

2.32. The Planning and Compulsory Purchase Act requires authorities to keep under review matters that may affect the planning and development of their areas. In this regard, the Council will establish monitoring procedures in accordance with guidance contained within the LDP Manual and will produce an Annual Monitoring Report for submission to the Welsh Government by the 31st October each year

PART 3: THE TIMETABLE

3.1 Table 1 outlines the Council’s proposed timetable for achieving the key stages of Replacement LDP preparation required by the Planning and Compulsory Purchase Act 2004 and the LDP Regulations.

Key Stage			
Definitive		From	To
1	Draft Review Report consultation and submission of Final Review Report to Welsh Government	Jan 2021	March 2021
2	Draft Delivery Agreement consultation and submission of Final Delivery Agreement to Welsh Government	Jan 2021	March 2021
3	Evidence Base Preparation	Dec 2020	June 2023
4	Pre-Deposit Participation <ul style="list-style-type: none"> • Launch, May 2021 • Candidate Site submission and appraisal • SA Scoping Report • Vision/Objectives/growth levels and spatial options 	March 2021	Sept 2022
5	Preferred Strategy Consultation – six weeks statutory consultation	Oct 2022	Nov 2022
6	Deposit Plan Consultation – six weeks statutory consultation	Oct 2023	Nov 2023
Indicative		From	To
7	Submission	March 2024	

8	Examination	March 2024	Sept 2024
9	Inspectors Report	Sept 2024	
10	Adoption by Council	October 2024	

Definitive and Indicative Stages

- 3.2. Stages 1-5, leading up to and including deposit, are under the direct control of the Council, which will make every effort to adhere to this part of the timetable.
- 3.3. The Council has less control over the process at Stages 6 -9, which are dependant on a range of factors including the number of deposit representations and the requirements of the Independent Examination. The timetable for these stages is, therefore, at present indicative.
- 3.4. The LDP Regulations clarify that, within 3 months of the close of deposit, the timetable (i.e. the indicative stages) will need to be reviewed and resubmitted once the Council has entered into a Service Level Agreement with the Planning Inspectorate.

Achievability and risk management

- 3.5. The definitive part of the proposed timetable is considered to be realistic and achievable having regard to:
- The scope of work the Council understands to be involved in Replacement Plan preparation, having regard to the regulations and guidance published by the Welsh Government;
 - The resources (essentially staff and revenue) the Council is able to commit to Replacement Plan preparation;
 - The current structure of the Council, its decision making structures, meeting cycles and future elections.
- 3.6. While every effort will be made to avoid deviation from this timetable, Appendix D identifies a number of potential risks, together with the Council's proposed approach to managing them.

Resources

- 3.7. In terms of staff resources, there is a small team of officers in the Council's Strategic Planning Section dedicated to Replacement LDP preparation. In addition a range of

other officers in that section as well as in other Service Areas will also be involved in various aspects of Replacement Plan formulation including ISA and SEA.

- 3.8. If necessary, to supplement its own resources, the Council may employ consultants to undertake appropriate work and advise on the Integrated Sustainability Appraisal and Strategic Environmental Assessment of the Replacement Plan.

PART 4: MONITORING AND REVIEW

Delivery Agreement

- 4.1. The Council will monitor progress against the Delivery Agreement throughout preparation of the Replacement LDP, to ensure that the aims and principles of the Community Involvement Scheme (CIS) are met in line with the target timetable. Where necessary reports will be made to the Council's Cabinet.
- 4.2. Circumstances in which the Agreement may need to be reviewed and amended include:
 - If the process falls 3 months or more behind schedule;
 - If any significant changes are required to the CIS;
 - If there is significant change in the resources available to the Council;
 - If new European, UK or Welsh Government legislation, regulations or guidance should require new procedures or tasks to be undertaken; or
 - If any other change of circumstances should materially affect the delivery of the Replacement Plan in accordance with the Agreement.
- 4.3. Should the Agreement require review prior to or after the indicative stage review (outlined below) a revised Agreement will be sent to the Welsh Government for agreement. Once agreed this will be made available on the Council's website.

Replacement LDP Post-adoption

- 4.4. After it has been adopted the Council will monitor the Replacement Plan on an annual basis and report the findings in an Annual Monitoring Report (AMR). Future reviews or amendments to the plan, will go through the same stages of preparation as the original Replacement plan and within 6 months of the decision to undertake a review the Council will publish a timetable for review of the plan. The Council will also apply the general principles outlined in the CIS when it reviews and carries out any amendments to the plan. A full review of the plan will be undertaken at least once every 4 years.

APPENDIX A: CONSULTATION BODIES

Internal Consultees

To be consulted at all stages in the preparation of the Replacement LDP

- Cardiff County Councillors
- Cardiff Council Service Areas

External Consultees

Specific Consultation Bodies

The Council will consult the following specific consultation bodies at all stages in the preparation of the Replacement LDP:

- Welsh Government
- Natural Resources Wales
- Cadw

- Network Rail Infrastructure Limited (Western & Wales) – Property
- Secretary of State for Transport (in relation to previous Strategic Rail authority functions)

- Cardiff and the Vale University Health Board
- Velindre University Health Trust

- Cardiff Community Councils
 - Lisvane Community Council
 - Old St Mellons Community Council
 - Pentyrch Community Council
 - Radyr & Morganstown Community Council
 - St Fagans Community Council
 - Tongwynlais Community Council

- Adjoining Local Authorities and South East Wales Authorities
 - Bristol City Council
 - Caerphilly County Borough Council Newport City Council
 - Rhondda Cynon Taf County Borough Council
 - Vale of Glamorgan Council
 - Bridgend County Borough Council
 - Merthyr Tydfil County Borough Council
 - Torfaen County Borough Council
 - Blaenau Gwent County Borough Council
 - Monmouthshire County Council

- Adjoining Community Councils within other Counties

- Caerphilly
 - Caerphilly Town Council
- Rhondda Cynon Taf
 - Llantrisant Community Council
 - Llantwit Fardre Community Council
 - Pontyclun Community Council
 - Taffs Well Community Council
- Newport
 - Graig Community Council
 - Marshfield Community Council
 - Michaelston-y-Fedw Community Council
 - Wentlooge Community Council
- Vale of Glamorgan
 - Llandough Community Council
 - Michaelston le Pit and Leckwith Community Council
 - Penarth Town Council
 - Peterston Super Ely Community Council
 - St Georges and St Brides Super Ely
 - Wenvoe Community Council
- BT Group Plc
- EE
- Vodaphone
- Three UK
- O2 UK
- Virgin
- Talk Talk
- British Gas
- EDF Energy
- nPower
- EON UK
- Scottish Power
- SSE
- National Grid
- Western Power Distribution
- Wales & West Utilities
- Dwr Cymru Welsh Water
- Network Rail Infrastructure

General Consultation Bodies

The following is a list of general consultation bodies to be consulted at the relevant stages outlined in the preparation of the Replacement LDP. This list is not intended to be exhaustive and other organisations and bodies who wish to be involved can be added and consulted where appropriate:

- AMs/MPs for Cardiff West, Cardiff South and Penarth, Cardiff Central and Cardiff North/
- Four Regional AMs for South Wales Central
- 4 MEPS for Wales

- Aelwyd Housing Association
- Age Concern Cymru
- Age Connects
- Alternatives for Transport
- Arts Council of Wales
- Associated British Ports
- Association of Inland Navigation Authorities
- Black Environment Network
- British Aggregates Association
- British Wind Energy Association
- Business in the Community Cymru
- C3SC Cardiff Third Sector Council
- Cadwyn Housing Association
- Caldicot & Wentlooge Levels Drainage Board
- Campaign for Real Ale
- Campaign for the Protection of Rural Wales
- Carbon Trust
- Cardiff & Vale Parents Federation
- Cardiff and the Vale College
- Cardiff and Vale Action for Mental Health
- Cardiff Chamber of Commerce, Trade and Industry
- Cardiff Civic Society
- Cardiff Community Health Council
- Cardiff Community Housing Association
- Cardiff Cycling Campaign
- Cardiff Friends of the Earth
- Cardiff Heliport
- Cardiff International Airport Ltd.
- Cardiff Met Students Union
- Cardiff Metropolitan University
- Cardiff Naturalists
- Cardiff University
- Cardiff University Students Union
- Cardiff Women's Business Club
- Cardiff Bus
- Cardiff YMCA
- Care Inspectorate Wales

- CBI Wales
- Children in Wales
- Children's Commissioner for Wales
- Church in Wales
- Chwarae Teg
- CILT (UK) Cymru Transport
- Citizens Advice Bureau
- Civic Trust for Wales
- Civil Aviation Authority
- Coal Authority
- Coed Cadw (the Woodland Trust)
- Community Energy Wales
- Community Housing Cymru
- Community Land Advice Service
- Confederation of Passenger Transport
- Confederation Of British Industry
- Country Land and Business Association
- Crime Prevention Department
- Cymdeithas yr Iaith Gymraeg
- Danescourt Community Association
- Defence Estates
- Design Circle - RSAW South
- Design Commission for Wales
- Disability Arts Wales
- Disability Wales
- Diverse Cymru
- Energy Savings Trust Ltd
- Equality and Human Rights Commission
- Federation of Master Builders
- Federation of Small Businesses
- Fields In Trust
- First Group Plc
- Friends of the Earth Cymru
- Friends of Nantfawr Community Woodland
- Garden History Society
- Glamorgan-Gwent Archaeological Trust
- Gypsies Travellers Wales
- Health & Safety Executive
- Home Builders Federation
- Inland Waterways Association
- Institute of Cemetery and Crematorium Management
- Interfaith Council for Wales
- Keep Wales Tidy
- Landscape Institute Wales
- Linc Cymru
- Lisvane Community Association
- Lisvane Graig Protection Society
- Living Streets Cardiff
- Llamau

- Llandaff Society
- Logistics UK
- Mineral Products Association
- Mobile Operators Association
- National Car Parks Limited
- National Express Ltd
- National Federation of Builders
- National Grid Property Portfolio
- National Museum Wales
- National Youth Arts
- Newydd Housing Association
- NFU Cymru
- Pantmawr Residents Association
- Planning Aid Wales
- Planning Inspectorate
- Pobl
- Radyr and Morganstown Community Association
- Radyr and Morganstown Partnership and Community Trust (PACT)
- Radyr Sidings Residents Association
- Ramblers Cymru
- Ramblers Cymru Cardiff Group
- Rhiwbina Civic Society
- RICS Wales
- Road Haulage Association Ltd
- Royal Commission on the Ancient & Historical Monuments of Wales
- Royal Mail Group plc
- Royal National Institute for the Blind
- RSPB Cymru
- Scope Cymru
- Social Farms & Gardens
- South East Wales Energy Agency
- South Wales Fire & Rescue Service
- South Wales Police
- Sport Wales
- Stonewall Cymru
- Sustrans Cymru
- Taff Housing Association
- The 20th Century Society
- The Georgian Group
- The Institute of Cemetery and Crematorium Management
- Theatres Trust
- Transport for Wales
- Victorian Society
- Wales & West Housing Association
- Wales Council for Voluntary Action
- Wales Women's Aid
- Welsh Ambulance Services NHS Trust
- Welsh Historic Gardens Trust
- Welsh Housing Partnership

- Welsh Language Commissioner
- Welsh Tenants Federation
- Wildlife Trust for South and West Wales
- Women Connect First

APPENDIX C: TABLE SUMMARISING INVOLVEMENT IN REPLACEMENT LDP STAGES

Consultation Stage	Purpose	Timescale	Summary of Involvement	Reporting Mechanism
Delivery Agreement	Set out timetable for Replacement LDP preparation and process of involvement.	January 2021 to March 2021	<ul style="list-style-type: none"> 8 week consultation on content of Delivery Agreement in Jan/Feb 2021. 	<ul style="list-style-type: none"> All information available on website.
Evidence base	To have a clear understanding of the dynamic social, environmental and economic characteristics and issues that exist within Cardiff. As part of this information gathering the Council will invite developers and landowners to submit candidate development sites for potential inclusion in the Replacement LDP.	Dec 2020 to June 2023 (with necessary updates thereafter)	<ul style="list-style-type: none"> 6 week consultation on ISA Scoping Report Invitation for Candidate Site submissions. Opportunity to engage as part of preparation of Preferred Strategy outlined below. 	<ul style="list-style-type: none"> Updated information on both processes will be available on website.
Preferred Strategy	To develop the Replacement LDP vision and objectives for the area, based on an understanding of the relevant issues. From this base, strategic options will be identified and assessed leading to the identification of strategic sites to feed into the Preferred Strategy. In parallel, the ISA and other assessments will be undertaken.	May 2021 to October 2022	<ul style="list-style-type: none"> Virtual 'Launch Event' at early stage of development of vision/objectives, alternative strategies and options. Involvement in development of the Preferred Strategy focussing engagement upon vision/objectives, evidence base/issues and alternative strategies and options. 8 week consultation on Preferred Strategy and Initial ISA report consultation. 	<ul style="list-style-type: none"> A report will be prepared setting out the Council's response to all comments made on the Preferred Strategy and Initial ISA Report. All information available on website.

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Consultation Stage	Purpose	Timescale	Summary of Involvement	Reporting Mechanism
Deposit	To pay due regard to the foregoing consultation exercises and stakeholder engagements and formulate and consult on a Deposit Replacement LDP.	December 2022 to November 2023	<ul style="list-style-type: none"> 8 week consultation on Deposit Replacement LDP together and Final ISA Report. 	<ul style="list-style-type: none"> A final consultation report will be prepared setting out the Council's response to all comments made on the Deposit Replacement Plan and Final ISA Report. All information available on website.
Submission of Replacement LDP to WG	To submit the Replacement Deposit Plan, Integrated Sustainability Appraisal Report, Community Involvement Scheme, copies of all representations received, key supporting evidence, the Consultation Report, the report on the LPA's suggested changes and a Statement of the main issues to the WG and the Planning Inspectorate.	March 2024 (Indicative)	<ul style="list-style-type: none"> Once submitted, the examination process will be undertaken by an Independent Inspector. An independent Programme Officer employed by the Council will provide the first point of contact to stakeholders providing a link between the authority and the Inspector. Information will be made available on the forthcoming examination process. 	<ul style="list-style-type: none"> All information available on examination website and library.
Independent examination	Following this submission an Inspector will be appointed to examine the Replacement Deposit Plan to determine whether it satisfies the preparation requirements of the 2004 Act and whether it is "sound" The examination will also consider representations including objections that have been made in accordance with the LDP Regulations.	March to September 2024 (Indicative)	<ul style="list-style-type: none"> Arrangements for public participation in the examination process will be advertised nearer the time (at least 6 weeks before the opening of the examination). 	<ul style="list-style-type: none"> All information available on examination website and library.

Consultation Stage	Purpose	Timescale	Summary of Involvement	Reporting Mechanism
Inspectors Report	The Inspector will publish a report outlining the examination's findings, together with any changes to the Deposit Plan and reasons for those recommendations. The Inspector's decisions will be binding upon the Council.	September 2024 (indicative)		
Adoption	The Council is required to adopt the final Replacement LDP incorporating the Inspector's recommendations within 8 weeks of receiving it, unless the Welsh Government intervenes.	October 2024 (indicative)	<ul style="list-style-type: none"> On or before the day on which the Replacement LDP is adopted, the Council will publish the Inspector's Report and make it available for inspection and to view on Council's web site. The Replacement LDP will become operative on the date it is adopted, and final publication of the Replacement Plan should follow as soon as possible (after the expiry of the six-week legal challenge period). 	

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APPENDIX D: RISK MANAGEMENT

The proposed timetable for Replacement LDP preparation is considered to be realistic and achievable having regard to the scope of work the Council believes to be involved having regard to existing Welsh Government regulations and guidance, and the resources the Council is able to commit to Replacement LDP preparation. While every effort will be made to avoid deviations from the proposed timetable, the Council has identified a number of potential risks which are set out below, together with the Council's proposed approach to managing them. The timetable, together with the anticipated work programme and available resources will be kept under continual review to monitor possible slippage or other impacts resulting from the risks identified or other causes. Where necessary, progress reports will be made to the Council's Cabinet.

Risk	Potential Impact	Mitigation
<ul style="list-style-type: none"> Additional requirements arising from new legislation, national guidance and/or new evidence 	<ul style="list-style-type: none"> Additional work required, causing programme slippage 	<ul style="list-style-type: none"> Monitor emerging legislation/guidance/evidence and respond early to changes
<ul style="list-style-type: none"> Programme/timetable proves too ambitious for resources available due to greater than anticipated workload e.g. number of representations 	<ul style="list-style-type: none"> Programme slippage 	<ul style="list-style-type: none"> Realistic timetable prepared with some flexibility Consider additional resources when required
<ul style="list-style-type: none"> Insufficient information to enable preparation of a sound Replacement Plan (e.g. up to date population projections) to undertake SEA of proposals 	<ul style="list-style-type: none"> Programme slippage 	<ul style="list-style-type: none"> Identify expectations of consultees in Delivery Agreement
<ul style="list-style-type: none"> Delays caused by Council delaying approval of documents 	<ul style="list-style-type: none"> Programme slippage 	<ul style="list-style-type: none"> Undertake Scrutiny process together with wider Member Briefing to raise awareness
<ul style="list-style-type: none"> Delay caused by scheduling of Cabinet Business, Planning or Scrutiny Committee meetings 	<ul style="list-style-type: none"> Programme slippage 	<ul style="list-style-type: none"> Monitor progress against Delivery Agreement Book target meetings in Council's Forward Plan
<ul style="list-style-type: none"> Significant Objections from Statutory Consultation Bodies 	<ul style="list-style-type: none"> Replacement LDP cannot be submitted for examination without significant work 	<ul style="list-style-type: none"> Ensure the views of statutory bodies are sought and considered as early as possible
<ul style="list-style-type: none"> Planning Inspectorate unable to meet the timescale for examination and reporting 	<ul style="list-style-type: none"> Examination and/or report is delayed Key milestone in programme not met 	<ul style="list-style-type: none"> Close liaison with the Planning Inspectorate to ensure early warning of any problems (e.g. Consultation on Replacement LDP)
<ul style="list-style-type: none"> Replacement LDP fails test of soundness 	<ul style="list-style-type: none"> Replacement LDP cannot be adopted without additional work 	<ul style="list-style-type: none"> Ensure Replacement LDP is sound, founded on a robust evidence base with sustainability appraisal and well audited community and stakeholder engagement
<ul style="list-style-type: none"> Legal challenge 	<ul style="list-style-type: none"> Adopted Replacement LDP quashed Significant slippage/ additional work 	<ul style="list-style-type: none"> Ensure procedures, Act, Regulations etc., are complied with and no undue risks taken

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<ul style="list-style-type: none"> • Covid Restrictions 	<ul style="list-style-type: none"> • Delays in consultation • Programme slippage 	<ul style="list-style-type: none"> • Ensure effective use of on-line consultation methods, including virtual consultation technology, effective use of website, social media and wider opportunities to otherwise engage and communicate with the LDP Team.
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**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

03 NOVEMBER 2020

**ENVIRONMENTAL SCRUTINY COMMITTEE – WORK PROGRAMME
PLANNING 2020/21**

Background

1. The Constitution states that each Scrutiny Committee will set their own work programme. This is traditionally undertaken at the beginning of a municipal year and updated as the work progresses, however, due to the current Covid crisis the start of the process for 2020/21 has been delayed. As with other years, the work programme needs to be carefully constructed so that the time available to the Committee is used most effectively.
2. The Environmental Scrutiny Committee's Terms of Reference provide the Committee with the responsibility for the scrutiny of a number of specific service areas. A copy of the terms of reference has been attached to this document as **Appendix 1**. This will remind Members of the scope of ideas that can be considered.
3. The Committee is responsible for the scrutiny of a number of policies and strategies that affect the sustainability and environment of Cardiff. It can also undertake investigations into any of these areas.
4. The construction of a work programme involves obtaining information from a range of sources, these may include:
 - Information from the relevant Directorate;
 - Relevant extracts from the current Corporate Plan;
 - Suggestions and ideas put forward by the previous Environmental Scrutiny Committee;

- Member suggestions and observations;
 - Citizen and third party comments and observations;
 - Performance information.
5. At the October 2020 meeting Members agreed a number of scrutiny priorities for the remainder of the 2020/21 municipal year, and asked the Chair and Principal Scrutiny Officer to create a draft work programme for discussion and potential approval at the November meeting. This draft work programme document needed to cover the period November 2020 to March 2021; a copy of the draft work programme is attached to this report as **Appendix 2**.
6. Each item proposed for scrutiny in **Appendix 2** is supported by a suggested date; a title and description of the report; a list of invitees and consultees; the name of a contact officer and reference to the format and type of scrutiny to be undertaken. An explanation of the various forms of scrutiny that can be carried delivered are set out below:
- **Policy Development & Review** – Where the Committee contributes to the Council’s policy development processes by considering draft policy documents or existing policies.
 - **Inquiries** – Where the Committee undertakes an examination of a topic over a period of time, via a task & finish group, resulting in a formal report to the Cabinet. These can be short inquiries, such as deep dives, or longer inquiries, as required.
 - **Short Scrutiny Studies** – Where the Committee examines a particular service or issue over one or two committee meetings. Frequently such scrutiny activity results in a letter being sent to the relevant Cabinet Member with recommendations or comments.
 - **Pre Decision** – Where the Committee evaluates and comments on proposals before they go to the Cabinet, giving the Cabinet the opportunity to reflect upon Scrutiny views prior to making their decision.

- **Monitoring Performance & Progress** – Where the Committee undertakes monitoring of the Council's performance and progress in implementing actions previously agreed.

7. When developing a scrutiny work programme it is important prioritise where work resources are allocated. This means that items should be prioritised to ensure quality over quantity, achievability, deliverability and impact. In following this approach items should:

- **Focus** – Be based on issues that impact on Cardiff citizens.
- **Add Value** – Where possible enhance the work of the Council in delivering services to our citizens.
- **Involve** - Involve partners, stakeholders and the public in scrutiny process.
- **Demonstrate Flexibility** – The work programme should be reviewed regularly to reflect changing priorities.
- **Agreed by Committee** – Work programme items should be agreed by the whole Committee working as a team.
- **Thematic** – The Committee should consider wider issues rather than only focusing on Council services.
- **Balance** – The work programme should be balanced and include items from across the terms of reference.
- **Team work** – In delivering the work programme councillors should leave party politics at the door, work as a team and focus on wider issues that impact on all Cardiff citizens.

8. In setting their work programme, Members have been mindful of Wales Audit Office advice for scrutiny committees to aim to achieve committee meetings that last no longer than three hours, whilst maintaining robust and appropriate levels of scrutiny across the terms of reference, by ensuring agendas are of a manageable size and that work occurs outside committee meetings. Members agreed in principle with this approach and agreed to aim to achieve this, with the option to adjourn a committee meeting if more time is required than originally anticipated. This is particularly relevant during the Covid crisis as meetings will be held remotely.

Way Forward

9. Members should consider the draft work programme set out in **Appendix 2**, and look to agree the content of the Environmental Scrutiny Committee Work Programme 2020/21.

Legal Implications

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

Financial Implications

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

RECOMMENDATION

The Committee is recommended to:

- i. Consider the contents of this report; and,
- ii. Agree a number of priorities for the work programme.

DAVINA FIORE

Director of Governance & Legal Services

28th October 2020

Mae'r dudalen hon yn wag yn fwriadol

Environmental Scrutiny Committee – Terms of Reference

The role of this Committee is to scrutinise, measure and actively promote improvement in the Council's performance in the provision of services and compliance with Council policies, aims and objectives in the area of environmental sustainability including:

- Strategic Planning Policy
- Sustainability Policy
- Environmental Health Policy
- Public Protection Policy
- Licensing Policy
- Waste Management
- Strategic Waste Projects
- Street Cleansing
- Cycling and Walking
- Streetscape
- Strategic Transportation Partnership
- Transport Policy and Development
- Intelligent Transport Solutions
- Public Transport
- Parking Management

To assess the impact of partnerships with and resources and services provided by external organisations including the Welsh Government, joint local government services, Welsh Government Sponsored Public Bodies and quasi-departmental nongovernmental bodies on the effectiveness of Council service delivery.

To report to an appropriate Cabinet or Council meeting on its findings and to make recommendations on measures which may enhance Council performance and service delivery in this area.

Mae'r dudalen hon yn wag yn fwriadol

ENVIRONMENTAL SCRUTINY COMMITTEE - DRAFT FORWARD WORK PROGRAMME

03 November 2020 – 02 March 2021

If you would like to share your experiences or views regarding the items being considered please contact Scrutiny.viewpoints@Cardiff.gov.uk

Meeting Dates	Type of Scrutiny	Title and Description of Report	Invitees & Consultees	Directorate Contact Officer
(a)		(b)	(c)	(d)
03 Nov 20	Pre Decision Scrutiny	<p>Transforming Collections in Recycling Services</p> <p>An item to review proposals contained within the Cabinet report titled 'Transforming Collections in Recycling Services' prior to it being presented to Cabinet on the 12th November. The main aims of the Cabinet report are to i) set out changes to the waste and recycling collection programme which will shift from a five day, two shift service, to a four day, one shift service from February 2021. ii) to seek approval of the communication and media plan proposed to inform residents of the implications of the new four day collection service on residential collection timetables.</p> <p>It is planned that this item will be webcast.</p>	<p>Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment</p> <p>Representatives from the Economic Development Directorate</p>	<p>Richard Bowen Principal Scrutiny Officer RBowen@cardiff.gov.uk</p>

03 Nov 20	Member Briefing Note	<p>Local Air Quality Management – Annual Air Quality Progress Report</p> <p>A Member briefing note that will provide the Committee with an opportunity to comment on the ‘Local Air Quality Management – Annual Air Quality Progress Report’ prior to it being presented to Cabinet on the 10th December.</p> <p>It is planned that this item will be webcast.</p>	Richard Bowen, Principal Scrutiny Officer to provide a Member Briefing Note	Richard Bowen Principal Scrutiny Officer RBowen@cardiff.gov.uk
03 Nov 20	Member Briefing Note	<p>Cardiff Local Development Plan Full Review</p> <p>A Member briefing note that will provide the Committee with an opportunity to comment on the ‘Cardiff Local Development Plan Full Review’ prior to it being presented to Cabinet on the 12th November.</p> <p>It is planned that this item will be webcast.</p>	Richard Bowen, Principal Scrutiny Officer to provide a Member Briefing Note	Richard Bowen Principal Scrutiny Officer RBowen@cardiff.gov.uk
03 Nov 20	Committee Work Programme Item	<p>Environmental Scrutiny Committee – Draft Work Programme 2020/21</p>	Members of Cardiff’s Environmental Scrutiny Committee	Richard Bowen Principal Scrutiny Officer RBowen@cardiff.gov.uk

		<p>An item to review the proposals contained within the Environmental Scrutiny Committee – Draft Work Programme 2020/21. Members will be asked to agree a way forward for the period of November 2020 to March 2021.</p> <p>It is planned that this item will be webcast.</p>		
Tudalen 179	01 Dec 20	<p>Policy Development & Review</p> <p>One Planet Cardiff</p> <p>An item to review the proposals contained within the One Planet Cardiff strategy. This scrutiny will take place during the strategy consultation window, and will seek to identify the views of key external stakeholders. It is anticipated that the Committee will gather a series of comments, observations and recommendations that will be passed onto Cabinet in advance of the publication of the final version of the strategy.</p> <p>It is planned that this item will be webcast.</p>	<p>Councillor Huw Thomas, Leader of Cardiff City Council.</p> <p>Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment</p> <p>Representatives from the Planning Service – Planning, Transport & Environment Directorate</p> <p>A range of key external stakeholders.</p>	<p>Richard Bowen Principal Scrutiny Officer RBowen@cardiff.gov.uk</p>

<p>05 Jan 21</p>	<p>Monitoring Performance & Progress</p>	<p>Cardiff's Transport Vision – One Year Update</p> <p>An item to review the progress made against Cardiff's Transport Vision since it was initially presented in January 2020. In particular, the item will consider progress against the main projects; the delivery challenges and the achievements made in the period.</p> <p>It is planned that this item will be webcast.</p>	<p>Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport</p> <p>Representatives from the Planning Service – Planning, Transport & Environment Directorate</p>	<p>Richard Bowen Principal Scrutiny Officer RBowen@cardiff.gov.uk</p>
<p>05 Jan 21</p>	<p>Monitoring Performance & Progress</p>	<p>South Wales Metro – Member Update</p> <p>A Member update to assess the progress that has been made towards delivering the South Wales Metro. In particular, the item will consider progress against the main projects; the main delivery challenges and the achievements to date.</p> <p>It is planned that this item will be webcast.</p>	<p>Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport</p> <p>A range of key external witnesses, for example, Welsh Government and Transport for Wales</p> <p>Representatives from the Planning Service – Planning, Transport & Environment Directorate</p>	<p>Richard Bowen Principal Scrutiny Officer RBowen@cardiff.gov.uk</p>

16 Feb 21	Pre Decision Scrutiny	<p>Draft Corporate Plan 2021 to 2024 & 2021/22 Draft Cabinet Budget Proposals</p> <p>To provide Members with the context for the scrutiny of those sections of the Council's Draft Corporate Plan 2021 to 2024, and Draft Cabinet 2021/22 budget consultation proposals as they relate to the Directorates which fall under the remit of this Committee.</p> <p>It is planned that this item will be webcast.</p>	<p>Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment</p> <p>Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport</p> <p>Representatives from the Planning, Transport & Environment Directorate</p>	<p>Richard Bowen Principal Scrutiny Officer RBowen@cardiff.gov.uk</p>
02 Mar 21	Cabinet Response to Scrutiny Report	<p>Cabinet Response to the Environmental Scrutiny Committee report titled 'Managing Biodiversity & Natural Environment in Cardiff'</p> <p>An item to receive the Cabinet response to the Environmental Scrutiny Committee report titled 'Managing Biodiversity & Natural Environment in Cardiff'. At the meeting Members will have an opportunity to comment on the response and provide feedback to the Cabinet Members.</p>	<p>Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment</p> <p>Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport</p>	<p>Richard Bowen Principal Scrutiny Officer RBowen@cardiff.gov.uk</p>

		It is planned that this item will be webcast.	Representatives from the Planning Service – Planning, Transport & Environment Directorate	
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