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AGENDA

Committee	ENVIRONMENTAL SCRUTINY COMMITTEE
Date and Time of Meeting	WEDNESDAY, 22 SEPTEMBER 2021, 4.30 PM
Venue	REMOTE VIA MS TEAMS
Membership	Councillor Patel (Chair) Councillors Derbyshire, Owen Jones, Lancaster, Jackie Parry, Parkhill, Owen, Sandrey and Wong

*Time
approx.*

1 Apologies for Absence

To receive apologies for absence.

2 Declarations of Interest

To be made at the start of the agenda item in question, in accordance with the Members' Code of Conduct.

3 Minutes (Pages 5 - 30)

To approve as a correct record the minutes of the meetings held on the 15 June and 6 July 2021.

4 Cardiff Replacement Local Development Plan (Pages 31 - 354) 4.40 pm

For Members to undertake pre-decision scrutiny of the report to Cabinet.

5 Environmental Scrutiny Committee Draft Work Programme 2021/22 (Pages 355 - 370) 5.30 pm

To enable Members to consider and agree future items for the Environmental Scrutiny Committee Work Programme for 2021/22.

6 Urgent Items (if any)

7 Way Forward

To review the evidence and information gathered during the meeting, agree Members comments, observations and concerns to be passed on to the relevant Cabinet Member by the Chair.

8 Date of next meeting - 5 October 2021 at 4:30pm.

This will be a remote meeting and held within Microsoft Teams.

Davina Fiore

Director Governance & Legal Services

Date: Thursday, 16 September 2021

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

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ENVIRONMENTAL SCRUTINY COMMITTEE

15 JUNE 2021

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

1 : APOLOGIES FOR ABSENCE

2 : DECLARATIONS OF INTEREST

No declarations of interest were receive.

3 : MINUTES

The minutes of the meeting held on 11 May 2021 were approved by the Committee as a correct record.

4 : COMMITTEE MEMBERSHIP

Members were asked to note that Council on 27 May 2021, appointed Councillor Ramesh Patel as Chairman to the Committee and the following as Members of the Committee: Councillors Derbyshire, Jones, Lancaster, Owen, Parry, Parkhill, Sandrey and (1 vacancy).

5 : COMMITTEE TERMS OF REFERENCE

Members noted the Committee's Terms of Reference.

6 : COASTAL RISK MANAGEMENT PROGRAMME

Members were advised that the Cabinet on 17 June 2021 will consider a report entitled 'Coastal Risk Management Programme – Full Business Case and Procurement of Construction Contract'. The Committee was asked to consider report and determine whether to comment, or provide observations or recommendations to the Cabinet.

The Cabinet report provided a briefing on the principle design for the coastal protection scheme and the requirements for the Full Business Case scheduled to be submitted to Welsh Government in November 2021. Cabinet approval was sought for the procurement approach and to commence the construction contract for the coastal defence improvements, which are estimated to cost £23.5M; 85% of which is to be funded by Welsh Government.

A short summary of the key points in the Cabinet Report was set out in the cover report, including the background to the coastal defence scheme and its financing, full business case proposals and the recommended approach to procurement.

The Chairperson welcomed Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling and Environment and Matt Wakelam, Assistant Director, Street

Scene to the meeting. Councillor Michael was invited to make a brief statement. Councillor Michael stated the coastal defence scheme has been some time in the making but by March 2022 construction will begin. The Cabinet Member accepted that action was needed on the River Rhymney to protect residences and other properties from the threat posed by the climate emergency and rising sea levels. The scheme was due to be completed by August 2023.

The Chairperson invited the Committee to comment, seek clarification or raise questions on the report. Those discussions are summarised as follows:

- Members were advised that it was of paramount importance that Natural Resources Wales sign off the 'marine licence' to implement the necessary works. Negotiations have commenced with NRW.
- Members noted that the Welsh Government is providing 85% of the funding for the project. The original scheme was estimated to cost circa £11 million. The total cost was now estimated at £23.5 million. Officers were asked to explain the increase. The Assistant Director stated that a number of aspects have changed since the outline business case was considered. Welsh Government increased their requirements for flood defences which meant that the scheme needed to be redesigned to meet those criteria. Ground investigations also indicated that the bedrock was deeper than originally estimated which meant that foundations for the sheet piling element needed to go further underground. A soft-engineering approach on the mudflats also contributed to the increase in costs.
- Members noted that the Council's 15% contribution towards the cost of the scheme would be £3.75 million, yet only £2.6 million has been allocated towards the scheme in the Capital Programme, a shortfall of £1.15 million. Officers were asked to explain how the shortfall would be addressed. Officers advised that the budget shortfall would be identified in the next report.
- Members asked whether the procurement contract would be a fixed-price contract. Members were advised that the contract would be a target-cost project, where the risk is shared by the contractor and the client. A target cost will be submitted for the Welsh Government contribution towards the cost. Welsh Government will also allow a risk allocation to be submitted. The authority is working with risk advisors on a risk profile for the project. The Assistant Director stated that if the authority entered into a fixed-price contract then the entire cost of any risk was likely to fall on the Council. This approach was that adopted for similar schemes throughout England and Wales.
- Officers were asked to comment on the impact of the project on the travelling community site on Rover Way. The Assistant Director stated that the community will remain in-situ during the construction phase. A section of the coastal footpath will be elevated as part of the scheme and the community has requested that a fence be erected to prevent any visual intrusion.
- Members asked whether there will be an impact on the coastal path and whether a temporary alternative route has been considered. Members were advised that discussions are ongoing with the NRW Coastal Path officers in respect of any necessary diversions but the appointed contractor will need to establish how they

aim to deliver the scheme. Members recommended that any diversions be publicised as widely and as early as possible as walkers like to plan their routes ahead.

- Members asked whether there would be any impact on the River Rhymney itself. The Assistant Director stated that embankments will be constructed as part of the scheme to prevent the flow of the river from eroding further into Lamby Way landfill site.
- Officers stated that an area of land would be required as a storage location for the aggregates to be used on the project. There would be an estimated 40 or 50 vehicle movements per day for the duration of the project.
- Members referenced the Committee's previous consideration of this subject in March 2018 and the recommendation that modelling to be carried out to assess the impact of this scheme on the coastline. Members asked whether such modelling has been carried out and the results. The Assistant Director stated that impacts such as coastal shifts would have been undertaken by the JBA (consultants) and Natural Resources Wales (NRW). The scheme design included rock armour which protects the coastline from erosion. Outside of the scheme there should be no impact. The soft engineering elements of the scheme will help protect the natural environment, such as the mudflats.
- Officers confirmed that the scheme will not impact on the new railway station planned in the east of Cardiff.
- Members asked whether officers were confident that the scheme is sufficient to combat rising sea levels. Members were advised that Welsh Government have set the level of protection needed nationally and the scheme would be designed in accordance with those parameters. This will reduce the risk of flooding but it would not eliminate the potential for flooding during a catastrophic event entirely.
- Members questioned whether similar protection measures will be needed in the future. The Assistant Director stated that the likelihood is that the scheme would provide sufficient protection for a significant period of time. However, the scheme can be enhanced to provide additional protection.
- Officers were confident that the Welsh Government deadline of March 2022 for the funding for the scheme will be achieved. The biggest challenge at present was the granting of a marine licence to undertake the works by NRW. Officers and JBA continue to work closely with NRW to ensure that the deadline is achieved.
- Officers advised that a further Cabinet report on the full business case for the project is expected in November/December 2021.

RESOLVED – That the Chairperson writes to the Cabinet Member on behalf of the Committee to convey any comments, observations and recommendations made during the way forward.

7 : NORTH WEST CORRIDOR

The Committee received a draft of a report which was due to be considered by the Cabinet on 17 June 2021 entitled 'North West Cardiff Corridor Transportation Study: Update'. The report would provide the Cabinet with an update on a transportation study that aimed to identify short-term and long-term public transport options through North West Cardiff towards the City Centre. Cabinet would be asked to note the outcome of the current stage of the study and the way forward to progress the short-term and long-term business cases.

The Committee report provided a summary of the key points identified in the draft Cabinet report. Stage 1 of the 'WelTAG' study which identified a shortlist of potential short-term public transport options that could be implemented before 2025 was appended at Appendix B of the Committee's report.

The Chairperson welcomed Councillor Caro Wild, Cabinet Member for Strategic Planning and Transport and Andrew Gregory, Director of Planning, Transport and Environment. The Cabinet Member was invited to make a brief statement.

Councillor Wild welcomed the report. The north-west corridor was vitally important for the city and neighbouring authorities and it was acknowledged that transportation in this area has been an area of concern for some time. Cardiff Council, RCT Council and the Welsh Government have undertaken the Stage 1 study which has resulted in some early recommendations for improving public transport, including increasing the frequency of train services, a new metro station at Ely Mill, options for Waungron Road interchange and a range of other measures.

The Chairperson opened the debate on this item and invited questions and comments from members of the Committee. Those discussions are summarised as follows:

- Members asked for further detail on the progress of the Active Travel programme. The Cabinet Member stated that Transport for Wales have spoken in great detail around how metro station will link to active travel and bus routes. This report will push Transport for Wales to bring forward the work they have planned. In terms of the main active travel routes, the Council's priority is the completion of Cycleway 4 from Castle Street through Sophia Gardens to Llandaff and Plasdwr.
- Members asked for clarification on the use of light rail and rapid bus transit. The Director stated that the report highlights some 'quick wins' that can be implemented over the next five years – such as the upgrading of stations on the City Line, increasing the frequency of services and connecting bus routes to those station hubs from existing and emerging residential areas. The first priority is to deliver those upgrades. Evaluation of the opportunities brought by light rail and heavy rail will be undertaken at a later stage between 2025 and 2030.
- Members asked, that if the intention was to use light rail in the longer term, how an interchange between light rail and heavy rail at any proposed new stations would work. The Director stated that the City Line is heavy rail and there are discussion taking place with Transport for Wales regarding the mode to be used on the wider network and the types of vehicles to be used. Those issues have not yet been resolved. The City Line has been identified as part of the cross rail and

provide a link to Cardiff Bay and beyond to Newport Road. That will form part of the discussion in terms of the routing and types of vehicles to be used.

- Officers advised that the WelTag report has been jointly led with Welsh Government and there has been interaction with Transport for Wales regarding rail. The next phase will be the identification of preferred routes and there will be more opportunity to engage with bus service and other public transport providers at that stage.
- Members asked whether other parts of the city feel neglected in terms of public transport. Officers stated that the aim is to provide a public transport network for the whole of the City. Proposals for North West Cardiff are part of a wide conversations around crossrail and the circle line. There are proposals for all parts of the City and the challenge is to understand what the mode to deliver a mass transit system in those areas.
- Officers were asked whether the report taken account of the changes to travel habits following the pandemic. Members were advised that Welsh Government has restructure the rail franchise as it became clear that patronage would fall significantly. At this stage there are too many uncertainties to know the full impact but the estimation of demand will form a critical part of the next stage.
- Members asked officers to explain why Bus Rapid Transit routes were not in place. The Committee was advised that the Section 106 triggers are required to release the funding for the new bus routes. Some bus lanes have been provided where there is limited funding available. Welsh Government has established a working group to look at how the network can be reformed and redesigned. Express bus services are part of that.
- Members noted the shift toward tram/train highlighted in the report. Officers were asked whether this shift has happened recently and whether the has been any impact on the Council transport plans. Members were advised that the Welsh Government is procuring vehicles that can be used on heavy rail or as tram trains. The Council is keen to get its network aligned with a tram-like system as this will provide more inter-relationship with the network in the city; stations can be closer together; better interactions with public spaces, etc.
- Officers were asked to explain how integrated transport would work. Members were advised that, unlike active travel, the authority only controls limited elements of bus and train services. Welsh Government is bringing more integration into the system based on the metro. The authority is trying to support that with its Bus Strategy. The strategy aims to identify the key routes and upgrade those to gold standard. Members asked what steps the authority could take to speed up integration. Members were advised that the biggest impact would be integrated ticketing and the Welsh Government is looking at that. The Council has a mechanism to establish quality partnerships to set standards on routes but that requires revenue support. Part of the next stage work will look at how funding is managed to make the network more efficient, towards network redesign as there is now considerable public funding supporting bus services. The Cabinet Member stated that the authority has invested heavily in active travel schemes such as a

high quality bike hire scheme.

- Members agreed that consideration should be given to post-covid travel patterns and to how these are likely integrate into travel planning provisions. Members asked how this would form part of WelTag 2. The Director stated that there is a high degree of uncertainty around this issue. Officers are modelling data to inform decisions moving forward.
- Member noted the constraints set out in the report such as the population growth estimate at paragraph 2.9.1 of approximately 348,000 up to 430,000 in 2036. The Council's own population growth figure has revised that down significantly. Members asked what the implications were for public transport and whether neighbouring authorities had revised their population growth figures also. The Director stated that the metro tram/train scheme is a long term scheme spanning generations and therefore it would be a mistake to look at population projections for the next 5 to 10 years.
- The Committee also noted that constrains on bus rapid transit schemes set out in paragraph 2.11.1 of the report, such as 'pinch points' in Llandaff, Fairwater and Canton. Members asked whether rapid transit corridors are achievable if there isn't the physical space to expand the road network. The Director agree that the transport network was not designed with segregated cycling or bus networks. The authority is seeking to rebalance modes across the City. A pragmatic position will need to be taken at pinch points in key locations. Weltag 2 will look at options for strategic locations that bypass those congestion points, for example accessing the A4232 for express bus services linking with park and ride at Junction 33.
- Members welcomed the proposals but considered that the public were frustrated that these plans were not being implemented quickly. Members asked how many of the short-term improvements might be implemented before 2025. Referring to point 19 and connectivity to RCT, Members considered that the authority has an obligation to those living outside the city who are seeking employment to travel into the city easily. Members sought assurance that planned improvements will be implemented quickly. The Director stated that projects of this scale move slowly but the authority is moving as quickly as possible. Members considered that the key issue was to have target dates to the projects being implemented moving forward.
- Members asked whether the Coryton Line would be more than a single line in order to increase the frequency of services. Officers advised that the Coryton Line would form part of the Circle Line and conversations were ongoing with Welsh Government regarding that. In the shorter term the intention is to increase the frequency of services on the line from two trains per hour to four trains per hour. That will required more passing points or the doubling of the track and this upgrade would be a priority. There would also be an opportunity to put a new line in from the new Velindre Station to the Coryton Line.
- Members sought clarification on whether it is intended to provide a rapid bus system in the short term, which will ultimately be replaced by tram/train in the longer term. Officers stated that the bus network would work in parallel with the

tram/train network.

RESOLVED – That the Chairperson writes to the Cabinet Member on behalf of the Committee to convey any comments, observations and recommendations made during the way forward.

8 : CITY CENTRE NEXT STEPS - CASTLE STREET AND CITY CENTRE EAST

Members received a draft Cabinet report regarding the next steps in the Castle Street and Centre East transport schemes. Cabinet was due to consider the report at its meeting on 17 June 2021.

Members were advised that the draft report provided feedback from the public consultation exercise and modelling work undertaken on Castle Street scheme. The report will seek Cabinet approval for modifications to the current road layout to achieve clean air compliance and for approval to commission further modelling and analysis of the impacts of these modifications on clean air, congestion and wider city recovery and renewal. Furthermore, the report also seeks approval for delegated authority to award the tender and begin construction of the City Centre East Phase 1 + Canal Project.

In June 2019 the Council approved a Clean Air Plan to achieve NO₂ emissions compliance, following the 2018 legal direction issued by the Welsh Government requiring the Council to comply with EU emissions limits. The Clean Air Plan contained a scheme for Castle Street, which allowed traffic with restricted capacity. The Clean Air Plan also contained the City Centre East scheme covering Dumfries Place, Station Terrace, Churchill Way, including the Canal reopening, and Bute Terrace and which aimed to achieve high quality, active travel infrastructure; connecting key developments in a sustainable way.

The Covid-19 pandemic cause both schemes to be paused. Castle Street was subsequently closed to all traffic and Station Terrace was restricted to bus, taxi and limited access only. In Autumn 2020 Castle Street was reopened to buses, taxis and access vehicles and Station Terrace reopened to all traffic.

A public consultation exercise took place between March and May 2021 seeking views on the following options for Castle Street:

- Option 1: This scheme is the previously approved design included in the Council's Clean Air Plan. The scheme allows general traffic to access the area under reduced capacity, whilst also providing segregated cycling facilities, bus priority and public realm improvements.
- Option 2: A variation on Option 1 where general traffic is restricted from using the street as a through-route at all times. The scheme provides a segregated cycle lane, bus and taxi access and improved public realm via an extension to the pavement on the south side.

The Cabinet report summarised the results of the public consultation. A total of 6,250+ responses were received - 53.8% thinking Option 1 had some considerable

benefit and 33.8% thinking Option 2 had some considerable benefit. The full report on the consultation exercise was appended to the report.

Members were advised that traffic modelling indicated:

- Both Castle Street options cause some displacement to the west of the city centre
- There are larger impacts on A48 and A4232 due to rerouting to avoid the city centre

Air quality modelling shows:

- Both Castle Street options ensure compliance re NO₂, with Option 2 reducing levels the furthest
- Both options show improvements in air quality across the city
- Both options show small increases re NO₂, compared to the baseline scenario but not to a level that exceeds legal limits.

With regards to the City Centre East Scheme, Members were asked to note that delegated authority was sought for the Director of Planning, Transport and Environment in consultation with the Corporate Director of Resources to award the tender and begin construction, anticipated to begin in September 2021. The following measures would be taken to inform and assist stakeholders and the general public about Castle Street and City Centre East schemes:

- A dedicated project website containing all information associated with the project including: project background; maps; designs and operational plans.
- A communication plan for each phase of works, including: newsletters for local residents and businesses; press releases and proactive media engagement.
- Regular Stakeholder Meetings with Bus Operators and other key stakeholders

The Cabinet report also provided details of the funding options for both schemes and the need for Cabinet to consider the future maintenance costs as part of its Medium Term Financial Plan.

The Chairperson welcomed Councillor Caro Wild, Cabinet Member – Strategic Planning & Transport; Andrew Gregory, Director of Planning, Transport and Environment and Gethin Shields, Transportation Programme Manager to the meeting. After brief statements the Chairperson opened the debate on this item. Those discussions are summarised as follows:

- Members raised concerns that reopening Castle Street would increase congestion and increase NO₂ emissions as a result. Officers stated that the Castle Street scheme not only reduced traffic to a single lane, but it also included an additional crossing for cyclists that would in effect filter the amount of traffic entering Castle Street. Traffic flows are managed along the whole corridor to Castle Street and the City Centre to prevent queueing. Members were also asked to note that there

has been significant behavioural change as a result of Castle Street being opened to buses and taxis only. Modelling has indicated that there isn't significant detrimental impact on either option.

- Members asked officers to clarify whether there would be an increase in congestion in some areas leading to Castle Street. The Director stated that there were a number of variables impacting upon the network. Therefore, a revision of the existing scheme and more modelling of the impacts would feed into the options considered for a permanent scheme moving forward.
- Members asked whether in the long term officers considered that the clean air problems in Castle Street would be resolved by the progression of the South Wales Metro project. Officers stated that Metro proposals would be phased in from 2023 and some improvement would be expected.
- Members noted that the preferred option would be to allow traffic to return to Castle Street on a temporary basis and that would allow for more data to be gathered. Members questioned why the option for no access to private vehicles whilst evidence was gathered was not considered as an option.
- Members asked how the opening of Castle Street to traffic balanced against the proven issue of induced demand. Officers accepted that is a difficult choice but the traffic network is being designed for buses, taxis and private vehicles and there was a balance to be struck between those modes. Trying to understand the implications of the post-Covid recovery period on the City Centre is a critical issue for the Council and the authority did not wish to limit the economic viability of the city centre. The original preferred option was to allow general traffic to access the area under reduced capacity. The pandemic offered an opportunity to close Castle Street and to open it up to buses and taxis. Modelling on each option would allow greater understanding in terms of a permanent decision.
- Members noted that no street in residential areas is showing an increase in NO₂ levels whilst Castle Street was closed. Officers were asked to confirm that the data indicated that. Officers accepted that Castle Street was non-compliant prior to the pandemic. Other areas whilst compliant were not as good as they could be. Modelling indicated that there was no increase above 30mgs NO₂ under either option being considered. However, the authority was not at the right point to move forward with a permanent decision as great deal of uncertainty remained across the areas set out in the report. Option 1 has not yet been tried out and its modelling and analysis would help inform a complex strategic decision.
- Members asked whether Castle Street will potentially form part of a low emissions zone in the future. Officers stated that the possibility has been considered but the authority would need to be mindful of any distributional impacts of such a scheme i.e. the impact on those sections of the community who were unable to afford electric or low-emission vehicles. Those considerations would need to be part of any future assessment on such a scheme.
- Officers were asked whether the possibility of allowing access to blue badge holders to use Castle Street were considered. Officers advised that a blue badge

only option has not been assessed.

- Officers confirmed that the plan was to provide two way access for all vehicle, including buses. However, there would only be a segregated route for buses west-bound.
- Officers confirmed that there were no plans to request bus companies to use electric vehicles only in Castle Street. Electric buses are likely to be used on routes using Castle Street, Westgate Street and North Road but this is not currently enforceable. The Castle Street scheme and the impact of the introduction of electric buses and taxis will be monitored and analysed. If the result is further non-compliance then further decisions may be needed at a later date.
- The Cabinet Member stated that under the legal direction and the Welsh Government's clean air policies, the authority would not be permitted to introduce a charging regime if compliance could be achieved by other means. The Welsh Government is currently looking to change their policies to allow a clean air policy and a congestion charging policy.
- Members were previously assured air quality issues would not be pushed in to other parts of the City. The Committee sought assurance on whether the closure of Castle Street has worsened air quality levels in other parts of the City. Members were advised that monitoring data is based on annual averages and the results have been skewed somewhat due to the national Covid-19 lockdown. Since opening Castle Street to buses and taxis there have been no breaches in terms of air quality in other parts of the City.
- Members asked whether the phasing of traffic lights will push air quality issues into other areas, such as Boulevard de Nantes. Officers indicated that monitoring has indicated air quality isn't worsening.
- Members asked whether the modelling, referred to in the media, that indicated air quality on the A48 and A4232 would worsen in the future was current. Officer confirmed that that the modelling did show a slight increase but these did not exceed air quality standards.

RESOLVED – That the Chairperson writes to the Cabinet Member on behalf of the Committee to convey any comments, observations and recommendations made during the way forward.

9 : COMMITTEE BUSINESS

Members received a report seeking the Committee's approval for the first combined Scrutiny Annual Report 2020/21, prior to consideration by Full Council on 24 June 2021.

Members were also asked to note the proposed schedule of Environmental Scrutiny Committee meeting dates for September 2021 – March 2022.

RESOLVED – That the Committee approves Scrutiny Annual Report 2020/21.

10 : URGENT ITEMS (IF ANY)

No urgent items.

11 : DATE OF NEXT MEETING - 6 JULY 2021

Members were advised that the next Environment Scrutiny Committee is scheduled for 6 July 2021.

12 : CORRESPONDENCE FOLLOWING THE COMMITTEE MEETING

The meeting terminated at 6.51 pm

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ENVIRONMENTAL SCRUTINY COMMITTEE

6 JULY 2021

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

1 : APOLOGIES FOR ABSENCE

No apologies for absence were received.

2 : DECLARATIONS OF INTEREST

The following declarations of interest were made in accordance with the Members' Code of Conduct:

Cllr Owen	Item 3	Personal	Resident of Tyn yr Parc Road
Cllr O Jones	Item 4	Personal	Non-executive director Cardiff Bus
Cllr Sandrey	Item 4	Personal	Non-executive director Cardiff Bus

3 : ACTIVE TRAVEL NETWORK MAP

The Committee was advised that Cabinet 15 July 2021 will consider the draft Active Travel Network Map and its required statutory 12-week consultation. Cabinet will also consider whether to approve giving delegated authority to the Director of Planning, Transport and Environment to submit the final version of the Active Travel Network Map to Welsh Government Ministers. Members received a report providing background information to aid the scrutiny of the draft Cabinet report.

The Active Travel (Wales) Act 2013 places a requirement on local authorities in Wales to plan for provision for active travel routes and demonstrate continuous improvement in delivery for active travel. The Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013 defines "active travel" as "walking and cycling as an alternative means to motorised transport for the purpose of making everyday journeys".

Local authorities are required to plan their active travel routes through the Existing Route Map and Integrated Network Map. In 2017, the Council submitted its first Existing Route Map and Integrated Network Map and received Welsh Minister approval in February 2018, leading to a number of segregated cycle routes linking the city centre and the wider city, cycle hire schemes and support for active travel in schools. Local authorities are expected to review their Existing Route Map and Integrated Network Map every three years. The next deadline for approval is 31 December 2021. The Active Travel Network Map combined the Existing Route Map and the Integrated Network Map into one.

Members were advised that Cabinet in January 2020 approved the Transport White Paper, which included a target to increase active travel from 31% to 43% by 2030. The Active Travel Network Map forms a key part of delivering this.

Community engagement took place between 24 November 2020 and 29 January 2021 via an online engagement tool. Members of the public provided feedback on cycling and walking routes. There were 3,502 respondents and 3,602 comments received. Analysis of the comments indicated locations with reported lack of safe routes for cycling; locations with reported lack of safe routes for walking; specific clusters of requests within the Riverside and Plasnewydd wards to restrict traffic or pedestrianise streets; and requests for minor improvements, such as dropped kerbs, removal or redesign of barriers, rationalisation of street furniture and provision of secure cycle parking.

It was expected that these issues have either been addressed in the draft Active Travel Network Map proposals or will be addressed through the Council's plans to pilot the development of Healthy Streets projects.

Appendix C is the proposed Active Travel Network Map Engagement Plan, which sets out the activities planned to engage stakeholders and the public during the 12-week statutory consultation period, planned for August – October 2021. This includes online consultation via the Council's website and Keep Cardiff Moving, promoted via social media, emails, online stakeholder group meetings, school engagement and public Q&A sessions.

Appendix C of the report set out the proposed Active Travel Network Map Engagement Plan. Activities to engage stakeholders and the public will take place during the 12-week statutory consultation period, planned for August – October 2021. This will include online consultation via the Council's website, via social media, emails, online stakeholder group meetings, school engagement and public Q&A sessions.

The Chairperson welcomed Councillor Caro Wild, Cabinet Member for Strategic Planning and Transport, Andrew Gregory, Director of Strategic Planning and Transport and officers from directorate. After brief statements the Chairperson opened the debate on this item. Those discussions are summarised as follows:

- Members noted that the active travel schemes are dependent on external funding and asked for further details regarding how such schemes are prioritised. The Director stated that plan before the Committee sets out the schedule of works. A more detailed plan sits behind the schedule of works and consideration will be given to their strategic importance, the consultation and engagement, feedback from local organisations and the funding available. The major works already being undertaken signify the Council's commitment to delivering active travel and that the funding is available.
- Members welcomed the positive response to the public consultation exercise. However, consultations are often skewed towards responses from people with a particular interest in a subject. Members asked for clarification of how much weight is given to consultation responses, therefore, when priorities are being evaluated. The Cabinet Member stated that these are complex considerations. Consideration is given to need, where people live and 'trip generators' such as large centres of employment. For example, Cycleway 1.2 provides access to UHW which is the largest employer in Wales. The Council is also mindful of

areas and sectors where there isn't a lot of feedback.

- Officers stated that the Commonplace tool was very useful but tended to favour those who were familiar with the use of new technologies. However, there was a fairly even geographical spread across the City in the responses received. Respondents were pointing out issues within their localities that they considered need addressing.
- Members asked what would happen if the Welsh Government withdrew its funding for active travel. The Cabinet Member stated that the Council has set aside £10 million in its current capital programme, although indications are that the Welsh Government is seeking to spend more on active travel. Section 106 funding within the LDP sets out several million pounds in active travel funding also.
- Members asked what factors are considered when cycle routes are decided upon. The Director stated that routes are aligned to the destinations that people wish to travel to. Overall, the busier parts of the City will be better connected and that is reflected in the plan. There will be consultation and individuals and local groups can recommend within their local areas. The plan is a consultation document and there are still opportunities for adjustment and change.
- Members noted that the walking routes appeared to be mapped onto existing pavements and walkways. Members asked what constituted an active travel walking route. Officers indicated that active travel improvements could include widening footways or putting in additional crossings.
- Members asked for an indication of timescales for those schemes listed as 'to be developed' in the schedule of works, particularly in relation to active travel to schools. Officers stated that a number of the schemes set out in the schedule of work are aspirational routes and layers of technical work will be required to determine an indication of timescales. There is an Active Travel team dedicated to working with schools to develop travel plans. Infrastructure works together with promotional work and behavioural change work aims to remove some of the blockages to active travel to schools, such as lack of crossings or problems with parked cars.
- Members sought clarification on what constitutes existing infrastructure in terms of active travel routes. Officers stated that the solid lines indicated on the map represent existing routes that were on the previous map. The existing routes were subject to an audit process using an audit tool included in the Welsh Government's Active Travel Design Guidance. Where existing infrastructure does not appear on the map, they may not pass the quality threshold. A Member highlighted two fully segregated cycling routes that they are aware of that do not appear on the map. Officers stated that routes have to link to specific destination and short sections do not appear on the map.
- Members raised concerns regarding pressure points on some routes in terms of the narrowness of the roadway and the needs of the elderly and disabled residents who rely on having access to their vehicles. The Director stated that not all the roads identified on the plan will have segregated cycle routes. Where there

are proposals that will impact on residents there will be compensated facilities. Members requested that local ward Members be consulted.

- Members asked for an estimate of how long it would take to address the schemes set out in the schedule of works, how will they be prioritised and what is the budget. Officers stated that priority will be given to schemes around schools, a connected network that connects all parts of the city and then look at additional schemes on a rolling basis. Officers were unable to provide a figure in terms of the overall budget available. The target set out in the Transport White Paper is to double the number of people cycling to work. People will only start cycling when they feel it is safe to do so and the priority is to provide a network that enables that.
- Members noted that the Cardiff Bike Life Survey indicated that women, over 65s and people from lower socio-economic groups are under-represented amongst regular cyclists. Members asked whether there were any plans to mitigate against this. Officers stated that one of the barriers preventing people cycling was the lack of a safe, interconnected cycling network in all parts of the city. The authority is striving to achieve that. Consideration is being given as to how the authority can reach beyond those groups who are already engaging with active travel. The Cabinet Member advised that the authority and Welsh Government have funded a 'bike hire for all' focussing on groups that were under-represented.
- Members referred to the schedule of schemes. Members asked whether consideration has been given to adjusting traffic light sequencing to favour pedestrians on walking routes. Officers advised that those issues are addressed when schemes are implemented piecemeal on a scheme-by-scheme basis. Members were asked to consider that making these types of adjustments will have a knock on effect at other nearby junctions.
- Members asked for details on how the online active travel consultation exercise will be promoted in hard-to-reach communities. Officers stated that a broad engagement plan was in place, but more work needs to be done to specifically address this matter.

RESOLVED – That the Chairperson writes to the Cabinet Member on behalf of the Committee to convey any comments, observations and recommendations made during the way forward.

4 : CYCLEWAY 1.2: APPOINTMENT OF PRINCIPAL CONTRACTOR

Members received a report providing an opportunity for the Committee to scrutinise a Cabinet report seeking approval to award the contract for the construction of Cycleway 1.2 prior to its consideration at Cabinet on 15 July 2021.

Members were advised that cycleways are continuous routes that are separate from motor vehicles and pedestrians. Cycleways aims to make cycling safer and quicker for commuters, children travelling to school and leisure purposes.

Cycleway 1 is a primary route connecting the City Centre and the North East Cardiff development site. The report relates to Cycleway 1.2 which is phase 2 of the route at Cathays Terrace, Whitchurch Road, Allensbank Road and King George V Drive.

The public consultation pack on the proposed scheme was attached at Appendix B of the report. In total 876 responses were received to the public consultation held in the summer of 2020: 57% supported the proposals; 21% partially supported the proposals; and 23% did not support the proposals. The report also provided a summary of the funding proposals for the scheme.

The Chairperson welcomed Councillor Caro Wild (Cabinet Member – Strategic Planning and Transport), Andrew Gregory (Director of Strategic Planning, Transport and Environment); Gethin Shields (Transportation Programme Manager); and Matthew Price (Team Leader – Transport Vision, Policy and Strategy). Following a brief statement from the Cabinet Member the Chairperson opened the debate on this item. Those discussions are summarised as follows:

- Members were supportive of the scheme and considered it to be transformative in terms of promoting active travel in the City.
- With regard to the potential funding shortfall of approximately £3.46 million, Members noted the reference made to utilising underspend on other active travel projects. Officers were asked for further details of what those projects were and the expected funding contribution. The Director stated that there were a range of active travel schemes and there would be pressures on each scheme as they are implemented. Funding would be allocated as necessary as each scheme moves forward. The Director agreed to provide further details of the expected contributions in writing after the meeting.
- Members asked whether those people who had responded to the consultation exercise lived in the areas affected by the proposals. Officers agreed to provide this information following the meeting.
- Officers were asked to provide further clarification of where funds would be diverted from the Capital Programme and the likely impact on the capital programme projects. The Cabinet Member stated that £10 million had been included in the Capital Programme to act as a form of liquidity. Welsh Government is expected to fund Active Travel Schemes but the £10 million would provide assurance that the schemes can be completed. The Director confirmed that funds would not be taken from other types of capital programme projects and no other projects were at risk.
- Officers confirmed that all the roads included in the project would be resurfaced.
- Members asked officers to provide an estimate on the usage of the scheme once it has been completed. The Director stated that the overall target is to double the number of cyclists commuting in the city from 13% to 26%. The Director agreed to provide the current figures in terms of actual usage and the estimates for the active travel network as a whole, including details of the baseline surveys undertaken at Cycleway 1.2. Members also requested details of how the

authority intends to monitor the success, or otherwise, of the scheme.

- Members asked whether the Health Board is supporting the scheme by providing cycling infrastructure for those commuting to the UHW. The Director stated that engagement with large employers and other public sector partners has been undertaken in order to establish clear targets. The Cabinet Member stated that the Health Board is the lead organisation on the Active Travel Charter.

RESOLVED – That the Chairperson writes to the Cabinet Member on behalf of the Committee to convey any comments, observations and recommendations made during the way forward.

5 : CARDIFF BUS STRATEGY

Members received a report providing background information to aid scrutiny of the draft report to Cabinet seeking approval for public consultation and engagement to develop a bus strategy for Cardiff, prior to its consideration by Cabinet at their meeting on 15 July 2021.

Cabinet would consider a report that sets out the need for public consultation and engagement to inform the development of the bus strategy for Cardiff. The report would set out the strategic actions required to transform bus services and seek cabinet approval to base the consultation on these and the results of an Equality Impact Assessment.

Members were advised that the Bus Strategy would support the Transport White Paper, One Planet Cardiff, the Local Development Plan, the Local Transport Plan and the Capital Ambition Recovery and Renewal Plan. The Transport White Paper includes a commitment to low-carbon transport and contains a target to double the numbers travelling by bus between 2018 and 2030, from 10% commuters to 20% of commuters. The One Planet Cardiff Strategy sets a target for 100% low emission taxis and buses by 2027.

Prior to the Covid pandemic, bus usage in Cardiff had remained relatively stable. The pandemic led usage falling by approximately 90%. They have since risen to approximately 60% pre-Covid levels. Social distancing requirements limit passenger carrying capacity and, in some locations at peak times, some passengers are unable to get onto buses.

In response to the pandemic, the Welsh Government and local authorities have provided financial assistance via the Bus Emergency Scheme (BES). The Welsh Government has also established working groups via Transport for Wales to identify improvements in the bus network.

The Cabinet report included a Bus Strategy Technical Report at Appendix A which included an analysis of demographics, demand and service frequency; identifying gaps in provision; and setting out bus service planning principles. The technical report enabled the Council to identify the following strategic actions to enable fundamental transformation of bus services:

- Big Move 1: Complete the Bus Interchange

- Big Move 2: Create New Priority Bus 'Smart' Corridors
- Big Move 3: City Centre Package
- Big Move 4: Metro Integration, Integrated Ticketing and Information Package
- Big Move 5: Fares
- Big Move 6: Review of Bus Network Governance arrangements for the medium and long term
- Big Move 7: Creating a Better Customer Experience
- Big Move 8: A Low Emission/Zero Carbon Bus Fleet
- Big Move 9: Integration of Schools Transport

Public consultation will take place in August/ September 2021 via a published consultation pack inviting written responses, including an online feedback form. The consultation will seek to engage with hard to reach groups to get representative feedback. There will also be engagement with Welsh Government, Transport for Wales, Local Authorities in the Cardiff City Region, Passenger Transport User Groups and Bus Operators. The results of the consultation will be reported to Cabinet in October/November 2021 and will be used as a draft framework for preparing the Bus Strategy. There will also be specific scheme consultation with Local Members.

The Chairperson welcomed Councillor Caro Wild (Cabinet Member – Strategic Planning & Transport); Andrew Gregory (Director of Planning, Transport and Environment); and Jason Dixon (Operational Manager – Transport Development and Network Management) who had been invited for this item.

The Chairperson invited the Committee to comment, seek clarification or raised questions on the report. Those discussions are summarised as follows:

- Members noted that whilst the authority has control over traffic management, air quality and fares, there were a number of bus companies in the City and they would need to support the strategy. Members asked for views regarding to how the Bus Strategy would work in collaboration with bus service operators, Transport for Wales and the Welsh Government. Officers stated there was an opportunity for the authority to establish a partnership with Welsh Government and Transport for Wales. Funding and a clearer understanding of what the Welsh Government needs to achieve in terms of franchising was needed in order to provide a network that meets all purposes rather than competing. This would enable a redesign of the network. There are four working groups within the region but Cardiff has a different status within the region because most of Cardiff's services are commercial and the commuting travel patterns are different. The Director stated that the Strategy sets out the actions that need to take place. There are a range of things the authority can do and others that require working with partners.
- Members asked whether partners have responded favourably to the strategy. The Director stated that discussions are ongoing looking at what bus companies aspirations are. There is significant work to be done around integrated ticketing and fares. Some progress has been made in terms of electric buses. Officers recognise that there is more to be done but those conversations will inform that.

- Members considered that in terms of consultation responses, residents who are directly affected by schemes such as the installation of bus lanes are far more likely to respond to a consultation than service users who aren't directly affected. Members asked how a balance is found in those circumstances. The Cabinet Member stated that he has instructed officers to contact bus users directly by distributing consultation forms on buses and at bus stops. Consideration was also given to setting up a bus users group in order to get a fairer representation of people using the bus services across the city feeding into policy.
- Members welcomed plans for orbital routes and transportation hubs serving the outskirts of the city. Members noted the correlation between increasing fares and falling mileage. Members asked how the Bus Strategy would address that. Officers considered that the measures outlined in the strategy will assist, such as investing in frequency of services, infrastructure, targeted priority measures and priority at junctions through smart corridors.
- Members invited comment on school transport provision. Officers stated that school catchment areas will be considered. Some parents choose to take their children to schools outside of their catchment area for faith or language preferences. Consideration will be given to the services available and the fares charged.
- Members asked for further details of the 'transport hubs' set out within the strategy. The Director stated that the hubs would be points at which a number of bus routes including cross city routes / park and ride site converge. There would be a number of bus stops, information panels and active travel infrastructure provided.
- Members asked for confirmation of when the centre transport interchange would be operational and whether the lack of such a facility for such a length of time has undermined public confidence in bus services. The Director stated that the transport interchange is a landmark project for public transport not just for Cardiff but for the whole of Wales. There must be some adjustment to the network around the city whilst that project is being implemented and there will be further adjustment to take account of the new facility once operational. The construction of the building will be completed at the end of 2022.
- Members noted that the Bus Strategy aims to double the number of buses over 20 years. Members questioned whether a 14-stand bus station was fit for purpose. Officers advised that the 14-stand transport interchange would provide an enormous amount of capacity. The facility will be managed by Transport for Wales. There are around 200 buses in the fleet in Cardiff at present and it was estimated that at least 40 new buses would be required to achieve the target to increase patronage from 10% to 20% of all journeys. At present the majority of services run to the City Centre and there are very few orbital services. The Bus Strategy sets out an orbital route opening up opportunities for wider travel without services going into the City Centre. Transport hubs will support this.
- Members noted the need to restrict car movements in order to incentivise bus usage and questioned whether this should be the top priority. Officers accepted the point and stated that this issue is set out in the Transport White Paper and is

an important point for consideration. The Director stated that the authority intends to use the highway in a more efficient. There was a need to balance bus, car and cycling usage.

- Members asked how dependent the authority was on the Welsh Government removing legislative restrictions to allow local bus networks to be designed. Officers stated that there was an expectation, that as bus service providers were receiving support through public monies, they would work in partnership to redesign the network. Longer term legislation will be needed to develop a franchising mechanism. Franchising will allow services play an integral part in how the network functions.

RESOLVED – That the Chairperson writes to the Cabinet Member on behalf of the Committee to convey any comments, observations and recommendations made during the way forward.

6 : WASTE COLLECTION SERVICES

The Committee received a report providing information to assist their scrutiny of the new Waste Collection Service. Members were advised that the Council has moved to a 4-day residential waste collection cycle, with collections Tuesday to Friday between 6.00am and 3.30pm, including general, garden, food, recycling, bulky and hygiene waste. Approximately 75% of households saw a change to their waste collection day and/ or the week they put out general and green garden waste.

Members were advised that the Council had remodelled collection routes to make them more efficient, employed twenty additional full-time staff and utilised an extra 24 refuse collection vehicles to provide the service on one shift per day over four days.

The anticipated benefits of these changes were:

- Cleaner streets
- Improved Customer Service
- Faster vehicle breakdown resolution
- No disruption to collections
- Holiday Mondays: staff will work Good Friday
- Better Working Conditions

Residents were informed of the changes to the service by letter. Information was also provided via social media, local councillors and community councils.

Initially, following the implementation of the changes, there were some missed and incomplete collections. On 24 March 2021 the Council issued a press release advising that 22 drivers were absent due to sickness and Covid-19 related issues such as shielding or self-isolating. Staff also needed to take annual leave as they were unable to do so earlier during the pandemic. This reduced number of staff resulted in a delay in garden waste collections in order to allow for other waste streams to be collected.

The Committee received a presentation reviewing the performance of the new 4-day working model.

The Chairperson welcomed Councillor Michael Michael, Cabinet Member for Clean Streets, Recycling and Environment; Councillor Chris Weaver, Cabinet Member for Finance, Modernisation and Performance; Paul Orders, Chief Executive; Matt Wakelam, Assistant Director Street Scene and officers from the directorate. Councillors Michael and Weaver and the Chief Executive were invited to make brief statements.

The Chairperson opened the debate on this item. Those discussions are summarised as follows:

- Members asked how sickness levels during the pandemic had affected the service. Officers stated that the pandemic has had a differential impact localised in some hotspots and throughout the different phases of the pandemic. The main issue is that the short term impact of sickness absence – the service doesn't know until the day absence is reported, then has to react accordingly to staff having to isolate, or having to be sent for Covid-19 tests. This means that replacement staff need to be brought in. All staff, even temporary agency staff, require training as they work in a hazardous, potentially dangerous environment. Officers stated that Members will also be aware of a national shortage of HGV drivers, so finding replacement drivers is challenging and when a driver is absent the whole crew is unable to work. The service area is looking to develop the skills of the workforce internally to become more resilient in this respect.
- Members noted that a number of issues have been reported relating to the implementation of the service changes. Members asked for further details of when those change management issues will be resolved. Members were advised that some of the underlying issues in the service were there before the introduction of the 4-day working model. For example, concerns around assisted lifts were known prior to the service changes. Officers accepted that there are improvements needed in the service area but the 4-day model aims to be more efficient and effective and get waste off the streets sooner. The service changes have been successful in delivering that, albeit the issues around the garden waste were acknowledged. Another aspect that has improved is the digitisation of the service. Residents are now able to log onto an app that provides information on when waste will be collected. This reduces the number of C2C contacts and provides better data for the service.
- Members were advised that the restructure of the cleansing service will introduce morning and afternoon shifts. This will provide contingency within the afternoon shift to support waste collections. Cleansing Teams will have a dual role and there will be staff in place to ensure that missed collections reported are collected on the same day.
- Members recommended that better, more accurate, data on the status of collections should be provided to C2C as the information provided to residents from C2C is not as accurate as the digital data. The Cabinet Member accepted the point. There seemed to be a delay in C2C receiving calls and that being reported to the service area. Residents want the service to respond as quickly as possible.

- Members noted that where collections days have changed there seemed to be a significant delay in the follow-up visit from Cleansing Teams and there appears to be a lack of co-ordination. Members asked whether this has been assessed at the time of delivery. Officers stated that issues such as these will be addressed in the restructure of the Cleansing Service. The service intends to introduce an area-model which recognises that more cleansing resource is needed in inner-city areas. Managers in the service area will work with local councillors in order to address any concerns.
- Members noted that there has been a doubling of missed collections year on year whilst some savings have been achieved. Members asked whether residents may interpret this as savings realised through poorer service. Officers advised that since the system has been digitised it is a lot easier for residents to report missed collections so that will account for a proportion of the increase. Also, some disruption was anticipated as the new service model is bedding in, but these are expected to level out. The digital system will provide better intelligence and responses will be more focussed.
- Members asked whether rolling out the changes during a pandemic should have been reconsidered. Officers stated that a lot of planning had been done in preparation for the service changes including procuring fleet vehicles, consultation with trade unions and route planning. It was considered that not going ahead with the changes at that point could cause unnecessary unease and uncertainty in the workforce and therefore it was more beneficial to proceed.
- Members referred to the cost of overtime that was recently published. Members asked whether those costs were anticipated, whether any contingency had been put in place and whether those costs would be reduced during the year. Members were advised that the service area aims to reduce the amount of overtime paid out by designing an efficient service. Overtime will be reduced as far as possible. Any surpluses arising from overtime savings would be reinvested within the service area or offered to Cabinet as a budget saving. The service area is currently running at a balanced position at Month 3.
- Members asked when will green bin collections resume on the days that they are scheduled to be collected. Officers advised that the amount of garden waste collected in the city can vary by up to 100% depending on the weather. The service area is looking at how to manage that variation and a proposal will be taken to formal Cabinet.
- Members asked what Cardiff is doing to reduce the amount of recycling material going into landfill. Officers advised that very little recycling material is going to landfill. However, some contaminated recycling is sent to the energy from waste plant. This issue is recognised and will be used to inform when decisions around segregating waste and using reusable bags are being considered. Where other authorities have adopted separation at source contamination is significantly reduced to levels of 5% or lower.
- During the Committee's previous consideration of the new arrangements Members raised the doubling in number of collections on a Friday. Members sought clarification of whether the service area had revisited this issue, as a

response to the original question has yet to be received and whether the doubling of collections has impacted upon the number of missed collections. Officers advised that Friday collections were reviewed. It was accepted that Friday's are busier than the rest of the week but collections of food, residual and recycling are at around 100%. Those collections are prioritised and any shortfall in capacity caused by covid issues are supported from garden waste collection crews. This has caused a backlog in garden waste collections.

- Members raised concerns that hygiene waste is being collected up to 72 hours late in northern areas of the city. Officers stated that resources management causes delays within the hygiene collection service. The service has now been digitised and route optimisation software will be used in future to drive improvements in the service.
- Members asked officers to clarify how the digital system reminded waste collection crews that there are blocks of flats with large communal bins on their round. There are dedicated crews collecting from the majority of blocks of flats. Sickness absence and the impact of the pandemic have affected staffing levels which has led to some disruption in the service. Blocks of flats are on separate rounds to streets in the area. Officers considered that some missed collections are reported as a result of residents seeing that streets in the area have been collected but their communal bin hasn't. However, it may be the case that the crew collecting from flats were yet to reach their block. Members were advised that consideration is being given to putting sensors in bins to better understand what is happening. Members were also asked to note that there was significantly more contamination of recycling in blocks of flats and in the longer-term the service may need to introduce a different collection model in blocks of flats.
- Members asked whether it was possible to provide greater details on the app, potentially providing GPS data on the location of collection vehicles, similar to some well-known food delivery services. Officers advised that the control room uses this technology to track vehicles. It was an aspiration to provide that technology to residents also.

RESOLVED – That the Chairperson writes to the Cabinet Member on behalf of the Committee to convey any comments, observations and recommendations made during the way forward.

7 : WORK PROGRAMME

Members were asked to consider potential items of interest for inclusion in the Committee's work programme. The report included a list of potential work programme items at Appendix B.

The Committee discussed the merits of scrutiny into a number of topics, including a new HWRC in the north of Cardiff, the provision and quality of disabled parking and a task and finish enquiry to look at best practice when drafting a replacement LDP.

RESOLVED - Officers to update the suggested work programme to reflect the priorities discussed during the debate and to circulate the revised version to all Members via email.

8 : URGENT ITEMS (IF ANY)

No urgent items were presented.

9 : DATE OF NEXT MEETING - TO BE CONFIRMED

Members were advised that the next Environment Scrutiny Committee would be agreed by Council.

The meeting terminated at 8.45 pm

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**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

22 SEPTEMBER 2021

**CARDIFF REPLACEMENT LOCAL DEVELOPMENT PLAN: VISION, ISSUES AND
OBJECTIVES & INTEGRATED SUSTAINABILITY APPRAISAL SCOPING REPORT**

Purpose of Report

1. To provide Members with background information to assist scrutiny of the draft report to Cabinet titled *Cardiff Replacement Local Development Plan: Vision, Issues and Objectives and Integrated Sustainability Appraisal Scoping Report* prior to its consideration by Cabinet on 23 September 2021 and Council on 30 September 2021.

Structure of the Papers

2. To facilitate Member's consideration, the following appendices are attached to this report:

Appendix A: draft Cabinet Report

Attached to the Cabinet report are the following appendices:

Appendix 1: Proposed LDP Vision and Objectives

Appendix 2: Integrated Sustainability Appraisal Scoping Report

Appendix 3: Summary of consultation and engagement findings.

(Part 1: Findings from Questionnaire Surveys, Part 2: Summary of comments received)

Appendix 4: Summary of Integrated Sustainability Appraisal of LDP Vision and Objectives

Appendix 5: Engagement Plan for Strategic Options and Sites Consultation

Appendix B: Presentation to Committee

Scope of Scrutiny

3. On 23 September 2021 the Cabinet will consider the attached report presenting the findings of the consultation process, the draft vision and objectives for the Replacement Local Development Plan and draft Integrated Sustainability Appraisal Scoping Report which will be used to assess the plan.
4. The Local Development Plan (LDP) is a major Council policy. As such, it is essential that it is subject to robust scrutiny. Consequently, the five Scrutiny Chairs have agreed that each Scrutiny Committee will individually consider the September Cabinet Report as relevant to

their own terms of reference. Following the scrutinies, a collective letter will capture the concerns and observations of all five committees in a letter to the Cabinet. Going forward, Chairs consider it will be good practice to pool scrutiny expertise from all committees and continue a culture of collaboration, whilst recognising that issues will emerge from the September committees that determine the best way forward. They have therefore programmed further discussion of the best approach for maximising the impact of scrutiny based on the outcome of these five initial scrutinies.

5. During scrutiny of this report, Members are reminded to stay within the remit of the Committee's terms of reference and will have the opportunity to explore:
- i) The proposed vision and objectives;
 - ii) The consultation process undertaken – including methods used, level of responses and how representational they are;
 - iii) Whether there are any risks to the Council;
 - iv) The timeline and next steps for delivering the Replacement Local Development Plan;
 - v) The recommendations to Cabinet.
 - vi) The extent to which Climate Change and the One Planet Cardiff agendas have been taken into consideration and addressed in the Replacement LDP - on aspects such as Carbon Neutral, Active Travel, Clean Air/Zero Emissions, Renewable Energy and Green and Blue Infrastructure.
 - vii) The proposed approach for new infrastructure to address Community need such as waste management, public transport, bereavement and placemaking.

Members will note that this list is not intended to be exhaustive, however are reminded to consider the papers within the Committee's terms of reference.

Background

6. 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. An up-to-date LDP is an essential part of the 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 undertake a full review of the adopted LDP at intervals not longer than every 4 years from the date of adoption.

7. The first stage in a review process is the publication of a draft Review Report and draft Delivery Agreement which puts forward the procedure for preparing a Replacement LDP.
8. The Delivery Agreement outlines the key areas of work that the Council needs to account for in preparation for the replacement LDP, the tools that will be used, key legislative and non-statutory considerations along with evidence-based assessment that will be undertaken or considered. The Delivery Agreement also contains the Replacement LDP's Community Involvement Scheme which specifies how and when the Council will provide opportunities for consultees and the local community to be involved in the process.
9. The Council's Final Review Report concluded that the full revision procedure would be the most appropriate option and that a replacement LDP be prepared for the period 2021-2036. At their meetings on the 18th March 2021, Cabinet and Council agreed and approved the Final Review Report and Final Delivery Agreement and authorised their submission to Welsh Government, who subsequently approved both documents on the 30th March 2021.

Timetable to deliver a Replacement Local Development Plan

10. Delivering a successful replacement LDP will span three and a half years, from Welsh Government and Council approval of the Delivery Agreement in March 2021, to Adoption by the Council in October 2024. The following diagram illustrates the stages.



Cardiff Replacement Local Development Plan – Statutory Requirements

11. The aims of the Replacement LDP 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, which positively impacts health and wellbeing while protecting local diversity, character and sensitive environments; and
- Show how and where change will occur over the Replacement Plan period.

12. 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.

13. In addition, the Planning and Compulsory Purchase Act 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 the Replacement Plan.

Cardiff Replacement Local Development Plan – Vision & Objectives

14. The Replacement LDP will need to respond to key issues in Cardiff and be guided by an over-arching vision and supporting objectives. The agreed vision and objectives will set the context for the plan and ensure a balance between economic, social and environmental objectives to help deliver sustainable development over the plan period. Further information on the proposed vision and objectives for consideration is detailed in **points 4-9 of Appendix A and Appendix 1.**

15. The response to the consultation along with the vision and objectives set out in **Appendix 1** will form part of the Preferred Strategy which will be considered by the Council in the autumn of 2022. The Preferred Strategy will also contain strategic options considered and the preferred spatial strategy together with relevant supporting information.

Integrated Sustainability Appraisal Report

16. **Appendix 2** to **Appendix A** is the Integrated Sustainability Appraisal (ISA) Scoping Report which will be used to assess the Replacement Plan. Its purpose is to identify the likely significant economic, social, environmental and cultural effects of the emerging RLDP, and to suggest measures to minimise any negative effects and maximise the positive ones.
17. The ISA covers sustainability appraisal / strategic environmental assessment, equalities assessment, welsh language, and health impact assessment.
18. There are five stages/tasks to producing the ISA and its development will take place alongside the development of the Replacement LDP. The report at **Appendix 2** is Stage A and has supported the Delivery Agreement and evidence gathering and stakeholder involvement on key issues.
19. A diagram explaining the integration of the Sustainability Appraisal at each stage of the LDP plan-making journey can be found on page 5 of **Appendix 2**, figure 1.2.

Consultation on the Replacement LDP vision, issues, objectives and draft Integrated Sustainability Appraisal

20. An online, public consultation took place from 28th May to the 23rd July 2021 and sought feedback on the following;
 - Draft vision and objectives for Replacement LDP
 - Call for Candidate Sites
Members are to note the call for Candidate Site was a separate consultation which ended on 20 Aug 2021.
 - Draft Scoping report of Integrated Sustainability Appraisal (ISA).
21. The consultation lasted 8 weeks and generated a total 1,215 responses from the public along with comments submitted by 83 local organisations. Further information on the consultation is contained in:
 - **points 7 & 8 of Appendix A;**
 - **Appendix 3; Part 1** sets a summary of the public questionnaire;
 - **Appendix 3 Part 2** provides a summary of comments received

Way Forward

22. At this meeting, the following witnesses will be in attendance:

- (i) Councillor Caro Wild, Cabinet Member, Strategic Planning & Transport
- (ii) Councillor Michael Michael, Cabinet Member, Clean Street, Recycling & Environment
- (iii) Officers from the Planning, Transport & Environment Directorate
- (iv) Officers from the Economic Development Directorate

23. Pre-decision scrutiny aims to inform the Cabinet's decisions by making evidence based recommendations. Scrutiny Members are advised to:

- i) Consider the information presented in the draft Cabinet Report and subsequent Appendices in line with the Committee's terms of reference and guidance detailed in point 5 of this report;
- ii) Check the financial implications section of the Cabinet report to be aware of the advice given;
- iii) Check the legal implications section of the Cabinet report to be aware of the advice given;
- iv) Check the recommendations to Cabinet to see if these are appropriate.

Legal Implications

24. 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

25. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct 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

It is recommended that the Committee:

- i. Considers the draft report and subsequent appendices in line with its terms of reference and decide whether it wishes to relay any comments or observations to the Cabinet prior to its meeting on the 23 September 2021.
- ii. Note the possibility of collaborative joint scrutiny of the next stages of the Replacement LDP via a Task and Finish group of all 5 committees.

DAVINA FIORE

Director of Governance and Legal Services

9 September 2021

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BY SUBMITTING THIS REPORT TO THE CABINET OFFICE, I, ANDREW GREGORY, DIRECTOR PLANNING, TRANSPORT AND ENVIRONMENT AM CONFIRMING THAT THE RELEVANT CABINET MEMBER(S) ARE BRIEFED ON THIS REPORT

**CARDIFF COUNCIL
CYNGOR CAERDYDD**

CABINET MEETING: 23rd September 2021

**CARDIFF REPLACEMENT LOCAL DEVELOPMENT PLAN:
VISION, ISSUES AND OBJECTIVES & INTEGRATED
SUSTAINABILITY APPRAISAL SCOPING REPORT**

**CABINET PORTFOLIO: TRANSPORT & STRATEGIC PLANNING
(Councillor Wild)**

AGENDA ITEM:

Reason for this Report

1. The purpose of this report is to report back to Council the findings of the consultation undertaken on the Replacement Local Development Plan (LDP) draft Vision, Issues and Objectives and draft Integrated Sustainability Appraisal Scoping Report and to seek Council approval of the final versions, tabled in Appendix 1 and 2 to this report.

Background

2. The Replacement LDP Delivery Agreement was agreed by the Welsh Government in March 2021 and sets out the process and timetable for preparing the new plan. In accordance with the Agreement an extensive consultation and engagement exercise was undertaken for eight weeks between 28th May and 23rd July on the draft Vision, Issues and Objectives and draft Integrated Sustainability Appraisal Scoping Report.
3. This was the first consultation stage in preparation of the replacement LDP and has helped inform the consideration of a Vision and Objectives for the plan and the Integrated Sustainability Appraisal Scoping Report which sets out how the plan will be assessed.

Appendix A

Issues

Vision and Objectives

4. This report sets out the proposed Vision and Objectives that will form the core of the Preferred Strategy. They seek to provide an over-arching context for the plan that shows how economic, social and environmental considerations can be balanced to deliver the sustainable development of Cardiff up to 2036. They are based on the consideration of the identified issues and engagement process referred to above plus taking into account the strategic context. This strategic context includes the Council's Capital Ambition and Well-Being Plan, the Well-being Goals set out in the Well-being of Future Generations Act, key planning principles and national sustainable placemaking outcomes set out in national planning guidance and Future Wales the National Plan 2040. Mitigating the impacts of the Pandemic upon the citizens of Cardiff is also identified.
5. It is important that the Vision and Objectives are agreed at this stage as they will be used to help provide a context to identify and assess strategic options together with the consideration of strategic sites. Further consultation and engagement will take place regarding the strategic options and strategic sites. This is planned for November 2021 to February 2022 and will provide the opportunity to formally gain feedback on the candidate sites that have recently been submitted. The results of this process will be presented in the Preferred Strategy that is planned to be taken to the September 2022 meeting of Council and will be subject to its own formal consultation process straight after approval in October/November 2022. A process has also been agreed with Scrutiny Services so the Scrutiny Committees have an opportunity to contribute to the development of the Preferred Strategy over the coming months.
6. Work is progressing on developing an evidence base for the plan so that it is informed by up to date information and supports the key issues that the plan should address.
7. As set out above in order to help inform the Vision and Objectives, an extensive consultation and engagement exercise was carried out for 8 weeks between 28th May and 23rd July 2021. Due to the current pandemic the Council was restricted to what type of consultation activities we could undertake and for this reason no public face to face meetings were held. However, in order to "adapt" to these pandemic restrictions and encourage active participation in this early stage of preparation of the plan the Council invested in the use of user friendly on-line consultation methods to capture responses to the issues and objectives. These included:
 - A virtual live launch event where the process was outlined and attendees had the opportunity to ask questions
 - The use of virtual consultation room technology with display panels, a short film to explain the process and an online survey which was completed by over 800 respondents;
 - A new bespoke user friendly website, which received approximately 4,000 visits during the consultation;

Appendix A

- Extensive and targeted use of social media using Facebook, Twitter and Instagram to explain the process and publicise these consultation methods;
 - The use of existing networks to engage virtually with those who do not usually take part in LDP consultation, such as younger people and
 - An LDP mailbox where comments could be sent and any queries raised direct with the LDP Team.
8. Findings from this process have helped to draft the LDP Vision and Objectives. It has been noted that many strong themes emerging from the consultation process very closely mirror some of the key themes emerging through wider work, such as the recognition of responding to the pandemic and addressing climate change as key issues, the importance of sustainable travel, the high value placed on parks and open spaces plus improving job opportunities and access to affordable housing. The consultation exercise has therefore very much added to findings coming from the strategic policy context and issues identified from the evidence base. A summary of the consultation and engagement findings can be found in Appendix 3.
9. The LDP Vision and Objectives have also been subject to an Integrated Sustainability Appraisal (ISA). This has assessed the draft Vision and Objectives against the ISA objectives where potential issues have been identified and suggestions for improving the Vision and Objectives have been made. Appendix 4 of this report provides a summary of the ISA process undertaken including proposed changes to the originally drafted text.

Integrated Sustainability Appraisal (ISA) Scoping Report

10. The report sets out the ISA Scoping Report for the plan. The purpose of ISA is to identify the likely significant economic, social, environmental and cultural effects of the emerging plan, and to suggest measures to minimise any negative effects and maximise the positive ones. ISA helps to foster a more inclusive and transparent process of producing a LDP, and to ensure that the plan is integrated with other policies.
11. The Well-being of Future Generations Act 2015 places a duty on all public bodies to carry out sustainable development and work in accordance with the Sustainable Development Principle. In addition, the Planning and Compulsory Purchase Act requires that the body producing a LDP must contribute to achieving sustainable development; and requires local planning authorities to appraise the sustainability of their plans.
12. This ISA covers the following assessment processes:
- **Sustainability appraisal / strategic environmental assessment (SA/SEA)** as required under the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004 and the Planning and Compulsory Purchase Act 2004;
 - **Equalities assessment** as require by the Equalities Act

Appendix A

- **Welsh language.** Bilingual Cardiff are undertaking a Welsh Language Impact Assessment of the plan, and this ISA will use key findings from that assessment; and
- **Health Impact Assessment**

It also refers to the **Habitats Regulations Assessment** required under the Conservation of Habitats and Species Regulations 2017.

13. The five stages of ISA are set below:
 - A. Scoping
 - B. Assessment of Alternatives
 - C. Assessment of the Deposit Plan and preparation of the Sustainability Report
 - D. Consultation, examination and adoption of the plan
 - E. Monitoring
14. The Scoping Report is the first stage in the process and is largely an evidence gathering stage. The report sets out the current economic, social, environmental and cultural well-being context and baseline data and identifies sustainability issues and problems which are relevant to the area. This has enabled a set of objectives to be developed which are set out in the report and will form the framework to assess the effects of the plan policies and proposals. There is a requirement in the Regulations to consult on the ISA Scoping Report and as set out above this took place for 8 weeks between 28th May and 23rd July 2021 using the consultation methods set out above in paragraph 7.
15. Findings from this process have helped to draft the Integrated Sustainability Appraisal Scoping Report. A summary of consultation comments can be found in the ISA Scoping Report (Appendix 2).

Next Steps

16. In terms of what happens next, the approval of the LDP Vision and Objectives will be followed by a consultation and engagement exercise on strategic options and strategic sites. This is currently planned to take place for 10 weeks commencing at the end of November 2021 and will involve the consultation methods set out above together with face to face meetings Covid restrictions permitting. These will target representative groups in the community, with a particular focus on traditionally hard to reach communities and those citizens with protected characteristics (see Appendix 5). In such a way, we are hoping to amplify those voices which otherwise may not engage in the LDP process. The results of this consultation will help to inform the level of growth considered appropriate for the Preferred Strategy and will also seek views on candidate sites submitted which will help identify the strategic sites to be included in the Preferred Strategy. It also provides an opportunity for the Council to raise awareness with stakeholders and the public of its commitment to delivering high quality well planned and sustainable neighbourhoods as set out in the Vision and Objectives

Appendix A

17. The Preferred Strategy is scheduled to be considered by Council in September 2022. It will contain the agreed Vision and Objectives together with an overall proposed strategy that shows how other strategic options were considered and assessed. The document will also indicate the locations of strategic sites considered necessary to deliver the preferred strategy. The Preferred Strategy will then be subject to full consultation in October/November 2022. The results of this process will help inform the preparation of the LDP Deposit Copy that is planned to be considered by Council in September 2023.

Reason for the Recommendation

18. To agree the LDP Vision and Objectives and Integrated Sustainability Appraisal Scoping Report to provide a context for further work in preparing the LDP Preferred Strategy.

Legal Implications

19. 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, The Council has to consider the Well-being of Future Generations (Wales) Act 2015 and how this strategy may improve the social, economic, environmental and cultural well-being of Wales.
20. 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.
21. 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 2019-22: <http://cmsprd.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/Corporate-Plan/Documents/Corporate%20Plan%202018-21.pdf>
22. 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.
23. 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:

Appendix A

- Deliver an integrated approach to achieving the 7 national well-being goals
 - Work in collaboration with others to find shared sustainable solutions
 - Involve people from all sections of the community in the decisions which affect them
 - Look to the long term
 - Focus on prevention by understanding the root causes of problems
24. 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 below: <http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>
25. Equality Duty. The Council has to satisfy its 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.

Financial Implications

26. There are no direct financial implications arising from this report. However, the cost of undertaking a full review of the LDP will be significant. These costs are expected to be incurred over a number of years, with projected costs of c £ 1m over a 4 year period.
27. The 2020/21 Budget included a single year allocation of £300,000 from the Financial Resilience Mechanism (FRM) to fund LDP costs. This was not required in that year and carried forward to 2021/22 to meet expected costs. Funding for proceeding years will need to be considered as part of future budget settlements.

Human Resources Implications

28. There are no HR implications for this report.

Property Implications

29. None

RECOMMENDATION

That Cabinet is recommended to agree that the Council approves the Replacement Local Development Vision and Objectives and Integrated Sustainability Appraisal Scoping Report.

Appendix A

SENIOR RESPONSIBLE OFFICER	Andrew Gregory
	August 2021

The following Appendices are attached:

- Appendix 1: Proposed LDP Vision and Objectives
- Appendix 2: Integrated Sustainability Appraisal Scoping Report
- Appendix 3: Summary of consultation and engagement findings. (Part 1: Findings from Questionnaire Surveys, Part 2: Summary of comments received)
- Appendix 4: Summary of Integrated Sustainability Appraisal of LDP Vision and Objectives
- Appendix 5: Engagement Plan for Strategic Options and Sites Consultation

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Appendix 1: Replacement Local Development Plan Vision and Objectives

Vision

To create a fair, healthy, more liveable, sustainable/low carbon city within a thriving city region by:

- Tackling the challenges of the climate emergency and post-pandemic recovery;
- Creating a green fair and strong city that enhances the health of the current population and wellbeing of future generations;
- Meeting future needs for new low carbon homes, jobs and infrastructure;
- Developing a high accessibility city that reshapes movement around a core of active travel and public transport usage;
- Using placemaking, high quality design, sustainability management and working with local communities to create a thriving city centre and local neighbourhoods/centres;
- Enhancing our natural, historic and cultural assets.

Objectives

1. Responding to our future needs

Objective 1. Provide MORE and better quality low carbon homes to address future housing needs. The Plan will:

- Provide a range and choice of new homes of different tenure, type and location in response to specific housing needs, including responding to the needs of older people, Gypsy and Travellers and other groups who need specialised housing
- Prioritise opportunities for new homes in city and local centres and sustainable brownfield locations
- Set targets for the delivery of affordable housing
- Establish controls for the sub-division of existing homes, including flat conversions and HMOs
- Require new homes and development are zero carbon by 2025

Objective 2. Provide more jobs and maximise Cardiff's role as Capital City of Wales and economic driver of South East Wales to improve the prosperity of the region. The Plan will:

- Ensure a range and choice of employment sites in response to employment needs
- Prioritise opportunities for new employment sites in the city centre and sustainable brownfield locations
- Ensure the development of high-value clusters of specialist sectors
- Ensure the protection of existing employment land which contributes to the required supply of sites to meet employment needs

- Ensure the economic recovery of the city post-Covid-19 and respond to the change in work practices through enhancing the city centre, increased working from home and need for new working and meeting hubs throughout the city.

Objective 3. Ensure the adequate and timely provision of new infrastructure to support communities and future growth. The Plan will:

- Identify key infrastructure required, how and when it will be delivered including:
 - Transportation- Rebalance infrastructure to support public transport, comprehensive cycle and pedestrian infrastructure, and Metro
 - Affordable, high quality digital infrastructure
 - Social/Community Infrastructure
 - Schools, health facilities, sport/recreation, waste facilities, burial provision, water wastewater, energy
 - Environmental - Contributions to combat climate change, creating new accessible greenspace and public realm
- Support Cardiff's higher education institutions/ infrastructure in recognition of their key role as part of a learning city and contribution to economic development
- Establish measures to improve digital connectivity across the city to meet the demand from increased working from home post covid and facilitate new working meeting hubs across the city.
- Introduce a CIL for new development in the Central and Bay Business Area to ensure the provision of infrastructure to support the comprehensive regeneration and upgrade of City Centre and Cardiff Bay.

2. Creating a sustainable and healthy city which responds to the challenges of climate change and enhances the wellbeing of future generations

Objective 4. Respond to the climate emergency so Cardiff becomes more resilient and maximises opportunities for energy-efficient solutions in line with the One Planet Cardiff Strategy to become a carbon neutral city by 2030. The Plan will:

- Set out how Cardiff will become a zero carbon city, Council and Key Partners by 2030 and beyond to combat the impacts of climate change including:
 - The role of ecosystems in addressing carbon storage, natural flood management, air quality, heat islands and noise pollution
 - Policies to deliver zero carbon new developments
 - Managing flood risk
 - Ensure the provision of infrastructure for cleaner vehicles
- Set out measures to reduce Cardiff's carbon footprint and mitigate the effects of climate change through reducing energy demand including:
 - Locating development in sustainable locations to minimise the need to travel and reduce car dependency

- Improve energy efficiency and the generation of renewable and low carbon energy
- Ensure the delivery of Phase 1 and Phase 2 of a Local Heat Network for Cardiff Bay and the City Centre
- Ensuring an increase in tree canopy cover across the city and support wider biodiversity
- Ensure high quality design and environmental performance of new homes

Objective 5. Make the city easier to move around with a focus on sustainable and active travel. The Plan will:

- Set out how people can move around the city in a more sustainable, healthy and integrated manner with new development well located to transport infrastructure
- Remove congestion in the city and ensure emissions meet the air quality standards
- Ensure the delivery of bus and cycling infrastructure
- Ensure that local centres and the city centre become more viable and accessible
- Ensure a high quality pedestrian environment and public realm
- Ensure delivery of the modal split and active travel target aligned with the Transport White Paper targets
- Deliver the proposed Metro/Crossrail mass transit system for Cardiff
- Promote sustainable forms of transport and the more effective integration of public transport including new transport interchanges
- Integrate new development with national and regional investment in sustainable transport infrastructure including the Metro.

Objective 6. Create healthier environments, reduce inequalities and improve and enhance wellbeing. The Plan will:

- Deliver equality of opportunity and access for all through addressing imbalances of inequality, deprivation and exclusion, particularly disadvantaged sections of society such as the homeless, unemployed, BAME groups and immigrants
- Ensure the delivery of healthy accessible environments to help tackle obesity, gambling addiction and access to local healthy food and promote healthier lifestyles
- Ensure strong and cohesive communities which recognise Cardiff's commitment to make Cardiff a Child Friendly City and Age Friendly City
- Set out how air quality and water quality standards can be achieved
- Promote the role of greenspaces, green streets and public realm improvements, in delivering wellbeing benefits
- Manage waste, ensure reuse and recycling and control pollution
- Ensure the regeneration of the city centre into a healthy, accessible, green, high quality environment and experience for all.
- Deliver the regeneration of local neighbourhoods and local centres, particularly the communities in the Southern Arc
- Ensure safer environments which reduce the scope for crime
- Facilitate equitable access and opportunity to Welsh Medium education in all areas of the city so that the language continues to thrive.

- Promote the provision of services and jobs in areas of highest need to reduce inequalities
- Promote the role of natural and hard infrastructure to reduce noise pollution.

Objective 7. Ensuring a vibrant, thriving mixed-use City Centre and developing Cardiff Bay's full potential to provide core destinations for Cardiff and beyond, whilst ensuring vibrant and thriving district and local retail centres as the heart of local neighbourhoods. The Plan will:

- Maximise the key strategic role of the City Centre as a high density, major financial service sector and social hub of national significance and generate the agglomeration effect in attracting further investment
- Ensure the comprehensive regeneration and upgrade of the city centre into a high quality, vibrant, green, inclusive, accessible, curated major 'destination environment'
- Maximise the potential for high density mixed use development related to the regional sustainable transport hub at Central Square
- Support the ability of the city centre and expansion areas to adapt by ensuring the presumption of mixed uses and further investment alongside the key retail role
- Continue the regeneration of land south of the regional transport hub, and connecting to Cardiff Bay.
- Expand the retail role of the city centre into Cardiff Bay to develop Cardiff Bay's full potential as a core destination for Cardiff and beyond.
- Bring forward the Canal Quarter development to create a major new city centre destination, reconnecting the city to its riverfront and opening up new public spaces.
- Ensure centres can operate as flexibly as possible where a variety of retail, employment, commercial, community, leisure, health and public sector uses come together in a hub of activity to make them viable as go-to destinations once more by setting out a vision for each centre, establishing boundaries and identifying sites for redevelopment.
- Promote a new chapter in the regeneration of Cardiff Bay (within the city centre policy designation) as a high density, mixed-use destination with :
 - The provision of supporting sustainable transport infrastructure including Crossrail between Central Station, the Bay and Newport Road – including the regeneration around new stations City, Lloyd George Avenue, the Bay, Ocean Way, Splott and Newport road areas.
 - Enable the regeneration of Lloyd George Avenue area
 - Enhancements to the Mount Stuart Square area and development of an arena at Atlantic Wharf including linkages to the Bay Waterfront
 - Future phases for the International Sports Village site
 - Regeneration of Cardiff Docklands, including the Roath Dock/ Roath Basin and Alexandra Head areas.

Objective 8. Ensure that the city positively adapts to the new challenges posed by the implications of the pandemic. The Plan will:

- Pick up on lessons learned to ensure that the city is more resilient and adaptable in the event of future pandemics
- Ensure the economic recovery of the city after the pandemic has passed and restrictions eased
- Identify wider changes required which also help the decarbonisation agenda, tackle climate change and improve general health and well-being
- Identify any required positive permanent changes in places and as part of new development
- Respond to the change in work practices post- Covid through increased working from home and need for new working and meeting hubs throughout the city.

Objective 9. To use a placemaking approach which creates sustainable places, improves the city centre and neighbourhoods, maximises regeneration opportunities, enhances the role of public spaces, ensures that future growth can be effectively managed and delivers developments of high quality design. The Plan will:

Use the placemaking principles as an overarching approach in plan-making to create great places in new and existing locations and ensure:

- Ensure that high quality architecture, landscape design and placemaking are a priority for all new development, housing, buildings, places, streets and green spaces
- People and Community – The needs, health and well-being of all people are considered at the outset
- Location - Development is promoted in the most sustainable locations and land is efficiently used with a 'brownfield first' priority
- Movement - Sustainable and active travel are promoted as part of a more integrated movement network
- Mix of Uses - Promote high density mixed-use development
- Public Realm - Well designed and connected public spaces
- Identity - Features of local distinctiveness are respected in new development
- Ensure High quality design architecture and landscape design of new development.

3. Looking after our natural, historic and cultural assets

Objective 10. Ensure the resilience of ecosystems by protecting and enhancing Cardiff's Green and blue Infrastructure, its biodiversity and other natural assets. The Plan will:

- Make Cardiff an exemplar green city by ensuring the resilience of ecosystems
- Identify and set out how key natural assets of the city will be protected and enhanced including:
 - Open spaces, parks and allotments
 - Enhance the access to strategically important river valleys of the Ely, Taff, Nant fawr and Rhymney

- The countryside, including strategically important 'green backdrop' formed by the ridge north of the City
- Cardiff's rich biodiversity and wildlife resource including designated sites and other features/ networks including trees and hedgerows.
- Protect and enhance the wider role that green infrastructure can play in contributing to tackling climate change and providing healthy environments
- Ensure natural resources are protected including mineral and sand/gravel resources and reserves.

Objective 11. Protect and enhance Cardiff's historic and cultural assets together with supporting sustainable tourism and cultural sectors. The Plan will:

- Identify and set out how key historic and cultural assets of the city will be protected and enhanced including:
 - The city's Conservation Areas, Listed Buildings, Ancient Monuments, Registered Historic Landscapes and areas of archaeological importance
 - Other non-designated features which make important contributions to Cardiff's historic and cultural distinctiveness
- Develop a joined up plan to enhance and improve the city centre and local centres.
- Maximise Cardiff's role as an international tourism destination and host city of major events
- Set out how Cardiff's night time economy and music scene can form part of a vibrant and diverse city centre
- Set out how the Welsh Language can be protected and enhanced in line with relevant legislation.

Cardiff Council & Levett-Therivel

**Integrated Sustainability Appraisal of the Cardiff Replacement Local
Development Plan: Updated Scoping Report**

August 2021

Contents

1. The Replacement Local Development Plan (RLDP) and Integrated Sustainability Appraisal (ISA)	2
1.1 Cardiff Replacement Local Development Plan (Task A1)	2
1.2 Integrated sustainability appraisal	3
2. Policy context (Task A2)	9
2.1 National context	9
2.2 Regional context	12
2.3 Local context	13
3. Sustainability context (Task A3)	15
3.1 Access, equality and population	17
3.2 Air quality	24
3.3 Biodiversity, flora and fauna	28
3.4 Climate change	34
3.5 Cultural heritage and the historic environment, including Welsh language	40
3.6 Economy	44
3.7 Health and wellbeing	49
3.8 Land, soil and minerals	53
3.9 Landscape and open space	58
3.10 Waste	63
3.11 Water and flooding	65
4. Existing sustainability problems and issues (Task A4)	69
5. ISA Framework (Task A5)	73
6. Next steps	80

1. The Replacement Local Development Plan (RLDP) and Integrated Sustainability Appraisal (ISA)

This updated scoping report is part of the Integrated Sustainability Appraisal (ISA) for Cardiff’s emerging Replacement Local Development Plan (RLDP). This section first discusses the RLDP and then the ISA process.

1.1 Cardiff Replacement Local Development Plan (Task A1)

Cardiff is the capital of Wales and its largest city, with a population of about 367,000. It is the main commercial centre of Wales, the seat of the Welsh Government, home to many national cultural institutions, and a popular tourist destination. Figure 1.1 shows Cardiff Council, which is the area covered by the Cardiff RLDP.

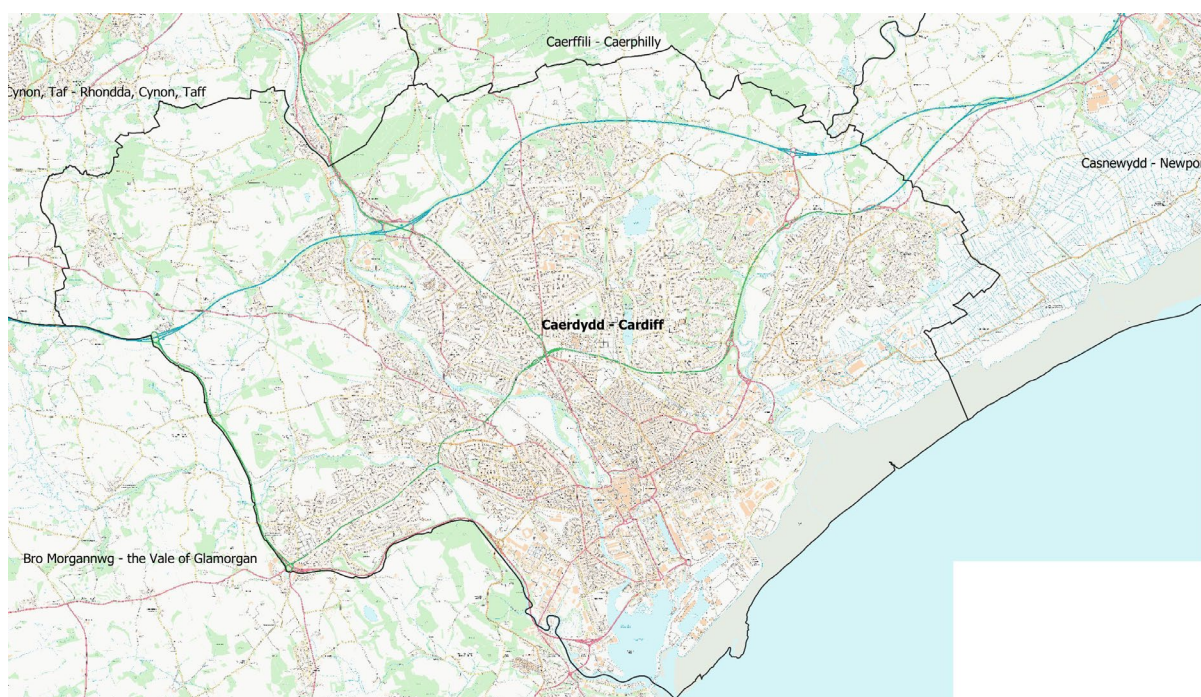


Figure 1.1 Cardiff and surrounding counties

The existing Cardiff LDP was adopted in 2016, and covers the time period 2006 - 2026. To ensure that LDPs are kept up-to-date, local planning authorities are required to start a full review of their plans at least once every four years following plan adoption. The following timescale is expected for the RLDP:

Launch of RLDP	May 2021
Preparation of Strategic Options	June – October 2021
Engagement on Strategic options	November 2021 – February 2022
Preparation of Preferred Strategy	March 2022 – August 2022
Consultation on Preferred Strategy	October – November 2022
Preparation of Deposit Plan	November 2022 – August 2023
Consultation on Deposit Plan	October – November 2023
Submission of RLDP for examination	March 2024

1.2 Integrated sustainability appraisal

The purpose of integrated sustainability appraisal (ISA) is to identify the likely significant economic, social, environmental and cultural effects of the emerging RLDP, and to suggest measures to minimise any negative effects and maximise the positive ones. ISA helps to foster a more inclusive and transparent process of producing a Local Development Plan, and to ensure that the plan is integrated with other policies.

Sections 2 - 5 of the Well-being of Future Generations Act 2015¹ place a duty on all public bodies to carry out sustainable development and work in accordance with the sustainable development principle. Section 39 of the Planning and Compulsory Purchase Act² requires that the body producing a LDP must contribute to achieving sustainable development; and Section 19(5) requires local planning authorities to appraise the sustainability of their plans.

This ISA covers:

- **Sustainability appraisal / strategic environmental assessment (SA/SEA)** as required under the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004³ ('SEA regulations') and the Planning and Compulsory Purchase Act 2004 – Table 1.1 shows the reporting requirements for SA/SEA and how this report fulfils them;
- **Equalities assessment** as required by the Equalities Act;
- **Welsh language.** Bilingual Cardiff are undertaking a Welsh Language Impact Assessment of the RLDP, and this ISA will use key findings from that assessment; and
- **Health Impact Assessment**⁴.

It also refers to the **Habitats Regulations Assessment** required under the Conservation of Habitats and Species Regulations 2017.

The stages of ISA are:

- A. Scoping
- B. Assessment of alternatives
- C. Assessment of the Deposit Plan and preparation of the Sustainability Report
- D. Consultation, examination and adoption of the plan
- E. Monitoring.

In turn, the scoping stage (Stage A) – which this report covers - is divided into:

- A1. Outline the contents and main objectives of the plan
- A2. Identify and review other relevant plans, programmes and sustainability objectives that will inform the plan
- A3. Collect baseline information on the current and likely future social, economic, cultural well-being and environmental conditions at the relevant spatial scale for the plan
- A4. Identify sustainability issues and problems which are relevant to the plan
- A5. Develop ISA framework against which the plan can be appraised
- A6. Prepare and consult on the ISA scoping report⁵.

¹ <https://futuregenerations.wales/wp-content/uploads/2017/01/WFGAct-English.pdf>

² www.legislation.gov.uk/ukpga/2004/5/contents

³ <http://www.legislation.gov.uk/wsi/2004/1656/contents/made>. Also the Environmental Assessment of Plans and Programmes and the Environmental Impact Assessment (Miscellaneous Amendments) (Wales) (EU Exit) Regulations 2019, <http://www.legislation.gov.uk/wsi/2019/245/regulation/2/made>.

⁴ This integrated approach to appraisal is consistent with advice in the Development Plans Manual Edition 3 consultation draft, <https://gov.wales/draft-development-plans-manual-edition-3>

⁵ Ibid.

Table 1.1 Sustainability report requirements

Requirement under the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004	Where covered in this scoping report
1. An outline of the contents and main objectives of the plan or programme,	Chapter 1 discusses plan area and timescale. Contents and main objectives are not yet available.
and of its relationship (if any) with other relevant plans and programmes.	Chapter 2
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Chapter 3
3. The environmental characteristics of areas likely to be significantly affected.	Areas likely to be significantly affected by the plan are not yet known
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Council Directive 79/409/EEC on the conservation of wild birds and the Habitats Directive.	Chapter 4
5. The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme	Chapter 2
and the way those objectives and any environmental considerations have been taken into account during its preparation.	Chapter 5 proposes ISA objectives
6. The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues including (a) biodiversity; (b) population; (c) human health; (d) fauna; (e) flora; (f) soil; (g) water; (h) air; (i) climatic factors; (j) material assets; (k) cultural heritage, including architectural and archaeological heritage; (l) landscape; and (m) the inter-relationship between the issues referred to in sub-paragraphs (a) to (l).	Not yet available – will be covered by subsequent stages of the ISA.
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties encountered in compiling the required information.	
9. A description of the measures envisaged concerning monitoring in accordance with regulation 17.	
10. A non-technical summary of the information provided under paragraphs 1 to 9.	

Figure 1.2, from the Welsh Government's Development Plans Manual, shows how the ISA stages fit with the stages of plan-making.

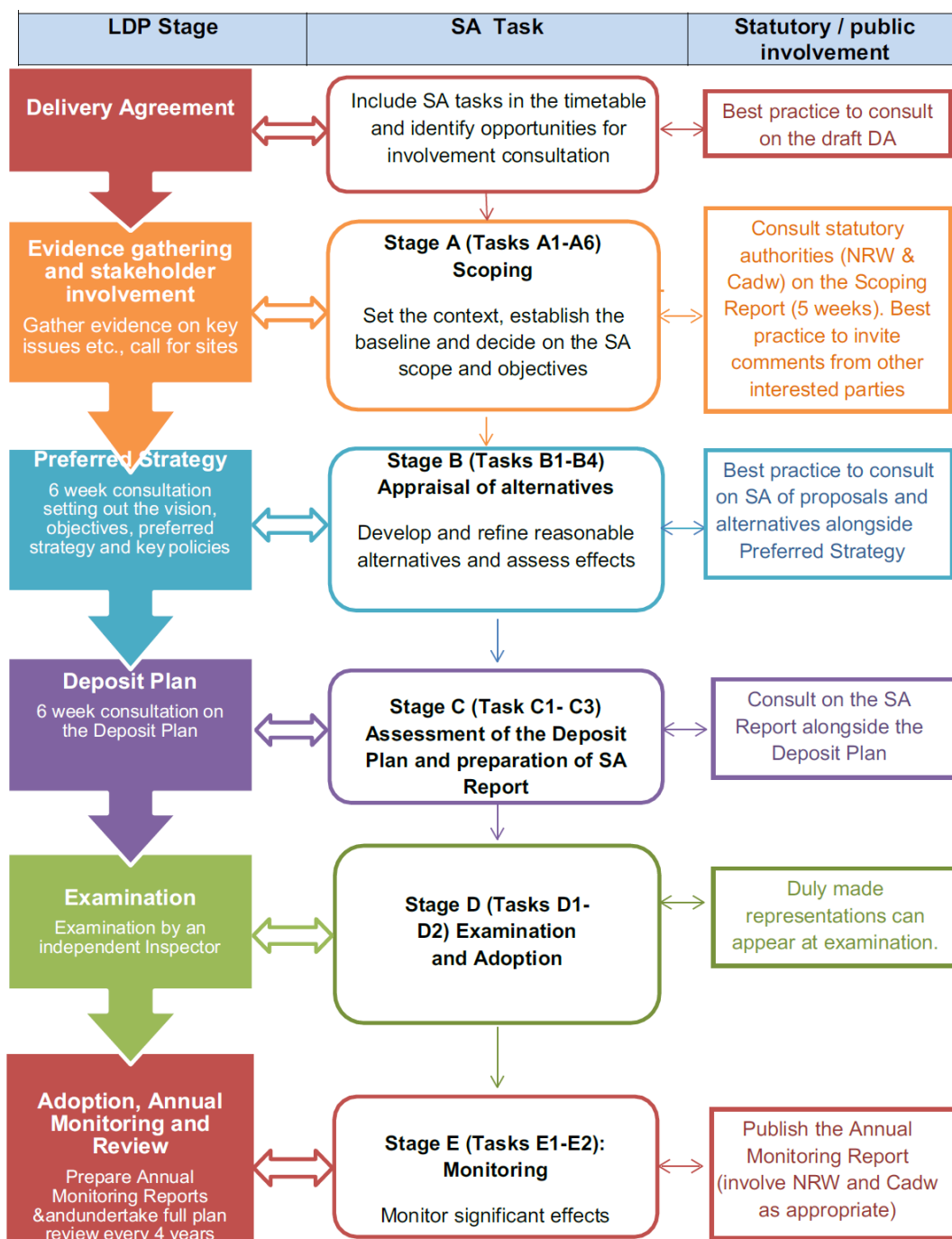


Figure 1.2 Links between RLDP stages and ISA stages⁶

Cardiff Council consulted on a first scoping report for eight weeks, from March 2021. Comments were received from both statutory consultees (NRW and CADW) and seven additional consultees. Table 1.2 summarises the consultees’ main comments and how they have been integrated into this updated scoping report.

⁶ <https://gov.wales/sites/default/files/publications/2020-03/development-plans-manual-edition-3-march-2020.pdf>

Table 2.1 Main consultation comments and changes made to scoping report in response.

Main comments	Responses to the comments
The two halves of Figure 2.4 are not aligned	Now aligned
Need to include 'COVID-19 Reconstruction' and the Welsh Government's declaration of a nature emergency in the policy context; also refer to the draft post-pandemic city recovery plan 'Greener, Fairer, Stronger'	Done
Sec. 3.2 should stress the links between air quality and 1. climate change, 2. health, and 3. ecosystems. Also other pollutants than NO ₂ have negative impacts.	Reference made to the 2016 report 'Estimating the mortality burden of air pollution in Wales'; and to particulates.
Walking and cycling near roads could have negative health impacts	ISA framework (Table 5.1) changed to specify that active travel routes should avoid areas of poor air quality
Sec. 3.2 should refer to the Clean Air Plan for Wales	Sec. 3.2 now refers to the Clean Air Plan for Wales, Clean Air Zone Framework for Wales, and Cardiff outline bid for air quality improvement funding.
Sec. 3.3 There should be more information on biodiversity in Cardiff	Information on biodiversity will be included if/when it becomes available.
Sec. 3.3 should make more reference to NRW's Second State of Natural Resources Report	A page on the main findings of the SSNRR has been included at Sec. 3.3
In Figure 3.3.1, the sea should be shown as blue not green	It is shown in green to represent its status as a Special Area of Conservation
Air pollution is a threat to biodiversity	Noted at Sec. 3.3
Sec. 3.4 should explain what is meant by 'carbon neutrality'	Footnote added to explain this
Sec. 3.5 should not describe Victorian and Edwardian neighbourhoods as 'suburbs'	Renamed 'areas'
Sec. 3.5 should discuss non-designated historic assets listed in the Historic Environment Record	Done
Sec. 3.8 should clarify that many brownfield sites provide biodiversity and recreational amenity	Included in the opening paragraph to Sec. 3.8
Sec. 3.9 should clarify that the rivers in Cardiff are highly modified and as a result there are increased risks to flooding and reduced biodiversity.	Amended Sec. 3.9 to include.
Sec. 3.9 should clarify that the Gwent Levels are SSSI and Historic Landscape, important for biodiversity and ecosystem resilience.	Amended Sec. 3.9 to include.
Figure 3.9.2 implies incorrectly that all of the public space in the figure is publicly accessible.	Figure 3.9.2 shows all open space in Cardiff (<i>including space that is not publicly accessible</i>).
Sec. 3.10 should refer to the Welsh government's March 2021 'Beyond Recycling' and moratorium on large-scale energy from waste plants	Amended Sec. 3.10 to include.
Sec. 3.11 should discuss the wider implications of water quality, e.g. on amenity, wellbeing and the economy	Done in the introductory section of Sec. 3.11
The ISA framework should include reference to the regenerative economy	Already done at ISA objective 10
Need better links between baseline data and the ISA topics	ISA framework (Table 5.1) amended to include reference to the circular economy, carbon

Main comments	Responses to the comments
	neutrality, biodiversity net gain etc.
Reference should be made to NRW's South Central Wales Area Statement	Reference added in Sections 3.2 (air), 3.3 (biodiversity), and 3.7 (health/wellbeing)
Sec. 3.10 needs better data on waste from construction, demolition, industrial and commercial waste	Information on this will be included if/when it becomes available.
Sec. 3.11 should discuss Water Framework Directive status and reasons why water quality is bad to moderate	This was already discussed at Sec. 3.11.
At Table 4.1, water quality should be highlighted as blue	Done
The ISA framework (Table 5.1) should include green recovery; and should refer to remediation of unstable land as well as contaminated land	Done
Green spaces should be protected	One of the sub-objectives of ISA objective 7 has been reworded to " <i>Protect, and improve access to, open space...</i> "
There should be at least one indicator per sub-objective, and the positive direction of travel should be clarified	Data/indicators are not available for all sub-objectives (e.g. access to community facilities). Where data/indicators are not available, these have been highlighted in the introduction to Sec. 5. The wished-for direction of change has been added to the indicators in Table 5.1.
At Table 5.2, a proposed development site should be ++ for SAC/SPA/Ramsar sites only if it is >5km from the SAC/SPA/Ramsar site.	Table 5.2 has not been changed. A separate Habitat Regulations Assessment will assess impacts on SAC/SPA/Ramsar sites. The main role of the ISA framework is to flag up possible problems, and Table 5.2 does this.
Table 5.2 is based only on the location and characteristics of the site, not the mitigation offered by development on the site. This generally disadvantages larger sites.	<p>Much of the impact of development relates to the site location and characteristics. Proposed developments can change significantly over time, making it difficult to be clear about what mitigation to include; and different amount of information will exist about proposed development at different sites.</p> <p>Statement added that Tables 5.1 and 5.2 will inform, but not make, decisions about what sites to take forward.</p>
Table 5.2 should refer to provision of housing and employment land, on par with reference to community facilities	Done
Table 5.2 should be clearer about the reasons for the cut-offs between e.g. ++ and +, + and – etc. Cut-offs for walking should be different to those for cycling.	Table 5.2 is based on other similar ISAs, which in turn refer to e.g. the Chartered Institute of Highways and Transportation, distances used in Habitat Regulations Assessments etc. This is now mentioned in the introduction to the table. The site appraisal forms will include the actual distance, so that a more detailed analysis can be made of walking v. cycling accessibility.

Difficulties encountered

A first draft of this report was prepared in Spring 2020 but publication was held back due to the coronavirus pandemic. Many aspects of annual monitoring, for instance air quality, employment land take-up and life expectancy, have not been carried out during the pandemic. The pandemic has changed many aspects of life in the UK, including how we work, travel and educate our children: not all of this information was available by the time this updated scoping report was prepared. Brexit will also have many effects that are not yet understood.

Data are not available for many aspects of sustainability, for instance most aspects of biodiversity and waste management. This is discussed further at the end of Section 5.

2 Policy context (Task A2)

The SEA Directive requires a description of “[the plan’s] relationship with other plans or programmes” and “The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation” (Annex Ia and e)

The emerging Replacement Local Development Plan is informed and shaped by many national and international plans and policies related to sustainability and environmental protection. This chapter discusses the key plans and policies affecting the RLDP.

Acronyms used below:

ISA	Integrated Sustainability Appraisal
RLDP	Replacement Local Development Plan
NDF	National Development Framework
NRW	Natural Resources Wales
SDP	Strategic Development Plan

2.1 National context

The **Well-being of Future Generations (Wales) Act 2015** aims to ensure that sustainable development is at the heart of government and public bodies. It has seven Well-being Goals and promotes five Ways of Working (Figure 2.1) It provides the legislative framework for the preparation of Local Well-being Plans which will replace Single Integrated Plans. Given that sustainable development is the core underlying principle of the Local Development Plans and Integrated Sustainability Appraisals, there are clear associations between the aspirations of both the RLDP and Act/Local Well-being Plans. This is discussed further at Chapter 5.

The **Planning (Wales) Act 2015** aims to reform the planning system in Wales, to ensure that it is fair, resilient and enables development. The Act notes that LDPs must promote sustainable development in accordance with the Well-being of Future Generations (Wales) Act 2015, “for the purpose of ensuring that the development and use of land contribute to improving the economic, social, environmental and cultural wellbeing of Wales”. The Act requires the development of a National Development Framework (NDF) and regional-level Strategic Development Plans (SDPs), and requires LDPs to be in general conformity with any NDF or SDP that



Figure 2.1 Well-being of Future Generations (Wales) Act 2015 Well-being Goals and Ways of Working⁷

⁷ <https://futuregenerations.wales/about-us/future-generations-act/>

includes the local authority area. In late 2020, consultation was carried out on the establishment of Corporate Joint Committees that can prepare SDPs⁸, and on the preparation of SDPs⁹.

The **National Development Framework** is a new 20 year national spatial strategy. The draft NDF of September 2020 sets out the Welsh Government’s policies on development and land use in a spatial context, and will be known as ‘Future Wales: the national plan 2040’. It supports decarbonisation and the delivery of renewable energy; provision of housing in the right places; healthier places; strengthened ecosystems and enhanced biodiversity; and an economy that delivers prosperity for all. It identifies Cardiff, Newport and the Valleys as a national growth area. Policy 33 of the draft NDF supports Cardiff’s status as an internationally competitive city and a core city on the UK stage. It expects Cardiff to retain and extend its role as the primary national centre for culture, sport, leisure, media, the night time economy and finance. In Policy 34, the Welsh Government requires the Strategic Development Plan to identify a green belt to the north of Cardiff, Newport and the eastern part of the region¹⁰. The draft NDF has been laid at the Senedd for scrutiny, and its publication is expected in 2021. The Cardiff Capital Region’s SDP is discussed further at Section 2.2.

In December 2018, the Welsh Government issued **Planning Policy Wales (Edition 10)**¹¹ which integrates the seven Well-being Goals and five Ways of Working of the Well-being of Future Generations Act 2015. It also puts the concept of placemaking into the heart of national planning policy. Figure 2.2 summarises the placemaking outcomes sought by Planning Policy Wales.

The July 2021 guidance document **“Building Better Places”** sets out the Welsh Government’s planning policy priorities to assist in taking action in the recovery period after the coronavirus pandemic. It identifies eight issues:

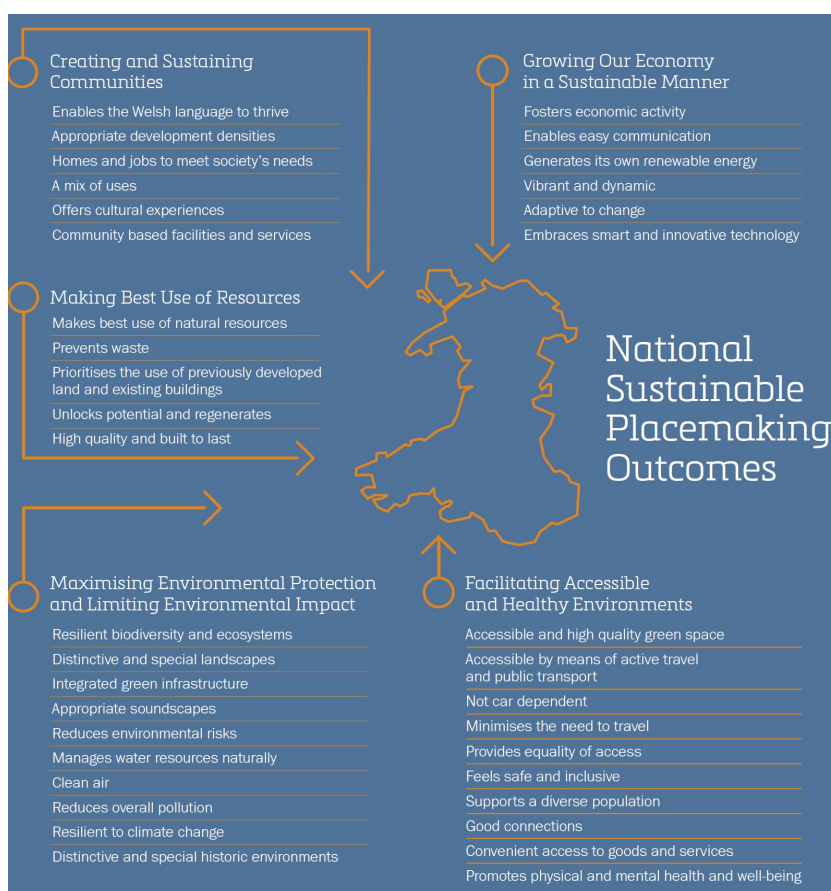


Figure 2.2 Planning Policy Wales national sustainable placemaking outcomes

1. Staying local: enabling people to live in well-located and well-designed energy efficient homes, delivery of new affordable homes, local food production and supply chains, creation of accessible and attractive neighbourhoods

⁸ <https://gov.wales/regulations-establish-corporate-joint-committees>

⁹ <https://gov.wales/establishing-town-and-country-planning-strategic-development-plan-wales-regulations-2021>

¹⁰ <https://gov.wales/sites/default/files/publications/2020-11/working-draft-national-development-framework-document-september-2020.pdf>

¹¹ <https://gov.wales/planning-policy-wales>

2. Active travel: reducing the need to travel, continued shift to sustainable and active travel modes
3. Revitalising our town centres: new flexible approaches to retail and commercial centres, reassessment of the role and function of established shopping areas, planning for the use of open spaces in town centres, consideration of a wider range of uses in town centres
4. Digital places: improvements to digital connectivity
5. Changing working practices: re-examination of economic forecasts and employment allocations, support for flexible workplaces
6. Reawakening Wales' tourism and cultural sectors, noting the need for social distancing and support for associated industries
7. Green infrastructure, health and well-being and ecological resilience: enabling and providing green infrastructure
8. Improving air quality and soundscapes for better health and well-being

In October 2020, the Welsh Government published “**COVID-19 Reconstruction: Challenges and Priorities**”¹². This aims to plan ahead and support a green recovery, taking into account the collective response to the pandemic and the need to counter climate change and the economic damage caused by Brexit. Priorities include reducing unemployment; ensuring that young people do not lose out educationally or economically; increasing the construction of council and social housing; investing in town centres; pursuing a strong decarbonisation agenda; minimising the need to travel and improving public transport; building the resilience of the Welsh economy, and supporting the NHS.

The **Environment (Wales) Act 2016** helps to ensure that managing Wales' natural resources sustainably is a core consideration in decision-making. It requires Natural Resources Wales (NRW) to prepare a State of Natural Resources Report; the Welsh Government to produce a National Natural Resources Policy that sets out the priorities, risks and opportunities for managing Wales' natural resources sustainably; and NRW to produce Area Statements to help implement the National Natural Resources Policy.

The **National Natural Resources Policy 2017**¹³ sets out three priorities:

- Delivering nature-based solutions, including development of resilient ecological networks, supporting climate change adaptation and mitigation, improving green infrastructure and water treatment systems, and improving land and water management;
- Increasing renewable energy and resource efficiency, including development of a circular economy;
- Taking a place-based approach: collaborative working to deliver better results at a local level.

The **Historic Environment (Wales) Act 2016** made important changes to the Ancient Monuments and Archaeological Areas Act 1979 and the Planning (Listed Buildings and Conservation Areas) Act 1990. The Act now gives more effective protection to listed buildings and scheduled ancient monuments; improves the sustainable management of the historic environment; and introduces greater transparency and accountability into decisions taken on the historic environment.

The **Public Health (Wales) Act 2017** aims to improve health and prevent avoidable harm to health. It requires the production of a national strategy on preventing and reducing obesity and for key decisions to be subject to Health Impact Assessment.

The Welsh Government declared a **climate emergency** in April 2019¹⁴. In May 2019 the UK government announced a 'net zero' target by 2050. Initially, the Committee on Climate Change had

¹² <https://gov.wales/coronavirus-reconstruction-challenges-and-priorities>

¹³ www.hwa.uk.com/site/wp-content/uploads/2018/11/POL_22-Welsh-Government-2017-Natural-Resources-Policy.pdf

¹⁴ <https://gov.wales/welsh-government-makes-climate-emergency-declaration>

suggested that Wales can only reach a 95% reduction because of the importance of agriculture to its rural communities¹⁵, but in December 2020 it urged Wales to achieve net zero¹⁶. This should be achieved by taking up low-carbon solutions, expanding low-carbon energy supplies, reducing demand for high-carbon activities and transforming land from farmland to woodland and bioenergy production.

Prosperity for All: A Low Carbon Wales, published in March 2019, sets out the Welsh Government's commitments to climate change mitigation. These include different measures for different sectors: power (e.g. increased local ownership of energy generation), buildings (e.g. review of building standards), transport (e.g. increasing travel by walking, cycling and public transport) etc. However in December 2020 the National Assembly for Wales' Climate Change, Environment and Rural Affairs Committee noted that Wales is not currently on track for an 80% reduction in greenhouse gases, let alone net zero¹⁷.

The climate change adaptation plan for Wales, **Prosperity for All: A Climate Conscious Wales** was published in November 2019. It sets out actions for 2020-2025 which include flood protection; protection of water supplies from drought and low flows; tackling land management practices that increase flood risk; and reducing risks to ecosystem and agriculture from climate change.

The Welsh Government also declared a **nature emergency** in June 2021¹⁸. This puts nature on par with climate change in terms of urgency and significance. Improving nature can help to tackle climate change and provide other benefits such as flood prevention, clean water and improved health and wellbeing.

2.2 Regional context

The Cardiff Capital Region (CCR) comprises ten local authorities including Cardiff. In 2016, the Cardiff Capital Region agreed a £1.2 billion **City Deal** with the UK Government and Welsh Government, which aims to deliver up to 25,000 new jobs and leverage an additional £4 billion of private sector investment. In particular, the region aims to support investment in areas that increase the region's economic output and reduce its worklessness, with a focus on connectivity, digital, innovation, and skills and worklessness¹⁹. In 2018, the CCR Cabinet agreed in principle to commit £40 million to support the proposed £180 million Metro Central Development, which would deliver a new central transport interchange in Cardiff's core employment zone²⁰.

The CCR is also in the process of preparing a **Strategic Development Plan (SDP)**, which will address cross-boundary issues at a regional level such as housing, employment and waste and which must be in general conformity with the NDF. The SDP is expected to be operational by mid-2022; cover approximately 20 years; and cover larger-than-local issues such as housing numbers, strategic housing allocations, strategic employment sites, strategic green infrastructure routes and supporting transport infrastructure²¹.

¹⁵ <https://gov.wales/wales-accepts-committee-climate-change-95-emissions-reduction-target>

¹⁶ www.theccc.org.uk/2020/12/17/net-zero-wales-by-2050-wales-faces-a-decisive-decade-to-get-on-track-to-an-emissions-free-future/

¹⁷ <https://www.theccc.org.uk/wp-content/uploads/2020/12/Progress-Report-Reducing-emissions-in-Wales.pdf>

¹⁸ <https://www.wt.wales.org/news/welsh-government-declare-nature-emergency>

¹⁹ www.gov.uk/government/uploads/system/uploads/attachment_data/file/508268/Cardiff_Capital_Region_City_Deal.pdf

²⁰ www.cardiffcapitalregion.wales/investment/

²¹ <https://gov.wales/establishing-town-and-country-planning-strategic-development-plan-wales-regulations-2021>

Natural Resources Wales have prepared an **Area Statement for the South Central Wales Area**, which covers Cardiff as well as Merthyr Tydfil, Rhondda Cynon Taf, Bridgend, and Vale of Glamorgan – see Figure 2.3. Building resilient ecosystems and connecting people with nature represent the cornerstones of the area statement, underpinning NRW’s approach to addressing the challenges of water, health and air quality.²²

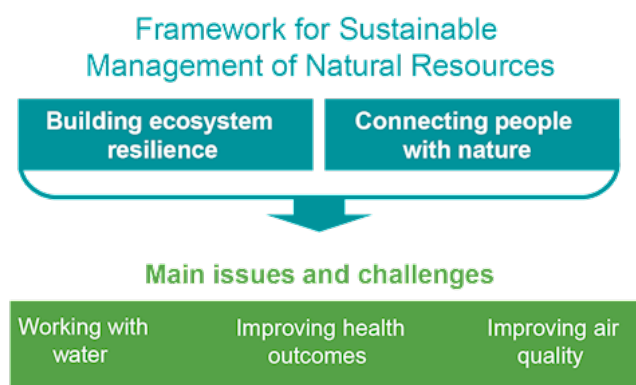


Figure 2.3 Natural Resources Wales Area Statement for the South Wales Central Area

2.3 Local context

The **Capital Ambition Report** of 2017 sets out the Council’s five-year plan for the city. It outlines the Council’s vision for Cardiff to become a leading city on the world stage. The plan focuses on four main areas:

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

Cardiff’s **Transport White Paper: Transport Vision to 2030**²³ of January 2020 aims to tackle the climate emergency, reduce congestion and improve air quality. It proposes projects to significantly improve public transport in Cardiff and the region, including expanding current Metro plans to deliver more new tram/train routes and stations (Figure 2.4); introducing new bus rapid transit services and Park & Ride sites; lowering bus fares; delivering safer walking and cycling routes; and travel options designed to get people out of their cars.

Cardiff Council declared a **climate emergency** in March 2019. In October 2020, the council published a draft of One Planet Cardiff²⁴, a vision of how Cardiff can be a carbon-neutral city by 2030. This includes large-scale retrofits of buildings, development of low-cost efficient energy generation, support of ultra-low emission vehicles, increased tree coverage and low carbon food. Section 3.4 discusses this further.

Cardiff’s May 2021 draft plan for post-pandemic city recovery and renewal strategy, **Greener, Fairer, Stronger**²⁵, reiterates the importance of responding to a change to more home-working and less in-person retail, and for Cardiff to remain healthy and uplifting through public space and parks. It promotes six ‘missions’: reimagining the city centre, a city for everyone, a city of villages, culture and sport-led renewable, Tech City, and One Planet Recovery.

²²<https://naturalresources.wales/about-us/area-statements/south-central-wales-area-statement/introduction-to-south-central-area-statement/?lang=en>

²³ <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>

²⁴ www.oneplanetcardiff.co.uk

²⁵

<https://cardiff.moderngov.co.uk/documents/s48486/Cabinet%202020%20May%202021%20Recovery%20Greener%20Fairer%20Economy%20App%201.pdf>

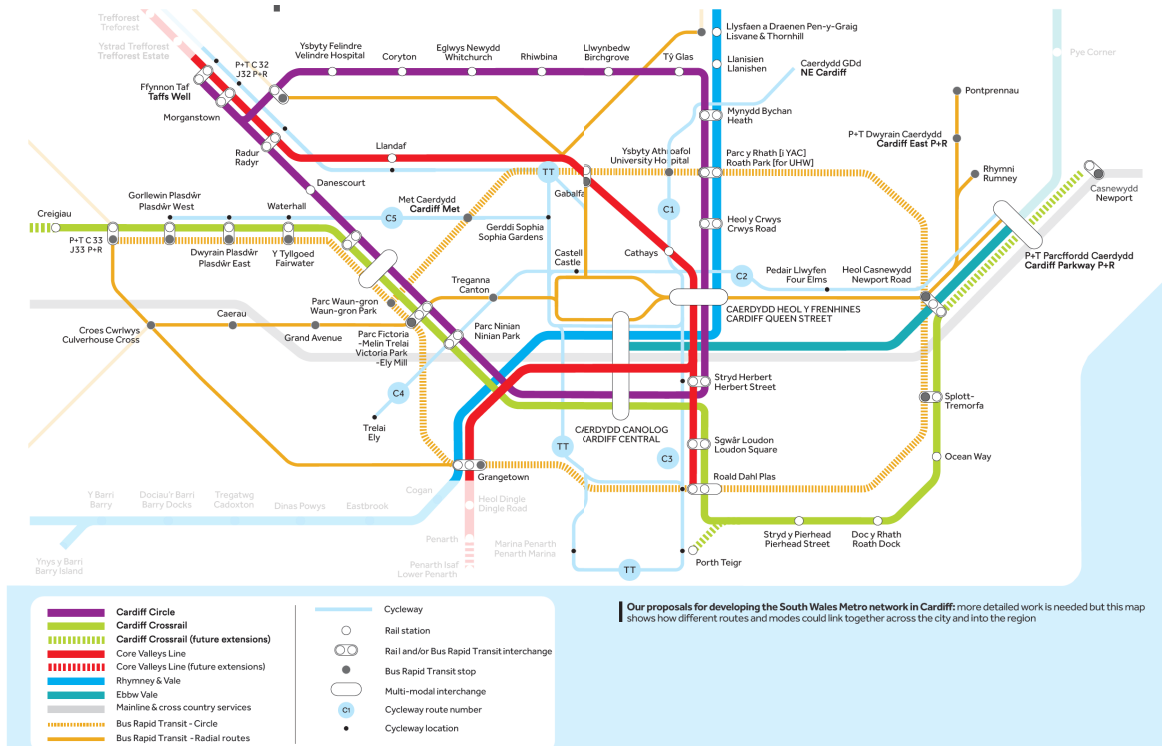


Figure 2.4 Cardiff Crossrail and Cardiff Circle proposals

3 Sustainability context (Task A3)

The SEA Directive requires a description of “the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme” (Annex Ib) and “the environmental characteristics of the areas likely to be affected” (Annex Ic).

This chapter sets out the main environmental, social, cultural and economic issues that affect, or are likely to affect, Cardiff over the life of the Replacement Local Development Plan:

- 3.1 Access, equality and population
- 3.2 Air quality
- 3.3 Biodiversity, flora and fauna
- 3.4 Climate change
- 3.5 Cultural heritage and the historic environment, including the Welsh language
- 3.6 Economy
- 3.7 Health and wellbeing
- 3.8 Land, soil and minerals
- 3.9 Landscape and open space
- 3.10 Waste
- 3.11 Water and flooding

In each case, the current status is first discussed, and then the likely future situation without the plan. Table 3.1 shows how these topics cover the requirements of strategic environmental assessment, equalities impact assessment, health impact assessment, and Welsh language impact assessment. Other ways of structuring the report were considered, notably Gibson’s sustainability principles²⁶, the Stockholm Institute’s resilience principles²⁷ and the Wales Well-being Goals (Figure 2.1). However they were generally less easy to understand and use, and did not fulfil the ISA requirements as clearly.

²⁶ Gibson, R.B. (2006) Sustainability assessment: basic components of a practical approach, *Impact Assessment and Project Appraisal* 24(3), 170-182.

²⁷ <https://www.stockholmresilience.org/research/research-news/2015-02-19-applying-resilience-thinking.html>

Assessment process requirement	ISA section
Strategic environmental assessment	
• Biodiversity	3.3
• Population	3.1
• Human health	3.7
• Fauna	3.3
• Flora	3.3
• Soil	3.8
• Water	3.11
• Air	3.2
• Climatic factors	3.4, 3.11
• Material assets	3.1, 3.6, 3.10
• Cultural heritage, including architectural and archaeological heritage	3.5, 3.12
• Landscape	3.9
• Inter-relation between the above issues	3.1, 3.2, 3.4, 3.6, 3.7, 3.8, 3.10, 3.11
Equalities impact assessment (health, housing, environment etc.)	3.1, 3.6, 3.7
Health impact assessment (health, air/water quality, access to green space etc.)	3.7, 3.1, 3.2, 3.6, 3.9, 3.11
Welsh language impact assessment	3.5

Table 3.1 ISA topics v. requirements of assessment processes

3.1 Access, equality and population

Introduction

Cardiff’s population has grown rapidly over the last 30 years, and this rapid growth is expected to continue. Cardiff has also been experiencing strong economic growth and increasing levels of prosperity, but this prosperity has not been evenly distributed, affecting equality and wellbeing. There are considerable variations within and between localities, with people in some parts of Cardiff experiencing deprivation that is amongst the worst in Wales.

Population

In 2019, Cardiff’s population was 366,900, up from 345,400 in 2011; 310,000 in 2001; and 297,000 in 1991 (Figure 3.1.1)²⁸. This represents a growth rate of between 0.5% and 1% per year. Cardiff is one of the fastest-growing cities in the UK, and is growing faster than any other Welsh local authority²⁹. Much of this growth has been through in-migration from other countries. In contrast, there has been less net out-migration of Cardiff residents to other parts of the UK.³⁰

Cardiff’s average household size has consistently decreased, from 2.5 person per household in 1991 to 2.29 persons in 2019³¹. Its current average household size is slightly higher than that for Wales (2.26) but lower than the UK average of 2.4. Household size is falling because of an increase in single households, including lone parents and single older persons. In 2011, 33% of Cardiff’s households were one-person households, up from 31% in 2006.

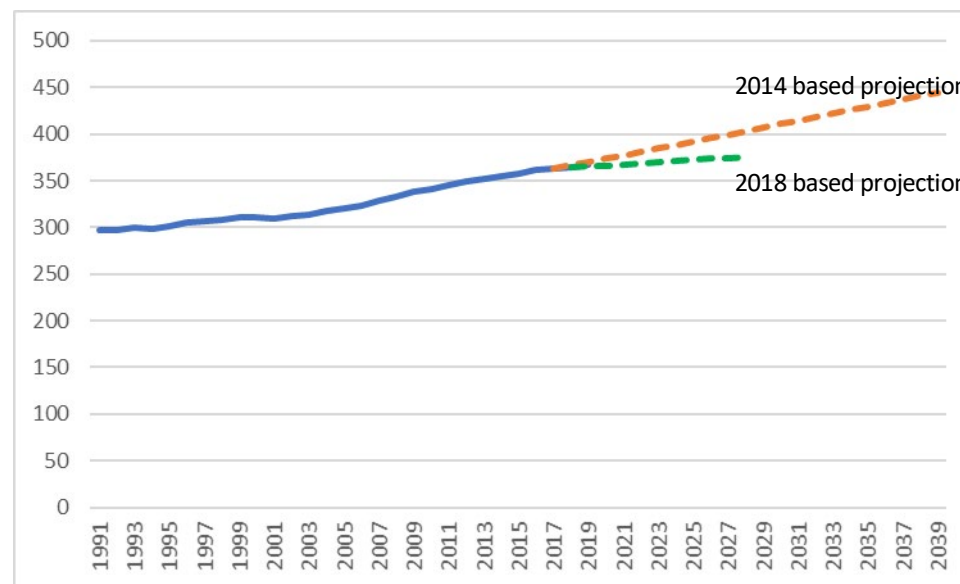


Figure 3.1.1 Cardiff’s population 1991-2018, and population projections³²

²⁸ <https://statswales.gov.wales/Catalogue/Population-and-Migration/Population/Estimates/Local-Authority/populationestimates-by-localauthority-year>

²⁹ <https://www.cardiffpartnership.co.uk/well-being-assessment/cardiff-today/rapidly-growing-city/>

³⁰ <https://statswales.gov.wales/Catalogue/Population-and-Migration/Migration/International/migrationflowsofpeoplebetweenwalesandtherestoftheworldnon-uk-by-flow-year;>
<https://statswales.gov.wales/Catalogue/Population-and-Migration/Migration/Internal/migrationbetweenwalesandrestofuk-by-localauthority-flow-periodofchange>

³¹ <https://statswales.gov.wales/Catalogue/Housing/Households/Estimates/averagehouseholdsize-by-localauthority-year>

³² <https://statswales.gov.wales/Catalogue/Population-and-Migration/Population/Projections/Local-Authority/2014-based/populationprojections-by-localauthority-year;>
<https://gov.wales/sites/default/files/statistics-and-research/2020-08/subnational-population-projections-2018-based-280.pdf>

Cardiff has a high proportion of young adults

Cardiff has a noticeably large proportion of young people compared to the England and Wales average: 21% of its population in 2018 was aged 18-27, compared to the England & Wales average of 13% (Figure 3.1.2)³³. This is due in large part to its student population which currently comprises more than 13% of the city’s residents, up from less than 10% in 2000³⁴.

Ethnic groups as a proportion of Cardiff’s population are much higher than for Wales as a whole

18.5% of Cardiff’s population is Black, Asian and minority ethnic (BAME). This is much higher than the Welsh average of 5.4%, and by far the highest of the Welsh local authorities. It is also higher than the average for England and Wales which is 14%. Census data indicates that a high percentage of those from BAME backgrounds live in the poorest inner-city areas – including Grangetown, Butetown, Riverside and Adamstown - although this is changing.³⁵

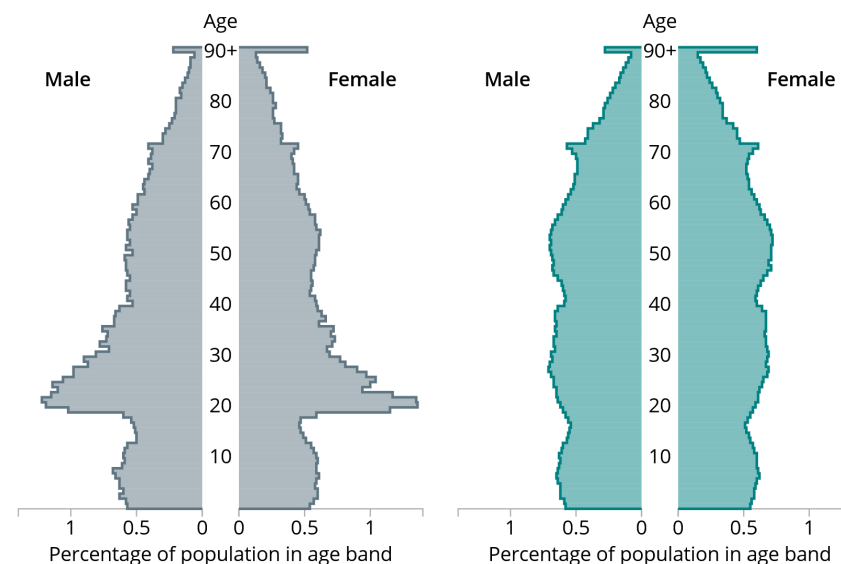


Figure 3.1.2 Age pyramid for Cardiff (grey) v England & Wales (green), 2018

Significant amounts of housing are required to house the increasing population

Table 3.1.1 shows the Local Plan targets for net general market dwellings, and the dwellings actually built. The number of dwellings built was initially significantly lower than the target: this was due to a ‘delivery lag’ following the adoption of the plan, and the rate of construction is expected to increase³⁶. The rate of completions has accelerated in the past year, with all the large strategic plan sites starting to be built out.

Time period	Local Plan target	Dwellings built
2014 – 2016	2495	866
2016 – 2018	4096	1183
2018 – 2020	4153	1135 in 2018/19
2020 – 2022	4042	
2022 – 2024	4010	
2024 - 2026	3759	

Table 3.1.1 Housing targets and delivery

³³ <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/articles/ukpopulationpyramidinteractive/2020-01-08>

³⁴ <https://statswales.gov.wales/Catalogue/Education-and-Skills/Post-16-Education-and-Training/Higher-Education/Students/Enrolments-at-Welsh-HEIs/enrolmentsduringtheyear-by-institution-level-modeofstudy>

³⁵ <http://hummedia.manchester.ac.uk/institutes/code/briefings/localdynamicsofdiversity/geographies-of-diversity-in-cardiff.pdf>

³⁶ <https://www.cardiff.gov.uk/ENG/resident/Planning/Local-Development-Plan/Annual-Monitoring-Report/Documents/Cardiff%20LDP%203rd%20AMR%20English%20Version%20Final.pdf>

Cardiff contains some of the most deprived areas in Wales - geographically there is a concentration of deprivation in the ‘southern arc’ although ‘hotspots’ exist elsewhere

The Welsh Index of Multiple Deprivation (WIMD) is a measure of the relative levels of deprivation in local areas. In the most recent WIMD 2019, 9% (or 18 out of 191) of the 10% most deprived areas in Wales were in Cardiff. This is lower than Newport (12.6%) and Merthyr Tydfil (11.5%) and on par with Rhondda Cynon Taff, but higher than all other Welsh local authorities³⁷. It is significantly better than the situation in 2010, where Cardiff had 40 out of 190 of the 10% most deprived areas in Wales, but this reflects other areas of Wales getting worse: relative poverty within areas of Cardiff remains high.

Deprivation is concentrated mainly in the southern and eastern part of Cardiff (Figure 3.1.4), with the northern and western parts being generally the least deprived. The 'southern arc' also has a higher proportion of people receiving out-of-work benefits than other areas of Cardiff: in January 2020 the claimant rate in Adamstown, Ely and Splott stood at 6% or more, compared to less than 1% in Cyncoed, Lisvane and Rhiwbina³⁸.

The coronavirus pandemic has doubled the proportion of people receiving benefits in Cardiff, from 3.3% in February 2020 to 6.5% in November 2020 (Figure 3.1.3).³⁹

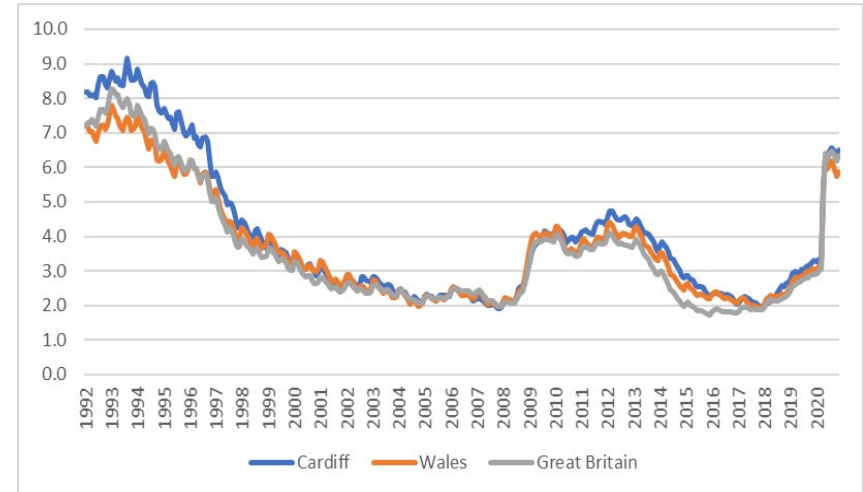


Figure 3.1.3 Out-of-work benefit claimants (%): doubling since the coronavirus pandemic

³⁷ <https://statswales.gov.wales/Catalogue/Community-Safety-and-Social-Inclusion/Welsh-Index-of-Multiple-Deprivation/WIMD-2019/localauthorityanalysis>

³⁸ www.nomisweb.co.uk

³⁹ Ibid.

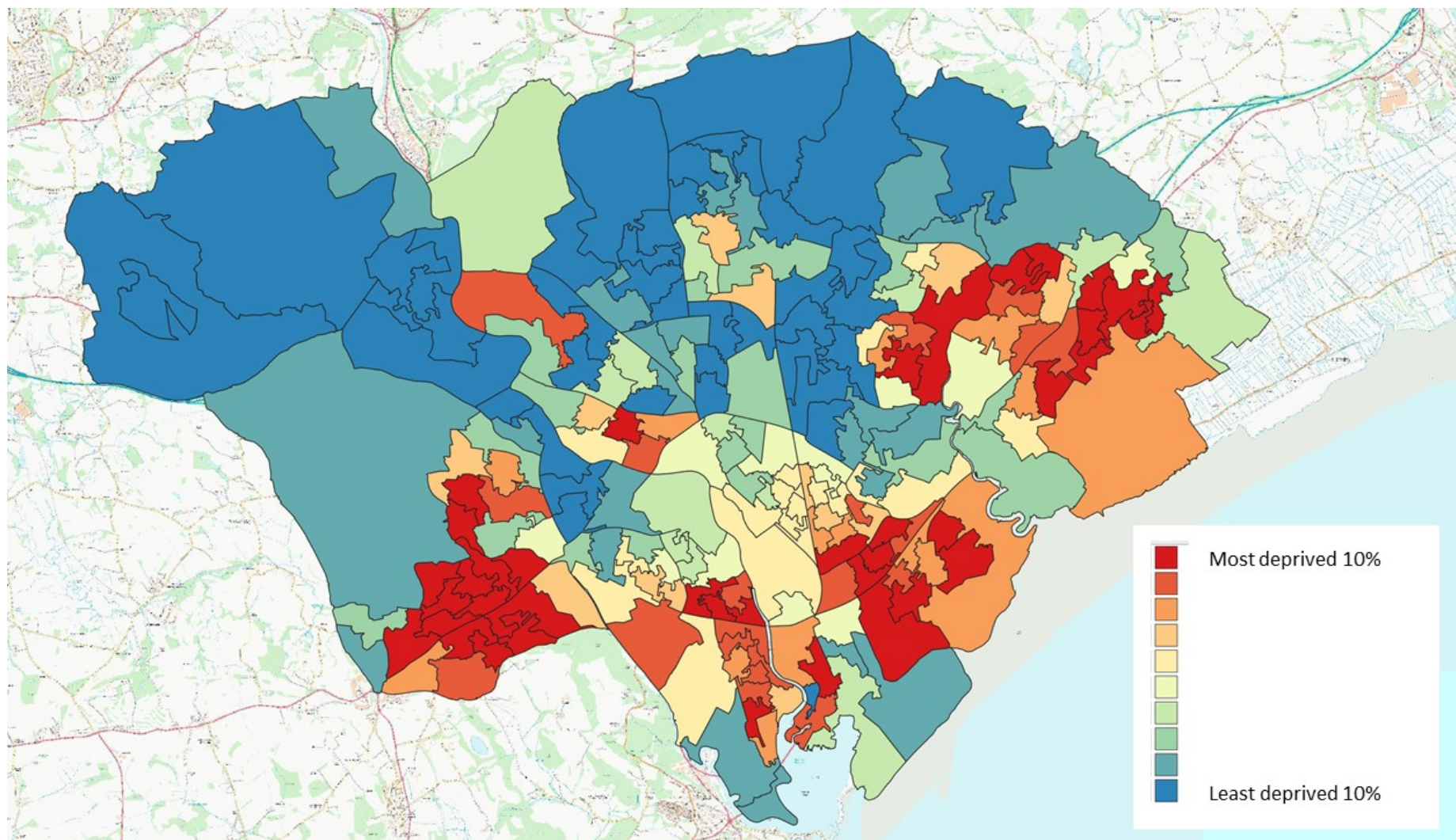


Figure 3.1.4 Index of Multiple Deprivation, overall 2019

Fewer children are living in low-income families, but more than the Wales average

23% of dependent children aged under 20 in Cardiff are living in low-income families, more than the Wales and UK averages. There has been a gradual reduction in this since 2009, when it was 27%. Children from low-income families are more likely to be unhealthy or have poorer educational outcomes. There are large discrepancies across Cardiff in terms of children in low-income families: nearly 45% in Ely, and less than 5% in Rhiwbina (Figure 3.1.5).

Page 74

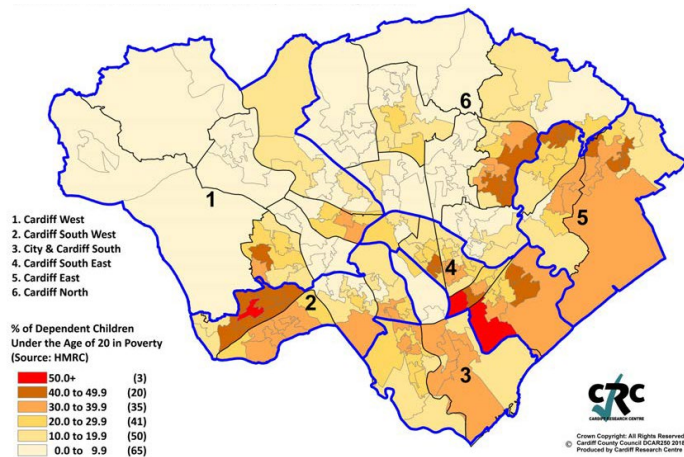
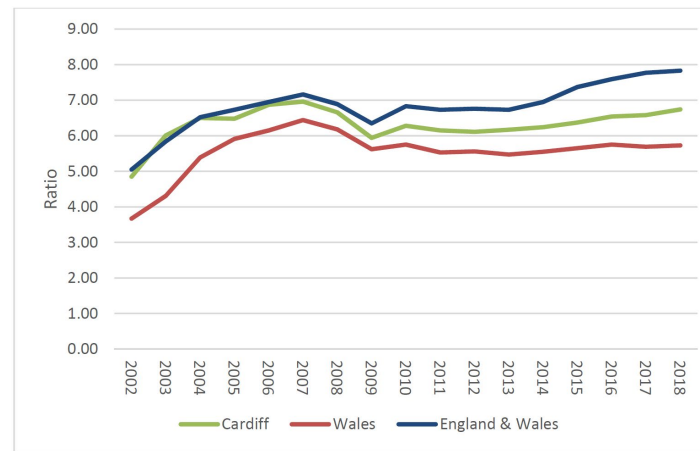


Figure 3.1.5 Children in low-income families, 2015⁴²

Lack of affordable housing units - particularly family housing – is excluding those on low income from entering the housing market

In October 2020 (the most recent date available at the time of writing), the average price of a house for Cardiff was £217,804, an increase of 39% from £156,284 in October 2010⁴⁰. The price of detached houses has grown particularly fast. The average annual salary in 2019 was £28,660, 9% higher than the Wales average but 6% lower than the UK average⁴¹. In 2019, the ratio of house price to annual salary was 7.6, up from just under 6 in 2012, and just under the UK average (Figure 3.1.6).



Source: ONS

Figure 3.1.6 Housing affordability (ratio of house prices to residence-based earnings, 2002-2018⁴³

⁴⁰ <https://landregistry.data.gov.uk/app/ukhpi/browse?from=2010-01-01&location=http%3A%2F%2Flandregistry.data.gov.uk%2Fid%2Fregion%2Fcardiff&to=2021-01-01&lang=en>

⁴¹ www.nomisweb.co.uk

⁴² <https://www.cardiffpartnership.co.uk/wp-content/uploads/Cardiff-in-2018-Final-English.pdf>

⁴³ https://www.cardiff.gov.uk/ENG/Your-Council/Have-your-say/Ask%20Cardiff%20Library/The%20Cardiff%20Economy%20and%20Labour%20Market_Apr%2018_Mar%2019.pdf

Provision of enough affordable housing is an ongoing problem in Cardiff. In early 2021, there were approximately 8,000 applicants on the council housing register, compared to 10,491 in mid-2010. The Local Development Plan sets a target for the delivery of 6,646 affordable units to be provided between 2014 and 2026, with an interim target to provide 1,942 affordable dwellings by 2019. By 2019, 1,082 affordable units had been delivered, representing 25% of overall completions. This reflects the slower than anticipated progress in the strategic housing allocations being delivered (Table 1.1).

The quality of housing in Cardiff is variable, with housing in the south of the council being more likely to be overcrowded and without central heating than elsewhere in Cardiff (Figure 3.1.7).

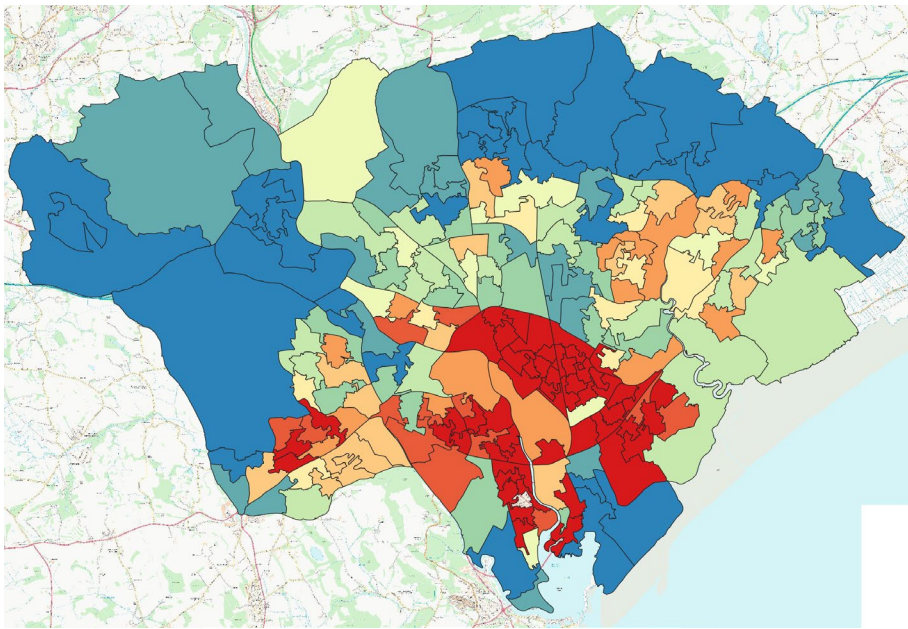


Figure 3.1.7 Index of Multiple Deprivation 2019 housing⁴⁴

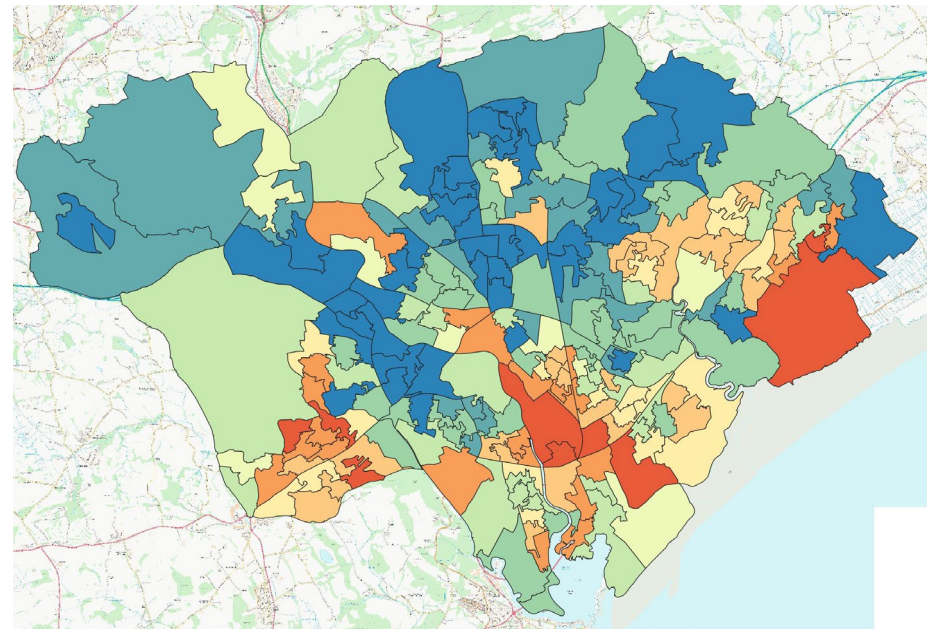


Figure 3.1.8 Index of Multiple Deprivation 2019 access to services³⁵

⁴⁴ See Figure 3.1.3 for legend

Homelessness in Cardiff is rising

People experiencing homelessness are especially vulnerable and there are a significant number of them living in Cardiff. Hostels and lodging houses are concentrated around the city centre. Cardiff also attracts a high number of young people who have left home, absconded from care, or are vulnerable in other ways. During 2017/18, Cardiff Council received 3,987 enquiries from homeless people or those at risk of homelessness, up 67% from just two years earlier. The number of homeless people in Cardiff rose from 1,274 in 2015 to 1,976 in 2018. In response to the coronavirus pandemic, Cardiff Council has found accommodation for most of the city's rough sleepers, and the Welsh Government is spending £20 million to help ensure that people do not need to return to rough sleeping.⁴⁵

Cardiff has good access to services although deficiencies still exist at a local level

As would be expected for a compact city, the Welsh Index of Multiple Deprivation indicates that Cardiff has good access to services⁴⁶. Nowhere in Cardiff is in the worst 10% for Wales in terms of access (Figure 3.1.8).

Likely future without the plan

Figure 3.1.1 shows the 2014-based and 2018-based population projections for Cardiff. The 2014-based projections are for about 80,000 more people to live in Cardiff in 2039 compared to 2018. The 2018-based projections to 2039 are not yet available, but are significantly lower than the 2014-based projections. All of the projections were made prior to Brexit, and so may change significantly.

The proportion of Cardiff residents aged 65+ is expected to grow from 14.5% in 2019 to 17.7% in 2039. Of these, the proportion of residents aged 85+ is expected to grow from 2.2% to 3.5% of the population.⁴⁷ This has implications for the provision and design of those parts of the built environment that support older people's health and social connections, for instance warm homes, intergenerational spaces in homes, good transport links, green spaces and community centres.

The current Local Development Plan provides for a large amount of new housing, notably in six strategic development sites. Planning and, in some cases, construction is progressing on all of these sites. There has been a trend of decreasing deprivation in Cardiff, which could continue with increasing employment, housing and access to green spaces and walking/cycling routes.

⁴⁵ <https://gov.wales/welsh-government-announce-new-20-million-fund-transform-homelessness-services>

⁴⁶ The access to services index relates to the average time it would take to access 8 key services (food shop, GP surgery, primary school, post office, public library, leisure centre, NHS dentist, secondary school, and a transport node)

⁴⁷ <https://cavuhb.nhs.wales/files/key-publications/dph-report-2020-pdf/>

3.2 Air quality

Introduction

Air pollution is the largest environmental risk to health. It is linked to climate change and affects many plants and sensitive ecosystems. Public Health Wales estimates that nitrogen dioxide (NO₂) pollution leads to about 220 deaths per year in the Cardiff and Vale Health Board area, and particulates (PM_{2.5}) about 225 deaths⁴⁸. Average air pollution concentrations are highest in the most deprived areas where levels of chronic ill health tend to be highest, so there is an equality component to air pollution⁴⁹. Poor air quality also has negative effects on vegetation and ecosystems.

Cardiff Council periodically reviews and assesses air quality for compliance with objectives of the Air Quality (Wales) Regulations 2000. The 2019 Annual Air Quality Progress Report⁵⁰ concludes that there were no exceedances of legal limits for benzene, carbon monoxide or sulphur dioxide in 2018, but there were exceedances of nitrogen dioxide, ozone and particulates. There was no 2020 progress report; however the Welsh Government's Clean Air Advisory Panel found that, during the first coronavirus lockdown, NO_x levels in urban areas fell on average by 30-40%, whilst ozone levels increased and levels of particulates (PM_{2.5}) stayed roughly the same.⁵¹

Nitrogen dioxide is the main cause of air pollution 'hot spots' in Cardiff

Levels of nitrogen dioxide (NO₂) vary throughout the city, but are broadly highest in the city centre and lowest on the edges of Cardiff, notably in the Wentlog Levels (Figure 3.2.1). Vehicles and wood burning stoves area also the main generators of particulates (PM_{2.5}).

Cardiff has four Air Quality Management Areas (AQMAs), all designated because air quality in those areas exceeds the legal NO₂ threshold of 40µg/m³. NO₂ is primarily caused by road traffic. Four AQMAs were originally declared: Newport Road, Philog and Cardiff West in 2000, and St Mary Street in 2002. The first two were revoked in 2007, and the area of the Cardiff West AQMA

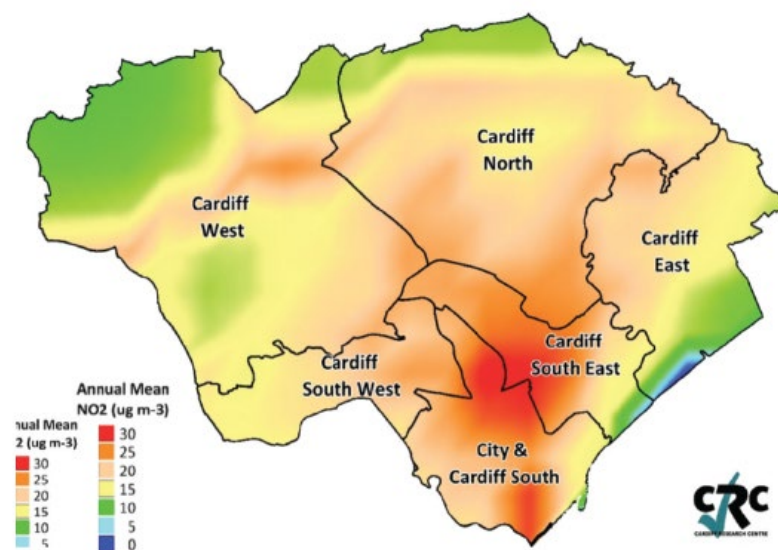


Figure 3.2.1 Annual mean NO₂ levels, 2014⁵²

⁴⁸ <http://www.wales.nhs.uk/sitesplus/888/opendoc/317890>

⁴⁹ <https://gov.wales/clean-air-plan-wales-healthy-air-healthy-wales>

⁵⁰ <https://cardiff.moderngov.co.uk/documents/s35876/Cabinet%202021%20November%202019%20Local%20Air%20Quality%20Progress%20Report%20App.pdf>

⁵¹ https://airquality.gov.wales/sites/default/files/documents/2021-01/Clean_Air_Advisory_Panel_report-Impacts_of_the_Covid-19_pandemic_on_air_quality_in_Wales_English.pdf

⁵² <https://www.cardiffpartnership.co.uk/well-being-assessment/cardiff-clean-sustainable/air-quality/>

(renamed Ely Bridge) was reduced. In December 2010 the Stephenson Court AQMA was declared. Figure 3.2.2 shows the current AQMAs⁵³, and Table 3.2.1 shows air quality over time at the AQMAs.

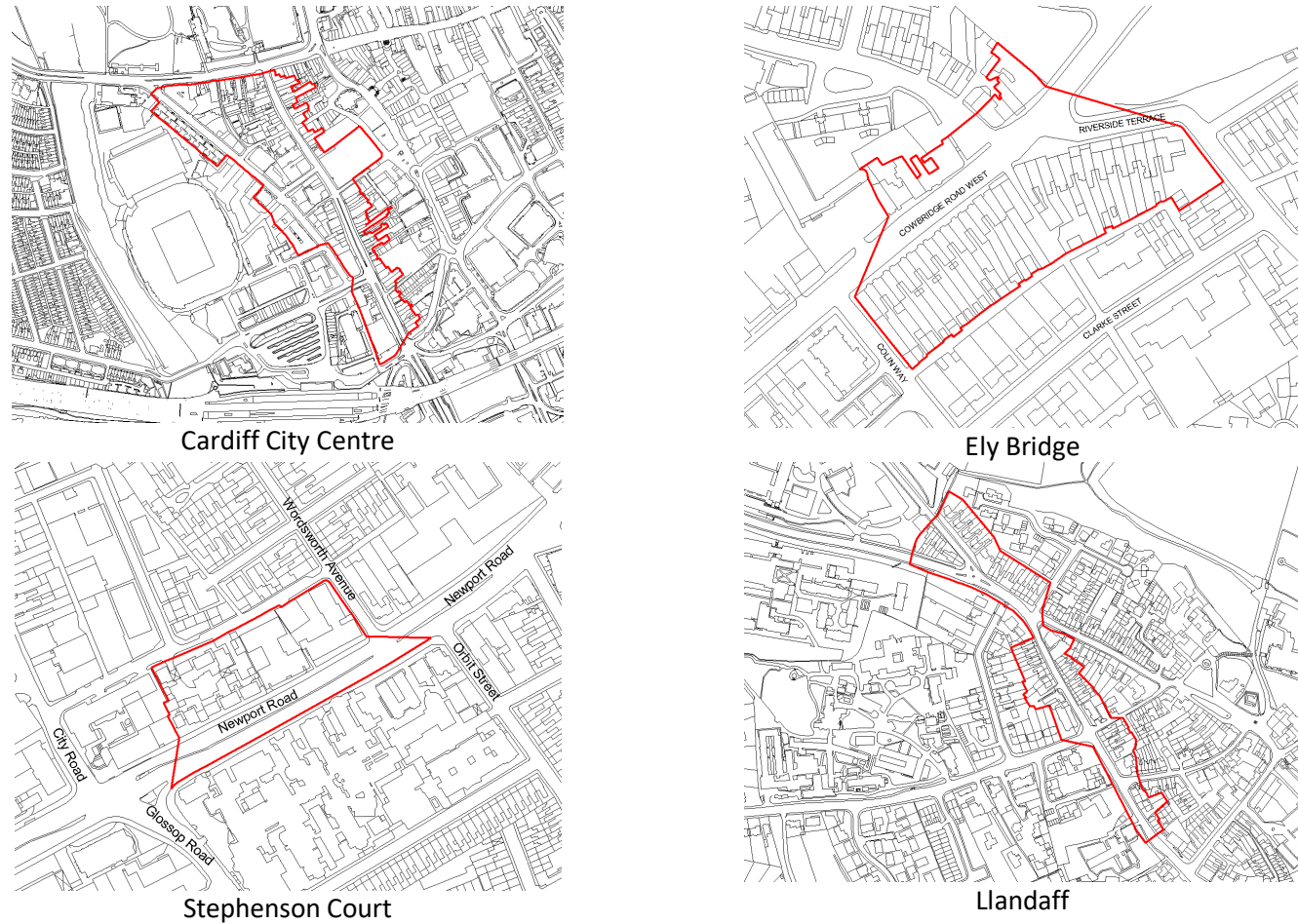


Figure 3.2.2 Current AQMAs in Cardiff

⁵³ Ibid.

Table 3.2.1 shows that NO₂ levels have generally reduced over time. Air quality at the High Street improved significantly after pedestrianisation in 2010.

AQMA	Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Cardiff City Centre	58. Westgate Street	39	50	52	55	50	52	51	48	45	45	46
	119. Havelock Street	31	34	38	40	34	33	32	28	30	33	38
	126. Westgate Street Flats	35	40	49	45	40	44	41	36	38	39	35
	160. High Street	69	50	36	33	31	30	28	27	32	28	27
	184. St. Mary Street									41	39	40
	186. Castle Street									48	48	46
	187. Angel Hotel									51	50	51
Ely Br.	117. Crowbridge Rd West		43	52	47	43	45	42	40	41	49	40
Ste. Ct.	81. Stephenson Court		41	46	41	41	37	36	35	38	36	35
Llandaff	33 Mitre Place		52	54	55	50	50	51	47	48	33	33
	99. Cardiff Rd Llandaff		42	49	40	35	39	40	30	35	31	32
	212. Bridge Road											47

Table 3.2.1 NO₂ levels at Cardiff AQMAs over time (red cells show where the AQMA exceeds the annual threshold of 40µg/m³)⁵⁴

⁵⁴ <https://cardiff.moderngov.co.uk/documents/s35876/Cabinet%202021%20November%202019%20Local%20Air%20Quality%20Progress%20Report%20App.pdf>

The Transport and Clean Air Green Paper consultation of 2019⁵⁵ asked respondents to rate different measures for improving air quality in the city. The most preferred options were integrated ticketing, a zero carbon bus fleet, and digital user information for buses. Least preferred were measures that would require divers to change their behaviour: parking levies, a total city 20mpg zone, active travel targets, and clean air zones (Figure 3.2.3)

Likely future without the plan

Prior to the coronavirus pandemic, air quality in Cardiff was expected to continue to improve in response to tightening vehicle emission requirements, an increase in electric vehicles, and a greater uptake of non-car modes of transport. It is unclear whether changes in people’s lifestyles due to the pandemic – more home-based working, less commuting, less travelling for retail and leisure – will continue post-pandemic. If they do, then air quality is likely to improve faster than initially predicted. It is also unclear whether Brexit will affect transport movements and air quality legislation in Wales. The impacts of poor air quality can be worsened by higher temperatures, so climate change could lead to more air quality related health problems.

The Clean Air Plan for Wales⁵⁶ aims to reduce air pollution over ten years. The 2018 Clean Air Zone Framework for Wales⁵⁷ identifies Cardiff as a location where a Clean Air Zone could be implemented. NRW’s South Central Wales Area Statement⁵⁸ aims to reduce air pollution, taking the needs of the environment and ecosystems into consideration. Cardiff has put forward an outline bid for funding for improving air quality in the city centre⁵⁹.

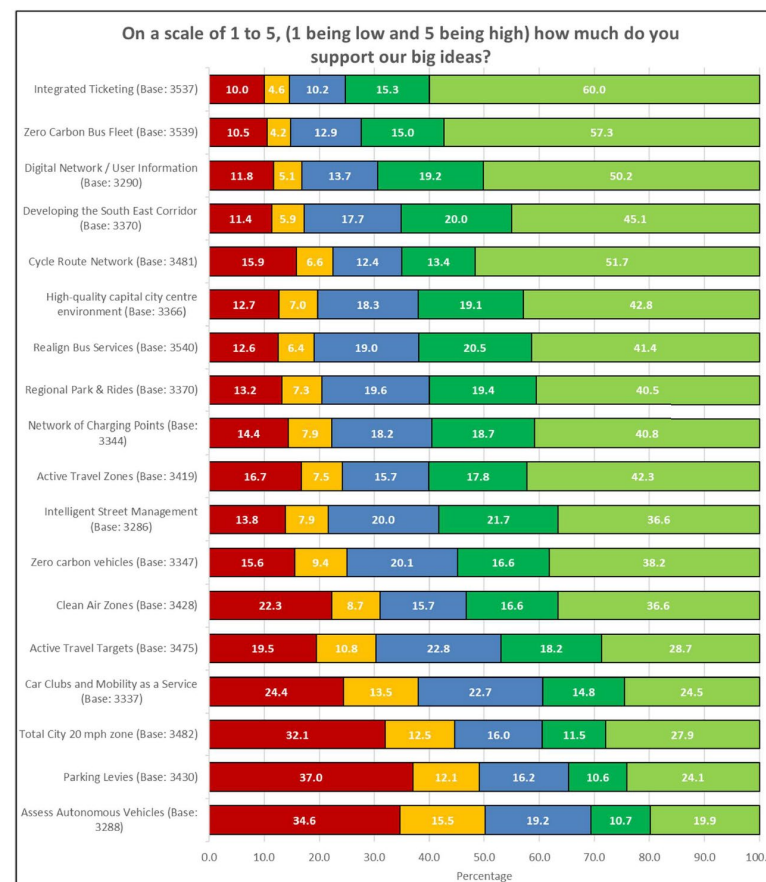


Figure 3.2.3 Public preferences for transport management measures in Cardiff⁶⁰

⁵⁵ <https://www.cardiff.gov.uk/ENG/Your-Council/Have-your-say/Ask%20Cardiff%20Library/Transport%20and%20Clean%20Air%20Green%20Paper%20Consultation%20Report.pdf>

⁵⁶ <https://gov.wales/clean-air-plan-wales-healthy-air-healthy-wales>

⁵⁷ <https://gov.wales/clean-air-zone-framework-wales>

⁵⁸ <https://naturalresources.wales/about-us/area-statements/south-central-wales-area-statement/?lang=en>

⁵⁹ <https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/clean-air-cardiff/Pages/default.aspx>

⁶⁰ Ibid.

3.3 Biodiversity, flora and fauna

Introduction

Cardiff has a wide range of biodiversity interests which extend from Flat Holm Island in the Severn Estuary to the hills forming the northern edge of the city, a thousand feet above sea level. Habitats and species have developed in response to local conditions and represent Cardiff’s biodiversity resource.

Cardiff has a wide range of sites designated for biodiversity, including two European Designated Sites (the Severn Estuary and Cardiff Beech Woods)

Figure 3.3.1 shows the location of designated sites in Cardiff. The Severn Estuary Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar Site consists of intertidal mudflats, sandflats, saltmarsh, shingle and rocky shoreline. These habitats support internationally important populations of waterfowl. The estuary is also important for the run of migratory fish, and it has an immense tidal range. The Cardiff Beech Woods SAC is one of the largest concentrations of beech forests in Wales, and represents the habitat close to western limit of its past native range in both the UK and Europe. Table 3.3.1 summarises the condition of, and threats and pressures on these internationally important sites for nature conservation. Key pressures are recreational disturbance, urbanisation, and other human-induced changes. NRW also identifies air pollution as being a threat to European Designated Sites. The condition of the birds using the Severn Estuary is particularly problematic.

Table 3.1.1 Condition of, and threats and pressures on, internationally important nature conservation sites in/near Cardiff⁶¹

Name of site	Why the site has been designated ('qualifying feature')	Threats and pressures
Cardiff Beech Woods SAC	<ul style="list-style-type: none"> Asperulo-Fagetum beech forests Tilio-Acerion forests of slopes, scree and ravines 	<ul style="list-style-type: none"> Interspecific floral relations Invasive non-native species Recreational activities
Severn Estuary SAC	<ul style="list-style-type: none"> Estuaries Mudflats and sandflats not covered by seawater Atlantic salt meadows Sandbanks which are slightly covered by sea water all the time Reefs Sea lamprey River lamprey Twaite shad 	<ul style="list-style-type: none"> Urbanisation, industrial etc. Changes in abiotic conditions Human induced changes Recreational activities Modification of cultivation practices
Severn Estuary SPA	<ul style="list-style-type: none"> Bewick’s swan* Common shelduck* Gadwall* 	<ul style="list-style-type: none"> Recreational activities Other urbanisation, industrial etc. Modification of cultivation practices

⁶¹ <http://sac.jncc.gov.uk>

Name of site	Why the site has been designated ('qualifying feature')	Threats and pressures
	<ul style="list-style-type: none"> Dunlin* Common redshank* Greater white-fronted goose* Waterbird assemblages 	<ul style="list-style-type: none"> Changes in abiotic conditions Human induced changes in hydraulic conditions
Severn Estuary Ramsar	<ul style="list-style-type: none"> Immense tidal range Unusual estuarine communities, reduced diversity and high productivity Run of migratory fish between sea and river via estuary Very diverse fish species Waterbird assemblages of international importance 	<ul style="list-style-type: none"> Dredging Erosion Recreational disturbance

Global condition of qualifying feature:

A	B	C	* There is no information on global status for these birds. The information is provided on isolation; population is consistently one 'grade' better
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The 18 Special Scientific Interest (SSSIs) in Cardiff range from woodland, aquatic, marsh and grassland habitats to sites of geological interest⁶², and from favourable to unfavourable status. The status of many – including the very large Gwent Levels and Severn Estuary SSSIs - is unknown (Table 3.1.2).

Table 3.1.2 Condition of Sites of Special Scientific Interest in/near Cardiff⁶³

Argloddiau Cronfeydd Dwr Llanisien a Llys-Faen	Ely Valley	Lisvane Reservoir			
Caeau Blaen-bielly	Fforestganol a Chwm Nofydd	Penylan Quarry			
Castell Coch Woodlands and road section	Flat Holm	Rhymney River Section			
Coed y Bedw	Garth wood	Rhymney Quarry			
Cwarrau Ton Mawr a Ffynnon Taf	Glamorgan Canal / Long Wood	Severn Estuary			
Cum Cydfin, Leckwith	Gwent Levels – Rumney and Peterstone	Ty Du Moor			
Condition of SSSI:	unknown	favourable	favourable / unknown	unfavourable / unknown	unfavourable

⁶² <https://naturalresources.wales/guidance-and-advice/environmental-topics/wildlife-and-biodiversity/protected-areas-of-land-and-seas/find-protected-areas-of-land-and-sea/?lang=en>

⁶³ Elizabeth Felton, Natural Resources Wales, pers. comm., March 2020.

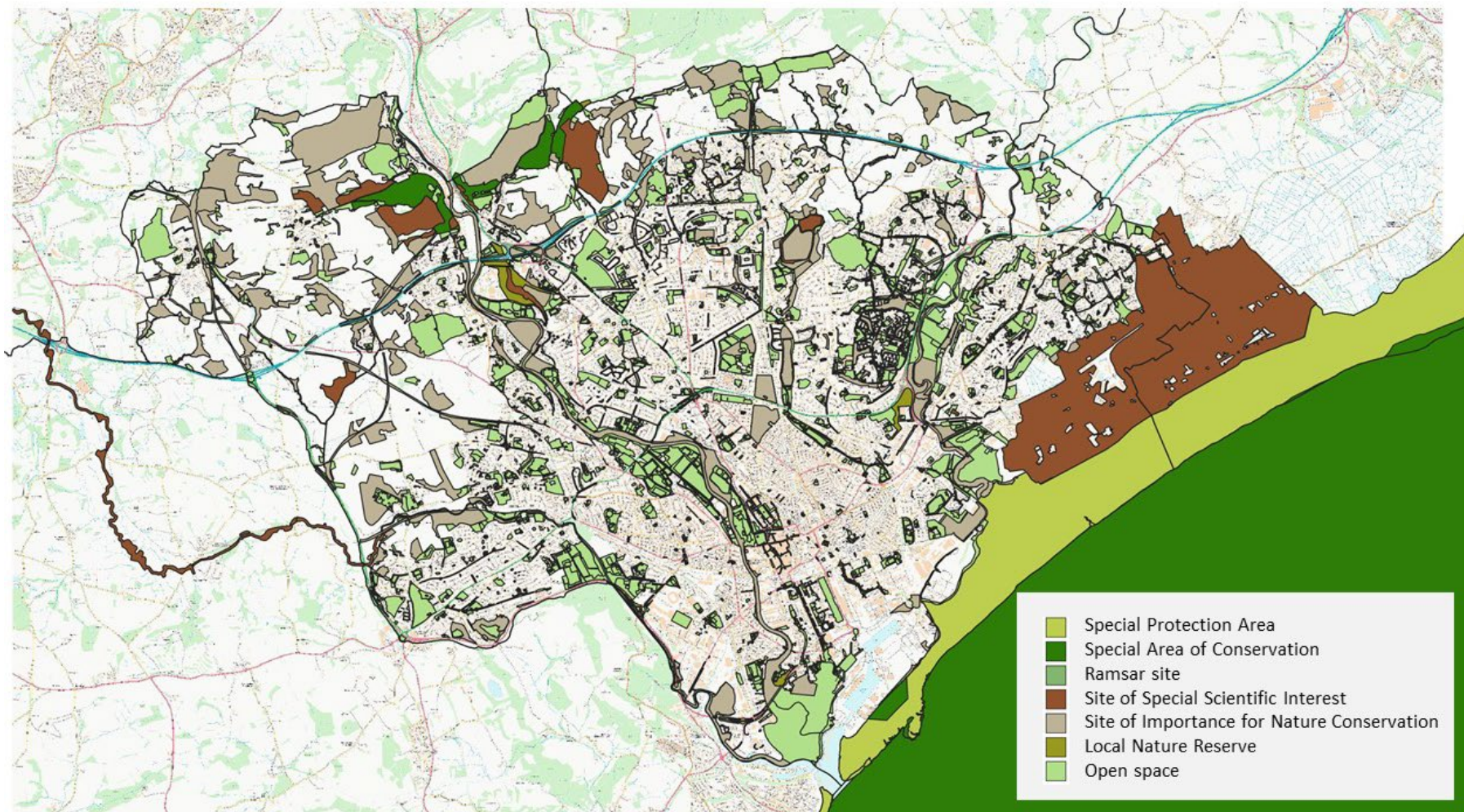


Figure 3.3.1 Designated nature conservation sites and open space in Cardiff

Six Local Nature Reserves covering 150ha provide good opportunities to access local wildlife and there are 181 additional Sites of Importance for Nature Conservation (SINCs) covering 1672ha.

European protected species occurring in Cardiff are the Great Crested Newt, Otter, Dormouse and Bats. Otters are now present on all three main rivers and have also extended to tributaries and other water bodies. Dormice require a woodland habitat and are known to primarily exist across the northern ridge and east of the city. All species of bats are protected and their distribution varies: some are widespread such as the Pipistrelle whilst others are localised.

Cardiff has many existing corridors and networks of mixed habitats providing good connectivity for species

The valleys of the rivers Taff, Ely and Rhymney form strategically important corridors of open space containing a wide variety of habitats that run through the city from the countryside to the Severn Estuary. These provide valuable wildlife corridors and connectivity between habitats that are important for many species. Feeder tributaries and streams generally run from higher ground to the north and feed into the main rivers, providing a similar function. Features such as woodlands, hedgerows, marshlands, alder carrs and disused rail lines are common in the countryside surrounding the urban area. This patchwork of varied habitats provides a good resource for biodiversity (Figure 3.3.2). However Cardiff's woodland cover is fragmented, with few areas larger than 5 hectares.



Figure 3.3.2 Green infrastructure in Cardiff⁶⁴

⁶⁴ <https://cardiff.moderngov.co.uk/documents/s34305/Cabinet%2026%20Sept%202019%20Biodiversity%20BRED%20App.pdf>

Urban areas can support biodiversity through a wide range of measures

There is little information on biodiversity in Cardiff, notably the condition of SSSIs and the location and abundance of protected species. However, Natural Resources Wales has identified a wide range of actions that can be carried out in urban areas such as Cardiff to support biodiversity⁶⁵:

- Promote sustainable transport
- Promote low carbon, energy efficient housing; increase the energy efficiency of the housing stock
- Deploy renewables
- Implement water efficiency measures such as off-line storage, rainwater harvesting and greywater recycling. Initiate behavioural change to a more conservative use of water.
- Increase the amount of highly water-efficient domestic appliances in new and existing homes
- Reduce non-supply leakage and waste through awareness-raising initiatives
- Promote SUDS in existing developments
- Protect large trees in urban areas and promote the planting of street trees
- Increase the rate of new woodland creation and plant more trees
- Monitor the change in selected mammal and invertebrate species in urban areas
- Manage green spaces
- Provide adequate garden space for homes likely to house children
- Increase biodiverse, accessible green space
- Manage road verges for biodiversity
- Convert lawns around public buildings to biodiverse meadows
- Use more timber in construction to help reduce emissions and support the timber industry



⁶⁵ Natural Resources Wales (2020) State of Natural Resources Report also recommends actions for coastal margins, farmland, marine and freshwater and woodlands which can also apply to Cardiff. In particular, this includes protection and restoration of coastal margin habitats including saltmarsh, and coastal adaptation through nature-based solutions.

<https://naturalresources.wales/evidence-and-data/research-and-reports/state-of-natural-resources-report-sonarr-for-wales-2020/sonarr2020-our-assessment/sonarr-2020-natural-resources-registers/?lang=en>

Likely future without the plan

The lack of information on biodiversity in Cardiff makes it difficult to plan for and monitor its condition.

New developments within and outside the settlement boundary have the potential to harm Cardiff's biodiversity resource. Brownfield sites can contain significant biodiversity interest and it is important that these are recognised and protected where possible. Similarly, the river valleys and countryside are vulnerable to insensitive development and changing agricultural and land use practices. The coronavirus pandemic has shown just how important green spaces are for people's physical and mental wellbeing: there may be a conflict between making green spaces publicly accessible and protecting their biodiversity.

The Welsh government declared a nature emergency in June 2021. Planning Policy Wales⁶⁶ requires planning authorities to seek to maintain and enhance biodiversity, and protect the resilience of ecosystems. In particular it expects planning authorities to consider diversity between and within ecosystems; the connections between and within ecosystems; the scale of ecosystems; the condition of ecosystems including their structure and functioning; and the adaptability of ecosystems. NRW's South Central Wales Area Statement⁶⁷ aims to work towards building resilient ecosystems and connecting people with nature. Cardiff Council has prepared a Biodiversity and Resilience of Ecosystems Duty strategic plan⁶⁸, Green Infrastructure Supplementary Planning Guidance⁶⁹, and an Ecology & Biodiversity Technical Guidance Note. It has started to produce a Local Nature Recovery Action Plan.

⁶⁶ <https://gov.wales/sites/default/files/publications/2019-02/planning-policy-wales-edition-10.pdf> , sec. 6.4

⁶⁷ <https://naturalresources.wales/about-us/area-statements/south-central-wales-area-statement/?lang=en>

⁶⁸ <https://cardiff.moderngov.co.uk/documents/s34304/Cabinet%2026%20Sept%202019%20Biodiversity%20BRED.pdf>.

⁶⁹ <https://www.cardiff.gov.uk/ENG/resident/Planning/Planning-Policy/Supplementary-Planning-Guidance/Documents/Consultation/Green%20Infrastructure%20SPG%20English%20June%202017.pdf>

3.4 Climate change

Introduction

Human induced climate change is the greatest short- and long-term challenge facing the human race. Globally, greenhouse gas emissions have increased steadily since the industrial revolution. Greenhouse gas concentrations in the atmosphere now stand at 454ppm CO₂ equivalent, 37ppm more than just ten years ago⁷⁰, and compared with only 280ppm before the Industrial Revolution. The rising concentration is driven by increasing emissions from human activities, such as energy generation, traffic and land-use change.

Risks associated with climate change include:

- Increased risk of flooding and erosion (see Sec. 3.11)
- Increased pressure on drainage systems
- Drier soils and subsidence
- Significant habitat and species changes and loss
- Water quality issues in rivers and lakes
- Greater incidence of drought and problems with water supply
- Lower air quality
- Acidification of the sea
- Health issues in the summer, including the urban heat island effect
- Reduced energy demand in winter but increased demand in summer
- Increased prevalence of insect and water borne diseases
- Vulnerability of transport, waste and energy infrastructure
- Increase in demand for, and cost of, water
- Increased insurance costs and decreased property values
- Increased risk of forest and heathland fires
- Changes in the landscape
- Increased tourism due to warmer weather

The Cardiff area is likely to be subject to greater increases in temperature as a result of climate change than most of the rest of the UK (UKCIP 2009)

Cardiff Council declared a climate emergency in March 2019, and the Welsh Government declared one a month later. Cardiff Council is aiming to reach carbon neutrality⁷¹ by 2030, and the Welsh Government aims for Wales to reach ‘net zero’ greenhouse gas emissions by 2050⁷². This section begins with causes of climate change – emissions of greenhouse gases - and continues with how Cardiff is dealing with climate change. Section 11 discusses flooding.

⁷⁰ <https://www.eea.europa.eu/data-and-maps/indicators/atmospheric-greenhouse-gas-concentrations-6/assessment-1>.

⁷¹ “Carbon neutrality, or having a net-zero carbon footprint, is the balancing of carbon emissions against carbon removal, often through carbon off-setting, with the net result being zero.”
<https://www.oneplanetcardiff.co.uk/>

⁷² <https://www.itv.com/news/wales/2019-05-02/wales-warned-to-cut-greenhouse-emissions-by-95-before-2050/>

Cardiff’s CO₂ emissions per person are decreasing, particularly due to reductions in industrial and commercial emissions

Carbon dioxide (CO₂) accounts for most greenhouse gas emissions. Annual greenhouse gas emissions in Cardiff have been decreasing steadily, from 2679kt in 2005 to 1647kt in 2018, a 39% reduction (Figure 3.4.1). Emissions from industrial and commercial activities have fallen particularly quickly. Annual per person emissions have fallen even faster, given that Cardiff’s population increased during this time: they dropped by 46%, from 8.3 tonnes/person to 4.5 tonnes/person. These decreases are partly attributable to more energy-efficient buildings and appliances, but also to the economic recession and subsequent austerity measures.

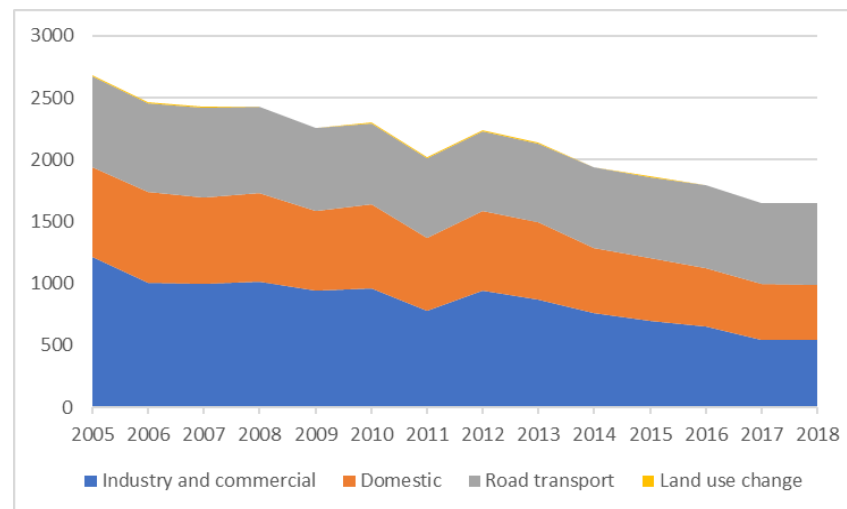


Figure 3.4.1 Greenhouse gas emissions (in kilotonnes, kt) for Cardiff⁷³

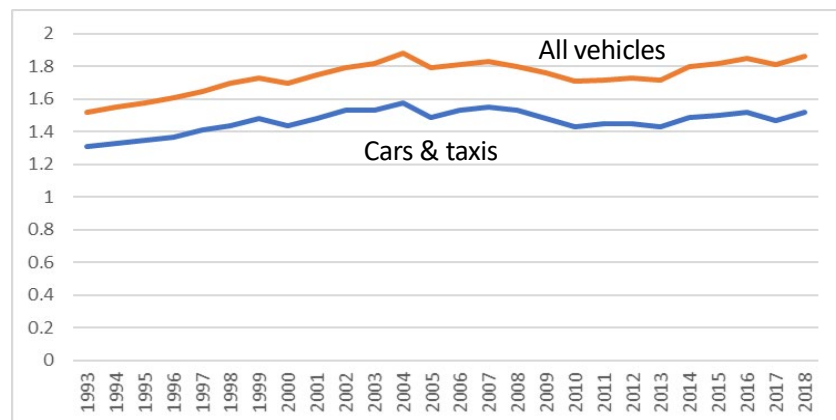


Figure 3.4.2 Annual traffic levels, billion vehicle-km, Cardiff⁷⁴

Domestic energy use is responsible for almost one-third of Cardiff’s CO₂ emissions. Cardiff’s per person domestic energy use is slightly lower than the Welsh and GB average, and decreased by 14% between 2008 and 2018.

Traffic accounts for another 30% of emissions, and was not going down before the coronavirus pandemic. After consistent traffic growth to 2004, traffic dropped by about 5% in the late 2000s as a result of the recession, but then rose again and was at almost its highest-ever level in 2018 (Figure 3.4.2). This was despite the fact that most areas of the city have good access to services generally (Figure 3.1.8) and to bus services specifically (Figure 3.4.3). This has changed, at least temporarily, as a result of the pandemic, but comparable figures had not yet been released by early 2021.

⁷³ <http://www.infobaseymru.net/IAS/themes/environmentandsustainability/environment/tabular?viewId=518&geold=1&subsetId=>

⁷⁴ <https://roadtraffic.dft.gov.uk/local-authorities/19>

A significant part of Cardiff’s traffic comprises commuters from outside Cardiff.

Prior to the pandemic, almost 100,000 people commuted into Cardiff every day, of which about 80% travelled by car: this was a net inflow of 67,800 people⁷⁵ (Figure 3.4.4). Additionally, 190,000 commuter trips were made by Cardiff residents every day, of which about 30,000 were to work outside the city. Drivers were losing on average 143 hours per year to congestion⁷⁶. Again, the pandemic has changed this, but the degree to which this is happening is not clear.

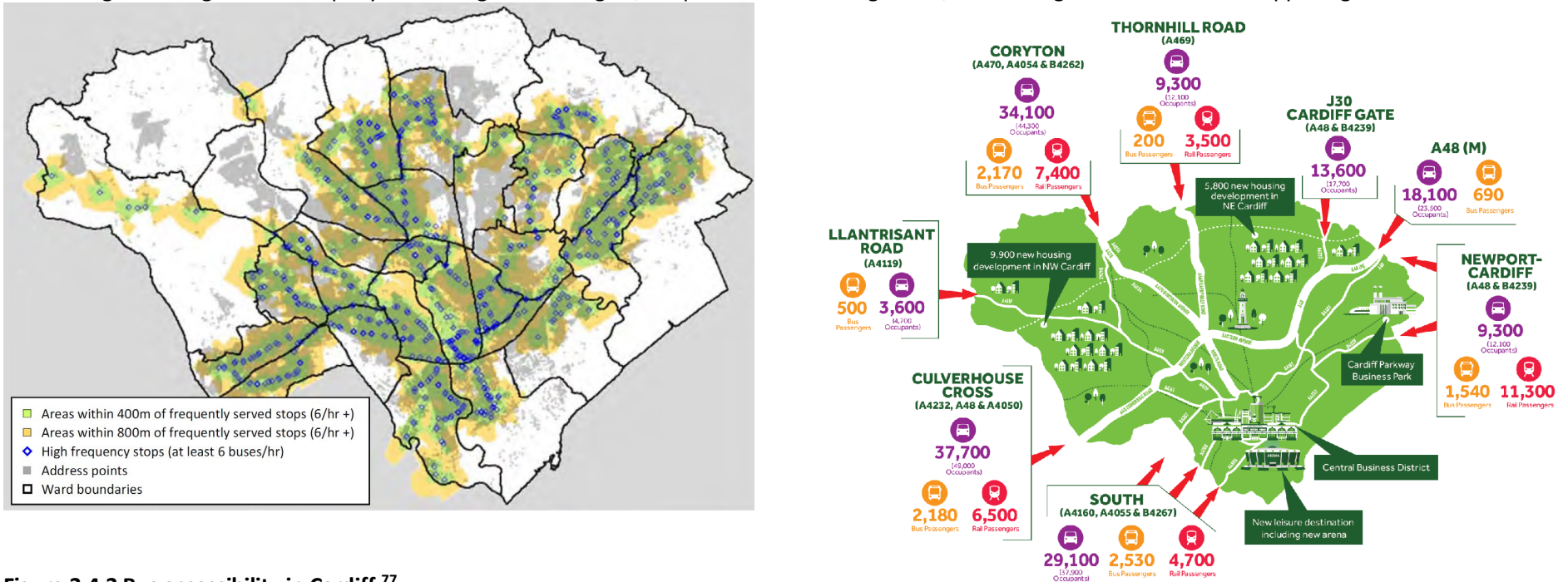


Figure 3.4.3 Bus accessibility in Cardiff⁷⁷

⁷⁵ https://www.cardiff.gov.uk/ENG/Your-Council/Have-your-say/Ask%20Cardiff%20Library/The%20Cardiff%20Economy%20and%20Labour%20Market_Apr%2018_Mar%2019.pdf.

⁷⁶ <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>

⁷⁷ <https://www.cardiff.gov.uk/ENG/resident/Planning/Local-Development-Plan/Annual-Monitoring-Report/Documents/Cardiff%20LDP%203rd%20AMR%20English%20Version%20Final.pdf>

⁷⁸ Ibid.

About half of journeys to work and education have been by car, but this is slowly changing. The proportion of Cardiff residents commuting to work by bike rose rapidly between 2003 and 2018, and particularly since 2015 (Figure 3.4.6). The proportion of people travelling to education by bike has also risen significantly (Figure 3.4.7)⁷⁹. This has coincided with the publication of the Cardiff Cycling Strategy 2016-2026⁸⁰; and the ‘Nextbike’ rental system which started in March 2018. In the 2019 Transport Survey, 66% of respondents indicated that they commute to work at least once a week by car or van; and 31% stated that they travel to work at least once a week by bike.⁸¹

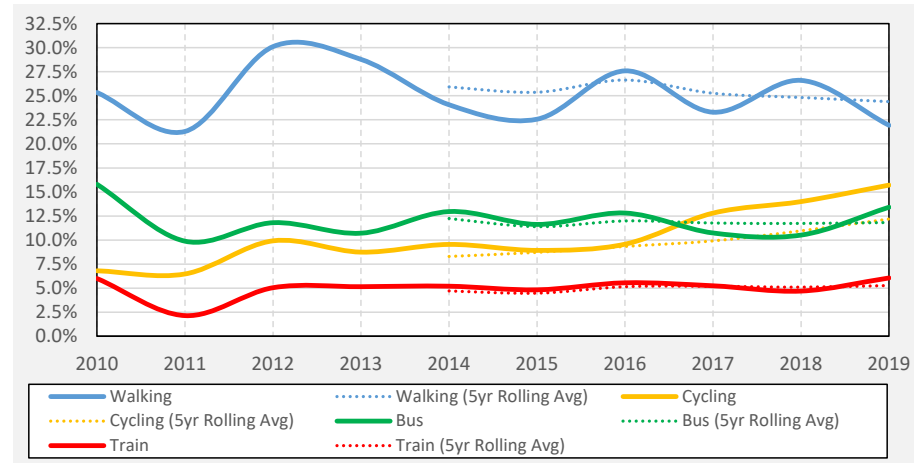
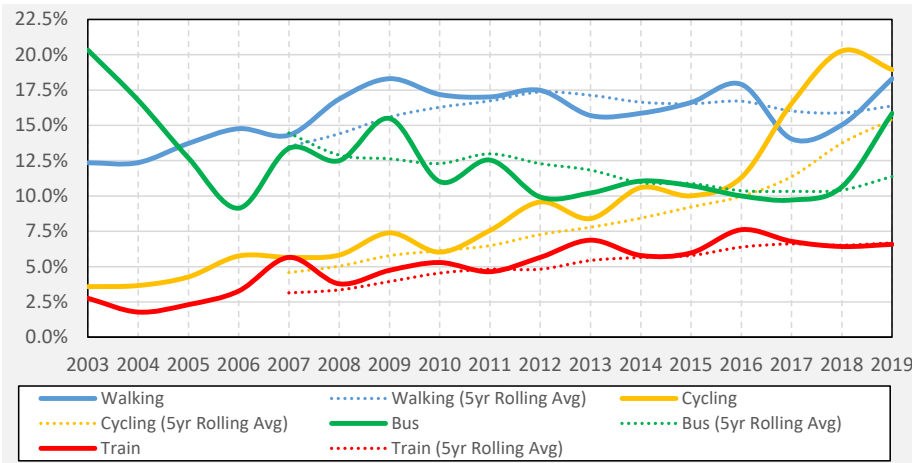


Figure 3.4.6 Non-car mode of travel to education⁸²

⁷⁹ <https://www.cardiff.gov.uk/ENG/resident/Planning/Local-Development-Plan/Annual-Monitoring-Report/Pages/Annual-Monitoring-Report.aspx>

⁸⁰ <https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/Walking-and-cycling/Cycling-Strategy/Documents/Cardiff%20Cycling%20Strategy.pdf>

⁸¹ <https://www.cardiffpartnership.co.uk/wp-content/uploads/Cardiff-in-2018-Final-English.pdf>

⁸² Ibid.

Cardiff is increasingly producing renewable energy.

Cardiff produces only small amounts of solar energy, and little energy from wind, biomass or hydropower (Figure 3.4.7). However Cardiff's Tremorfa food recycling plant, opened in 2017, provides 1.8MW of electricity per year. Cardiff also has the largest energy from waste facility in Wales: the 30MWe Trident Park energy recovery facility which was commissioned in 2015. The Cardiff East sewage gas plant generates 4MWe and 5 MWth, almost half of the Wales total of sewage gas electricity⁸³. A 9MW solar farm has been built at the former Lamby Way landfill site: this is not yet reflected in Figure 3.4.7.

Likely future without the plan

The climate is already changing as a result of past greenhouse gas emissions, and this trend is expected to worsen over time.

Cardiff's additional future population will generate additional traffic, potentially worsening congestion and greenhouse gas emissions. This may be counter-balanced by lifestyle changes triggered by the coronavirus pandemic, including more people working from home, more use of local rather than distant services and facilities, and more walking and cycling. The more widespread use of electric vehicles would also reduce greenhouse gas emissions if the electricity mix is primarily from renewables.

In early 2020 Cardiff Council secured government funding to develop a city-wide heat network, using in part heat from the Viridor/Trident Park energy from waste plant.⁸⁵ The system is expected to supply heat to the Wales Millennium Centre, County Hall, Cardiff Central Square, St. David's shopping centre and the Cardiff Royal Infirmary⁸⁶.

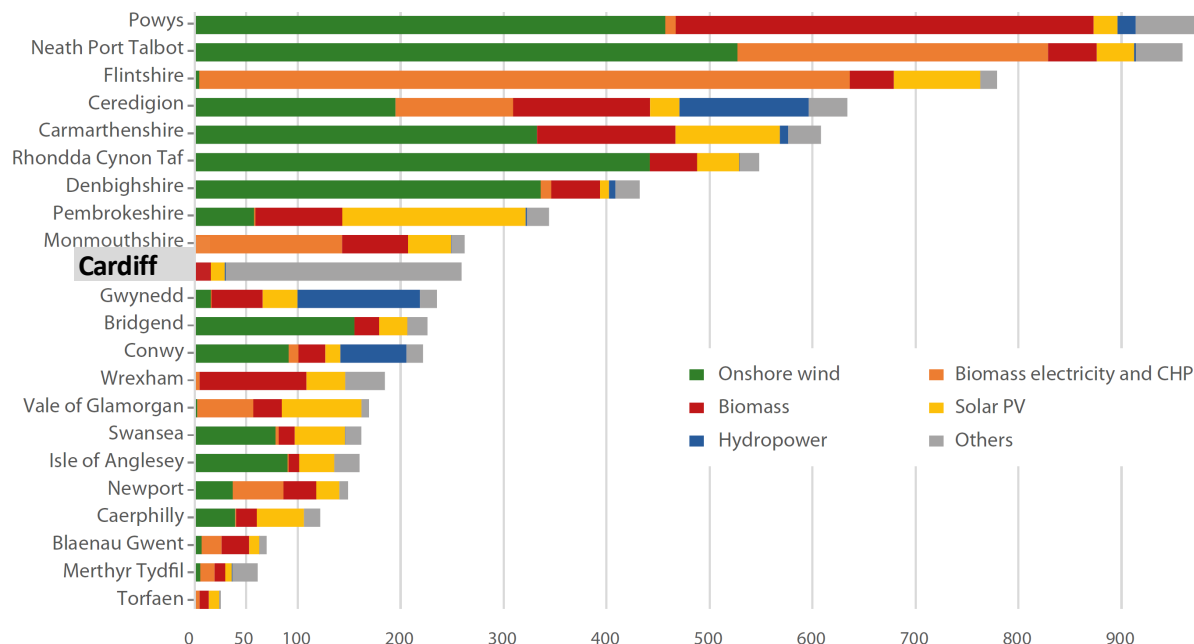


Figure 3.4.7 Renewables generation (GWh) in Wales 2019⁸⁴

⁸³ <https://gov.wales/sites/default/files/publications/2020-11/energy-generation-in-wales-2019.pdf>

⁸⁴ Ibid.

⁸⁵ www.oneplanetcardiff.co.uk

⁸⁶ www.walesonline.co.uk/news/local-news/cardiff-councils-26m-underground-network-17024200

One Planet Cardiff⁸⁷, published in 2020, sets out seven main actions to allow Cardiff to become a Carbon Neutral City and Council by 2030:

1. Large scale housing and development retrofit, to reduce fuel poverty and related health conditions
2. Resilient low energy and resource efficient development
3. Low cost efficient energy generation to bring job and climate benefits
4. Low energy active transport – support for ultra low emission vehicles, car clubs, charging infrastructure and active travel routes
5. Greening the city, including increased tree coverage and more biodiversity friendly land management
6. Low carbon affordable food
7. Procurement using circular economy models, and contracts that are more accountable for their climate consequences.

Cardiff Council is promoting a new Cardiff Crossrail and a new Cardiff Circle tram-train line (see Figure 2.4). These would link the new communities in the west of the city, and existing communities in the east which are currently poorly served by public transport, to the city centre and Cardiff Central. It is also aiming to reduce bus fares, improve bus services including bus priority at traffic lights; establish new Park & Ride facilities including at Junction 33 and Junction 32/A470; and improve cycling facilities in the city⁸⁸. Cardiff's NextBike bike rental system allows access to bikes, including to people from deprived communities⁸⁹.

The Welsh Government are supporting the growth of Cardiff Airport which, prior to the pandemic, aimed to double its passenger numbers by the end of the RLDP period⁹⁰: this would generate additional greenhouse gases.

⁸⁷ www.oneplanetcardiff.co.uk

⁸⁸ <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>

⁸⁹ https://gov.wales/default/files/publications/low-carbon-delivery-plan_1

⁹⁰ https://www.cardiff-airport.com/uploads/Masterplan%20Report%20FINAL%20JUNE19%20lower_compressed%20%281%29.pdf

3.5 Cultural heritage and the historic environment, including Welsh language

Introduction

Cardiff as seen and experienced today, and its place names, reflect a wealth of influences as it developed from a small community on the banks of the River Taff. Evidence still exists from Roman times and other key stages in the city's development. Most notably, the era of mining in the South Wales Valleys saw an unprecedented boom for Cardiff in terms of its economic and physical growth. Cardiff performed a vital role both as a port and commercial centre. The Victorian and Edwardian legacy in terms of street patterns and buildings is still clearly evident and provides a very distinctive character to large areas of the city. A range of formal designations have been used to help identify and protect the most important features of Cardiff's historic and architectural heritage. Whilst Cardiff continues to develop, it is important that its rich cultural, historic and architectural legacy is fully understood, protected and managed.

Cardiff contains a wide range of areas, buildings and monuments designated for historic value befitting of its Capital City status

Cardiff has 28 Scheduled Ancient Monuments. Archaeological remains provide important, often irreplaceable, information about the past. Their investigation and, where appropriate, preservation is important in its own right and can provide an invaluable educational and tourism resource. Four archaeologically sensitive areas have been identified in Cardiff: at City Centre, St Fagans/Michaelstone-super-Ely, the Wentloog Levels, and Llandaff. They represent the most likely areas where the effect of development on the archaeological resource may be an issue during the determination of a planning application. Cardiff Council published Supplementary Planning Guidance on these areas in July 2018⁹¹.

Cadw has listed 855 buildings or structures in Cardiff as being of Special Architectural or Historic Interest. Cardiff also has 27 conservation areas (covering 811.7ha in total) designated for their special historic or architectural interest. They vary greatly in size and character, and range from the villages of St Fagans and old St Mellons, to the more recent Victorian and Edwardian areas which developed during Cardiff's 'boom years.' All have Conservation Area Strategies which identify priorities for the areas. Cardiff has 15 Historic Parks and Gardens that cover 468 hectares. They are widely spread and of contrasting character. Some of the larger historic parks reach from the city centre to the outer suburbs. Cardiff's Grade I gardens are Cardiff Castle and Bute Park, Roath Park and St. Fagan's Castle.

Cardiff's heritage extends well beyond those identified in statutory protections. The city's Historic Environment Record holds at least 1,724 datapoints and 1,608 NMR/RCAHMW datapoints. All of the city's historic built fabric helps define the character of the city and the diverse cultural backgrounds of its residents and visitors. Figure 3.5.1 shows the extent of designated sites, features, buildings and areas. In 2015 (the most recently available in early 2021), 27 of Cardiff's listed buildings were at risk, and 116 were vulnerable. 85% of historic buildings were not at risk, compared to 86% in 2011 and 83% in 2006⁹².

⁹¹ <https://www.cardiff.gov.uk/ENG/resident/Planning/Planning-Policy/Supplementary-Planning-Guidance/Documents/Archaeologically%20Sensitive%20Areas%20SPG%20-%202018%20final.pdf>

⁹² <https://www.cardiff.gov.uk/ENG/resident/Planning/Conservation/Documents/Cardiff%20Listed%20Buildings%20at%20Risk%20-%202015.pdf>

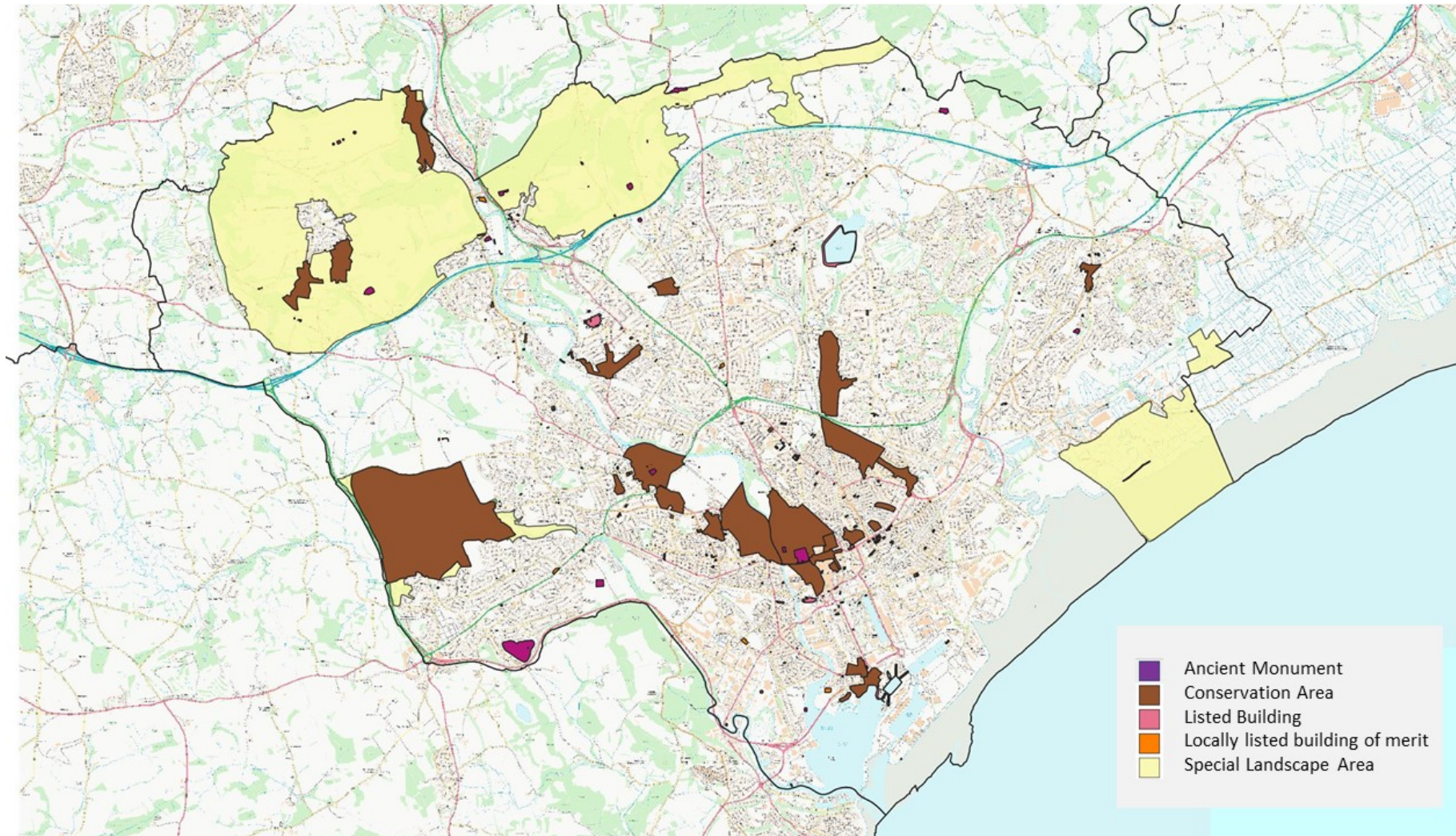


Figure 3.5.1 Sites, features, buildings and areas of conservation importance

The City's cultural and historic attractions perform an important national and regional role, attracting large numbers of visitors each year

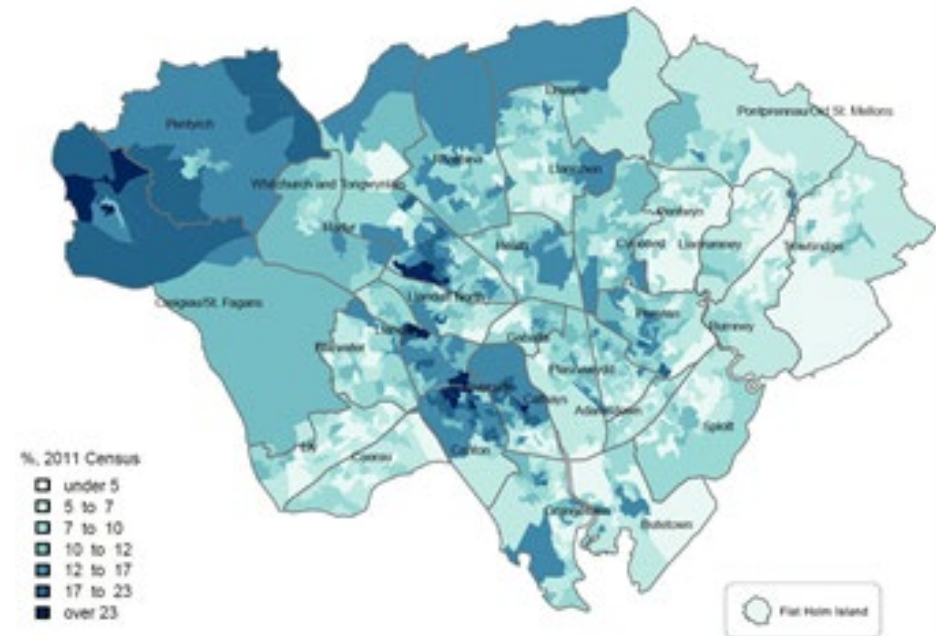
In 2017, more than 21 million people visited Cardiff, 5% more than the year before, bringing in £1.3 billion. Cardiff has recently hosted the UEFA Champions League Final, the Volvo Ocean Race, and that National Eisteddfod⁹³. In December 2019, Cardiff became the UK's first music city, and its music strategy aims to place music at the heart of Cardiff's future⁹⁴. That said, much of this has reduced or stopped during the coronavirus pandemic.

The Welsh language is increasingly spoken in Cardiff

Language is an invaluable tool in place-making and identity. The Welsh Language (Wales) Measure 2011 makes Welsh an official language in Wales, and it must be treated no less favourably than English.

The 2019 Welsh population survey found that 22% of Cardiff's residents said that they can speak Welsh (Figure 3.5.2), compared to a Welsh average of 29%⁹⁵. Figure 3.12.1 shows the proportion of Cardiff residents who could speak, read and write Welsh in 2011: the highest proportion is in Creigiau/St Fagans, Riverside and Llandaff. The proportion of Welsh speakers has increased further since then⁹⁶, with much of the increase attributable to young children⁹⁷. In terms of numbers as opposed to proportion, Cardiff has the third highest number of Welsh speakers in Wales.

Welsh education in Cardiff has moved from being 'demand led' to 'active promotion', and Cardiff now has three Welsh medium secondary schools, 15 primary schools, two dual stream primaries, and two Welsh medium Specialist Resource Bases.



⁹³ <https://businessnewswales.com/cardiff-boasts-record-visitor-numbers-during-2017/>

⁹⁴ <https://www.creativecardiff.org.uk/creative-cardiff-news/cardiff-declared-music-city-music-strategy-development-launches>

⁹⁵ <https://statswales.gov.wales/Catalogue/Welsh-Language/Annual-Population-Survey-Welsh-Language/annualpopulationsurveyestimatesofpersonsaged3andoverwhosaytheycanspeakwelsh-by-localauthority-measure>

⁹⁶ <https://gov.wales/sites/default/files/L/statistics-and-research/2018-12/160622-workforce-welsh-language-support-primary-care-cardiff-vale-en.pdf>

⁹⁷ Cardiff Council (2020) Draft Welsh Language ISA Assessment.

⁹⁸ Ibid.

Welsh place names, street naming and signage help to ensure the more active use of the Welsh language

As a result of the Welsh Language Regulation (No. 1) Standards 2015, local authorities must comply with Welsh language standards in relation to the signage and official notices displayed by public authorities, including directional signage, building signage, and wayfaring and general information signs. Cardiff's street naming policy of 2019 aims to give all new streets a Welsh language name grounded in the locality, history and heritage of the immediate area. A formal list of Welsh place names for dwellings is expected to be available in 2021. Bilingual Cardiff and a naming panel are actively engaged with developers to provide Welsh language names for new developments, bilingual site marketing information, and Welsh or bilingual signage for commercial developments. Cardiff published a draft Supplementary Planning Guidance in 2019 relating to shop fronts and signage, which includes recommendations regarding the use of bilingual signage⁹⁹.

Likely future without the plan

The Local Development Plan aims to protect and enhance the city's heritage. As part of its 'music city' offer, Cardiff's council cabinet has appointed Live Nation and Oak View Group to develop and operate a live music arena. The new arena will have space for 15,000 spectators, double the size of the city's current largest indoor venue, the Motorpoint. The arena is projected to cost £150 million to build, and to create 1,000 jobs when open, which is expected to be in early 2024¹⁰⁰.

The use of Welsh in Cardiff is likely to increase in the future in response to policies such as Cardiff's Bilingual Cardiff Strategy Action Plan 2019 - 2022¹⁰¹, the Bilingual Cardiff Strategy 2017-2022¹⁰², the Welsh in Education Strategic Plan 2017-2020¹⁰³, and the Street Naming Policy¹⁰⁴. As a result, the Welsh language is expected to be introduced to new and emerging communities; Yr Hen Lyfrgell – Cardiff's Welsh Culture Centre will be supported; and there should be increasing opportunities for people to receive health and social care in Welsh. If current trends continue, Cardiff is likely to have the highest number of Welsh speakers in any Local Authority Area in Wales within a few years.

⁹⁹ [https://www.caerdydd.gov.uk/ENG/resident/Planning/Planning-Policy/Supplementary-Planning-Guidance/Documents/Shopfront%20Design%20and%20Signage%20SPG%20\(June%202019\).pdf](https://www.caerdydd.gov.uk/ENG/resident/Planning/Planning-Policy/Supplementary-Planning-Guidance/Documents/Shopfront%20Design%20and%20Signage%20SPG%20(June%202019).pdf)

¹⁰⁰ <https://cardiff.moderngov.co.uk/documents/s42643/Cabinet%2026%20Nov%202020%20Indoor%20Arena.pdf?LLL=0>

¹⁰¹ <https://www.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/Bilingual-Cardiff/Documents/Bilingual%20Cardiff%20Strategy%20Action%20Plan%202019-22.pdf>

¹⁰² <https://www.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/Bilingual-Cardiff/Documents/Bilingual%20Cardiff%20Strategy.pdf>

¹⁰³ <https://www.cardiff.gov.uk/ENG/resident/Schools-and-learning/Schools/21st-Century-Schools/Keep-up-to-date-and-contact-us/Publications/Welsh-Education-Strategic-Plan/Pages/default.aspx>

¹⁰⁴ <https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/transport-policies-plans/Street-naming/Documents/Street%20Naming%20Policy.pdf>

3.6 Economy

Introduction

Cardiff has undergone major changes over the last century with the decline of the coal industry, the increasing dominance of the service sector, and devolution combining to shape the city into what it is today.

Cardiff is the key economic driver for south-east Wales

Cardiff is the main driver of the South Wales economy. The number of jobs provided in Cardiff has risen rapidly, from 189,000 in 2000 to 241,000 in 2018¹⁰⁵. The economic recession led to job numbers remaining steady between 2004 and 2012, but job numbers have risen steeply since 2014¹⁰⁶ - see Figure 3.6.1.

Employment levels fell during the recession, from 71% in 2004 to 65% in 2012, but then rose again, and in September 2019 stood at 79.6%. This was higher than both the Welsh (76.8%) and GB (78.9%) averages¹⁰⁷. No figures more recent than June 2020 are available, although employment levels are likely to have fallen during the coronavirus pandemic.

Average salaries in Cardiff in 2020 were £14.36/hr, down from £15.12 in 2019. They were below the GB average of £15.18/hr (they were higher than the GB average in 2019), but continued to be above the Wales average (£13.83 in 2020). Gross weekly pay for full-time workers was £544, with the same trends as hourly pay.

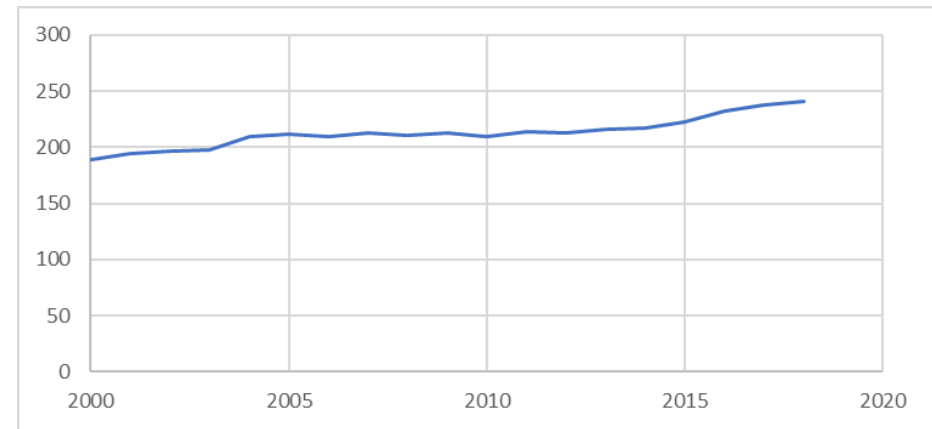


Figure 3.6.1 Number of jobs in Cardiff¹⁰⁸

¹⁰⁵ <https://www.nomisweb.co.uk/reports/lmp/la/1946157397/report.aspx#tabjobs>. The data from 2018 are the most recent available in early 2021.

¹⁰⁶ https://www.nomisweb.co.uk/reports/lmp/la/1946157397/subreports/jd_time_series/report.aspx?

¹⁰⁷ <https://www.nomisweb.co.uk/reports/lmp/la/1946157397/report.aspx#tabrespop>

¹⁰⁸ <https://www.nomisweb.co.uk/reports/lmp/la/1946157397/report.aspx#tabjobs>

Figures 3.6.2 and 3.6.3 show areas of high and low employment and income in Cardiff in 2019. Again, low employment and income are generally concentrated in the 'southern arc', particularly Ely/Caerau, Butetown, Adamstown, Trowbridge and Llanrumney.

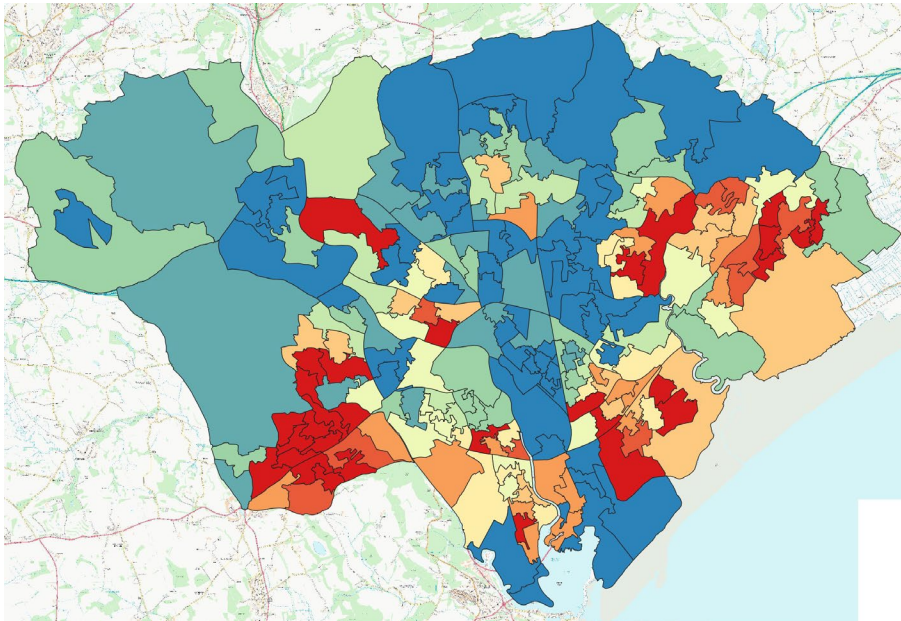


Figure 3.6.2 Index of Multiple Deprivation 2019 employment¹⁰⁹

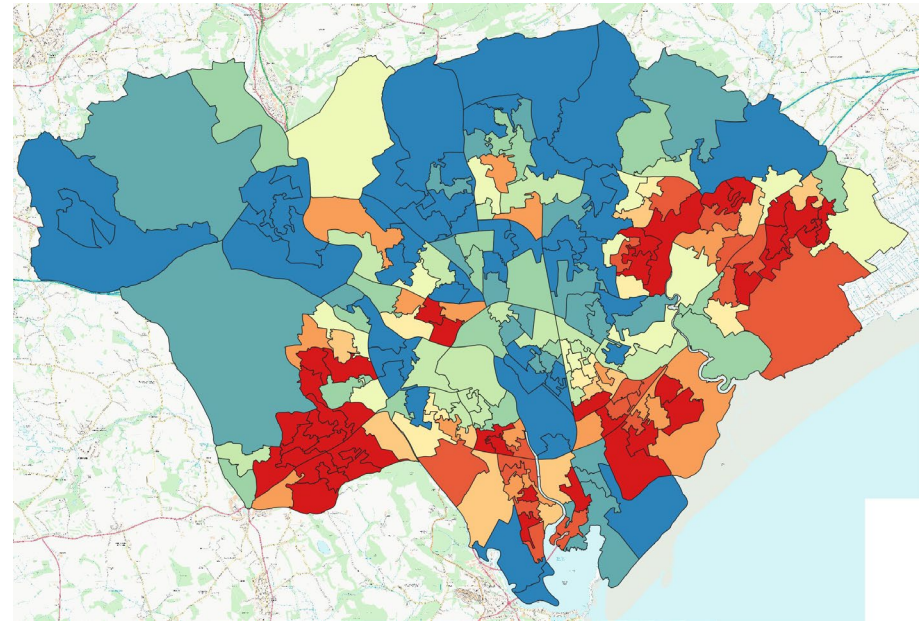


Figure 3.6.3 Index of Multiple Deprivation income⁷³

In 2019, Cardiff was 16th (out of 379) in the UK competitiveness index, which considers ten economic factors such as economic activity rates, business start-ups and productivity¹¹⁰. Cardiff's Gross Value Added (GVA) per person – a key indicator of productivity – has consistently exceeded the UK average since 1998. Financial/insurance activities and human health/social work activities are the greatest contributors to Cardiff's GVA¹¹¹.

¹⁰⁹ See Figure 3.1.3 for legend

¹¹⁰ https://www.researchgate.net/figure/01-CITY-UK-COMPETITIVENESS-INDEX-2019-UK100_tbl1_331980020

Cardiff's service sector industries are growing, and much of its employment is in Welsh Government priority sectors

Cardiff has less of a focus on manufacturing, construction, and wholesale/retail trade than the Welsh and GB average; and more focus on finance/insurance, education, and public administration¹¹². Manufacturing jobs in Cardiff, as elsewhere, have declined rapidly over the past 30 years.

45% of people employed in Cardiff in early 2019 were in one of the Welsh Government's priority sectors (Table 3.6.1). Financial and professional services were by far the largest of these in the city, and Cardiff accounted for 30% of these jobs in Wales. Creative industries and ICT are also more prevalent in the city than across Wales as a whole, with Cardiff again accounting for about 30% of Wales's total employment in these sectors.

Jobs in the retail and hospitality, wider tourism and the creative sectors have particularly suffered as a result of the coronavirus pandemic, so these numbers will have changed since early 2019.

Priority sector	Cardiff		Wales	
	No. (1000s)	%	No. (1000s)	%
Advanced materials/manufacturing	4.5	2.0	81.5	6.0
Construction	14.5	6.4	109.4	8.1
Creative industries	18.0	7.9	58.0	4.3
Energy & environment	26.2	11.5	155.0	11.4
Food & farming	-	-	51.4	3.8
Financial & professional services	39.9	17.5	137.7	10.1
Information & communication (ICT)	8.5	3.7	31.0	2.3
Life sciences	2.0	0.9	13.5	1.0
Tourism	18.3	8.0	127.3	9.4
In a Priority Sector	102.9	45.3	600.2	44.2
Not in a Priority Sector	124.5	54.7	758.7	55.8
Total	227.4	100.0	1359.0	100.0

Table 3.6.1 Employment in Welsh Government priority sectors, 2018-19¹¹³

¹¹¹ https://www.cardiff.gov.uk/ENG/Your-Council/Have-your-say/Ask%20Cardiff%20Library/The%20Cardiff%20Economy%20and%20Labour%20Market_Apr%2018_Mar%2019.pdf.

¹¹² <https://www.nomisweb.co.uk/reports/lmp/la/1946157397/report.aspx#tabearn>

¹¹³ https://www.cardiff.gov.uk/ENG/Your-Council/Have-your-say/Ask%20Cardiff%20Library/The%20Cardiff%20Economy%20and%20Labour%20Market_Apr%2018_Mar%2019.pdf

The workforce is polarised between qualified graduates and low skilled workforce

Cardiff’s population consistently outperforms the Wales and UK averages in terms of education and skills¹¹⁴. This is partly determined by demographics, with Cardiff’s relatively young population and the existence of several universities. In 2010, 40% of Cardiff’s working age population had 4+ NVQs, and by end 2019 this was 46.4%¹¹⁵. This compares favourably with 36.3% for Wales and 40.3% for the UK¹¹⁶. Cardiff has three higher education institutions, Cardiff University, Cardiff Metropolitan University and the Welsh College of Music and Drama, providing about 4,000 new graduates each year. The University of South Wales also has a campus in Cardiff.

In 2008, Cardiff had almost 20% of the 10% most deprived lower super output areas for Wales for education, but this was down to 7% in December 2018¹¹⁷. However Cardiff still has areas of low educational achievement, primarily in the south and east part of the city, including Ely, Caerau, Butetown, Splott, Trowbridge and Llanrumney, as shown by Figure 3.6.4.

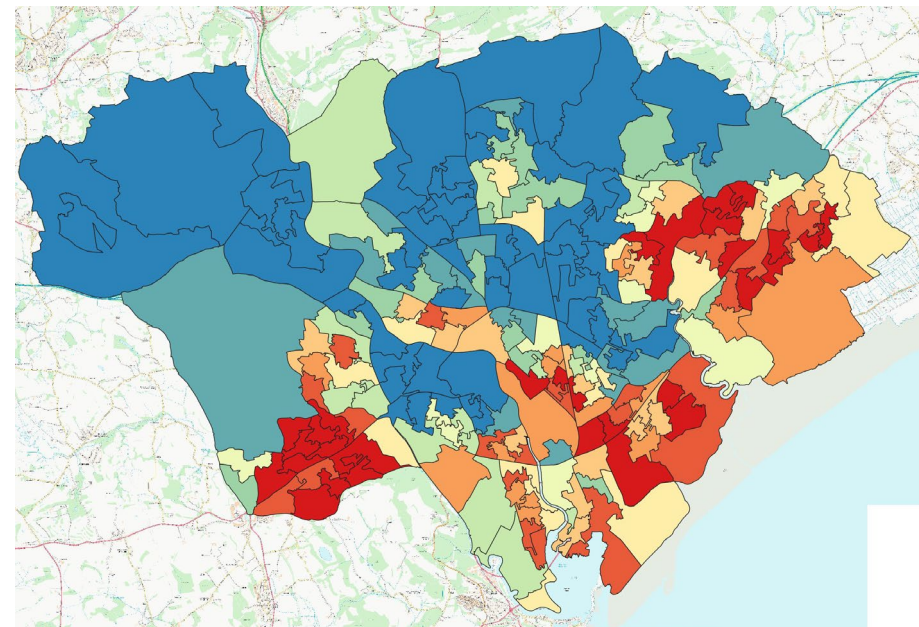


Figure 3.6.4 Index of Multiple Deprivation education¹¹⁸

Significant areas of employment land have changed to alternative uses (notably housing) although land for employment is still available

Changing market conditions (as described above) have resulted in a shift in demand away from manufacturing towards alternative uses such as housing. Examples of this include the Arjo Wiggins site at Ely Bridge, AWE site on Caerphilly Road, and Maes y Coed Road.

¹¹⁴ <https://www.nomisweb.co.uk/reports/lmp/la/1946157397/report.aspx?town=Cardiff#tabquals>

¹¹⁵ Ibid.

¹¹⁶ https://www.cardiff.gov.uk/ENG/Your-Council/Have-your-say/Ask%20Cardiff%20Library/The%20Cardiff%20Economy%20and%20Labour%20Market_Apr%2018_Mar%2019.pdf

¹¹⁷ <https://stats.wales.gov.wales/Catalogue/Community-Safety-and-Social-Inclusion/Welsh-Index-of-Multiple-Deprivation/WIMD-2019/localauthorityanalysis>

¹¹⁸ See Figure 3.1.3 for legend

The Local Development Plan 2016 allocated 132ha of employment land on allocated sites. Employment land permitted to date has been:

- 2016/17: 11.6ha
- 2017/18: 2.12ha
- 2018/19: 3.16ha

These permissions have been for high density, high rise offices. No loss of employment land occurred on protected sites.

Employment land take-up has been:

- 2016/17: 12.3ha
- 2017/18: 0.5ha
- 2018/19: 1.6ha

Again this has mostly been for offices¹¹⁹.

Likely future without the plan

Prior to the coronavirus pandemic, employment was expected to continue to increase in Cardiff for the foreseeable future: this is currently less clear. At the pandemic peak in summer 2020, 50,000 workers in Cardiff were furloughed; 9,000 were reliant on the Self-Employment Income Support Scheme, and unemployment doubled¹²⁰. Employment land also continues to be lost to residential uses. Post-pandemic, the proportion of people working from home is likely to fall, but not to pre-pandemic levels. This is leading to consideration of how the city centre and local/district shopping centres should work in the future.

The current LDP has allocated a large new employment site at Wentloog. A planning application for the site and a new mainline train station, 'Cardiff Parkway', was submitted in January 2021 (Figure 3.6.5).



Figure 3.6.5 Planned 'Cardiff Parkway' employment site showing the proposed new mainline rail line¹²¹

¹¹⁹ <https://www.cardiff.gov.uk/ENG/resident/Planning/Local-Development-Plan/Annual-Monitoring-Report/Pages/Annual-Monitoring-Report.aspx>. The 2018/19 Annual Monitoring Review was the most up-to-date in early 2021.

¹²⁰ <https://cardiff.moderngov.co.uk/documents/s48486/Cabinet%2020%20May%202021%20Recovery%20Greener%20Fairer%20Economy%20App%201.pdf>

3.7 Health and wellbeing

Introduction

Cardiff generally has average or slightly better health and social conditions compared to the rest of Wales, and in 2009 Cardiff was awarded Healthy City Status by the World Health Organisation, which demonstrates a commitment to improve the health and well-being of local people.

A range of factors can influence life expectancy, including lifestyle, income, employment, access to services and the wider environment. Life expectancy at birth for Cardiff's residents in 2012 was 78.2 years for men and 82.7 for women, very similar to the Welsh average¹²². Cardiff residents' perceptions of their health is also very similar to the Wales average. 45% of Cardiff adults have a longstanding illness; 32% have a limiting longstanding illness; and 16% have a very limiting longstanding illness. This is slightly better than the Wales average¹²³.

However these average figures belie large health discrepancies within Cardiff. In 2010-14, the most disadvantaged men in Cardiff had 11 years less life expectancy than the most advantaged¹²⁴, and 24.4 years less healthy life expectancy; for women this was respectively 9 years and 22 years. These inequalities are amongst the highest in Wales¹²⁵. The difference in men's healthy life expectancy has worsened significantly since 2005-09 when it was 20.6 years; the other differences have not changed significantly¹²⁶. In particular, residents of Ely, Butetown, Splott, Trowbridge and Llanrumney have worse than average health (Figure 3.7.1).

Interestingly, the rate of coronavirus infections to end January 2021 did not clearly mirror these health discrepancies. Trowbridge, Cathays, Grangetown and South Riverside had the highest rate of infections (Figure 3.7.2).

Cardiff's residents have healthier lifestyles than the Wales average: they eat more fruit/vegetables, do more physical activity, and are less likely to smoke¹²⁷. However, more than half of Cardiff's population is overweight, obese or underweight; and almost one-quarter do less than 30 minutes of physical activity per week. Lifestyle significantly contributes to the likelihood of living with chronic conditions later in life¹²⁸.

¹²¹ https://planningonline.cardiff.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=_CARDIFF_DCAPR_133156

¹²² <https://statswales.gov.wales/Catalogue/Health-and-Social-Care/Life-Expectancy/LifeExpectancy-by-LocalAuthority-Gender>. This is the most recent data available in early 2021.

¹²³ <https://statswales.gov.wales/Catalogue/National-Survey-for-Wales/Population-Health/Adult-general-health-and-illness/genhealthillness-by-localauthorityhealthboard>

¹²⁴ According to the Slope index of inequality

¹²⁵ <https://statswales.gov.wales/Catalogue/Health-and-Social-Care/Life-Expectancy/inequalitygapinlifeexpectancyandhealthylifeexpectancyatbirthslopeindexofinequalityinyears-by-localhealthboard-localauthority>. This is from 2012-14, the most recent data available in early 2021.

¹²⁶ <https://www.cardiffpartnership.co.uk/wp-content/uploads/Cardiff-in-2018-Final-English.pdf>

¹²⁷ <https://www.cardiffpartnership.co.uk/wp-content/uploads/Cardiff-in-2018-Final-English.pdf>

¹²⁸ <https://www.cardiffpartnership.co.uk/well-being-assessment/people-cardiff-healthy/>

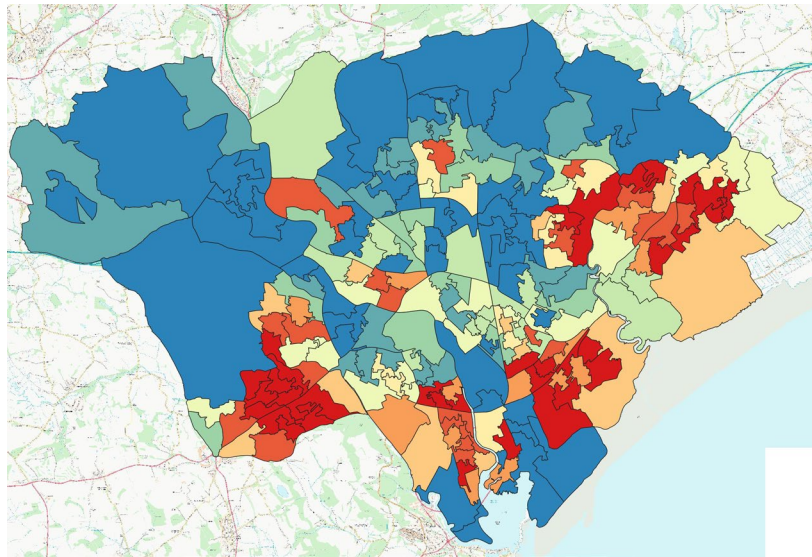


Figure 3.7.1 Index of Multiple Deprivation health¹²⁹

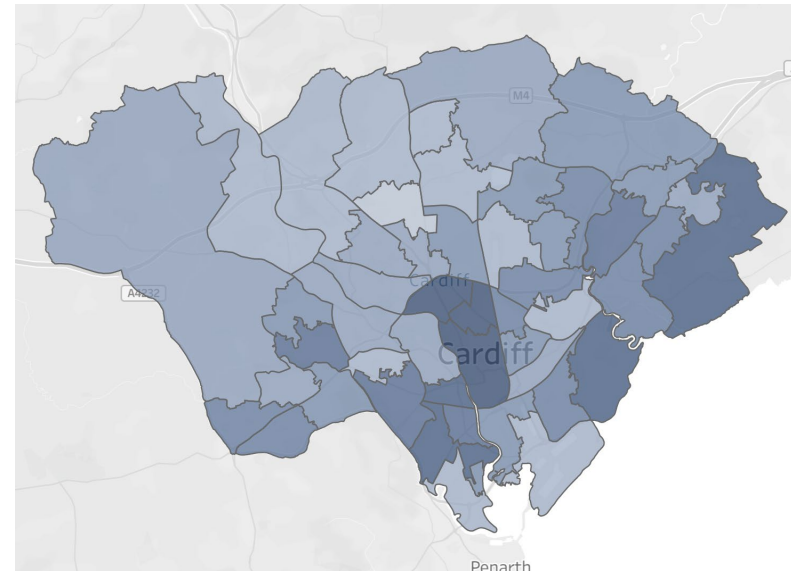


Figure 3.7.2 Cases of coronavirus in Cardiff, to 9 Feb 2021 (darkest shading is highest rate)¹³⁰

Crime levels have also broadly improved or remained steady

There were more than 48,000 notifiable offences in Cardiff in 2019, with the highest proportion being violence and sexual offences (25%), anti-social behaviour (19%) and shoplifting (9%)¹³¹. Overall recorded crime levels in Cardiff have dropped significantly over the last 15 years, driven by a sharp drop in vehicle offences, criminal damage and arson, and other theft offences. The south and east of the city is subject to higher levels of crime than elsewhere.

However, there has not been an equivalent fall in fear of crime. In 2018, less than half of survey respondents felt that Cardiff is safe, compared with more than 70% in 2016. Main reasons for feeling unsafe are anti-social or drunken behaviour; gangs, youths and beggars; and (for cyclists) dangerous drivers and lack of dedicated infrastructure. People with a disability or health conditions, and people living in the Southern Arc are particularly likely to feel unsafe¹³².

¹²⁹ See Figure 3.1.3 for legend

¹³⁰ <https://public.tableau.com/profile/public.health.wales.health.protection#!/vizhome/RapidCOVID-19virology-Public/Headlinessummary>

¹³¹ <https://www.cardiffpartnership.co.uk/well-being-assessment/people-cardiff-healthy/>

Cardiff’s environmental quality – a determinant of health – is overall poor

The Welsh Index of Multiple Deprivation brings together information about air quality, flood risk and green spaces into a physical environment index. Cardiff has the second-worst physical environment of the Welsh authorities after Newport: it has 22.5% of the most deprived 10% LSOAs in Wales, and 10% of Wales’s most deprived 50% LSOAs¹³³. Only Pentyrch and Radyr are in the least deprived 50%. Figure 3.7.3 shows that, under this index, Splott, Butetown, Grangetown and Lisvane fare particularly badly. This is because of poor air quality, which is discussed at Section 3.2; a lack of green spaces, which is discussed at Section 3.9; and likelihood of flooding which is discussed at Section 3.11.

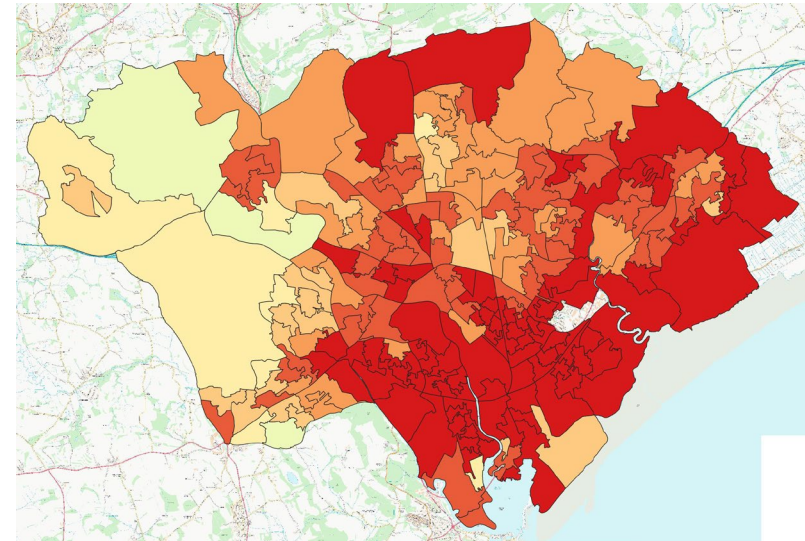


Figure 3.7.3 Index of Multiple Deprivation environment

Health is also affected by education, employment, access to services, housing quality, which are discussed at Sections 3.1 and 3.6 – see Figure 3.7.4.

Page 104

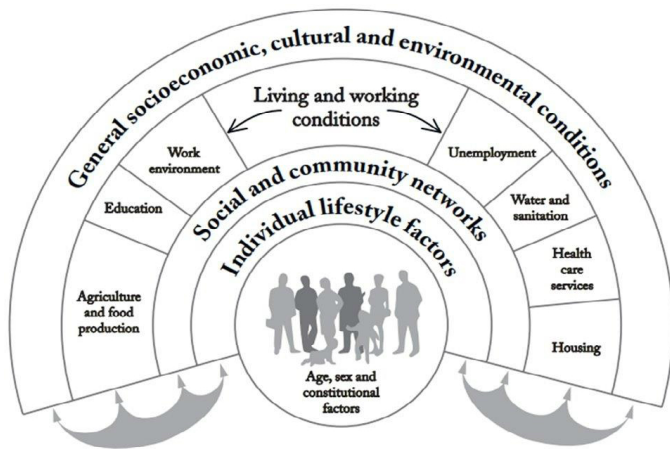


Figure 3.7.4 Determinants of health¹³⁴

¹³² https://www.cardiff.gov.uk/ENG/Your-Council/Have-your-say/Ask%20Cardiff%20Library/The%20Cardiff%20Economy%20and%20Labour%20Market_Apr%2018_Mar%2019.pdf, <https://www.cardiff.gov.uk/ENG/Your-Council/Have-your-say/Ask%20Cardiff%20Library/Ask%20Cardiff%202019%20Report.pdf>

¹³³ LSOA (Lower Layer Super Output Area) is the area used to analyse deprivation. It represents a population of 1000 – 1500. <https://statswales.gov.wales/Catalogue/Community-Safety-and-Social-Inclusion/Welsh-Index-of-Multiple-Deprivation/WIMD-2019/localauthorityanalysis>

¹³⁴ <https://www.gov.uk/government/publications/health-profile-for-england-2018/chapter-6-wider-determinants-of-health>

Road safety has generally improved

Figure 3.7.5 shows that there has been a sharp downward trend in the number of slight injuries as a result of road accidents, rising again in 2019. However the number of people seriously injured or killed has reduced much more slowly. The number of young people killed or injured has significantly reduced over time.¹³⁵ A 2018 survey found that 70% of respondents support the introduction of 20 mile per hour speed limits in residential and other suitable streets in Cardiff.¹³⁶

Likely future without the plan

Without more active intervention, the gap between the economic outcomes of different communities seems unlikely to reduce. Given the close correlation between economic and health outcomes, the gap in life expectancy and healthy life expectancy of the people who live in the richest and poorest part of the city seems likely to increase. NRW’s South Central Wales Area Statement¹³⁷ aims to improve people’s health through better access to nature and green infrastructure.

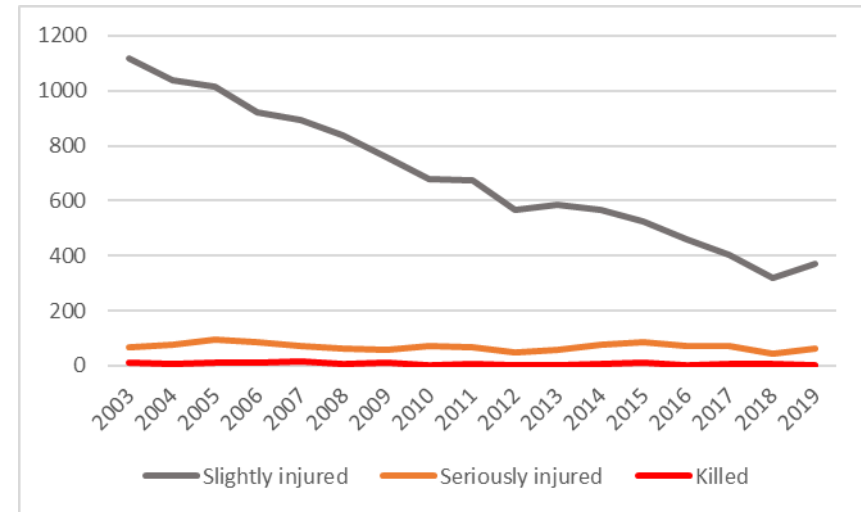


Figure 3.7.5 Road accident trends for Cardiff¹³⁸

¹³⁵ <https://gov.wales/sites/default/files/statistics-and-research/2019-09/police-recorded-road-accidents-2018-990.pdf>

¹³⁶ https://www.cardiff.gov.uk/ENG/Your-Council/Have-your-say/Ask%20Cardiff%20Library/The%20Cardiff%20Economy%20and%20Labour%20Market_Apr%2018_Mar%2019.pdf

¹³⁷ <https://naturalresources.wales/about-us/area-statements/south-central-wales-area-statement/?lang=en>

¹³⁸ <https://stats.wales.gov.wales/Catalogue/Transport/Roads/Road-Accidents/accidents/roadaccidents-by-severity-area>

3.8 Land, soil and minerals

Introduction

Land is an essential requirement for development, and the basis for agriculture, open spaces and biodiversity interests. Agricultural land and allotments help to provide local food, as well as improving residents' physical and mental health. Brownfield land offers opportunities for development, although remediation may be required on sites that are contaminated from previous industrial activities, and many brownfield sites are biodiverse and used for recreation.

The Welsh Government's 2009 scheme for sustainable development, *One Wales: One Planet*¹³⁹, includes Wales' ecological footprint as one of its five headline indicators (representing sustainable resource use). An ecological footprint is the total area of productive land and water ecosystems required to produce the resources that the population consumes and to assimilate the subsequent wastes¹⁴⁰: it measures whether we are living within the bounds of the Earth's resources. In 2012, the Earth's total biocapacity was about 1.7 'global hectares' per person: with an increasing global population, this will reduce.

An ecological footprint analysis for Cardiff was carried out using 2001 data. This showed that Cardiff residents were using approximately 5.3 global hectares per person, or more than three times the global 'one planet' fair share¹⁴¹. A subsequent analysis for Wales as a whole, using 2011 data and using a different methodology, showed the ecological footprint getting smaller but still being 1.2 – 1.8 times the global average¹⁴². Cardiff's footprint at the time was slightly better than the Welsh average, in part because it had a lower carbon

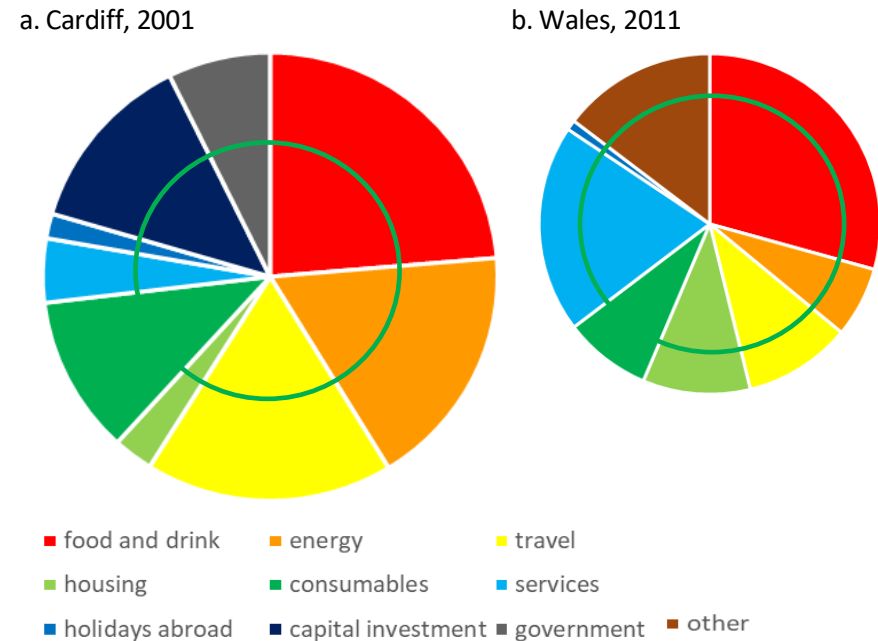


Figure 3.8.1 Ecological footprints. The green circles represent the Earth's 'one planet' fair share. a. and b. are not comparable

¹³⁹ <https://www.bridgend.gov.uk/media/1505/wd32.pdf>

¹⁴⁰ Rees, E. (2000) Eco-footprint analysis: merits and brickbats. *Ecological Economics* 32(3), 371-4.

¹⁴¹ Collins, A. and Fairchild, R. (2007) Sustainable food consumption at a sub-national level: An ecological footprint, nutritional and economic analysis. *Journal of Environmental Policy and Planning* 9(1), 5-30.

¹⁴² Stockholm Environmental Institute and GHD (2015) Ecological and carbon footprints of Wales, update to 2011, <https://gov.wales/sites/default/files/publications/2019-04/ecological-and-carbon-footprint-of-wales-report.pdf>.

footprint than the Welsh average, at 3.11gha compared to 3.28ha. Figure 3.8.1 shows that food production/transport, housing and transport are significant contributors to the Welsh and Cardiff ecological footprint.

The proportion of housing completions on previously developed (brownfield) land is falling

At present, approximately two-thirds of the land in Cardiff is built up, and one-third is countryside or open space. About 10 years ago, new housing in Cardiff was almost solely on brownfield sites. Many of these were redeveloped as apartments, particularly in the Cardiff Bay and central areas of the city. Whilst this reduced the demand on greenfield sites, it also affected the range and choice of housing on supply, with implications for the provision of affordable housing, family housing and affordability in general.

The proportion of development on previously developed land has fallen since then, to 84% in 2016/17, 59% in 2017/18 and 58% in 2018/19¹⁴³. The current Local Development Plan allocates seven strategic development sites, of which five are on greenfield land (Figure 3.8.1).

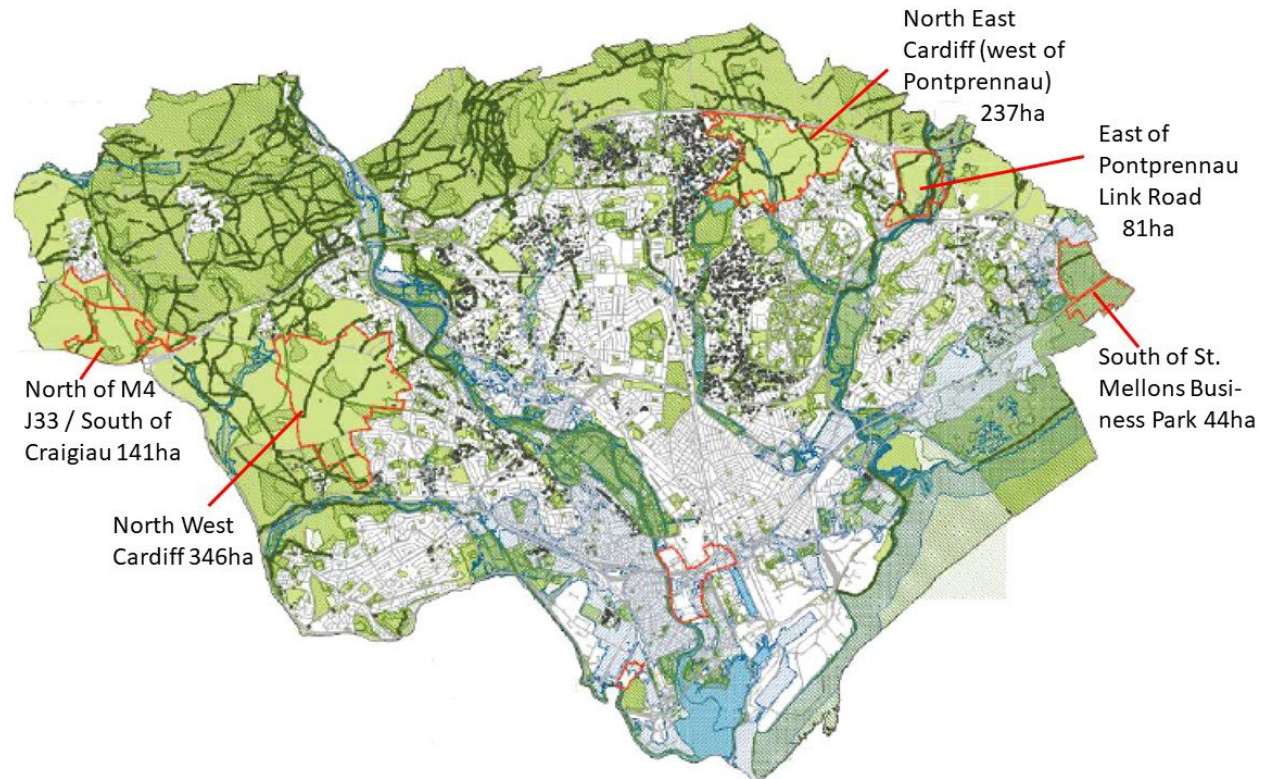


Figure 3.8.1 Strategic land allocations on greenfield land

¹⁴³ <https://www.cardiff.gov.uk/ENG/resident/Planning/Local-Development-Plan/Annual-Monitoring-Report/Pages/Annual-Monitoring-Report.aspx>

Cardiff has good quality agricultural land in its valleys

Agricultural land is classified into five grades. Grades 1, 2 and 3a are the ‘best and most versatile land’: this is the land that is most flexible, productive and efficient in response to inputs. The Welsh Government published a map in 2017 which predicts agricultural land quality based on soil type, climate, wetness, drought, gradient, soil depth, stoniness and texture. The map suggests that Cardiff’s river valleys are of Grade 1 and 2 quality, and the undeveloped land in the city is mostly Grade 3a and 3b. The ridge to the north of the city is generally not the best and most versatile land (Figure 3.8.2).

Agricultural land values in Wales rose sharply before the recession, driven in part by a sharp reduction in the land available for sale, and the higher values that non-farmers were willing to pay (Savills Agricultural Land Market Survey 2009). However they fell again prior to 2020, in part due to falling commodity prices and uncertainty around Brexit¹⁴⁴. The impact of the coronavirus pandemic on land values is unclear.

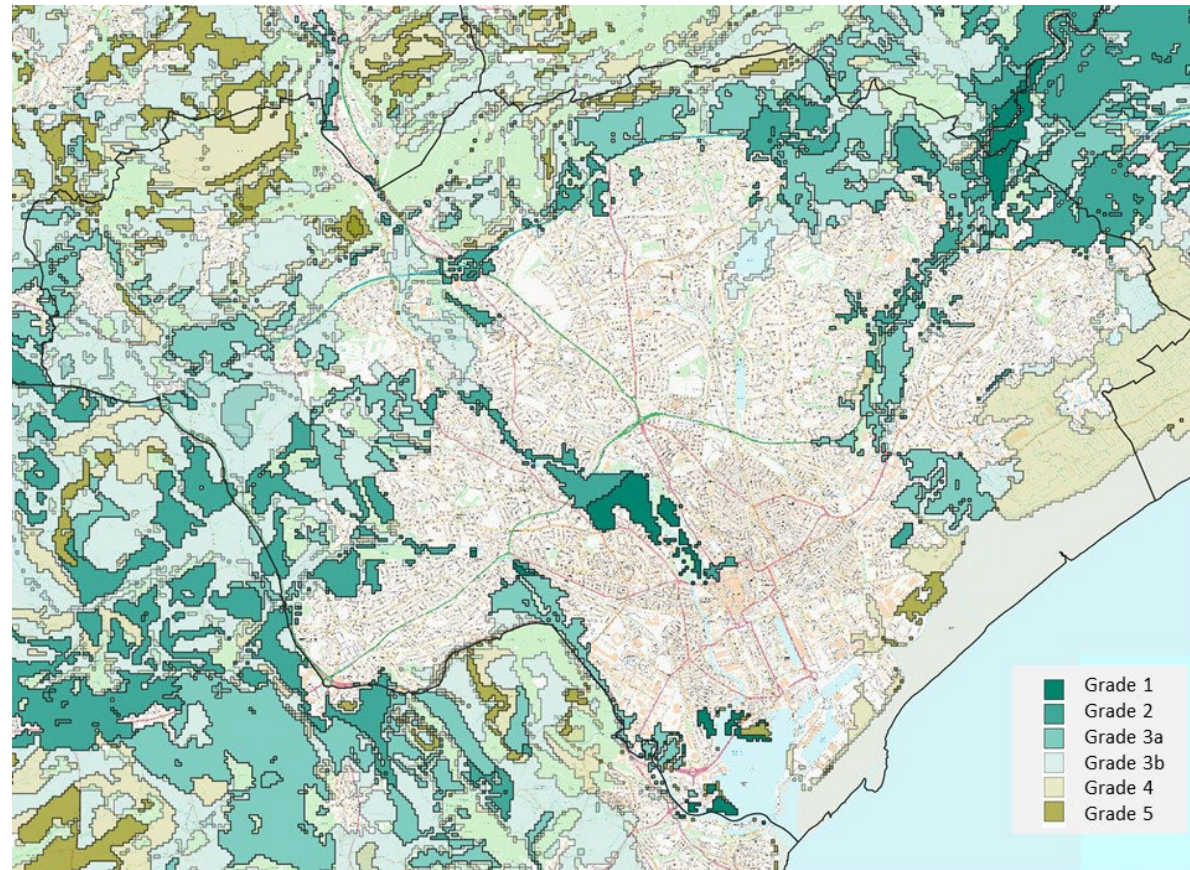


Figure 3.8.2 Agricultural land classification for Cardiff¹⁴⁵

¹⁴⁴ <https://www.dailypost.co.uk/news/local-news/farmland-values-plunge-wales-farmers-17222717>

¹⁴⁵ <https://onlinelibrary.wiley.com/doi/full/10.1111/sum.12380>

Cardiff's allotments are important for people's health and food security, but they are oversubscribed

Allotments play an important part in improving people's health. Not only do they offer the opportunity to grow food but they also provide an excellent form of outdoor activity, exercise, relaxation, and a place where people can meet each other. Cardiff's former allotments strategy suggested that a minimum of 15 plots should be provided per 1000 households¹⁴⁶. The current provision of 2500 allotments is 5% more than this, although there are still waiting lists for most of the allotment sites¹⁴⁷.

As a result of Cardiff's industrial past, many sites could potentially be contaminated

Past industrial activities have contaminated land in various ways over many years. Cardiff Council is aware of about 1410 hectares of potentially contaminated land, including industrial, mining and quarrying, dockland and former waste disposal sites. Some contaminated land sites only come to the Council's attention when developers undertake site investigations on land being considered for future development, so this number could increase in the future.

Development of contaminated land has the advantage of cleaning up land and securing regeneration although this incurs additional costs. When brownfield sites are redeveloped, they are usually done so on a 'suitable for use' basis, and as such the remediation undertaken on the sites depends on the proposed end use¹⁴⁸. Most remediation involves engineering practices, for instance capping over the existing contaminated land with imported clean soils, thus encapsulating the contamination. Whilst this is an effective remediation methodology in that it breaks the pathways and exposure to the contamination, it does not reduce/breakdown or remove the contamination from the site.

The Council has published a Contaminated Land Inspection Strategy (Cardiff Council 2010) that provides a framework to identify, inspect and remediate contaminated land.

Cardiff has sufficient mineral reserves to last about 20 years

Mineral resources are a valuable but finite resource. They provide the essential raw materials for buildings, infrastructure and their maintenance. An adequate and steady supply of minerals is essential to the national, regional and local economy and their exploitation makes a significant contribution to economic prosperity and quality of life.

¹⁴⁶ This is equivalent to the 1993 average for England (Cardiff allotments strategy 2005).

¹⁴⁷ <https://www.cardiff.gov.uk/ENG/resident/Leisure-parks-and-culture/Allotments/Pages/default.aspx>

¹⁴⁸ For instance, the remediation undertaken on a site for commercial/industrial development would not be suitable to accommodate residential purposes, so if such a site was considered for residential development in the future, some form of additional remedial works would probably be required.

Cardiff is one of the largest producers and consumers of minerals in the region. Natural minerals in Cardiff include quarried hard rock (carboniferous limestone and dolomite) and dredged sand landed in Cardiff Docks. In 2018, crushed rock production in Cardiff was just over a million tonnes (mt) per year¹⁴⁹. Most of this natural mineral production is used in the construction industry as aggregates. Secondary materials, including steelworks slag, also substitute for natural aggregates, and a significant quantity of construction and demolition waste is recycled as aggregate.

Cardiff's permitted reserves of hard rock minerals in 2020 represented about 20 years of supply¹⁵⁰. The land bank will continue to decrease as the reserves are quarried, highlighting the need to protect them from inappropriate development. The adopted LDP includes a Preferred Area for mineral working and this can be rolled forward into the RLDP to meet this requirement.

Likely future without the plan

The Welsh and Cardiff ecological footprint seems to be reducing¹⁵¹ although, as for other Global North countries, it is still significantly above the one planet 'fare share'. Improvements in energy efficiency and production of renewable energy will support this positive trend, as will reductions in the need to travel. The role of Brexit is uncertain, but it may lead to more food being grown more locally than before.

The amount of greenfield land in Cardiff will shrink as development proceeds on the five greenfield strategic sites. Unless more allotment sites are made available, as Cardiff's population rises, the amount of allotment land per capita will go down and allotment targets may no longer be reached. Although existing permitted reserves of minerals still represent a significant land bank, in order to ensure there continues to be a 10 year crushed rock landbank, further resources are likely to need to be allocated in the RLDP.

¹⁴⁹ https://www.swansea.gov.uk/media/37671/Regional-Technical-Statements-for-the-North-Wales-and-South-Wales-Regional-Aggregate-Working-Parties---2nd-Review---Main-Documents/pdf/Regional_Technical_Statements_for_the_North_Wales_and_South_Wales_Regional_Aggregate_Working_Parties.pdf

¹⁵⁰ Ibid.

¹⁵¹ See introduction to this section

3.9 Landscape and open space

Introduction

Cardiff has a unique landscape setting comprising an island, coastline, three major river valleys and a countryside backdrop of distinctive topography. The Garth Mountain, Caerphilly Mountain and Graig Llanishen provide a strong and imposing backdrop along the northern edge to the city. The ridge rises to a thousand feet above sea level on the summit of Garth Mountain and has a pronounced escarpment together with lower slopes leading down to the M4 and northern edge of the urban area. The ridge, forming the southern rim of the South Wales coalfields, is dramatically broken where the River Taff breaks through, forming the Taff Gorge at Tongwnglias. Much of the west of the urban area is enclosed by the Leckwith Escarpment, which forms a strong physical and visual backdrop. In contrast to the strong topography to the north and west, the eastern edge of the city, adjacent to the Severn Estuary, is flat. It forms part of a much larger historic landscape unit, the Gwent Levels, which extends alongside the River Severn beyond Newport.

Three major river valleys run through the city

Three major river valleys run through Cardiff. The valleys contain large areas of open space and are a significant determinant of the urban form of the city. They also provide a valued resource for recreation, amenity (connection with nature in a city), biodiversity, historic and cultural interests, although the fact that they are highly modified reduces their biodiversity and increases their flooding risk.

The River Taff valley has strong historic links as it provided an important corridor for the movement of goods between Cardiff Docks and the South Wales Valleys. It is well accessed by local communities along its whole length and a National Cycleway, the Taff Trail, follows its length in Cardiff and beyond to the Brecon Beacons. It forms a significant and well-known feature, passing through Llandaff, the City Centre and Cardiff Bay.

The River Ely merges with the Taff in Cardiff Bay and forms the administrative boundary with the Vale of Glamorgan for its lower length. Its western section in the vicinity of St Fagans is of particularly high landscape, biodiversity and historic value.

To the east of the city, the River Rhymney forms a well-defined valley and contains the only tidal estuary in the city (as the Taff and Ely run into Cardiff Bay that is held within a barrage to the Severn Estuary). Visually, the valley is very prominent as the A48, a main route into the city, follows the western edge of the valley into the city.

Tributaries to the rivers also add to Cardiff's range of landscape features. Most are small streams with catchments from within the city. However, some have become important corridors in their own right such as the Nant Fawr which contains a range of well-used open spaces including Roath Park, a major attraction of Green Flag status. Action plans have been prepared for all three river valleys detailed above.

The coastline presents complex issues and opportunities

Cardiff has a coastline on the River Severn Estuary with its huge tidal range, but its characteristics and accessibility are very mixed. The Cardiff Bay Barrage provides public access to the coast in the west but the shoreline to the east along the operational dock area and to the south of the steel works/ sewerage station is not currently accessible. To the east of the Rhymney estuary lies the Lamby Way landfill site, and part of a much longer stretch of undeveloped coastline running to Newport.

The undeveloped coast contains mudflats and rapidly eroding saltings below the high water mark. A sea wall then runs along the whole length of coast to Newport. The flat land behind forms part of the Gwent Levels, an area of land reclaimed from the sea in Roman times that is drained by a complex of ditches known as reens. This land is below high water level, hence the need for a sea wall. The Gwent Levels are a Site of Special Scientific Interest and a Historic Landscape, important for biodiversity and ecosystem resilience.

Cardiff has six Special Landscape Areas

Special Landscape Areas (SLAs) indicate parts of Cardiff's landscape that are considered to be of quality meriting local designation: development that causes unacceptable harm to the character and quality of the landscape in SLAs is not permitted. Cardiff has six SLAs (Figure 3.5.1): St Fagans Lowlands and the Ely Valley, Wentloog Levels, Flat Holm, Garth Hill and Pentyrch Ridges, and Fforest Fawr and Caerphilly Ridge. The last two of these are key areas for woodland ecosystem resilience.

Cardiff has eleven main landscape character areas

A 2007 landscape character area review¹⁵² identified eleven landscape character areas (Figure 3.9.1):

1. Garth Hill Uplands: A prominent, distinctive backdrop to the wider Cardiff area.
2. Pentyrch Ridges and Valleys: Area of 'ridge and valley' landscape which contrasts to the steep uplands of Garth Hill to the north and the more gently undulating lowlands to the south.
3. Western Lowlands: An undulating lowland landscape. Despite being dissected by roads such as the M4 motorway, it forms a largely homogenous agricultural landscape.
4. St. Fagans Lowlands and Ely Valley: Lowland area with a river valley and 'estate' parkland character.
5. River Taff Corridor: Valley landscape comprising the flat alluvial plain of the River Taff.

¹⁵² <https://www.cardiff.gov.uk/ENG/resident/Planning/Local-Development-Plan/EvidenceBaseDocs/A%20review%20of%20Landscape%20Character%20Areas.pdf>

6. Fforest Fawr & Caerphilly Ridge: Steep limestone and sandstone ridges and scarp that form a prominent backdrop for the city.
7. Caerphilly Ridge Foothills: Broad tract of gently undulating countryside between the foot of the Caerphilly ridge and the M4 corridor.
8. Eastern Lowlands: Rolling lowland countryside on the eastern edge of Cardiff, characterised by agricultural land use and hedgerows.
9. River Rhymney Corridor: Key green corridor of somewhat disparate land uses.
10. Wentloog Levels: Part of the low-lying landscape of reclaimed coastal marshes known as the Gwent Levels. Characterised by a network of field draws – reens – the area has been subject to development pressures.
11. Flat Holm: A low, almost circular island situated in the Bristol Channel about 5 miles south-east of Cardiff.



Figure 3.9.1 Landscape character areas

Cardiff is generally well served by open spaces within the urban area, but some areas are under-provided

Green/open spaces are important because they improve people's mental and physical health, encourage physical activity, are attractive, support biodiversity, act as a carbon sink, and can help to adapt to climate change. This has been particularly shown during the coronavirus pandemic, which has limited people's ability undertake other forms of recreation. Figure 3.9.2 shows all open space in Cardiff (including space that is not publicly accessible).

The Welsh Government recommends that 2.43 hectares (6 acres) of open space should be provided per 1000 population, divided into formal, informal and children's play areas. The latest survey of open space shows that there are 1.17ha of functional open space¹⁵³ per 1000 population in Cardiff, compared to an equivalent figure of 1.18ha two years earlier¹⁵⁴. If educational playing fields are included, this figure increases to 1.88ha; and if all types of open space are included, the figure is 8.03ha of open space per 1,000 population, well in excess of the indicator target and a rise of 8% when compared to 2016/17. Significant additional functional open space will be provided in conjunction with the large strategic housing sites which are at the very early stages of development or are yet to commence.

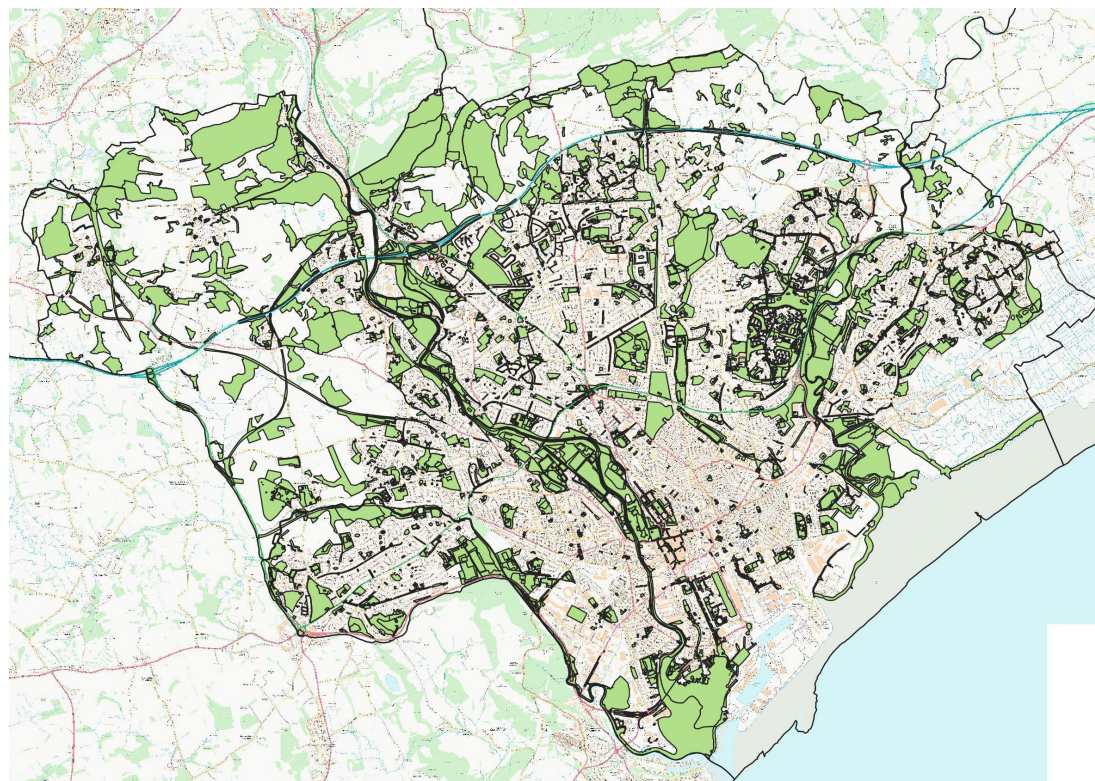


Figure 3.9.2 All open space in Cardiff

¹⁵³ Functional open space is open space that is capable of defined recreational use or multiple uses. These uses will include formal and informal sport and recreation, children's play and provision for teenagers although the balance of defined uses may change with time according to local demand. *Open space is all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport, recreation and tourism, and can also act as a visual amenity, and may have conservation and biodiversity importance.*

¹⁵⁴ <https://www.cardiff.gov.uk/ENG/resident/Planning/Local-Development-Plan/Annual-Monitoring-Report/Documents/Cardiff%20LDP%203rd%20AMR%20English%20Version%20Final.pdf>

However, Figure 3.9.2 shows that some areas of Cardiff are particularly deficient in open space. These include Cathays/Plasnewydd/Adamstown, Splott/Butetown, and Canton/Riverside. The areas with the least access to greenspaces coincide with some of the areas which have the poorer health (Figure 3.7.1) and environmental quality (Figure 3.7.3).

According to the Ask Cardiff 2019 survey, 87% of Cardiff’s residents had visited a local park in the month before the survey; three-quarters had visited another outside space; and two-thirds had visited a river, lake or canal; and the beach/sea/coast (Figure 3.9.3).¹⁵⁵ This is likely to have increased during the coronavirus pandemic.

Cardiff was awarded a record 10 green flags for its parks in 2016. 78.5% of respondents to the 2019 Ask Cardiff survey were satisfied with Cardiff’s parks and open spaces¹⁵⁶.

A study on the value (in terms of increased house prices) of good access to green spaces found that the average value in Cardiff of being located near green space was about £4200 in 2019, or about 2% of house price¹⁵⁷. Again, this is likely to have increased as a result of the pandemic.

Likely future without the plan

Cardiff is becoming more urbanised, with higher density buildings, and more development on greenfield sites. These changes will be particularly notable at the strategic development sites in the current Local Development Plan.

Any deficits in green spaces are likely to be exacerbated as Cardiff’s population increases, works more from home, and understands the value of green spaces. Climate change is likely to increase the need for green spaces to reduce the urban heat island effect; but also increase the likelihood and severity of flooding, with associated impacts on land and landscape.

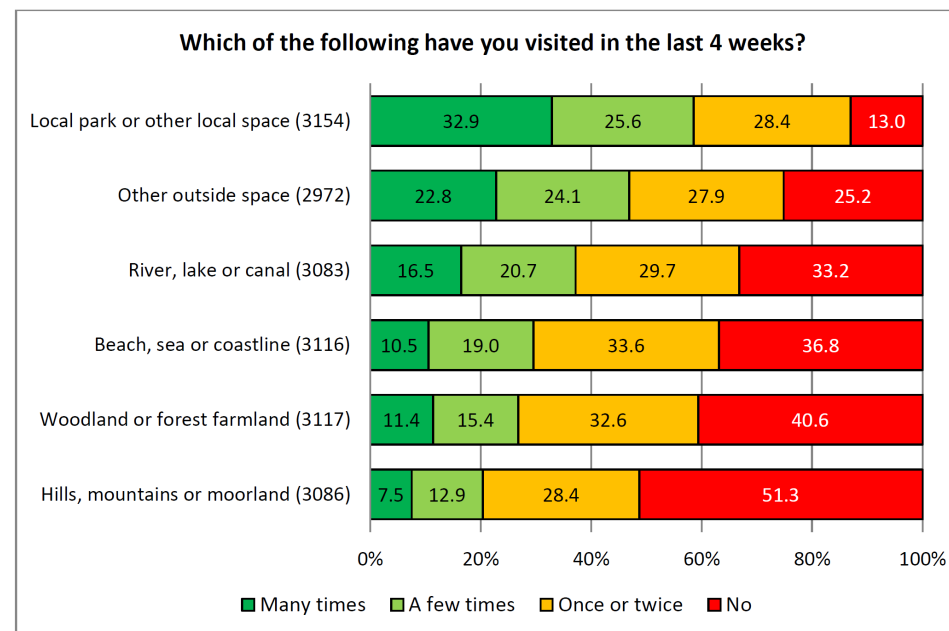


Figure 3.9.3 Cardiff resident visits to green spaces¹⁵⁸

¹⁵⁵ <https://www.cardiff.gov.uk/ENG/Your-Council/Have-your-say/Ask%20Cardiff%20Library/Ask%20Cardiff%202019%20Report.pdf>

¹⁵⁶ Ibid.

¹⁵⁷ <https://www.ons.gov.uk/economy/environmentalaccounts/articles/valuinggreenspacesinurbanareas/ahedonicpriceapproachusingmachinelearningtechniques>

3.10 Waste

Introduction

The Welsh Government has set challenging targets for recycling and composting which are driving change towards more sustainable waste management practice: Welsh local authorities must recycle at least 64% of municipal recyclable waste by April 2020, and at least 70% by 2024/25.

Little is known about construction and demolition waste, and industrial and commercial waste, which account for most of the waste in South East Wales

Construction and demolition waste has historically been the biggest component of waste in South East Wales, accounting for more than half of all waste produced (55% in 2005/06) – see Figure 3.10.1. Data about construction and demolition waste are collected only sporadically and in non-comparable manners, so the current situation is unknown. Data on industrial and commercial waste, which accounted for 25% of all waste in South East Wales in 2005/06, are also collected only sporadically. Waste prevention targets are for a 1.4% annual reduction for industrial waste, and 1.2% annual reduction for commercial waste.

Recycling rates are improving rapidly following the completion of a new recycling facility and rolling out a recycling scheme

Cardiff's recycling and composting rates for municipal waste were historically significantly below the Welsh average: only 10% of the municipal waste stream was recycled in 2004/05 compared to a Welsh recycling rate of 22%. However this improved rapidly with the roll-out of an integrated kerbside recycling scheme. By 2019, Cardiff was recycling about 60% of its waste¹⁵⁹. In 2018, the council further expanded the provision of wheeled bins, and trialled a separate glass collection.

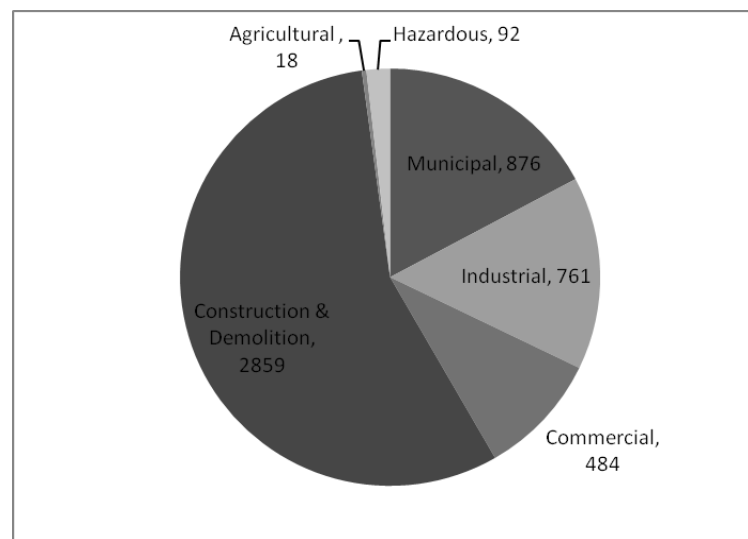


Figure 3.10.1 Amount (in 000 tonnes) of waste arisings in South East Wales, 2005/06 (South East Wales Regional Waste Group, 2008)

¹⁵⁸ <https://www.cardiff.gov.uk/ENG/Your-Council/Have-your-say/Ask%20Cardiff%20Library/Ask%20Cardiff%202019%20Report.pdf>

¹⁵⁹ <https://statswales.gov.wales/Catalogue/Environment-and-Countryside/Waste-Management/Local-Authority-Municipal-Waste/municipalwastearisings-by-localauthority-quarter>

Per person waste has declined significantly

Because of the rapid increase in Cardiff’s population, the total municipal waste produced in Cardiff has not been decreasing significantly. However, residual waste per person (waste that cannot be recycled or reused and is sent to energy recovery or disposal) has been declining steadily (Figure 3.10.2), from more than 500kg/yr in 2012/13 to 378kg/yr in 2018/19.

Cardiff’s landfills have shut and energy recovery facilities have opened

The amount of waste going to landfill has also declined rapidly, from 118,368 tonnes in 2008/09 to 55,610 tonnes in 2014/15. The last remaining landfill site in Cardiff, at Lamby Way, was closed in 2017 and capped in 2018. Since 2015, most of Cardiff’s non-recyclable waste has been going to the Cardiff Energy Recovery Facility at Trident Park: this handles 350,000 tonnes of waste per year and generates 30MW of energy. Cardiff’s food waste goes to an anaerobic digestion plant at Tide Fields Road, Splott.

Likely future without the plan

There is considerable uncertainty regarding the future amount and type of waste generated by Cardiff residents. Factors affecting waste growth include population changes; consumer behaviour; the effectiveness of waste minimisation strategies (including any changes to such strategies post-Brexit); and the economic prosperity of the region.

The Welsh Government has set a target to local authorities of recycling at least 70% of their recyclables by 2024/25. Its March 2021 ‘Beyond Recycling’ strategy supports a ‘circular economy’, better resource efficiency, waste reduction, high rates of recycling, and procurement of goods made from remanufactured, refurbished and recycled materials¹⁶¹. Because of its success in recycling, and thus reducing the need to burn waste, in March 2021, the Welsh Government instituted a moratorium on large-scale (>10MW) energy from waste plants. Smaller energy from waste plants will only be permitted if there is a local need for such facilities¹⁶².



Figure 3.10.2 Total municipal waste collected and residual waste per person¹⁶⁰

¹⁶⁰ <https://statswales.gov.wales/Catalogue/Environment-and-Countryside/Waste-Management/Local-Authority-Municipal-Waste/municipalwastearisings-by-localauthority-quarter;>
<https://statswales.gov.wales/Catalogue/Environment-and-Countryside/Waste-Management/Local-Authority-Municipal-Waste/annualresidualhouseholdwasteproducedperperson-by-localauthority>

¹⁶¹ <https://gov.wales/sites/default/files/publications/2021-03/beyond-recycling-strategy-document.pdf>

¹⁶² <https://gov.wales/wales-takes-action-circular-economy-funding-upcoming-reforms-plastic-and-moratorium-large-scale>

3.11 Water and flooding

Water quality supports biodiversity and health; and healthy rivers, lakes, streams and other blue spaces are an important recreational amenity, improving wellbeing and boosting the economy. Water resources and flooding are becoming an increasingly important issue in the light of climate change.

The water quality of the rivers Taff, Ely and Rhymney is ‘bad to moderate’

The water quality of Cardiff’s major rivers has historically been degraded due to mining activities, urban run-off and extensive physical modifications¹⁶³. Water quality has improved over time as improvements were made to drainage systems and mining-related activities ceased upstream. However the River Ely and its catchment are still in bad condition, and the Taff and Rhymney rivers and catchments are only in moderate condition (Figure 3.11.1). Groundwater quality in the area is good¹⁶⁴.

The major issues for Cardiff’s rivers relate to physical modifications: barriers to fish migration from weirs and impoundments, flood defence structures, urban modifications and land drainage on the Wentloog levels. In the heavily populated areas of Cardiff, there is also pressure from urban diffuse pollution, sewage and misconnections. Minewaters also continue to affect river quality¹⁶⁵.

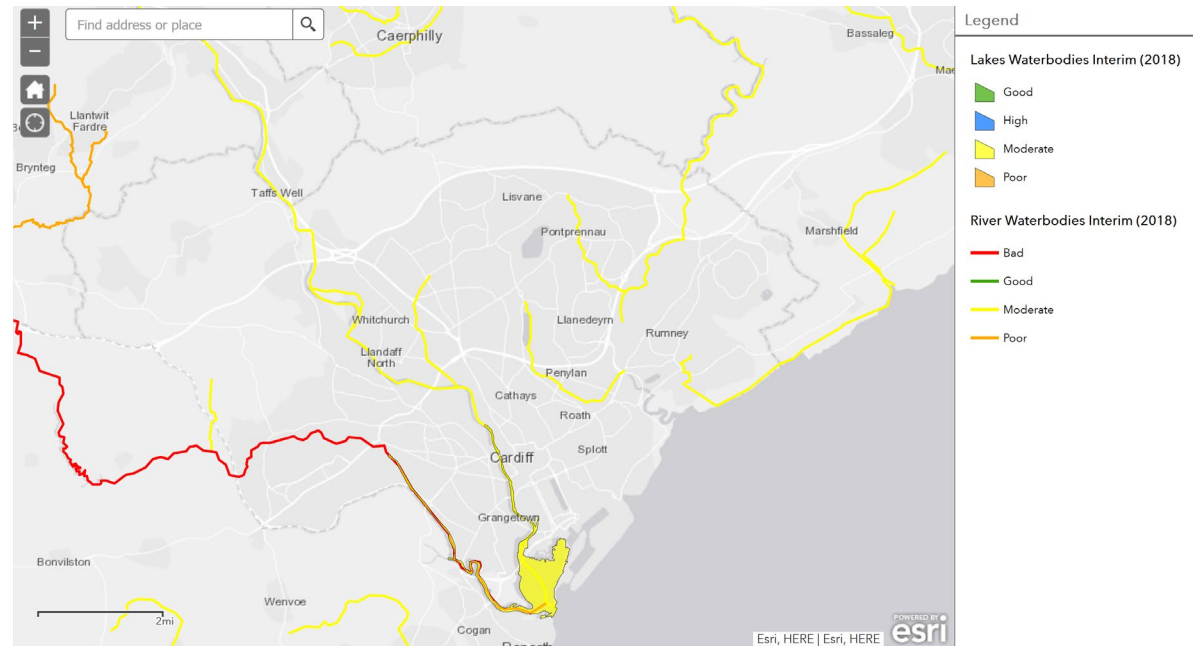


Figure 3.11.1 Water quality in Cardiff’s rivers and waterbodies¹⁶⁶

¹⁶³ <https://naturalresources.wales/media/3217/south-east-valleys-management-catchment.pdf>

¹⁶⁴ <https://waterwatchwales.naturalresourceswales.gov.uk/en/>

¹⁶⁵ https://naturalresources.wales/media/679387/2016_updated-south-east_valleys_catchment_summary_nrw.pdf

¹⁶⁶ <https://waterwatchwales.naturalresourceswales.gov.uk/en/>

Water supplies for Cardiff are secure to 2039/40

Cardiff is part of the SEWCUS¹⁶⁷ Water Resource Zone supplied by Dŵr Cymru. Water for the SEWCUS zone comes from over 40 sources, but mostly from five major reservoirs: Usky, Talybont, Llandegfedd, Taff Fawr (Llwynon, Cantref and Beacons reservoirs), and Pontsticill. The water company has determined that there will be (just) enough water for the SEWCUS zone to 2039/40 under a range of assumptions about future population, per person water use, leakage reductions and climate change (Figure 3.11.2). If, instead, population in the zone grows faster than expected, there would be a deficit in water supply¹⁶⁸.

Flooding poses a particular threat to Cardiff due to its coastal location, low lying areas and rivers

Because Cardiff is so low-lying, flood risk is potentially the most serious problem associated with climate change. The Environment Agency’s 2018 preliminary flood risk assessment for the Severn¹⁶⁹ identifies Cardiff - and particularly the communities of St. Mellons, Roath, Grangetown, Riverside and Canton – of being at significant risk of flooding. Figure 3.11.3 shows areas of Cardiff at risk of flooding.

In 2013, about 22,000 people in Cardiff were at low risk of flooding, 2,800 were at medium risk, and almost 1,000 were at high risk of flooding. This will have increased as Cardiff’s population has increased. Effects of flooding include subsidence, spreading of contaminants, increased insurance premiums and damage to the image of Cardiff. Economic activities and infrastructure are also affected, as can be seen at Table 3.11.1.

The natural environment can also be affected, for instance through flooding of sites for environmental permitting regulations (industrial emissions) and licensed abstractions (use of water for industrial purposes). This is particularly a problem in the south-east of Cardiff¹⁷⁰.

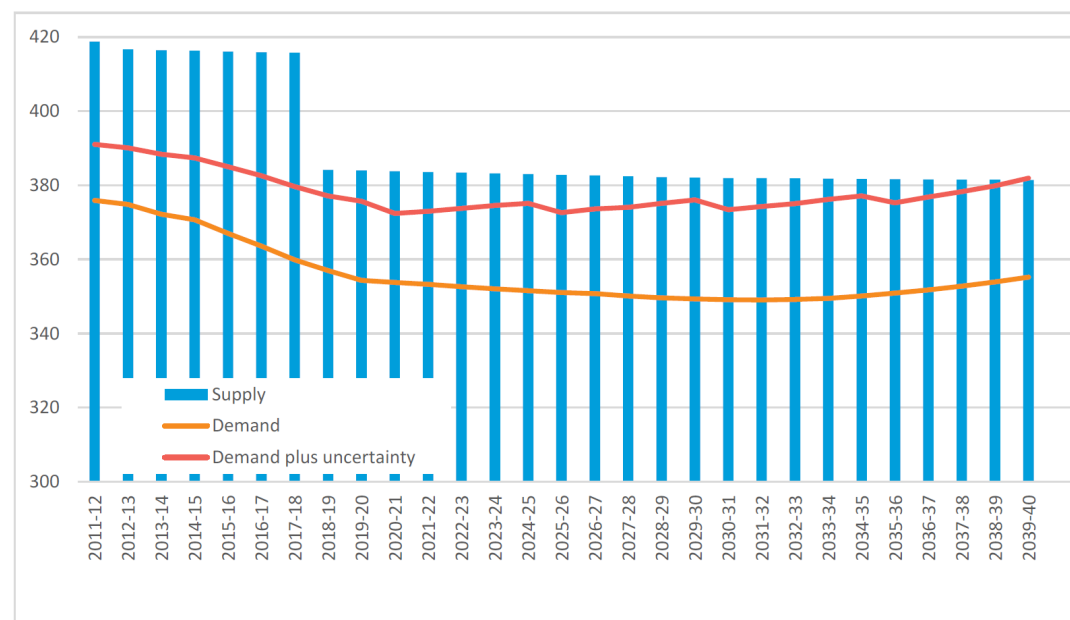


Figure 3.11.2 Water supply v. demand in the SEWCUS Water Resource Zone

¹⁶⁷ South East Wales Conjunctive Use System

¹⁶⁸ <https://www.dwrcymru.com/-/media/Files/My-Water/Water-Resources/DCWW-Final-WRMP19-Main-Technical-Report-Mar-19.pdf>

¹⁶⁹ <https://cdn.naturalresources.wales/media/687716/pfra-severn.pdf>. (Dec. 2018)

¹⁷⁰ <https://www.cardiff.gov.uk/ENG/resident/Community-safety/Flood-and-Coastal-Erosion-Risk-Management/Documents/Cardiff%20Flood%20Risk%20Management%20Plan.pdf>

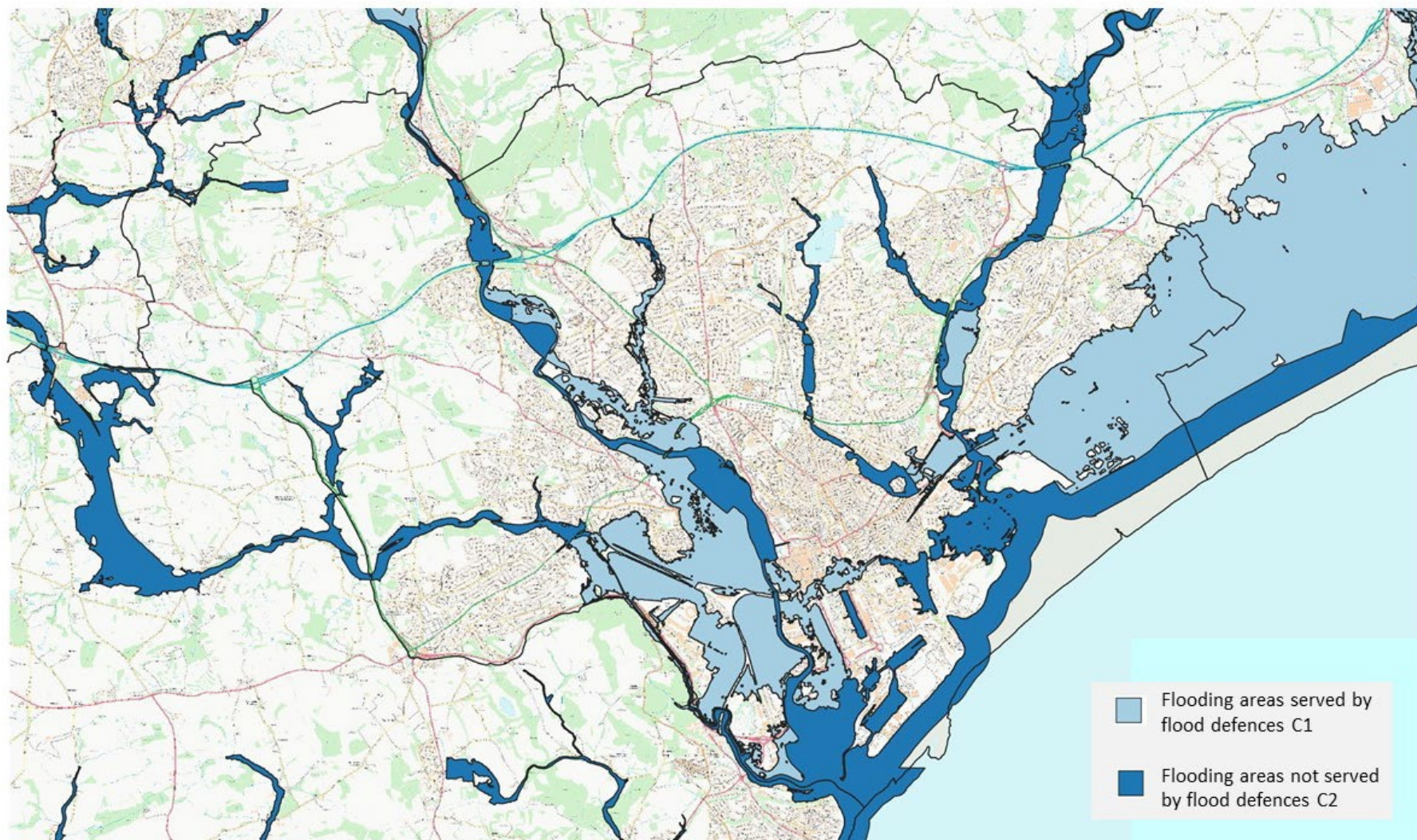


Figure 3.11.3 Areas at risk of flooding

The following factors affect flood risk in Cardiff:

- The completion of the Barrage enclosing Cardiff Bay has provided protection against tidal flooding for Cardiff Bay. During storm surges the sluices for regulating the water level within the Bay must be kept closed, creating a “tidal lock”. During times of tidal lock the water level in the Bay will steadily increase as both the Rivers Taff and Ely discharge into it. With sea levels predicted to increase as climate change occurs, the time the bay experiences tidal lock will grow, increasing the likelihood that the Taff and Ely will start to back up. This could have major implications for the Bay and development along the lower stretches of the Taff and Ely, particularly during times when the rivers are transporting large volumes of water as a result of heavy rainfall.
- Wentloog is at risk of flooding due to its low-lying nature, predicted sea level rise, and some areas where coastal defences are at risk of overtopping. This will place the mud flats and sea wall under increasing pressure, particularly during storm surges due to the tidal nature of the Severn Estuary. Several sites in the Wentloog area have extant planning permissions.
- The lower reaches of the River Rymney are at particular risk of flooding during the storm surges when the level of the estuary can rise dramatically, combined with predicted sea level rises and the increased flow volumes of the Rumney.
- Surface water flooding is also an issue. ‘Greener Grangetown’ is an example of how this can be dealt with through a sustainable drainage project.

Likely future without the plan

Water quality is an ongoing concern, with Cardiff’s rivers unlikely to reach ‘good’ condition by the European Water Framework Directive’s deadline of 2027 (though the UK may choose to implement different water quality legislation). Dŵr Cymru’s Water Resource Management Plan shows that water resources should be adequate to 2039. Flooding is already a significant issue in Cardiff, and is likely to become worse over time, with climate change and sea level rise.

	Total in the study area	Low flood risk (between 1 in 100 and 1 in 1000 per year)	Medium flood risk (between 1 in 30 and 1 in 100 per year)	High flood risk (greater than 1 in 30 per year)
People	278,654	22,010	2,808	938
Services*	296	30	7	0
Non-residential properties	17,674	1,849	325	127
Roads (km)	49	11	5	3
Rail (km)	43	4	2	4
Agricultural land (ha)	1,464	81	25	18

* schools, hospitals, nursing/care/retirement homes, police stations, fire and ambulance stations, prisons, sewage treatment works and electricity installations

Table 3.11.1 People and property in Cardiff at risk of flooding¹⁷¹

¹⁷¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/456967/LIT8969_FloodRiskMaps_Severn_SurfaceWater_v2.pdf

4 Existing sustainability problems and issues (Task A4)

The SEA Directive requires a description of “any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to [Special Protection Areas and Special Areas of Conservation]” (Annex Id).

Based on the information in Chapters 2 and 3, Table 4.1 lists key current sustainability problems and issues for Cardiff. The final column of Table 4.1 summarises the likely future conditions in Cardiff if the current Local Development Plan were to continue, without the RLDP being put in place. This will be important later in the assessment process, when the ISA considers the cumulative impacts of the RLDP plus other actions.

Table 4.1 Key sustainability issues and main problems for Cardiff

Key:

Topic:	Main sustainability problem			Not main problem		
Current status, likely future:	Good condition	Relatively good condition	Intermediate condition	Relatively poor condition	Poor condition	Unknown condition

Topic	Current status	Likely future without the RLDP
1. Access, equality and population		
<ul style="list-style-type: none"> The population of Cardiff will increase by 2039, although forecasts differ about the scale of this increase. The cost of housing - particularly family housing - is excluding those on low incomes from entering the housing market. Providing an appropriate range and choice of housing for this population growth (including services and infrastructure) is a key sustainability issue. Cardiff has a much higher proportion of young adults and ethnic minorities than the Welsh average, and its population is ageing. Cardiff contains some of the most deprived areas in Wales - geographically there is a concentration of deprivation in the ‘southern arc’ although hotspots exist elsewhere. Unemployment benefits claims have doubled during the coronavirus pandemic. Cardiff has a significant number of homeless people. Many of these have been housed during the coronavirus pandemic, but their longer-term future remains uncertain. 		
2. Air quality		
<ul style="list-style-type: none"> There are four air quality management areas in Cardiff based on NO_x levels. Although air quality in the city is generally improving in line with national 		

Topic	Current status	Likely future without the RLDP
<p>trends, and this may be helped by changes post-pandemic, the Cardiff City AQMA in particular still consistently has NO₂ levels above legal standards.</p> <ul style="list-style-type: none"> Levels of particulates (PM₁₀, PM_{2.5}) are a concern. 		
3. Biodiversity, flora and fauna		
<ul style="list-style-type: none"> The city's internationally important nature conservation sites – the Cardiff Beech Woods SAC and the Severn Estuary SAC/SPA/Ramsar – are broadly in good condition, but are affected by recreational pressures and urbanisation. The Severn Estuary's wetland birds are particularly negatively affected by recreational pressures and habitat loss. Little information exists about Cardiff's biodiversity more generally, which will limit the ability to predict the impacts of the RLDP. 	?	?
4. Climate change		
<ul style="list-style-type: none"> Cardiff aims to become carbon neutral by 2030. CO₂ emissions are already reducing, but much too slowly to achieve this target without immediate additional action. Although walking, cycling and public transport use have gradually increased over time, before the coronavirus pandemic 50% of commuting journeys were still by car. Cardiff's growing population is likely to lead to more car journeys, with associated poor air quality, traffic accidents and poor health; although this may be partly offset by lifestyle changes post-pandemic. Cardiff is a major attractor of in-commuters from other parts of South East Wales. Energy use in buildings is responsible for about one-third of Cardiff's greenhouse gas emissions: new buildings need to be more energy efficient. 		
5. Cultural heritage and the historic environment		
<ul style="list-style-type: none"> Cardiff's cultural and historic attractions attract large numbers of visitors each year and perform an important national/regional role. A live music arena is expected to open in 2024. In 2015, 27 of Cardiff's listed buildings were at risk, and 116 were vulnerable. An increasing number of Cardiff residents speak Welsh. The Bilingual Cardiff Strategy Action Plan 2019 - 2022 supports using the Welsh language as a unique selling point for Cardiff. 		?
6. Economy		
<ul style="list-style-type: none"> Maintaining Cardiff's performance is vital for the economic well-being of the region and Wales. Cardiff has been experienced strong jobs growth, and almost half of Cardiff's employees are in one of the Welsh Government's priority sectors. However the coronavirus pandemic has had devastating effects on the retail and hospitality sectors. 		?

Topic	Current status	Likely future without the RLDP
<ul style="list-style-type: none"> Cardiff's workforce is polarised between more highly-qualified and low or unskilled workers; there are significant concentrations of unemployment in parts of the city; and the education and skill base of Cardiff's population varies significantly. Significant areas of employment land have been changing to other uses (notably housing) as a result of changing employment patterns and market conditions. 		
7. Health and well-being		
<ul style="list-style-type: none"> The health of Cardiff's population is generally slightly better than the Welsh average, but over half of Cardiff's adults are overweight or obese. The 'southern arc' of the city ranks poorly on a wide range of criteria in the Welsh Index of Multiple Deprivation. Health inequalities in the city are particularly stark, with the most disadvantaged groups in Cardiff having a healthy life expectancy 20+ years less than the least disadvantaged groups. The coronavirus pandemic has shown the importance of access to green spaces for mental and physical wellbeing. Crime levels in Cardiff have slightly fallen over time, but fear of crime has increased. 		
8. Land, soil and minerals		
<ul style="list-style-type: none"> Cardiff's ecological footprint exceeds the global 'fair share' Whereas almost all new housing was built on brownfield land ten years ago, most recently it has been 58-59%. The current LDP has allocated large new greenfield sites for development. Cardiff's allotments are important for people's health and food security, but they are oversubscribed, and more will be needed. Cardiff's grade 2 and 3 land is important for people's health a food security. 		
9. Landscape		
<ul style="list-style-type: none"> Cardiff has a distinctive landscape setting, and has six Special Landscape Areas where development may be restricted on landscape grounds. Cardiff has 1.17ha of functional open space per 1000 population, compared to the Welsh Assembly Government's recommended 2.43ha. If all types of open space are included, the figure is 8.03ha of open space per 1,000 population. 		
10. Waste		
<ul style="list-style-type: none"> Construction/demolition waste is the largest contributor to the waste stream, followed by commercial/industrial and municipal (household) waste. Little is known about quantities produced or proportion recycled. Total municipal waste production has stayed broadly the same over the past decade, but per-person waste production has dropped sharply. 		

Topic	Current status	Likely future without the RLDP
<ul style="list-style-type: none"> Recycling in Cardiff has increased sharply, from 10% in 2004 to about 60% currently. 	Yellow	Green
11. Water and flooding	Grey	Grey
<ul style="list-style-type: none"> Water quality in most of Cardiff's waterbodies is moderate (poor in River Ely) putting biodiversity and population health and wellbeing at risk. Water supplies are expected to be adequate over the RLDP period, although water efficiency measures are needed. Large areas of Cardiff are at flood risk due to the city's low-lying nature. The communities of St. Mellons, Roath, Grangetown, Riverside and Canton are at particular risk. 	Orange	Red

5 ISA Framework (Task A5)

Two Integrated Sustainability Appraisal (ISA) frameworks will be used to assess the sustainability of the emerging RLDP. These have been amended slightly in response to consultation comments. A policy-level framework – shown at Table 5.1 - will be used to assess the plan vision, objectives, strategic alternatives, and policies. Many of the objectives and indicators in the framework relate to each other: for instance, minimising the need to travel is good for health, air quality, biodiversity and community. Criteria will be:

--	Major negative compared to the current situation
-	Minor negative compared to the current situation
+/-	Both positive and negative
0	Neutral effect.
+	Minor positive compared to the current situation
++	Major positive compared to the current situation
?	Uncertain - Uncertain or unknown effect.

A site-level framework – Table 5.2 - will be used to assess candidate sites for development. This is because more detailed and quantitative information is needed to allow development sites to be assessed and compared. Additionally, some ISA criteria that are relevant at the strategic level are either not relevant at the site level (e.g. because the details of the potential future development are unknown or unclear) or would be similar for all sites (e.g. waste management). The distances in Table 5.2 are consistent with distances used by the Chartered Institute of Highways and Transportation for journeys on foot. Table 5.2 is based only on the location and characteristics of the site, not the characteristics of possible development on the site: this is because much of the impact of development relates to the site itself, and because proposed developments can change significantly from initial discussions with planners to final planning permission.

Tables 5.1 and 5.2 will inform, but not make, council decisions about what policies and sites to take forward. Where Tables 5.1 and 5.2 identify significant negative impacts (e.g. the site includes a Special Landscape Area), mitigation measures will be recommended (e.g. not building in the SLA part of the site).

Table 5.3 shows how the ISA frameworks fit with the Welsh Government's seven Well-Being Goals. The ISA process also supports the government's Well-Being Ways of Working:

- Long-term: The ISA identifies the likely future situation in the absence of the plan; predicts the emerging RLDP's impacts; and identifies long-term impacts and needs
- Integration: The ISA considers how the RLDP will impact on different sustainability objectives
- Involvement: Both the emerging RLDP and its ISA will be open to public involvement at various stages (see Sec. 1.1 and 6)
- Collaboration: The ISA has required, and will require, the collaboration of a range of players (e.g. planners, ecologists, transport planners) to identify significant impacts and propose mitigation for any significant negative impacts
- Prevention: The ISA by definition aims to prevent significant negative impacts of the emerging RLDP.

Table 5.1 ISA framework for the RLDP vision, objectives, strategic alternatives and policies

ISA objective	Sub Objectives: Will the vision/objective/alternative/policy...	Indicators and wished-for direction of change (↓ or ↑)
1. Help deliver equality of opportunity and access for all	<ul style="list-style-type: none"> • Meet the need of Cardiff's population for homes, jobs and community facilities • Address existing imbalances of inequality, deprivation and exclusion • Improve access to education, life-long learning and training opportunities • Improve access to affordable housing and employment opportunities, particularly for disadvantaged sections of society • Improve access to community facilities and services, particularly for young and elderly people • Support the regeneration of deprived areas 	<ul style="list-style-type: none"> • Population size • No. households and average household size • Average house price compared to average annual salary ↓ • No. and % of Cardiff's lower super output areas in the most deprived 10% lower super output areas for Wales ↓ • % of residents on unemployment benefits ↓ • No. and % of domestic units that are provided for affordable housing per year ↑ • No. homelessness presentations received by Cardiff Council per 1000 households annually ↓
2. Maintain and improve air quality	<ul style="list-style-type: none"> • Reduce the need to travel through the location and design of new development, provision of public transport infrastructure and promotion of cycling and walking • Avoid locating new development, including active travel routes, where air quality could negatively impact upon peoples' health • Help to meet air quality standards for people and ecosystems 	<ul style="list-style-type: none"> • No. air quality management areas ↓ • NO_x levels in AQMAs ↓
3. Protect and enhance biodiversity, flora and fauna	<ul style="list-style-type: none"> • Maintain and achieve favourable condition of international and national sites of nature conservation importance (SACs, SPAs and SSSIs) • Maintain extent and enhance the quality of locally designated sites (LNRs and SNCIs) and LBAP priority habitats • Protect and enhance protected species and LBAP priority species • Maintain and enhance connectivity of corridors of semi-natural habitats • Provide opportunities for people to experience wildlife and habitats • Help to provide a net benefit for biodiversity, consistent with Planning Policy Wales 10 	<ul style="list-style-type: none"> • No. and extent (in hectares) of designated sites of importance (SACs, SPAs, SSSIs, LNRs and SNCIs) ↑ • % of features of internationally and nationally designated sites in favourable condition (SACs, SPAs, SSSIs) ↑ • Area (in hectares) of ancient woodland cover ↑ • Total extent (in hectares) of LBAP priority habitats ↑

ISA objective	Sub Objectives: Will the vision/objective/alternative/policy...	Indicators and wished-for direction of change (↓ or ↑)
4 Reduce emissions of greenhouse gases and adapt to the effects of climate change	<ul style="list-style-type: none"> • Support energy conservation and energy efficient design • Promote renewable energy generation • Promote efficient land use patterns that minimise the need to travel • Promote sustainable modes of transport and integrated transport systems • Reduce vulnerability of the built environment to the effects of climate change • Help Cardiff to achieve the One Planet Cardiff vision to become a carbon neutral city by 2030 	<ul style="list-style-type: none"> • Emissions of greenhouse gases by end use and sector ↓ • Traffic volumes (million vehicle Km) ↓ • Mode of travel to the city centre for all purposes ↓ for cars/vans, ↑ for walking, cycling and public transport • Average household energy consumption (kWh) ↓
5. Protect and enhance historic and cultural heritage, including the Welsh Language	<ul style="list-style-type: none"> • Protect and enhance historic and cultural assets including scheduled ancient monuments, listed buildings, historic parks and gardens, historic landscapes and conservation areas • Encourage access to the historic and cultural heritage • Support local character and distinctiveness through good design • Support the use of the Welsh Language 	<ul style="list-style-type: none"> • % of listed buildings 'at risk' ↓ • % of conservation areas with an appraisal undertaken in the last 10 years ↑ • % of Cardiff residents who speak Welsh ↑
6. Help deliver the growth of a sustainable and diversified economy	<ul style="list-style-type: none"> • Increase the number and range of employment opportunities • Support and enhance the role of Cardiff as a key economic driver of South East Wales city region • Promote and support city and local centres, local employment opportunities and mixed use development • Support a post-pandemic green recovery 	<ul style="list-style-type: none"> • No. of jobs in Cardiff ↑ • Full time gross median pay (£/week) ↑ • % of residents working age population in employment ↑ • Amount of land (in hectares) available for employment ↑ for brownfield
7. Improve health and well-being	<ul style="list-style-type: none"> • Reduce health inequalities • Encourage and facilitate walking and cycling, particularly in green infrastructure • Protect, and improve access to, open space, the countryside and other opportunities for physical activity • Improve environmental quality by minimising adverse impacts on health and wellbeing from pollution, flooding and waste management disposal • Promote good design that minimises adverse impacts on health and wellbeing from crime and road traffic accidents 	<ul style="list-style-type: none"> • Gap between wards with the highest and lowest life expectancy, and healthy life expectancy ↓ • % of adults who are overweight or obese ↓ • Adults who reported meeting physical activity guidelines in the past week ↑ • No. people killed or seriously injured in traffic accidents ↓ • Crime levels and fear of crime ↓

ISA objective	Sub Objectives: Will the vision/objective/alternative/policy...	Indicators and wished-for direction of change (↓ or ↑)
8. Use soils and minerals efficiently and safeguard their quality	<ul style="list-style-type: none"> • Re-use derelict and other previously developed land • Remediate contaminated and unstable land • Safeguard soil quality including the best and most versatile agricultural land, and protect and enhance allotments • Safeguard mineral resources and encourage their efficient and appropriate use 	<ul style="list-style-type: none"> • % of housing on previously developed land ↑ • No. and area (in hectares) of potentially contaminated sites ↓ • Area (in hectares) of grades 1, 2 and 3a agricultural land ↑ • Area of allotments, number of plots ↑ • Landbank (in years) of mineral reserves ↑
9. Protect and enhance the landscape	<ul style="list-style-type: none"> • Protect and enhance the landscape including the countryside, areas of landscape value, river valleys, greenspaces and the undeveloped coastline • Protect and enhance Cardiff's Special Landscape Areas • Promote high quality design in keeping with its landscape context • Increase access to open space 	<ul style="list-style-type: none"> • Area (in hectares) of landscape protected by local landscape designations (Special Landscape Area and conservation areas) ↑ • Achievement of recreational open space requirements ↑ • Area of Cardiff within 400m of accessible natural green space ↑
10. Minimise resource use and waste, increase re-use and recycling	<ul style="list-style-type: none"> • Reduce Cardiff's ecological footprint • Promote resource efficiency and the use of secondary and recycled materials • Promote waste reduction, re-use, recycling and recovery 	<ul style="list-style-type: none"> • Ecological footprint ↓ • Commercial and industrial waste, construction/ demolition waste, and municipal waste arising per year ↓ • % of municipal waste composted or recycled ↑
11. Maintain and enhance water quality and resources, and manage flooding	<ul style="list-style-type: none"> • Conserve water resources and increase water efficiency • Improve the water quality of rivers, lakes, groundwaters and coastal areas • Ensure that a precautionary approach is applied, and that the location and design of new development manages the potential risks and consequences of flooding down to an acceptable level. • Ensure new developments have adequate sustainable drainage systems • Help to achieve water quality standards 	<ul style="list-style-type: none"> • % of river lengths achieving good ecological and chemical status or potential ↑ • Average water use per household per year ↓ • Quality of Cardiff's rivers ↑ • No. of planning applications in flood risk areas granted against NRW advice ↓ • No. of properties at risk from river and coastal flooding ↓ • % of new development with sustainable urban drainage systems (SUDS) ↑

Table 5.2 ISA framework for candidate sites

ISA objective	The candidate site is...			
	++	+	-	--
1. Help deliver equality of opportunity and access for all	In the lowest 10% LSOA for overall WIMD	In the lowest 20% LSOA for overall WIMD	In the lowest 50% LSOA for overall WIMD	In the top 50% LSOA for overall WIMD
	Would lead to a net gain/ improvement of a community facility			Would lead to a net loss / worsening of a community facility
	Would lead to a net gain/ improvement of housing			Would lead to a net loss of housing
2. Maintain and improve air quality	>200m from an AQMA		≤200m of an AQMA	In an AQMA
3. Protect and enhance biodiversity, flora and fauna	>2km from an SPA, SAC or Ramsar site	401m-2km of an SPA, SAC or Ramsar site	≤400m from an SPA, SAC or Ramsar site	In an SPA, SAC or Ramsar site
	>2km from an SSSI	401m-2km from SSSI	≤400m from SSSI	In SSSI
	>2km from an LNR	401m-2km from LNR	≤400m from LNR	In an LNR
	>2km from a SINC	401m-2km from SINC	≤400m from SINC	In a SINC
4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects	<400 m from a bus stop for buses that run once an hour or more	401-800m from a bus stop for buses that run once an hour or more	801-1500m from a bus stop for buses that run once an hour or more	>1500m from a bus stop for buses that run once an hour or more
	<400 m from a train station	401-800m from a train station	801-1500m from a train station	>1500m from a train station
	<400m from a city / district centre ¹⁷²	401-800m from a city/district centre	801-1500m from a city/district centre	>1500m from a city/district centre
5. Protect and enhance historic and cultural heritage, including the Welsh Language	>200m from a heritage asset		≤200m from a heritage asset	Includes a heritage asset
	>200m from a Conservation Area		≤200m from a Conservation Area	In a Conservation Area
	>200m from an Archaeologically Sensitive Area		≤200m from an Archaeologically Sensitive Area	In an Archaeologically Sensitive Area
6. Help deliver the growth of a sustainable and diversified economy	Would lead to a net gain/ improvement in employment			Would lead to a net loss / worsening of employment
7. Improve health and well-being	<400m from open space	401-800m from open space	801-1500m from open space	>1500m from open space
8. Use soils and minerals efficiently and safeguard their quality	Previously developed land			Greenfield land
		Grade 3b-5 agricultural land (if greenfield)	Grade 2 or 3a agricultural land (if greenfield)	Grade 1 agricultural land

¹⁷²Or could, instead, be doctor's surgery and/or primary school

ISA objective	The candidate site is...			
	++	+	-	--
9. Protect and enhance the landscape	>2km from a Special Landscape Area	200m – 2km from a Special Landscape Area	≤200m from a Special Landscape Area	In a Special Landscape Area
11. Maintain and enhance water quality and resources, and manage flooding	>50m from water body		<50m from water body	Includes water body
	Not in flood zone C1 or C2		In flood zone C1	In flood zone C2

Table 5.3 Links between the ISA objectives and the Welsh Government Well-being Goals

Well-being goal		ISA objectives
1	A prosperous Wales: An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.	4, 6, 8, 10, 11
2	A resilient Wales: A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).	2-4, 11
3	A healthier Wales: A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.	2, 7
4	A more equal Wales: A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances).	1
5	A Wales of cohesive communities: Attractive, viable, safe and well-connected communities.	1, 9
6	A Wales of vibrant culture and thriving Welsh Language: A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.	5
7	A globally responsible Wales: A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.	3-6, 8-11

If further information becomes available, Table 5.1 will be amended. In particular, more information is needed on

- access to community facilities and services / achievement of '15 minute neighbourhoods'
- air quality at sensitive European sites (notably Cardiff Beech Woods SAC and Blackmill Woodlands SAC)
- protected species
- damage to ancient woodlands

- net benefit for biodiversity
- no. or % of new dwellings that are zero carbon
- renewable energy generated
- good design
- no. or % of jobs in the 'green/circular economy' sector
- time spent commuting into Cardiff in private cars v. via active travel
- ecological footprint (up to date information)
- industrial/commercial waste generated
- waste reduction and reuse.

Table 5.2 may also still be fine-tuned, depending on the GIS layers available at Cardiff Council.

6 Next steps

This Scoping Report, further updated as appropriate, will provide the framework for assessing how the Council is delivering sustainable development throughout all future stages of the preparation of the RLDP. Objectives and indicators set out in the report will be used to appraise and monitor the development of the RLDP. Future reports prepared as part of the ISA process will evidence this assessment as different stages of the RLDP are completed, culminating in the preparation of a Sustainability Report that will be subject to consultation alongside the deposited copy of the RLDP. Both documents will be subject to full consultation and be duly considered at the Public Examination into the RLDP.

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Replacement Local Development Plan Public Consultation

Report
August 2021



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



#gweithiogydangilydd
#workingtogether Page 135

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Local Development Plan Consultation Results

Contents

Background.....	1
Methodology.....	1
Topic 1: New Houses and Homes	2
Issue: Where development should happen	2
Issue: Homes of the future	7
Topic 2: New Jobs	9
Issue: A growing city - jobs	9
Issue: Workplaces of the future	12
Topic 3: New Infrastructure to support growth	14
Issue: Priorities for new infrastructure	14
Topic 4: Tackling the Climate Emergency	16
Issue: How to tackle the climate emergency	16
Topic 5: Moving around the city	18
Issue: Modal split target	18
Issue: Delivering Sustainable Transport Infrastructure	20
Topic 6: Heathier Environments	22
Issue: Improving health and well-being	22
Topic 7: Supporting the roles of the City Centre and Cardiff Bay	25
Issue: Future role of city centre	25
Topic 8: Post Pandemic Recovery	29
Issue: Helping the city recover from the pandemic	29
Topic 9: Creating places where people want to live, work or explore	31
Issue: Creating good places	31
Topic 10: Protecting Green and Blue Infrastructure	38
Issue: Green Spaces	38
Issue: Nature and Trees	41
Topic 11: Protecting historic and cultural assets	43
Issue: Historic and cultural assets	43
12: Vision and Objectives	44
13. Additional Comments	50

Appendix 1 – Demographic Profile of Respondents	51
Appendix 2 – Breakdown of Results for Priorities for new infrastructure by Demographic Groups	56
Appendix 3 – A home that is... “Something else”	61
Appendix 4 - What kind of balance should the plan strike in addressing future jobs growth? Please explain your answer	64
Appendix 6 - Workplaces of the Future by Demographic Groups	69
Appendix 7 - Priorities for new infrastructure: Please list any other facilities	71
Appendix 8 - Breakdown of Results for Priorities for new infrastructure by Demographic Groups	74
Appendix 9 – How do you think the plan can tackle climate change?	76
Appendix 10 – Breakdown of Results for Delivering Sustainable Transport Infrastructure by Demographic Groups	80
Appendix 11 – Please specify where else infrastructure resources should be invested	83
Appendix 11 – Breakdown of Results for Improving health and well-being by Demographic Groups	85
Appendix 12 – Breakdown of Results for “What do you think the future role of the city centre should be?” by Demographic Groups	88
Appendix 13 – Breakdown of Results for “In the future, how often would you be likely to use the following in the city centre for each of the following?” by Demographic Groups	90
Appendix 14 – Improving Health and Well-being: Please specify what else you consider to be important	93
Appendix 15 – What do you think the future role of the city centre should be?: Something else ..	95
Appendix 16 – Breakdown of Results for “In the future, how often would you be likely to use the following in the city centre for each of the following?” by Demographic Groups	96
Appendix 17 – For what other purpose would you use the city centre?	101
Appendix 18 – Post-Pandemic Recovery: Breakdown by demographic groups	102
Appendix 19 – Post-Pandemic Recovery: Please specify what else you consider to be important	105
Appendix 20 – Breakdown of Results for “What do you think is good about your neighbourhood?” by Demographic Groups	106
Appendix 21 - What do you think is good about your neighbourhood?: Something else	111
Appendix 22 – Breakdown of Results for “What do you think could be done to improve your local neighbourhood?” by Demographic Groups	112
Appendix 23 - What do you think could be done to improve your local neighbourhood?: Something else	117
Appendix 24 – Green Spaces: What Other Approaches Would You Suggest?	119
Appendix 25 – What measures do you think the plan needs to put in place to protect the city’s historic assets and further enhance and promote the city’s role as a capital city and as an international destination for residents and visitors?	122
Appendix 26 – Let Us Know How You Think the Vision Could Be Improved	125

Appendix 27 – Breakdown of Results for “Please rank the draft plan objectives in order of importance” by Demographic Groups.....	128
Appendix 28 – Would You Add Any Other Objectives?	136
Appendix 29 – Do You Have Any Other Comments?	138

Background

The Replacement Local Development Plan (LDP) will help shape Cardiff for the next 15 years to 2036 ensuring the right development happens in the right place at the right time, benefitting communities and the economy and setting out which areas need to be protected.

The Council is right at the beginning of the process of preparing a new LDP and is keen to get the views of members of the public on the draft Vision, Issues and Objectives for the plan, and some of the big issues that the plan will need to consider, like housing growth, the future of work and travel and how Cardiff tackles the climate emergency.

A consultation was developed to gather feedback on the plan, and ask people to think about the balances the plan will have to consider. Given the COVID-19 restrictions in place at the time of the consultation, which restricted the number of people able to meet, particularly indoors, and forced the closure of public buildings such as Hubs and libraries, the consultation took place as an online survey.

Methodology

The Cardiff Research Centre worked closely with partnership organisations to ensure as representative a response as possible. In a bid to ensure the survey was promoted as widely as possible, the survey was promoted via:

a) Email

- Organisations known to work with less frequently heard groups
- Cardiff's Citizen's Panel

b) Internet/intranet

The survey was hosted on the Council website, with promotions on the home page and the Have Your Say section. A dedicated "Virtual Consultation Room" was set up on www.cardiffldp.co.uk, providing members of the public with the background to the plan and links to the consultation.

c) Social media

The survey was promoted via Facebook and Twitter throughout the consultation period. Social media 'boosts' were made to selected demographics with a traditionally low response rate.

Once the consultation closed, the responses were cleansed and validated, to remove blank or duplicate responses. A total of 1,215 responses were received for the survey overall, with respondents able to skip questions they did not wish to answer. The response rate for each question is included in the report.

Topic 1: New Houses and Homes

Issue: Where development should happen

Cardiff is a fast-growing city – 8,000 homes have been built over the last 10 years.

A growing city requires space for new housing.

Low housing supply can lead to ever-increasing house prices leaving more people struggling to afford a secure place to live. Growth therefore provides opportunities for providing a range and choice of homes and for more affordable housing.

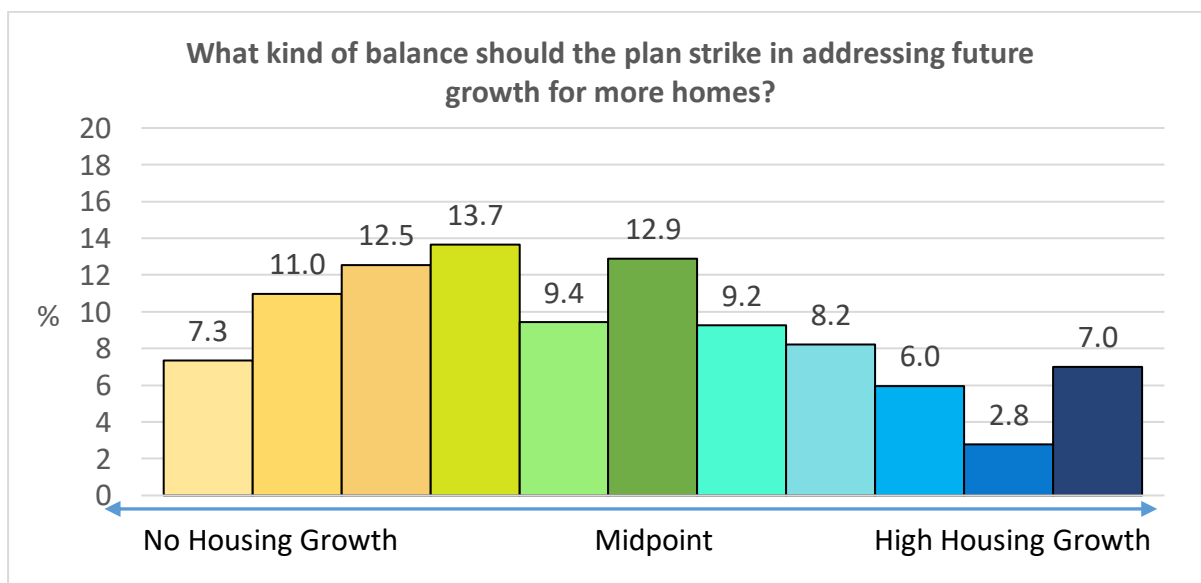
However, it can also lead to pressures such as the need to release of greenfield land and provide supporting infrastructure such as transport facilities, schools and health facilities.

What kind of balance should the plan strike in addressing future growth for more homes?

A total of 1,157 responses were received for this question, giving a response rate of 95.2%

Respondents were asked to indicate the level of housing growth the plan should consider, rating from a score of zero for no housing growth, fifty for the midpoint, and one hundred for high housing growth. The resulting scores were used to calculate an overall score to indicate how much housing growth was preferred – a lower score signifies no growth, while a higher score indicates high housing growth.

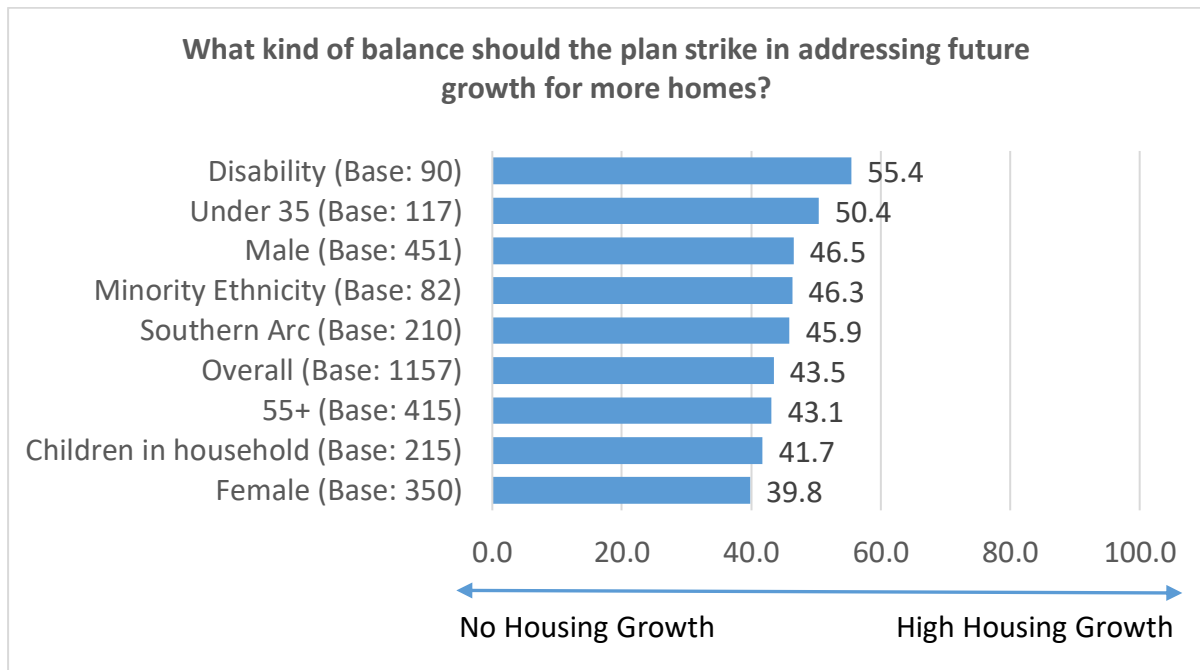
Overall, 7.3% of respondents wanted to see no housing growth in the Replacement Local Development Plan, 12.9% wanted mid-level growth, and 7.0% high housing growth. Almost half (46.6%) indicated a lower level of growth (scoring 10 to 40) compared with a quarter (26.2%) who suggested a higher level (scoring 60 to 90). The overall score was **43.5**, suggesting a moderate level of housing growth is optimal.



Looking at scores by respondent group showed a broad consistency of opinion, with just 15.6 points between the highest and lowest scores, based on a 100 point scale

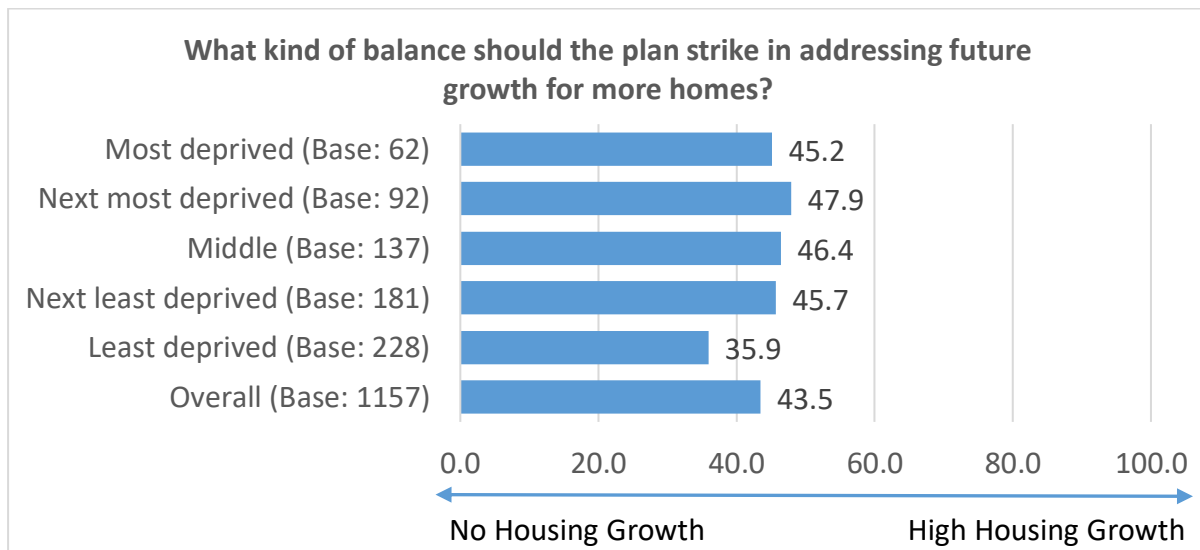
Respondents who identified as disabled, and those under the age of 35 wanted higher levels of housing growth, scoring 55.4 and 50.4 respectively.

Women, and those with children in their household indicated the lowest levels of housing growth (39.8 and 41.7 respectively).



Base sizes shown in brackets – caution should be taken with lower base sizes

While there was no clear correlation with level of deprivation, respondents living in the least deprived areas of the city wanted the lowest level of housing growth (35.9).



Base sizes shown in brackets – caution should be taken with lower base sizes

Please explain the reasons for your answer

Respondents were asked to provide reasons for their answer to the above question: 927 comments were received, and grouped into themes. The top three are shown below, with a full breakdown in Appendix 2:

Theme	No	%	Example comments
Houses needed/ Quality / Affordable housing / Social housing	278	30.0	<ul style="list-style-type: none"> - <i>There is a shortage of affordable housing especially for first time buyers in the city.</i> - <i>Currently my children will never be able to buy a house</i> - <i>We need more council housing and low rent costs</i> - <i>There is a need for affordable housing in Cardiff</i> - <i>More homes are needed but there is a growing need for cheaper good quality Council and Housing Association homes and not homes which require a mortgage for the privileged people who can afford them.</i> - <i>More good quality housing is essential.</i> - <i>Nowhere near enough housing</i>
Preserve Green Space	273	29.4	<ul style="list-style-type: none"> - <i>Cardiff is known for being a green city, yet these boundaries are continuously being pushed.</i> - <i>important to provide housing but still need protect land</i> - <i>A balance between housing need and the benefits of green spaces</i> - <i>Green spaces are fundamentally important to the wellbeing of the citizens. Any future building should be on brown field sites</i> - <i>We need more houses but part of Cardiff's charm is the proximity to green space.</i>
Need to improve infrastructure/ Services / Public transport	235	25.4	<ul style="list-style-type: none"> - <i>There should be no further land for housing until sufficient infrastructure has been provided to accommodate it.</i> - <i>traffic is out of control, we need to improve transports and roads before building more houses</i> - <i>More homes are needed, but the infrastructures always take so much longer to do, and the public transport links are just so poor to the areas now being built on further outside of the City</i> - <i>The housing supply is currently outstripping the infrastructure and needs to be reduced slightly until an infrastructure plan is delivered</i>

Broadly speaking, there are two ways of allocating land for new housing:

Brownfield: Often around city centres. Includes filling in gaps in existing neighbourhoods and building taller buildings. It can also include old industrial units, although these often come with much higher build-costs.

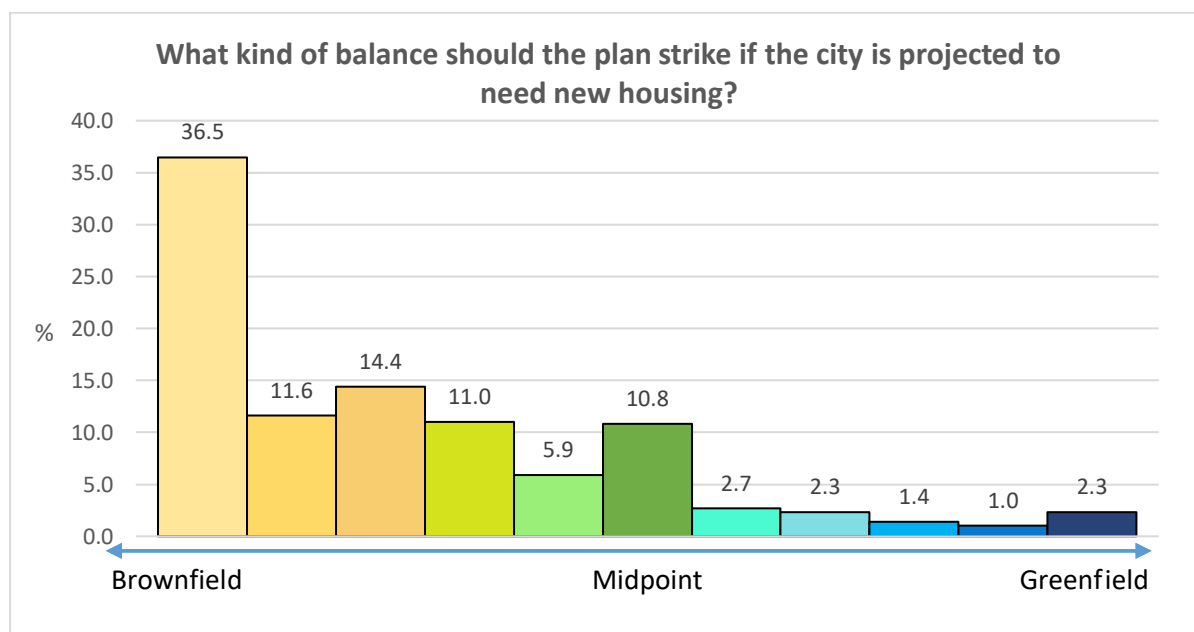
Green Field: This can typically be on old farmland, using green fields on the edge of urban areas to grow a city. Whilst the development costs are cheaper, so homes can often be more affordable, more infrastructure is needed such as public transport and new schools.

What kind of balance should the plan strike if the city is projected to need new housing?

A total of 1,154 responses were received for this question, giving a response rate of 95.0%

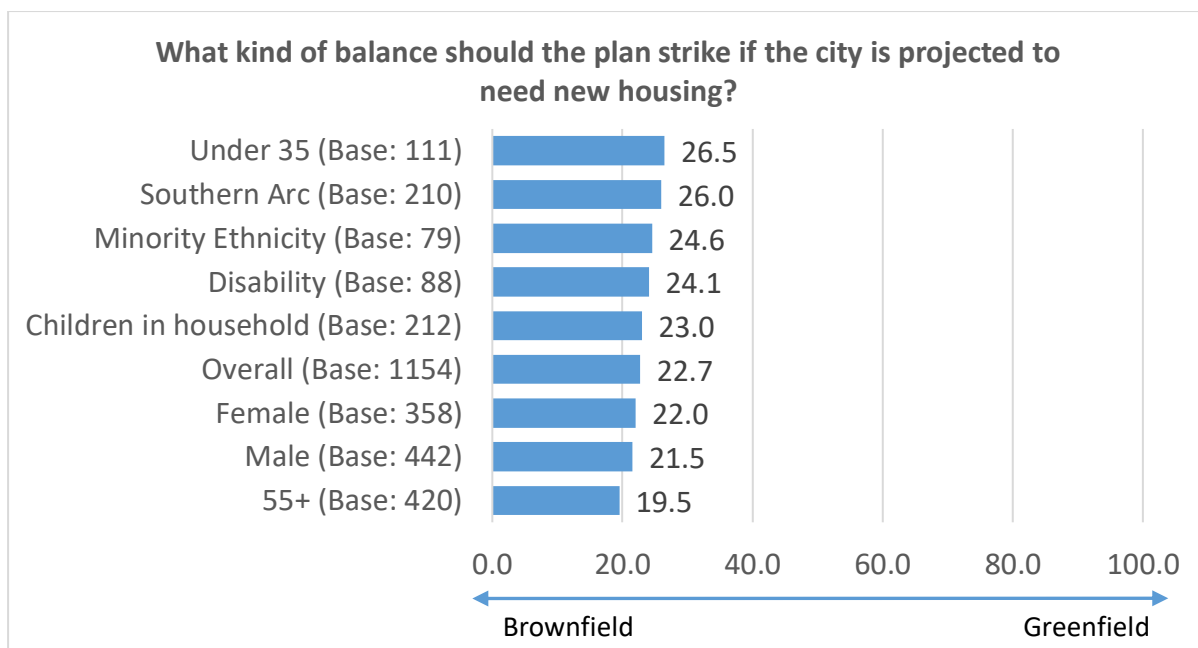
Over a third of those responding to this question (36.5%) felt that only brownfield sites should be used as land for new housing, compared with 2.3% who favoured greenfield sites, and 10.8% who chose the midpoint between the two.

This received an overall score of **22.7** out of 100, indicating the preference for brownfield over greenfield sites



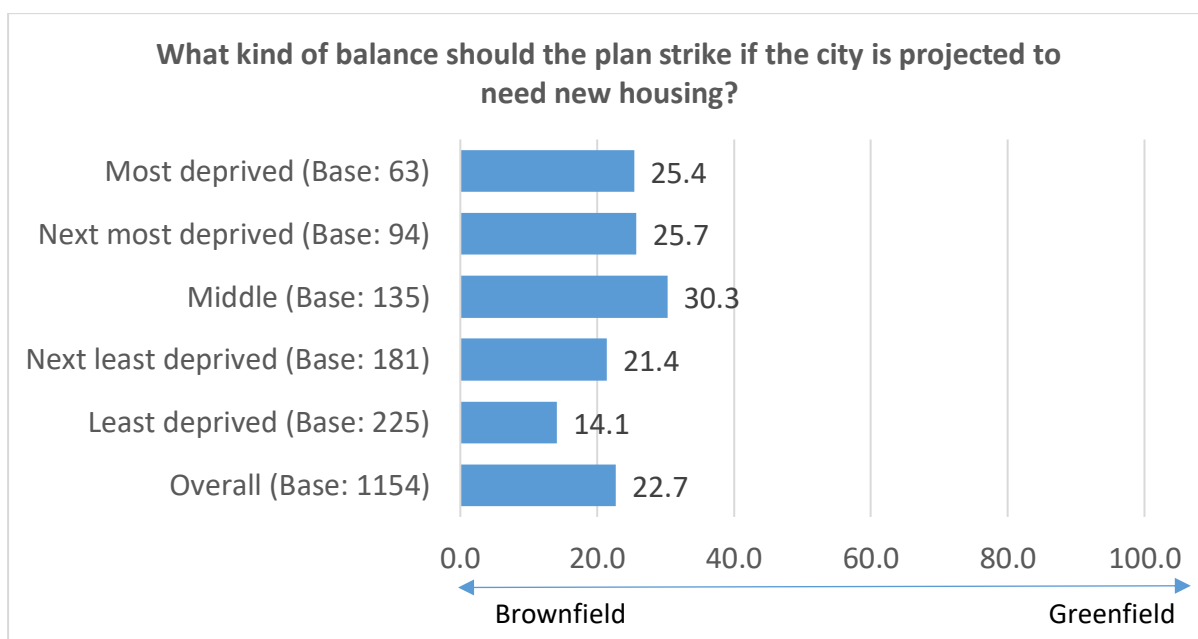
Again, there was consistency of opinion across the demographic groups analysed, with just seven point across the range of scores.

Older respondents were most likely to indicate a preference for brownfield sites, with a score of 19.5, compared with 26.5 for those under 35



Base sizes shown in brackets – caution should be taken with lower base sizes

There was no clear pattern by level of deprivation, although those living in the least deprived area showed the strongest support for brownfield sites.



Base sizes shown in brackets – caution should be taken with lower base sizes

Issue: Homes of the future

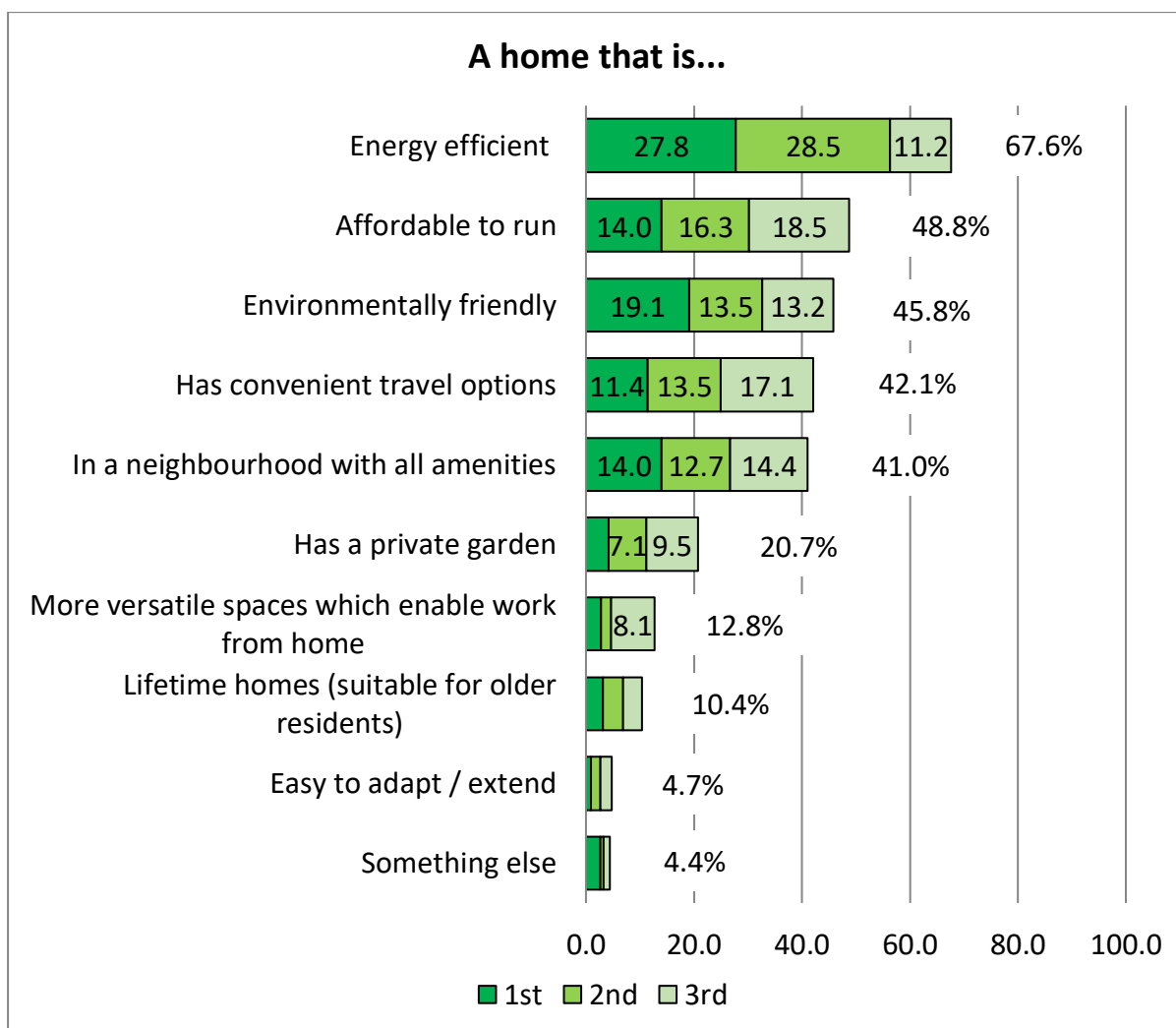
The Plan looks forward 15 years to 2036 and helps determine the design of new houses which will be built in the future. The design of these new homes will need to address climate change and changes in lifestyle and technology.

Please rank the following in order of importance - A home that is...

A total of 1,058 respondents gave at least one answer for at least one option to this question, giving an overall response rate of 87.1%

Over two-thirds of respondents (67.6%) ranked “Energy efficient” as one of their top three most important considerations to ensure new homes will address changes in climate change and changes in lifestyle and technology, with 27.8% ranking this as the most important aspect.

This was followed by “Affordable to run”, with 48.8% ranking this in the top three, and “Environmentally friendly”, which was rated in the top three by 45.8% of the total votes for this option, including 19.1% rating it as most important.



Respondents answering “Something else” were asked to give more details. A total of 262 comments were received, and grouped into themes; the top three themes are shown below, with a full list in Appendix 3:

Theme	No	%	Example comments
Consideration of Environment/Nature	54	20.6	<ul style="list-style-type: none"> - <i>Design that incorporates old buildings and enhances rather than bulldozers local character</i> - <i>The earth is now at a point of no return. If you don't prioritise getting rid of fossil fuel boilers and cars we are not going to exist anymore and this earth will be a desert. WAKE UP!</i> - <i>Awareness of carbon footprint and consequences of creating housing development too far away from necessary communication and amenities</i> - <i>Target energy neutral, reduce/remove reliance on cement, drive developers to use solar/heat pumps/renewable materials, disconnect car reliance</i>
Sustainability	44	16.8	<ul style="list-style-type: none"> - <i>Good design and built to last using local materials and services.</i> - <i>Cardiff needs to respond to the climate crisis with a sustainable and energy efficient building stock. This also means retrofitting of existing buildings.</i> - <i>Target energy neutral, reduce/remove reliance on cement, drive developers to use solar/heat pumps/renewable materials</i> - <i>PassivHaus principles please</i>
Better design / quality / sympathetic to their settings	42	16.0	<ul style="list-style-type: none"> - <i>Better design and build quality is needed. Too many new build homes are architecturally depressing, not just for the people who live in them but those who have to look at them on a daily basis.</i> - <i>The aesthetic and quality of materials used. Innovative and attractive housing that is sympathetic with the surroundings.</i> - <i>The new builds should be visually beautiful. The aesthetic value of the buildings is often a feature not considered in the planning process, there are many positives that beautiful buildings bring to an area and are worthy of consideration.</i>

This pattern of responses was broadly consistent across the demographic groups analysed; there were no correlations with the level of deprivation.

Topic 2: New Jobs

Issue: A growing city - jobs

Cardiff plays a key role as the economic driver of South East Wales.

This helps thousands of people inside and outside Cardiff find good jobs and secure an income.

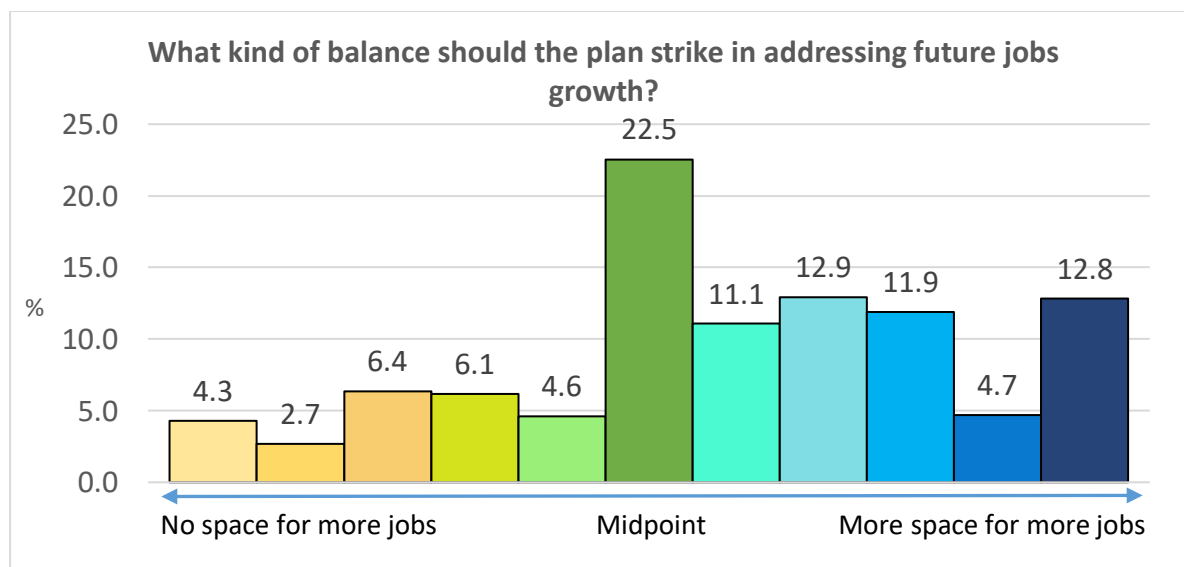
We have an opportunity to build upon the recent successes in creating new jobs. The Plan can set out how this can be achieved by identifying the locations and type of jobs we think we need by 2036 as well as seeking to make the best use of existing employment land. It can also set out the policies we will have in place to protect existing employment land and uses.

What kind of balance should the plan strike in addressing future jobs growth?

A total of 976 responses were received for this question, giving a response rate of 80.3%

Almost a quarter of respondents (22.5%) indicated the Plan should look for a middle ground in terms of the amount of space made available for employment; 12.8% wanted to see the maximum space made available, whilst 4.3% suggested no space should be made available for jobs.

The scoring system was applied, generating a total score of **58.7** out of 100, confirming the strength of opinion for a middle ground.

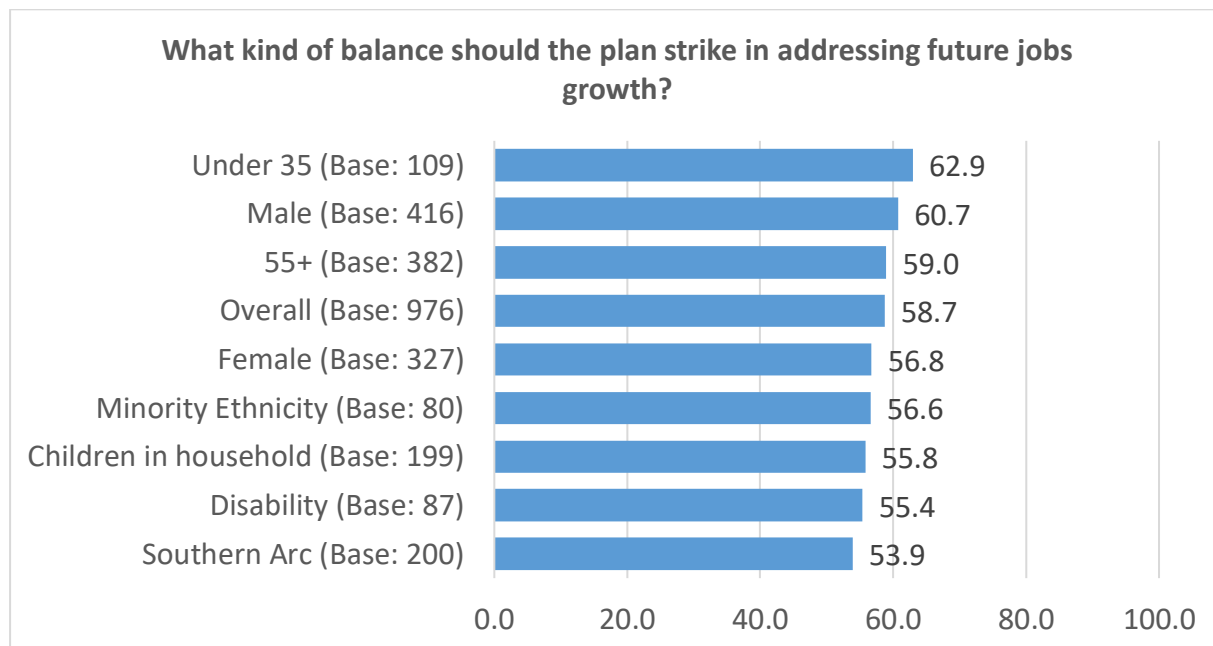


Please explain the reasons for your answer

A total of 696 comments were received, which have been grouped into themes. The top three are shown below, with the full list available in Appendix 4.

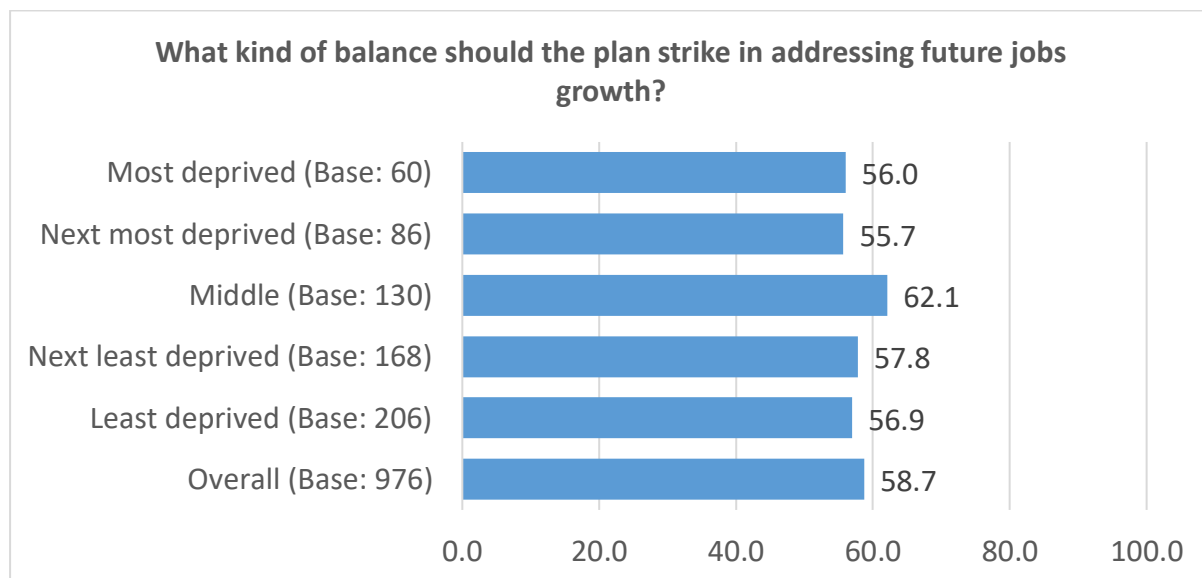
Theme	No	%	Example comments
Jobs vital for economy/ growth	209	30.0	<ul style="list-style-type: none"> - <i>The City needs growth in jobs and population in order to raise taxes to pay for social infrastructure</i> - <i>Young people need work and attraction of talent</i> - <i>employment is the future</i> - <i>Without jobs a city can go into decline.</i> - <i>more jobs are essential at the moment</i> - <i>creating new jobs is very important</i>
Do we need more space / lots of empty offices	162	23.3	<ul style="list-style-type: none"> - <i>Cardiff is full of empty office and retail space. Fill up what's there first please.</i> - <i>I would not support the building of more offices as they don't seem necessary now.</i> - <i>Many businesses are now looking to reduce office space in the centre of cities and are encouraging more homeworking. Building more office space in city centres is increasingly outdated and puts more pressure on a city's infrastructure.</i> - <i>Creating space for jobs does not mean that more jobs will happen. There must be coordinated approach</i>
COVID has changed how we work/home working	157	22.6	<ul style="list-style-type: none"> - <i>Due to the pandemic there are empty offices everywhere, people will likely work from home, there is no requirement for more buildings.</i> - <i>The Council needs to consider the direction employers will be taking post-pandemic. To what extent is more flexible working, including from home, likely to become the norm?</i> - <i>Covid has changed how business need and use space.</i> - <i>Covid and the focus on the capability to work from home has, I think, changed the need to build the amount of commercial properties that was needed previously</i>

There was, again, a broad consensus of opinion across the demographic groups analysed, with just 9 points difference.



Base sizes shown in brackets – caution should be taken with lower base sizes

There was no correlation of opinion with the level of deprivation.



Base sizes shown in brackets – caution should be taken with lower base sizes

Issue: Workplaces of the future

The Plan looks forward 15 years to 2036 and helps determine where new jobs will be located and the design of new workplaces which will be built in the future.

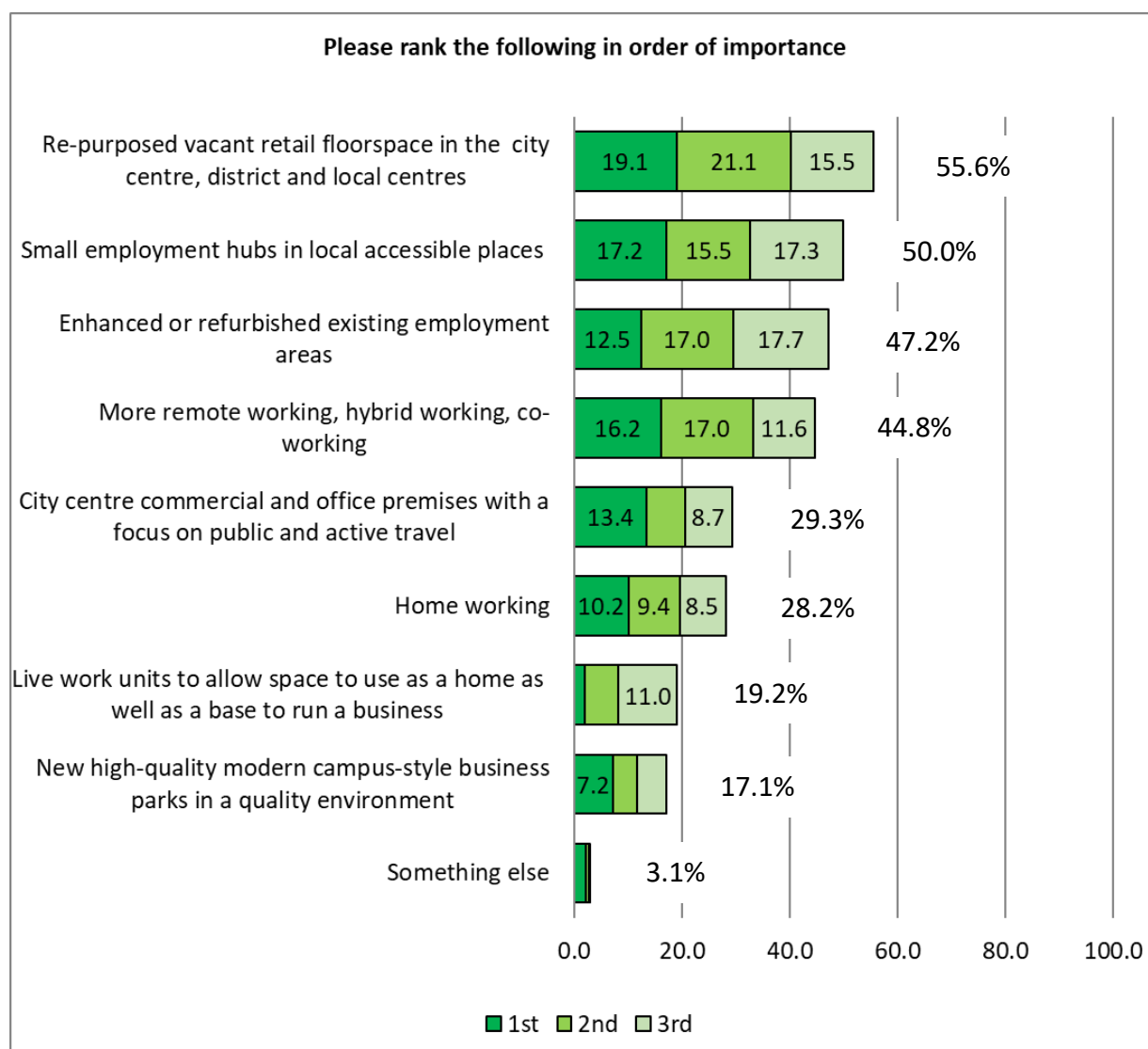
The design of these workplaces will need to address climate change and changes in lifestyle and technology.

Please rank the following in order of importance

A total of 976 respondents gave at least one answer for at least one option to this question, giving an overall response rate of 81.1%

“Re-purposed vacant retail floorspace in the city centre, district and local centres” was seen as the most important of the options provided, with 19.1% of respondents ranking this in first place, and a total of 55.6% of all respondents putting this in their top three.

This was followed by “Small employment hubs in accessible places” (placed in the top three by 89.3%, with 17.2% ranking this as most important), and by “Enhanced or refurbished existing employment areas” (ranked in the top three by 91.4%, and first by 12.5%).



Respondents answering “Something else” were asked to give more details. A total of 136 comments were received, and grouped into themes; the top three themes are shown below, with a full list in Appendix 5:

Theme	No	%	Example comments
Ensure empty properties repurposed	25	18.4	<ul style="list-style-type: none"> - <i>use up all existing disused workspace before building new - I've seen so many new buildings being erected near an identical building with a "to let" sign</i> - <i>It surely always makes sense to repurpose and reuse existing spaces before spending money on brand new out of town places usually with no close resources</i> - <i>Less destruction of our old buildings and architecture.</i>
Improve transport	19	14.0	<ul style="list-style-type: none"> - <i>Free travel for all to reduce carbon footprint</i> - <i>Good public transport at all hours.</i>
Working from Home	17	12.5	<ul style="list-style-type: none"> - <i>Allow people to work from home.</i> - <i>Supported home working by choice</i>

There was a broad consensus of opinion across the demographic groups analysed, with some notable exceptions:

Re-purposed vacant retail floorspace in the city centre, district and local shops

- Support highest amongst respondents from a Minority Ethnicity, with 62.5% ranking this in their top three most important options.
- Support lowest amongst younger respondents, of whom 46.7% ranked it in their top three.

More remote working, hybrid working, co-working

- Support highest amongst those from a Minority Ethnicity, with 65.3% ranking this in their top three
- Support lowest amongst with respondents identifying as disabled (36.8%) and over 55s (37.2%)

New, high quality modern campus style business parks in a quality environment

- Around a fifth of men, those identifying as disabled, and respondents aged 55 or over ranked this in their top three (22.5%, 21.8% and 20.2% respectively), around double the proportion of respondents with children in their household (11.6%), under 35s (11.2%) and women (9.8%).

Home working

- Over a third of respondents living in the most deprived areas of the city (37.9%) ranked this in their top three

A full breakdown of differences by demographic group is available in Appendix 6

Topic 3: New Infrastructure to support growth

Issue: Priorities for new infrastructure

As Cardiff continues to grow, new infrastructure will be needed alongside the new homes and jobs. This will include a wide range of community facilities such as schools and health centres as well as transportation solutions.

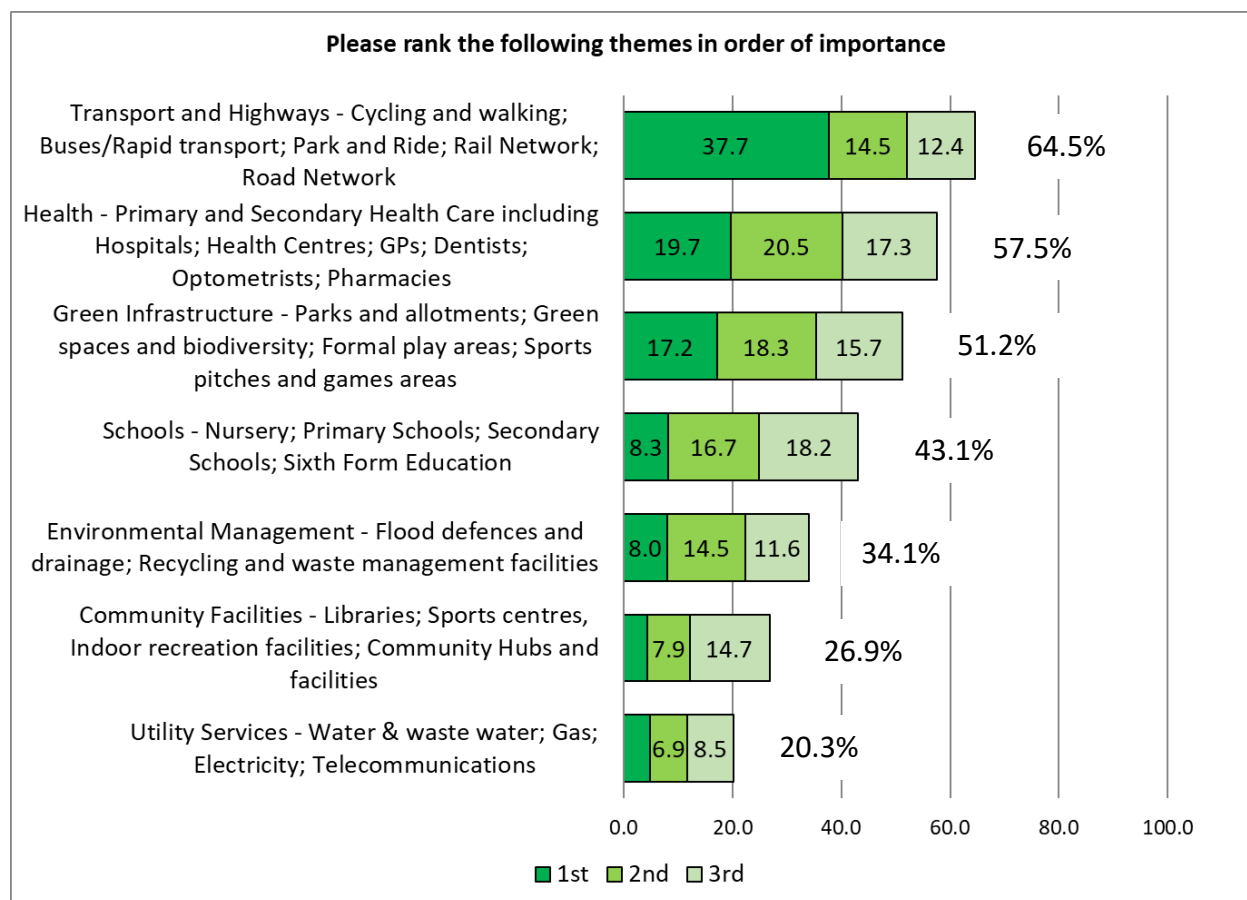
The plan must set out the things the city needs and how these can be put in place over the next 15 years.

Please rank the following themes in order of importance

A total of 953 respondents gave at least one answer for at least one option to this question, giving an overall response rate of 78.4%

Transport and Highways were seen as the most important priority for infrastructure, with around two-thirds of respondents (64.5%) ranking this in their top three, with 37.7% rating this as the most important priority.

This was followed by Health, placed in the top three by 57.5% of respondents, and ranked first by 19.7%, then by Green Infrastructure, in the top three of 51.2% of respondents overall, with 17.2% ranking this as most important.



Respondents were asked to list any other facilities not included in the above list – 206 comments were received, which were grouped into themes. The top three themes are shown below, with a full list available in Appendix 7.

Theme	No	%	Example comments
Difficult to rank	42	20.4	<ul style="list-style-type: none"> - <i>It is very hard to rank infrastructure all of which is essential to a functioning community. Infrastructure should be planned as a whole and no one element is more important than the other. Getting the infrastructure RIGHT is key</i> - <i>They are obviously all important!</i> - <i>No - they are all equally relevant. You cannot rank them!</i>
Transport	38	18.4	<ul style="list-style-type: none"> - <i>Accessible transport.</i> - <i>how about overhead mono rail system following existing road</i> - <i>Electric car charging infrastructure</i>
Road Network	31	15.0	<ul style="list-style-type: none"> - <i>Good roads for logistics and to bring more businesses to wales</i> - <i>Spend more for the car</i> - <i>The road network needs dramatically improving, ring roads etc.</i>

There were notable differences in priority across the demographic groups analysed, with

- Men were most likely to rate Transport and Highways in first place
- Schools were most important to respondents with children in their household
- Health infrastructure was most important to respondents who identify as disabled
- Green Infrastructure was seen as more important by those under the age of 35

A full breakdown showing differences of opinion is available in Appendix 8

Topic 4: Tackling the Climate Emergency

Issue: How to tackle the climate emergency

Climate change is now widely regarded as one of the most significant global challenges: almost 200 governments have endorsed the Paris Agreement to limit global temperature rise and Welsh Government has committed to reducing emissions of greenhouse gases by at least 80% by 2050.

In recognition of the risks posed to local residents Cardiff Council has declared a climate emergency. If no action is taken, threats such as rising sea levels/increased risk of flooding from rivers and surface water, more frequent extreme weather events and reduced biodiversity and food productivity become ever more critical.

Respond to the climate emergency presents opportunities as well as risks, for example new jobs in green industries; reduced fuel poverty and improved health that comes with better housing; improved air quality and greater active travel.

The plan offers a significant opportunity to take further steps in tackling climate change whilst providing a climate resilient development plan for Cardiff.

How do you think the plan can tackle climate change?

A total of 766 responses were received for this question, which have been grouped into themes. The top three themes are shown below, with a full list available in Appendix 9.

Theme	No	%	Example comments
Renewable energy / sustainable infrastructure	168	21.9	<ul style="list-style-type: none"> - Serious investment is needed to provide sound infrastructure for green energy. There should be a mandate placed on housing developers to provide charging points for all homes. - Energy efficient new homes. Improve energy efficiency of existing housing - Ensuring all new build / infrastructure is built with sustainability in mind. People's homes are increasingly becoming workplaces too - ensure that new homes are fit for this purpose and allow people to live sustainable lives. - All public buildings should generate own energy - solar panels etc. - Focus on zero carbon buildings and on low-carbon heating.
Improved / Enhanced Public Transport / Infrastructure	149	19.5	<ul style="list-style-type: none"> - Reduce journeys by fossil fuel vehicles - The plan should consider more strategic action on traffic and transport

			<ul style="list-style-type: none"> - <i>Cheaper, faster, more reliable greener public transport with plenty of space to avoid overcrowding if looking to reduce the number of cars around the city. Incentivise the use of public transport by making it low cost and affordable.</i> - <i>Massively increase infrastructure for active transport and reduce city car use.</i> - <i>Green transport.</i>
Reduce car use - Ban Cars / Sufficient local amenities	109	14.2	<ul style="list-style-type: none"> - <i>Facilitating shift from car dependence through improved public transport options to all areas of the city.</i> - <i>Incentivise people to give up their cars</i> - <i>Less cars on the streets</i> - <i>Cut down on private vehicle use</i> - <i>Develop "15 minute communities" where work, shops, health & community centres are all within 15 mins walk for everyone - discourage motorised transport.</i>

Topic 5: Moving around the city

Issue: Modal split target

As Cardiff continues to grow, new transport infrastructure such as the South Wales Metro will be needed alongside the new homes and jobs. It is important that this seeks to reduce reliance on the car in order to reduce congestion and harmful emissions and seek to promote a modal shift to sustainable forms of travel such as buses and trains, and active travel such as walking and cycling.

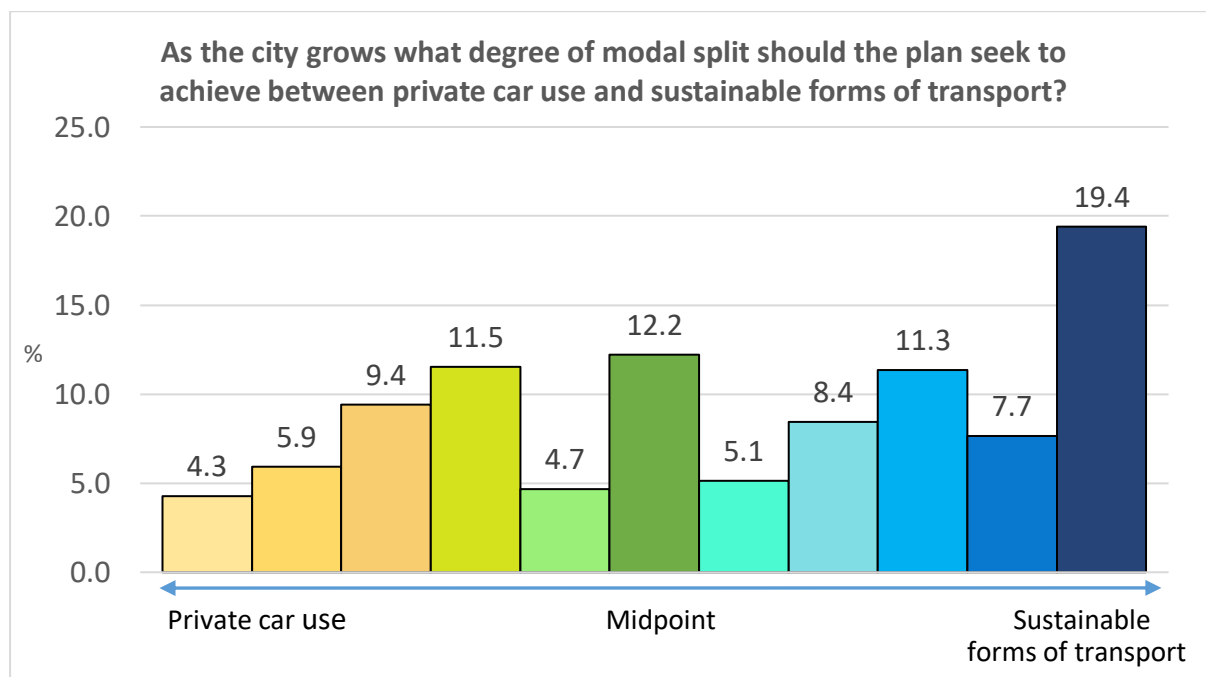
Latest data shows that the modal split in the city is currently around 50% private car/sustainable forms of transport.

As the city grows, what degree of modal split should the plan seek to achieve between private car use and sustainable forms of transport?

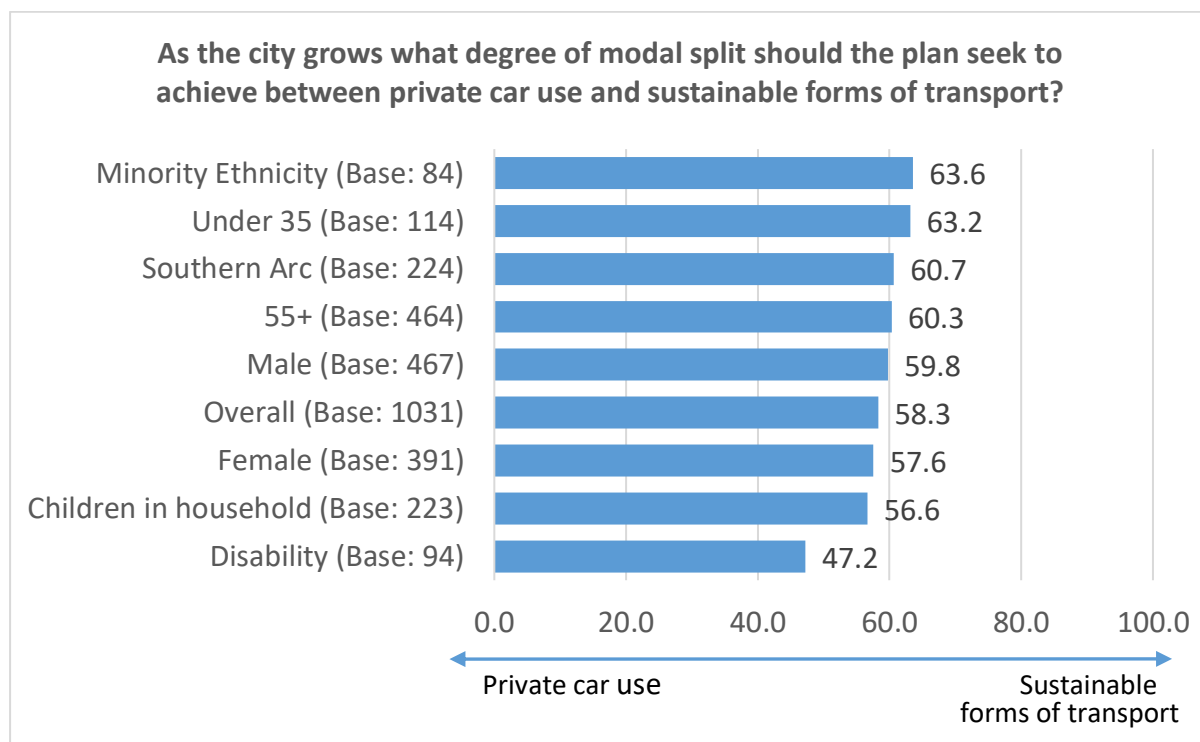
A total of 1,031 responses were received for this question, giving a response rate of 84.9%

A fifth of respondents (19.4%) indicated that the plan should seek to prioritise sustainable forms of transport, compared with 4.3% prioritising private car use, with 12.2% favouring a balance between the two.

Scores were calculated according to the number of respondents giving each answer, with lower scores favouring private car use, and higher scores favouring sustainable forms of transport – an overall score of **58.3** was achieved, indicating a balance between the two, slightly favouring sustainable transport.



Respondents identifying as disabled were the only demographic group analysed to shift the balance in favour of private car use:



Base sizes shown in brackets – caution should be taken with lower base sizes

There was no clear pattern across areas with different levels of deprivation.

Issue: Delivering Sustainable Transport Infrastructure

In order to deliver a modal shift and reduce congestion and reliance on the car it will be important for the plan to provide for a range of sustainable forms of transport.

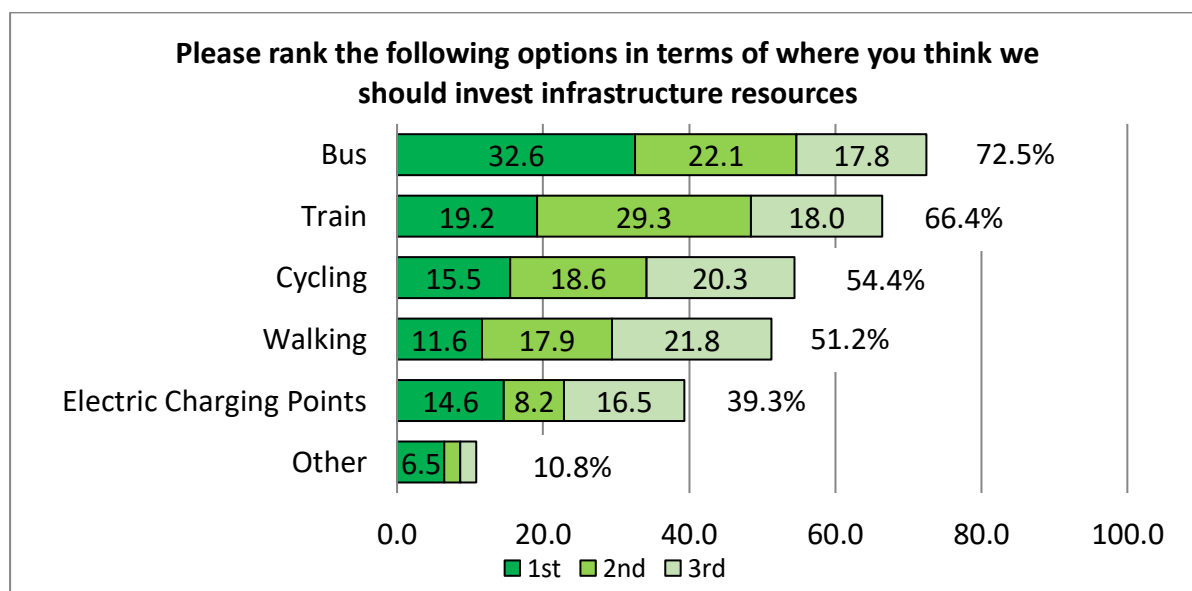
Please rank the following options in terms of where you think we should invest infrastructure resources

A total of 923 respondents gave at least one answer for at least one option to this question, giving an overall response rate of 76.0%

Almost three-quarters of respondents (72.5%) rated investing in bus infrastructure within their top three priorities, with 32.6% ranking this as most important.

Two-thirds (66.4%) prioritised investing on train infrastructure, with 19.2% rating this as the most important priority.

Both cycling and walking were ranked in the top three by over half of those responding to this question (54.4% and 51.2% respectively).



Looking at these results by the different demographic groups showed different priorities.

Amongst respondents aged 55 or over, 84.3% ranked investment in bus infrastructure in their top three priorities, compared with 55.0% of those under 35.

Younger respondents put more emphasis on active forms of travel, with 70.3% prioritising investment in cycling, and 60.4% in walking compared with 46.5% and 48.2% of older respondents, respectively.

Respondent living in the more deprived areas were more likely to prioritise investment in cycling and walking than more affluent areas. Respondents living in the least deprived areas were more likely to place a higher priority on investment in train infrastructure.

Charts showing these difference in detail are available in Appendix 10.

Please specify where else infrastructure resources should be invested

A total of 268 responses were received for this question, which have been grouped into themes. The top three themes are shown below, with a full list available in Appendix 11.

Theme	No	%	Example comments
Improved / Enhanced Public Transport / Infrastructure	109	40.7	<ul style="list-style-type: none"> - <i>Bus service in Cardiff is appalling.</i> - <i>New train stations are essential. There are so many existing lines that run through the city for miles without intermediate stops. Take London – all central rail and tube lines have stations that are 15-20 minutes walk apart. That should be the ambition for all existing lines within all urban areas.</i> - <i>Regular and cheap metro / trams</i> - <i>Have one payment system that's allows train and bus use combined</i> - <i>One ticket system to cover public transport, parking and cycle hire</i>
Road Infrastructure	35	13.1	<ul style="list-style-type: none"> - <i>The existing roads need maintenance and improvement to ensure they are still fit for purpose.</i> - <i>We must recognise that the global pandemic has led people to want to use private transport for their travel needs, the obsession with public transport will cost us dearly in the future, and is not in line with personal needs.</i> - <i>good roads and pavements - that will enable people to cycle and walk safely as well as drive</i>
Focus on reducing need to travel / Car free areas	20	7.5	<ul style="list-style-type: none"> - <i>Cars need to be actively discouraged and prevented</i> - <i>Car-free areas - big ones!</i>

Topic 6: Healthier Environments

Issue: Improving health and well-being

Across Cardiff, inequalities exist both in terms of health and deprivation. For despite Cardiff's economic growth during the last 30 years, the patterns of poverty and inequality that emerged a generation ago remain. Over 150,000 people in the city live in some of most deprived communities in Wales. In terms of health, there is an 11 year gap in life expectancy for men and a 9.2 year gap in life expectancy for women between our most deprived and our least deprived communities. In addition, 54% of the population of Cardiff is either overweight or obese.

Given this it is important that the plan provides an appropriate balance and ensures that improving people's health is a key consideration in new and existing developments across the city. A range of measures for the plan to consider are listed below.

How do you think the city could be a healthier place and improve wellbeing?

A total of 903 respondents gave at least one answer for at least one option to this question, giving an overall response rate of 74.3%

The most important action to make the city a healthier place, and improve wellbeing, was to give Improved Access To Green Space, ranked in the top three options by 53.2% of respondents, and as the single most important by 24.5%.

This was followed by Feeling Safe, with 36.8% putting this option in their top three (12.8% ranking it first), then by Improved Air Quality, which was selected by 35.5% of respondents, ranked first by 11.2%.

These results were also analysed by demographic group – women were most likely to rank Feeling Safe in their top three (41.6%), closely followed by respondents with children in their household (41.2%); less than a quarter of respondents under the age of 35 ranked this as one of their top three options.

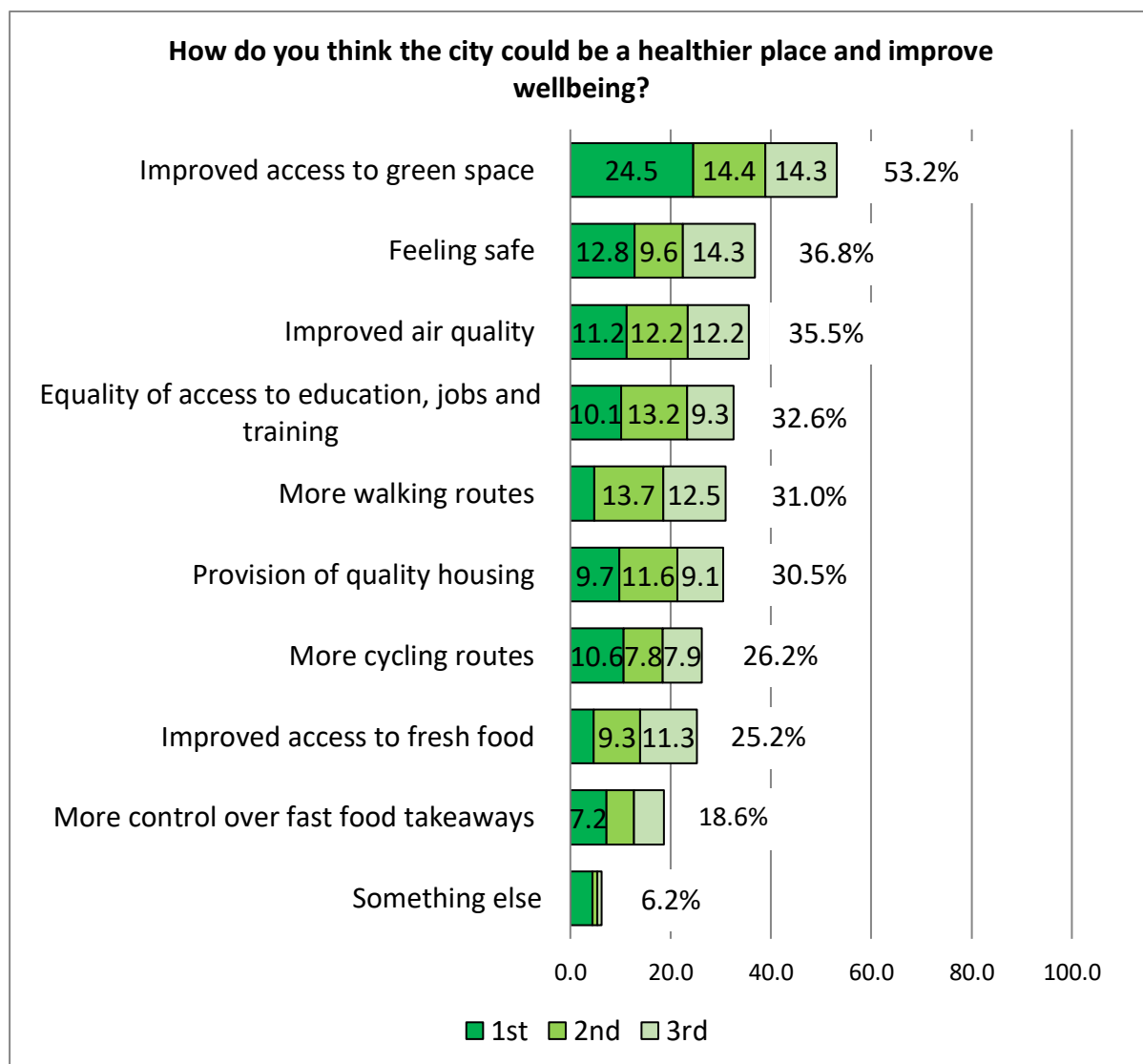
Respondents living in the more deprived areas of the city were a little more likely than those in more affluent areas to rank Feeling Safe in their top three.

More Walking Routes were more likely to be selected as an option to make Cardiff a healthier place and improve wellbeing, along with respondents living in more affluent areas of the city. Younger respondents were also more likely to select More Cycling Routes than other demographic groups.

Over a third of respondents who identify as disabled (36.4%) wanted to see Improved Access to Fresh Food.

Respondents under the age of 35 were notably less likely to think More Control Over Fast Food Takeaways would make the city a healthier place, with just 7.3% of respondents in the age groups selecting this option, contrasting with 26.8% of those over the age of 55.

A full breakdown of difference by demographic group is shown in Appendix 12.



Please specify what else you consider to be important

A total of 170 responses were received for this question, which have been grouped into themes. The top three themes are shown below, with a full list available in Appendix 13.

Theme	No	%	Example comments
Better awareness / education	26	15.3	<ul style="list-style-type: none"> - Awareness raising/education regarding the benefits of more healthy lifestyles (e.g.: Bristol Eating Better campaign). - Better education regarding health issues in our primary schools, how to keep fit and healthy. - Fresh food is available but people are lazy or not taught. Home economics should be back on the curriculum and also taught in hubs
More / Better community infrastructure / Facilities	24	14.1	<ul style="list-style-type: none"> - Investing in more community projects and youth groups and creating activities for young people and elderly. - We keep building houses but no amenities to improve wellbeing, e.g. Plasdwr should include tennis courts, football pitches, a lido. - Social isolation is a killer. We need better small scale social infrastructure and more community infrastructure, things like community food gardens (think Incredible Edible).
Retain / More Green Spaces	19	11.2	<ul style="list-style-type: none"> - Encourage use of green spaces and allow all homes to have a safe local place to exercise and enjoy nature helping mental and physical health - Need to protect and not destroy existing green areas, without the protection of these sites CCC will not have the best interests of the Environment at heart

Topic 7: Supporting the roles of the City Centre and Cardiff Bay

Issue: Future role of city centre

Cardiff city centre and Cardiff Bay play a key retail, economic and tourism role for the city and South East Wales. Supporting the role of the city centre and the continued regeneration of Cardiff Bay are key issues for the plan to address. In addition the plan will need to respond to the impacts of the Covid pandemic on high street retailing, the demand for traditional office accommodation and encourage more mixed uses within the city centre in addition to supporting its key retail role.

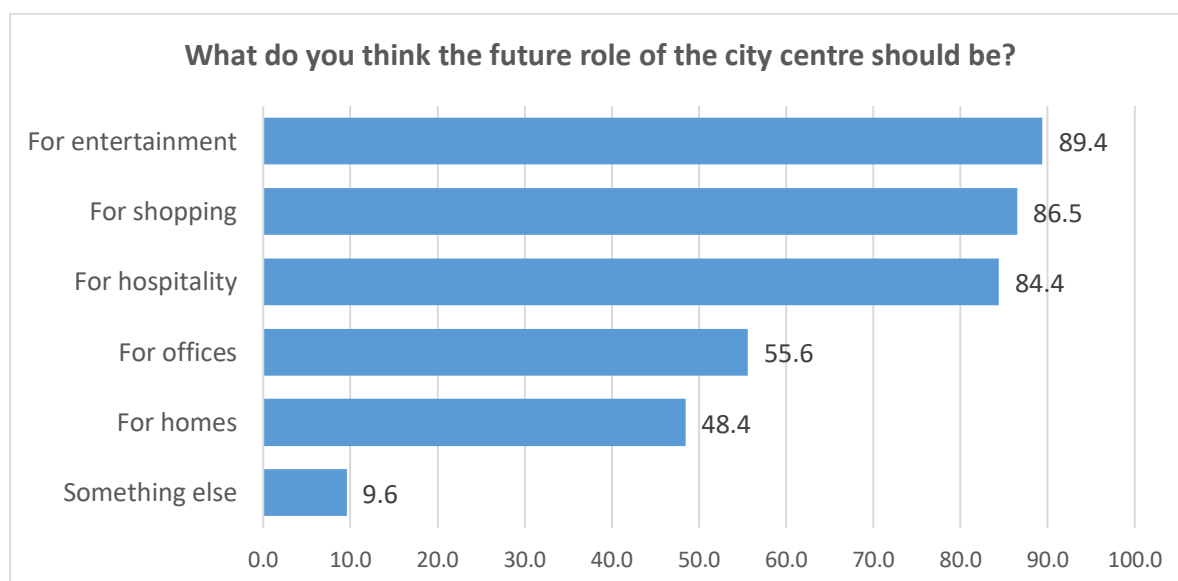
Overall, the plan provides an opportunity to consider how the city centre can continue to evolve and play a key role in the future of the city.

What do you think the future role of the city centre should be? Tick all that apply

A total of 962 responses were received for this question, giving a response rate of 79.2%

More than four in five respondents felt the future role of the city centre should be For Entertainment (89.4%), For Shopping (86.5%) and For Hospitality (84.4%).

Just over half (55.6%) felt it should be For Offices, and just under half (48.4%), For Homes.



Percentages do not total 100% as respondent were able to select multiple responses

Younger respondents, and those from a Minority Ethnicity were most likely to indicate the city centre should be used for Entertainment or Hospitality, contrasting with respondents who identify as disabled, and those aged 55 or over.

There was a correlation seen between level of deprivation and those thinking the city centre should be used for Hospitality, with more affluent areas more likely to see a role for Hospitality for the city centre in the future.

Respondents living in more deprived areas were more likely to see Homes as a future role for the city centre.

Older respondents were more likely to suggest Homes as a future for the city centre than respondents aged under 35.

Charts showing these breakdowns by demographic are available in Appendix 14.

Something else

Respondents answering “Something else” were asked to give further details. A total of 82 responses were received, and grouped into themes. The top three are shown below, with a full list available in Appendix 15

Theme	No	%	Example comments
Attractions / Tourism - Music / Murals / Arts / Culture / Sporting Events etc.	25	30.5	<ul style="list-style-type: none"> - <i>Interesting, unique attractions that differentiate Cardiff from any other UK city. There aren't enough well developed cultural attractions.</i> - <i>Arts and culture - music, murals, worships, creativity!</i>
Community Spaces / Socialising areas / Using Green Spaces	21	25.6	<ul style="list-style-type: none"> - <i>A social gathering place for all ages and communities</i> - <i>As a rich living green centre with gardens, a sanctuary for animals - a re-greening centre as a sanctuary for citizens.</i>
More Amenities	13	15.9	<ul style="list-style-type: none"> - <i>Leisure, sports, green spaces, health centre/dentist, community education, cycle paths, a Green healthy city</i> - <i>Creative production. Fitness and leisure. Education. Mixed use of all kinds, including those not yet imagined. Flexibility and adaptability.</i>

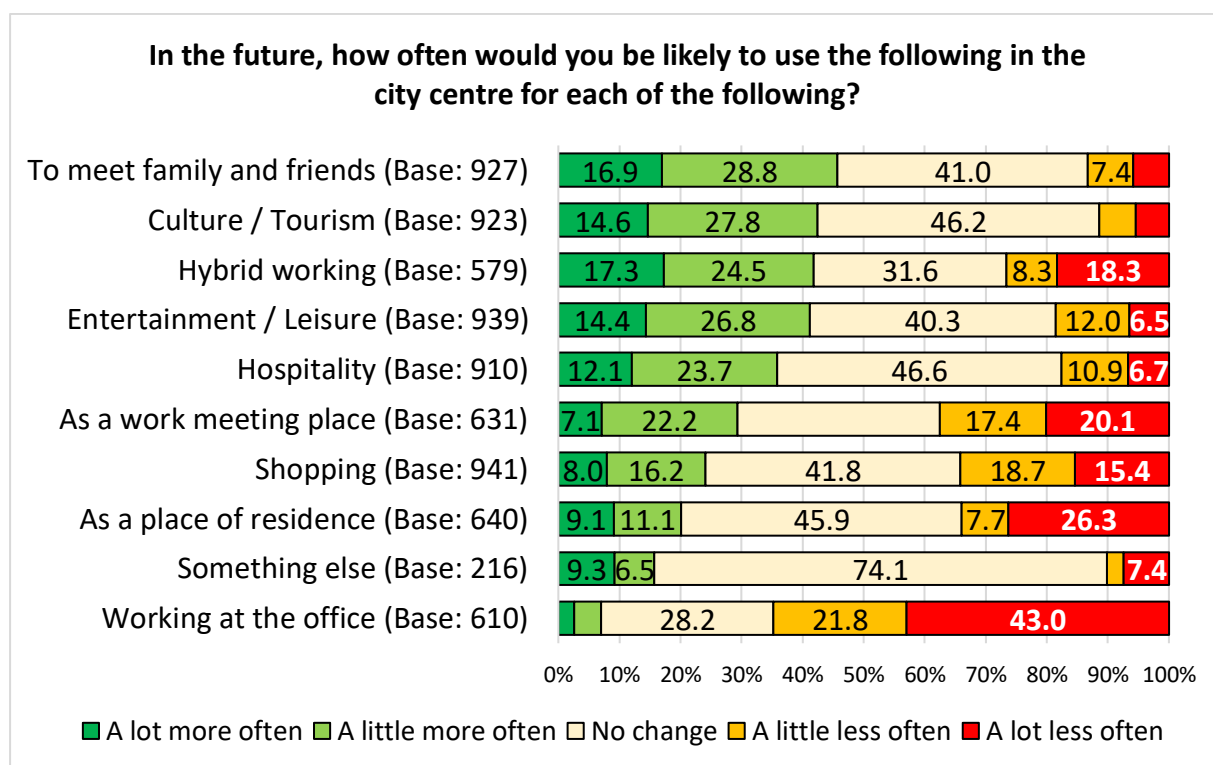
In the future, how often would you be likely to use the following in the city centre for each of the following?

Between 216 and 940 responses were received for the options included in this question, giving response rates between 17.8% and 77.4%

Respondents were more likely to use the city centre in the future as a venue to meet family and friends (45.7%), followed by Culture/Tourism (42.5%), Hybrid Working (41.8%) and Entertainment/Leisure (41.2%).

Just 24.1% of respondents indicated they would be likely to use the city centre for shopping in future compared with 34.1% stating they would be less likely to go shopping in the city centre in the future.

Almost two-thirds (64.8%) suggested they would be less likely to be working at an office in the city centre in future, compared with just 7.0% who felt this was more likely.



Base sizes shown in brackets – caution should be taken with lower base sizes

Respondents under the age of 35 were most likely to indicate they would be more likely to use the city centre:

- As a Place to Meet Family and Friends (67.2% compared with 38.1% of those aged 55 or over)
- As a place for Entertainment/Leisure (61.2%, compared with 32.2% of those aged 55 or over)
- For Hospitality (47.8%, compared with 28.9% of those aged 55 or over)
- For Culture/Tourism (57.8%, compared with 35.7% of older respondents)

Respondents identifying as disabled were most likely to indicate they would use the city centre for shopping in the future (38.5%).

A full breakdown by demographic group can be found in Appendix 16.

For what other purpose would you use the city centre?

Respondents were asked if there were any other purposes for which they would use the city centre: 66 responses were received, and grouped into themes. The top three are shown below, with the full list shown in Appendix 17.

Theme	No	%	Example comments
Commuting/Travel	11	16.7	<ul style="list-style-type: none"> - To commute into/out of - As a transport hub.
Exercise	9	13.6	<ul style="list-style-type: none"> - Exercise. The river is an amazing place for swimming and kayaking. Can we make more of our waterways as places for exercise? - For a stroll
Green space	9	13.6	<ul style="list-style-type: none"> - To enjoy green space - i.e. the castle - Enjoying green spaces like Bute Park, Cardiff Castle, walking by the river, boat trips, being able to pop for a coffee and some relaxation time somewhere quiet and pretty and not crowded

Topic 8: Post Pandemic Recovery

Issue: Helping the city recover from the pandemic

As the city recovers post-pandemic, the plan provides an opportunity to consider those areas of land use policy which require a new or amended approach to explicitly address the implications of the pandemic on the way we work, live, enjoy and move around the city. The concept of the 15 minute city has been proposed where all facilities are located within a 15 minute radius encouraging walking and cycling and less reliance on the car.

The plan provides an important opportunity to revisit existing policy approaches.

Please rank the following new or amended policy approaches in order of importance in responding to the pandemic

A total of 854 respondents gave at least one answer for at least one option to this question, giving an overall response rate of 70.3%

“Staying local – Creating 15 minute neighbourhoods” was rated as the most important policy approach to respond to the pandemic, with half (50.0%) of those responding to this question placing it in their top three, with 28.6% rating it as the single most important approach.

The pandemic also reinforced the importance of access to green spaces, with 41.2% of respondents choosing this approach as one of their top three.

There was generally a consensus of opinion across the demographic groups analysed, with a small number of notable differences:

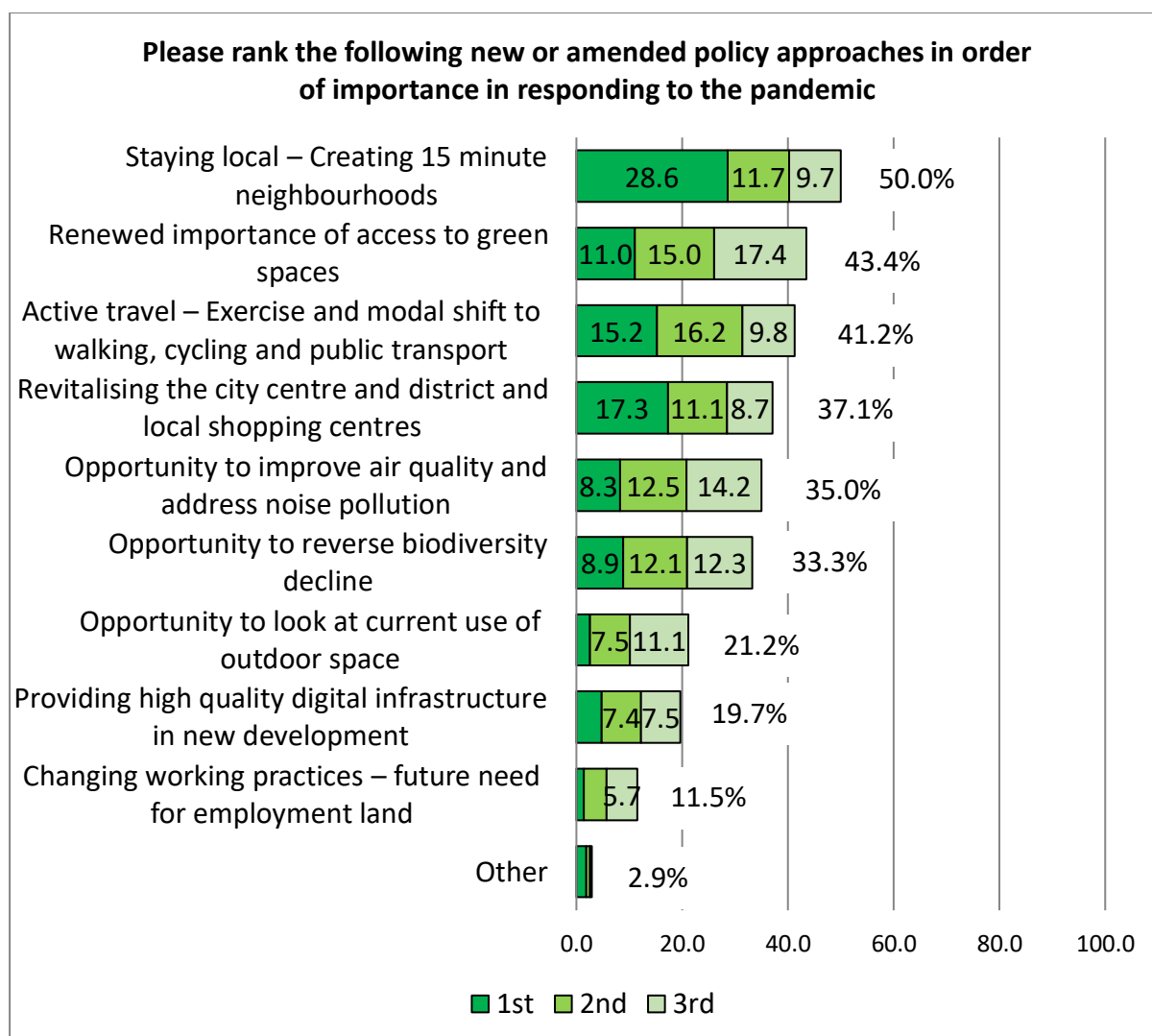
Under 35s placed the highest level of importance on Active Travel (with 47.7% placing this in their top three), followed by men (46.0%, compared with 36.8% of women).

Respondents aged 55 or over, men, and those identified as disabled placed the highest importance on “Revitalising the city centre, and district and local centres”, with over 40% of each group placing this in their top three most important policy approaches, compared with around a quarter of respondents aged under 35, or those with children in their household.

More than half of women (52.6%) placed “Renewed importance of access to green spaces” in their top three most important actions, compared with 36.8% of men.

There were no significant differences of opinion by level of deprivation.

A full breakdown of differences by demographic group can be found in Appendix 18.



Please specify what else you consider to be important

Respondents answering 'Other' were asked to give more information: 69 responses were received, and grouped into themes. The top three are shown below, with a full list in Appendix 19

Theme	No	%	Example comments
New Approach	12	17.4	<ul style="list-style-type: none"> - Change the way Cardiff manages parks & verges to rewilding & local food, low maintenance approach - Place people and planet at the centre of every decision, above all else!
Improve Neighbourhoods / Encourage people to use local amenities / facilities	11	15.9	<ul style="list-style-type: none"> - Having attractive local neighbourhoods with good transport links and local amenities. - Investment in exciting children's play - eg. playgrounds including more money for maintenance.
Improved Road Infrastructure	8	11.6	<ul style="list-style-type: none"> - The use of electric cars is growing exponentially, take much more account of that in the plans

Topic 9: Creating places where people want to live, work or explore

Issue: Creating good places

It is important that the plan creates places where people want to live, work and explore. This involves identifying what people like about a place and how it can be improved through considering factors such as design, location, infrastructure and above all, the needs of people you're creating the place for.

What do you think is good about your neighbourhood?

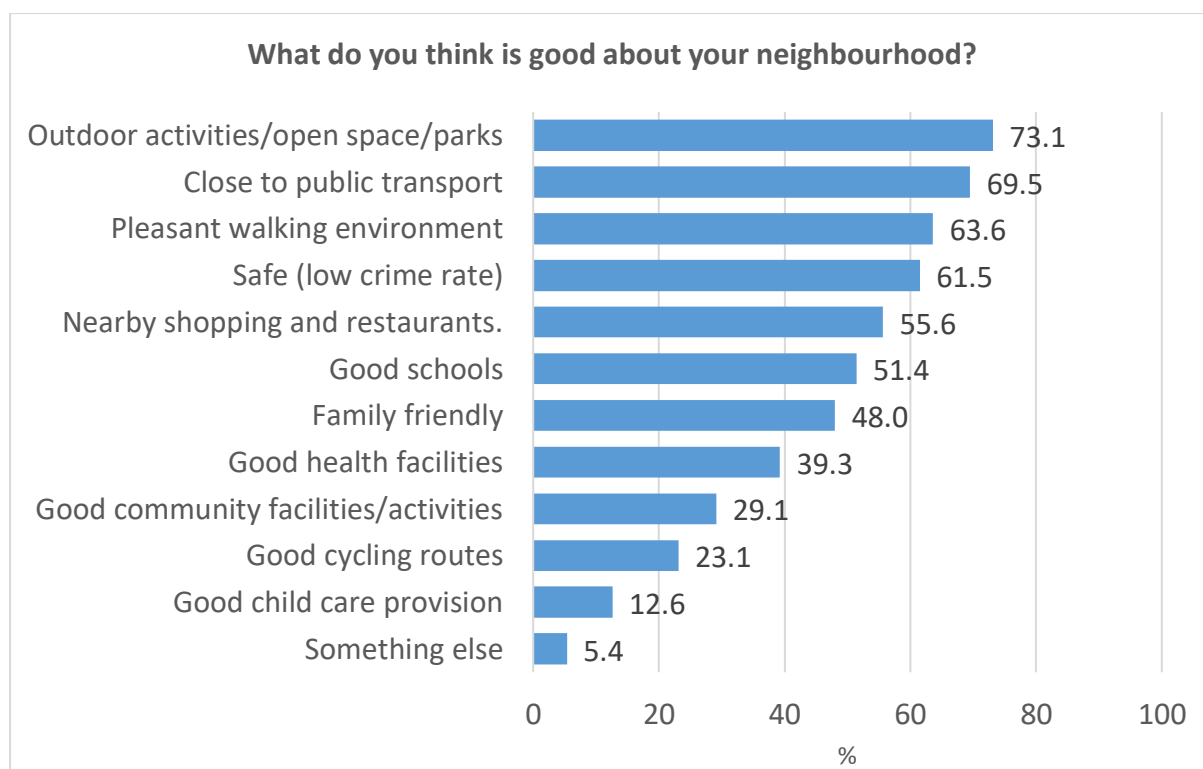
A total of 904 respondents gave an answer this question, giving a response rate of 74.4%

Respondents were given a list, and asked to indicate which they felt applied to making their neighbourhood a good place to live.

The most common response, selected by almost three-quarters (73.1%) of respondents, was "Outdoor activities/open space/parks".

This was followed by "Close to public transport" (69.5%), a "Pleasant walking environment" (63.6%), and "Safe (low crime rate)", chosen by 61.5% of respondents.

Three in ten (29.1%) cited "Good community facilities/activities). 23.1% "Good cycling routes", and 12.6% stated there was "Good childcare provision".



Percentages do not total 100% as respondent were able to select multiple responses

There were some key differences across the demographic groups analysed.

Respondents living in the Southern Arc of Cardiff were less likely than other groups to list:

- "Outdoor activities/open spaces/parks" (66.7%)
- "Pleasant walking environment" (53.3%)
- "Safe (low crime rate)" (41.9%)
- "Good schools" (31.4%)
- "Family friendly" (36.2%)

Respondents living in the more deprived areas were notably less likely than those living in more affluent areas to cite:

- "Pleasant walking environment" (40.3% in the most deprived areas, compared to 69.7% in the least deprived areas)
- "Safe (low crime rate)" (25.8% in the most deprived areas, compared with 79.8% in the least)
- "Good health facilities" (29.0% in the most deprived areas compared with 43.3% in the least deprived areas)

Men were most likely to describe their neighbourhood as "Safe" – 66.7% compared with 57.1% of women.

Respondents with children in their household were most likely to cite "Good schools" (64.5%), "Family friendly" (57.5%), and "Good childcare facilities" (21.5%)

Older respondents were most likely to state "Good health facilities" (46.0%), "Good community facilities/activities" (32.3%)

Respondents from a Minority Ethnicity were least likely to cite "Good health facilities" (28.6%) or "Good community facilities/activities" (23.8%)

Around three in ten respondents from a Minority Ethnicity, or aged under 35 cited "Good cycling routes", compared with 18.5% of those aged 55 or over.

A full breakdown by demographic and geographic groups can be found in Appendix 20.

Respondents answering ‘Something else’ were asked to specify what this was: 47 responses were received, and grouped into themes. The top three are shown below, with a full list in Appendix 21.

Theme	No	%	Example comments
Proximity / Accessibility / Close to Local Amenities / Facilities	18	38.3	<ul style="list-style-type: none"> - <i>Good location to get to various locations.</i> - <i>Allotment, which is a great place to take grow your own food and get a good workout doing it!</i> - <i>Plenty of choice of places of worship.</i>
Negative Comments	12	25.5	<ul style="list-style-type: none"> - <i>Nothing is good we feel scared unsafe and minoritised and surrounded by crooks drug dealers and nasty creatures</i> - <i>Not an area I would choose if I could afford to move</i>
Community Spirit	7	14.9	<ul style="list-style-type: none"> - <i>Diversity within the community.</i> - <i>The good thing about my neighbourhood is the community, the people.</i>

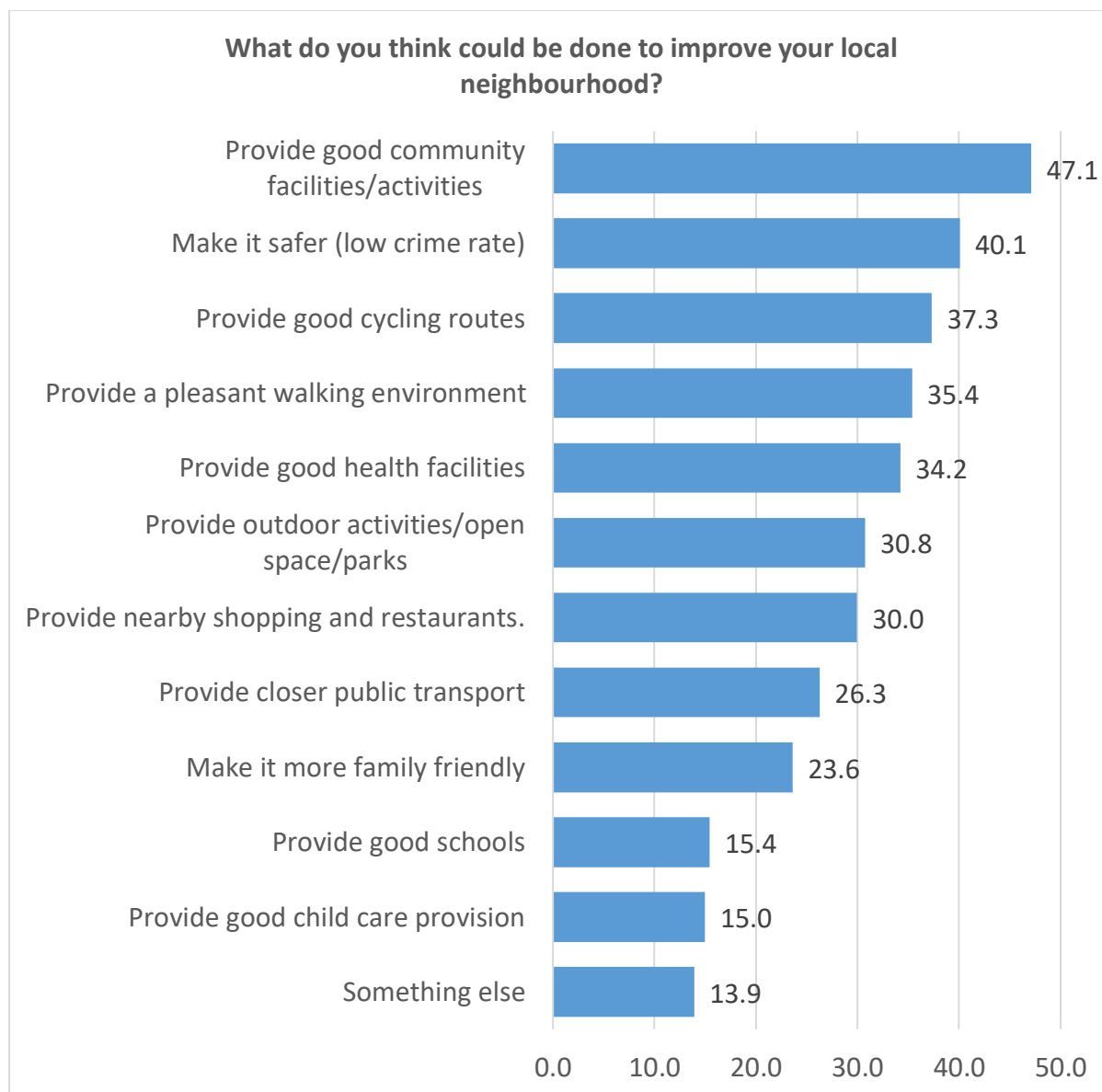
What do you think could be done to improve your local neighbourhood?

A total of 868 responses were received for this question, giving a response rate of 71.4%

Respondents were then asked what could be done to improve their local neighbourhood.

The biggest response was “Provide good community facilities/activities”, mentioned by 47.1% of respondents.

Two-fifths of respondents (40.1%) wanted their neighbourhood to be made safer, and 37.3% wanted the provision of good cycling routes.



Percentages do not total 100% as respondent were able to select multiple responses

There were some notable differences across the demographic groups analysed.

Respondents identifying as disabled and those from a Minority Ethnicity were most likely to call for the provision of good community facilities/activities (60.2% and 59.3% respectively).

Men were less likely to feel the provision of good community facilities/activities would improve their neighbourhood (43.8%, compared with 53.0% of women)

Respondents under the age of 35 were most likely to cite the provision of good cycling routes would improve their neighbourhood, compared with 30.2% of those aged 55 or over. They were also more likely to want the provision of outdoor activities/open spaces/parks (39.7%), and of closer public transport (36.2%).

Around a third of respondents from a Minority Ethnicity, and those with children in their household, wanted their neighbourhood to be made more family friendly (32.1% and 31.3% respectively).

Respondents identifying as disabled were least likely to feel their neighbourhood could be improved by:

- Provision of good cycling routes (25.0%)
- Provide a pleasant walking environment (28.4%)

This group was more likely to cite “Provide good health facilities” (52.3%), and provision of closer public transport (35.2%)

Those living in the Southern Arc of the city were more likely to feel their neighbourhood could be improved by:

- Making it safer/lower crime rate (61.9%)
- Provide a pleasant walking environment (47.4%)
- Provision of outdoor activities/open spaces/parks (39.5%)

Looking at opinions by areas of differing levels of deprivation, some notable differences were identified:

- 82.8% of those resident in the most deprived areas wanted their local neighbourhood to be safe, compared with 17.6% of those living in the least deprived areas
- 45.3% of those in the most deprived areas wanted the provision of outdoor activities/open spaces/parks compared with 27.1% of those in the least deprived areas
- 43.8% in the most deprived areas wanted their neighbourhood to be more family friendly, compared with 18.1% of residents in the most affluent areas
- 29.7% of those living in the most deprived areas wanted good childcare provision, compared with 11.8% of those in the least deprived areas.

A full breakdown of these results is available in Appendix 22.

Respondents answering ‘Something else’ were asked to give further details. In total, 117 responses were received, which have been grouped into themes. The top three are shown below, with a full list in Appendix 23.

Theme	No	%	Example comments
More / Improved Local Amenities / Facilities	26	22.2	<ul style="list-style-type: none"> - <i>Community gardens and farmers markets. More sports facilities. Car charging points.</i> - <i>Make children’s playgrounds more exciting by adding more equipment; Change policies to not allow neighbours moving close to existing parks and playgrounds to have equipment removed due to noise etc.</i> - <i>We only have big supermarkets - no small neighbourhood shops. Hence people drive more, and few focal points exist for the community</i>
Retain / Protect Green Spaces	18	15.4	<ul style="list-style-type: none"> - <i>Not decimate our neighbourhood by taking away our peace, quiet and tranquillity. Preserve our air quality, green space, nature and wildlife.</i> - <i>Stop building on green belt land destroying habitats and green space.</i>
Improve Litter Issues	17	14.5	<ul style="list-style-type: none"> - <i>More bins & cleaning of the streets. Fine people who leave rubbish in their front gardens.</i> - <i>More street cleaning and drain maintenance. Bins that the seagulls can’t get into!</i>

Topic 10: Protecting Green and Blue Infrastructure

Issue: Green Spaces

Green spaces play an important role as a place for recreation, walking, cycling, etc. and it is important there are sufficient and accessible green spaces in the city for both residents physical and mental health. They also provide an important habitat to support wildlife and biodiversity.

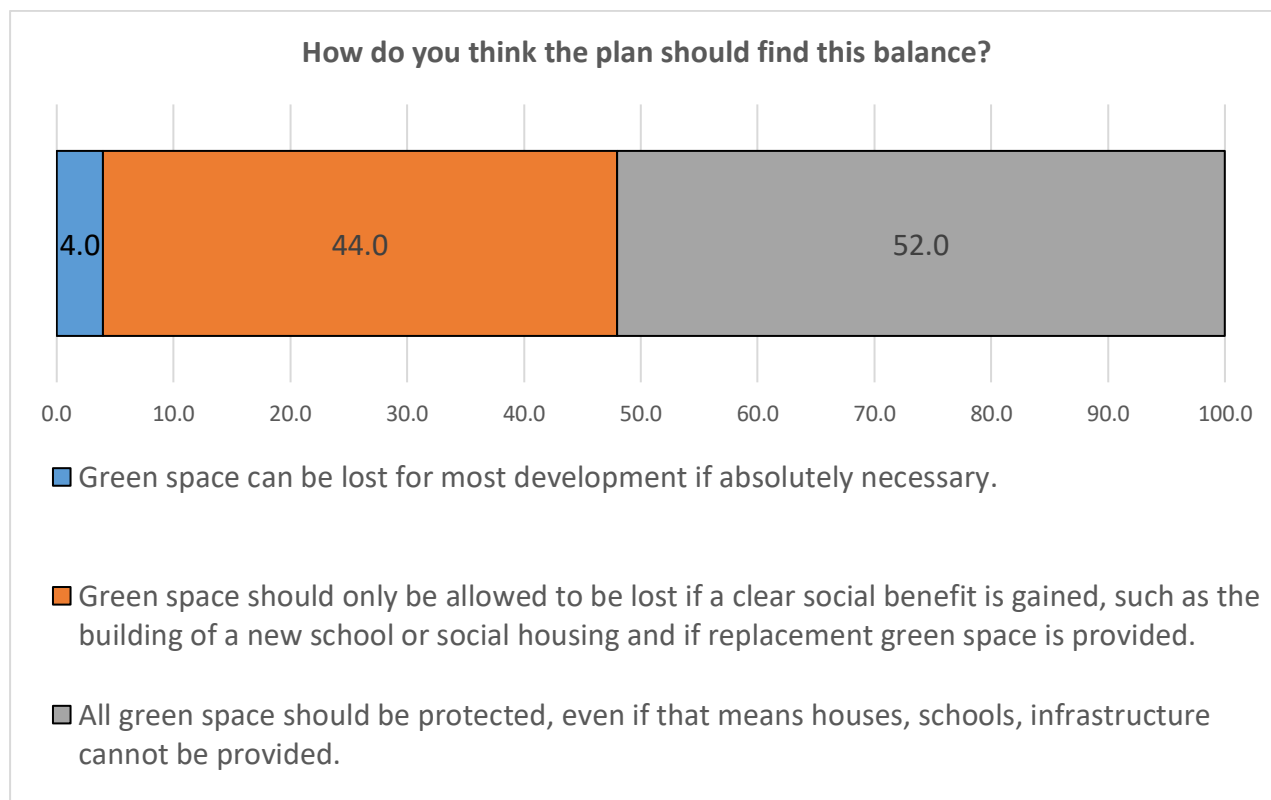
In providing for future growth the plan will need to find an appropriate balance towards protecting green spaces and meeting the need for new homes and jobs.

How do you think the plan should find this balance?

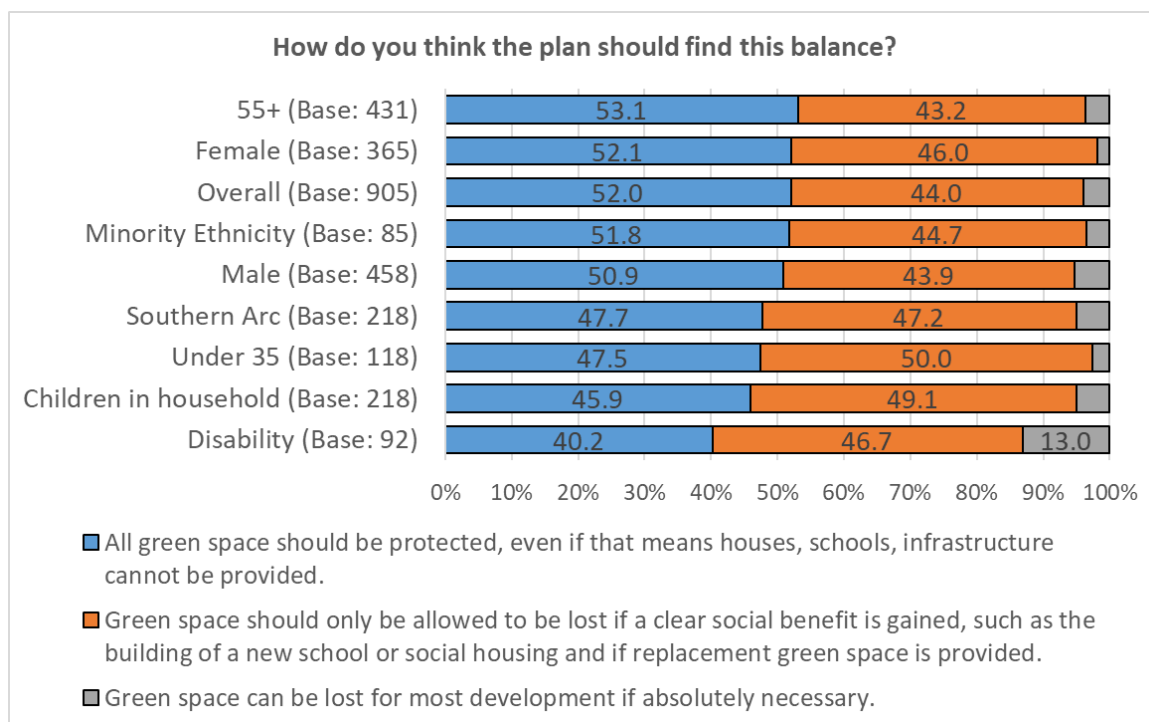
A total of 905 responses were received for this question, giving a response rate of 74.5%

Just over half of those responding to this question (52.0%) felt that “all green space should be protected, even if that means houses, schools, infrastructure cannot be provided”; 44.0% felt that “green space should only be allowed to be lost if a clear social benefit is gained, such as the building of a new school or social housing, and if replacement green space is provided”.

Just 4.0% suggested that “green space can be lost for most development if absolutely necessary”.

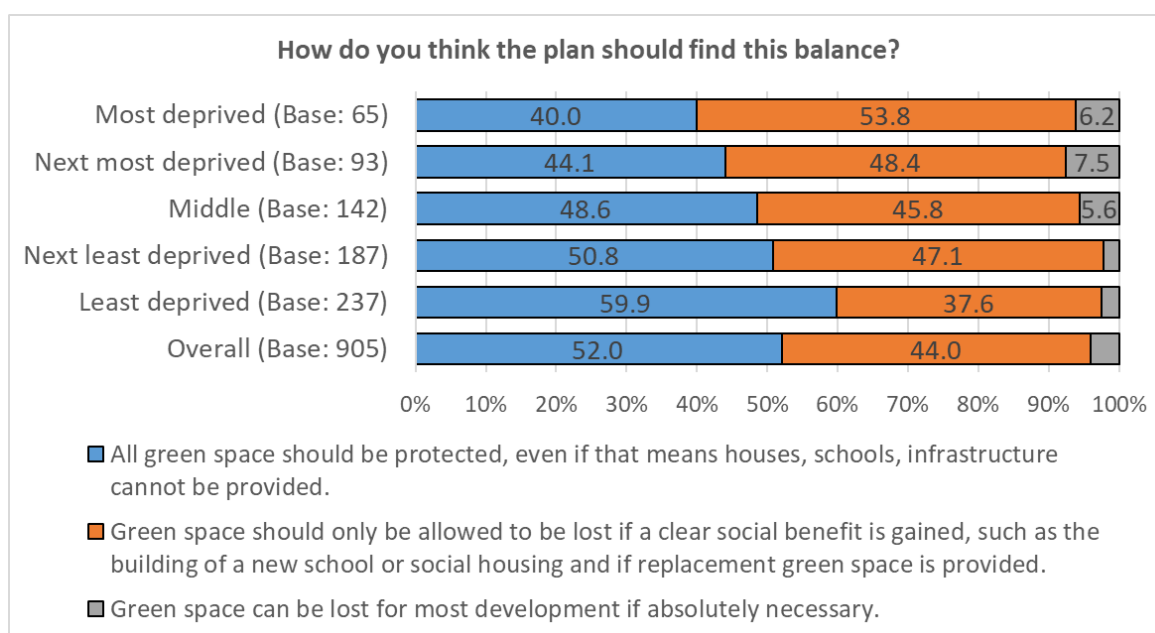


Older respondents, and women, were most likely to support the protection of green spaces at the expense of the provision of new infrastructure (53.1% and 52.1% respectively); half of those aged under 35 (50.0%) felt that green space should only be lost if there is a clear social benefit, and replacement green space is provided



Base sizes shown in brackets – caution should be taken with lower base sizes

There was a correlation in answer by the level of deprivation, with those living in more deprived areas more likely to support the loss of green space for the gain of a clear social benefit, and replacement of the green space, whilst those in the more affluent areas were more likely to feel that green space should be protected at the cost of new infrastructure.



Base sizes shown in brackets – caution should be taken with lower base sizes

What other approaches would you suggest?

A total of 308 responses were received for this question, which have been grouped into themes. The top three themes are shown below, with a full list shown in Appendix 24.

Theme	No	%	Example comments
Green Spaces To Be Protected	78	25.3	<ul style="list-style-type: none"> - <i>Use of green space should only be sanctioned as a last resort when all other options have been exhausted and the decision making scrutinised to ensure it is the case.</i> - <i>Green spaces need to be protected and increased, there are enough brown field sites that can be redeveloped into housing.</i> - <i>Too much green space already used</i> - <i>Given the climate and biodiversity emergencies, there's no question now that all green space must be protected and alternative approaches taken. Perhaps we need to obsess less about growth and focus more on preservation - we cannot keep on infinitely growing - the planet can't take it</i>
Develop / Re-use Existing Buildings / Space	61	19.8	<ul style="list-style-type: none"> - <i>I cannot see the point of creating 'new' green spaces to replace existing, just be more creative about where to build what is deemed necessary</i> - <i>Green space only as last resort. Make use of existing built up spaces.</i> - <i>Always look for areas that need updating and can be "recycled" for other use before taking any green spaces away. These green spaces are vital to people's wellbeing but more importantly to nature and we are losing too much already.</i> - <i>Use brown land, rebuild or update empty houses</i>
Develop / Use Brownfield Land	47	15.3	<ul style="list-style-type: none"> - <i>Build on brown sites</i> - <i>Prioritise brownfield development and repurposing of existing redundant building</i> - <i>Better use of brownfield areas. Incentivise developers to use infill areas</i>

Issue: Nature and Trees

Trees play a key role in tackling climate change through their role as carbon sinks and also provide an important habitat to support woodland wildlife and biodiversity.

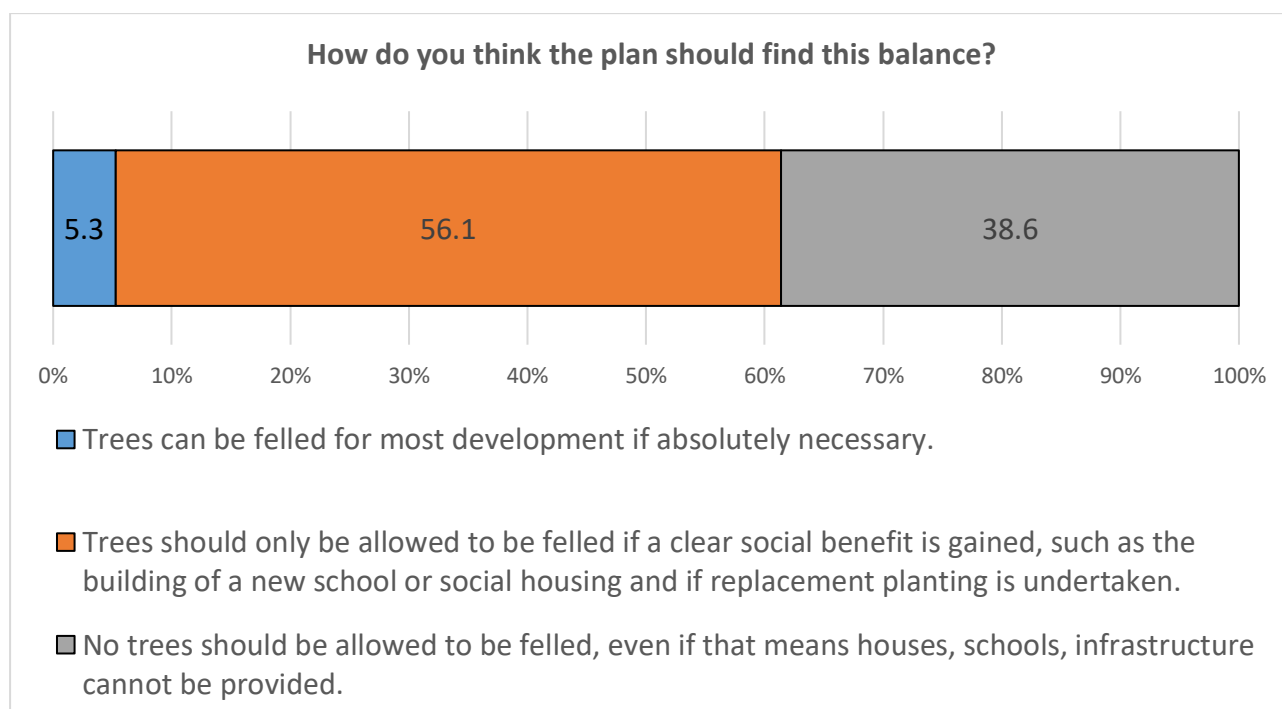
In providing for future growth the plan will need to find an appropriate balance towards protecting trees and meeting the need for new homes and jobs.

How do you think the plan should find this balance?

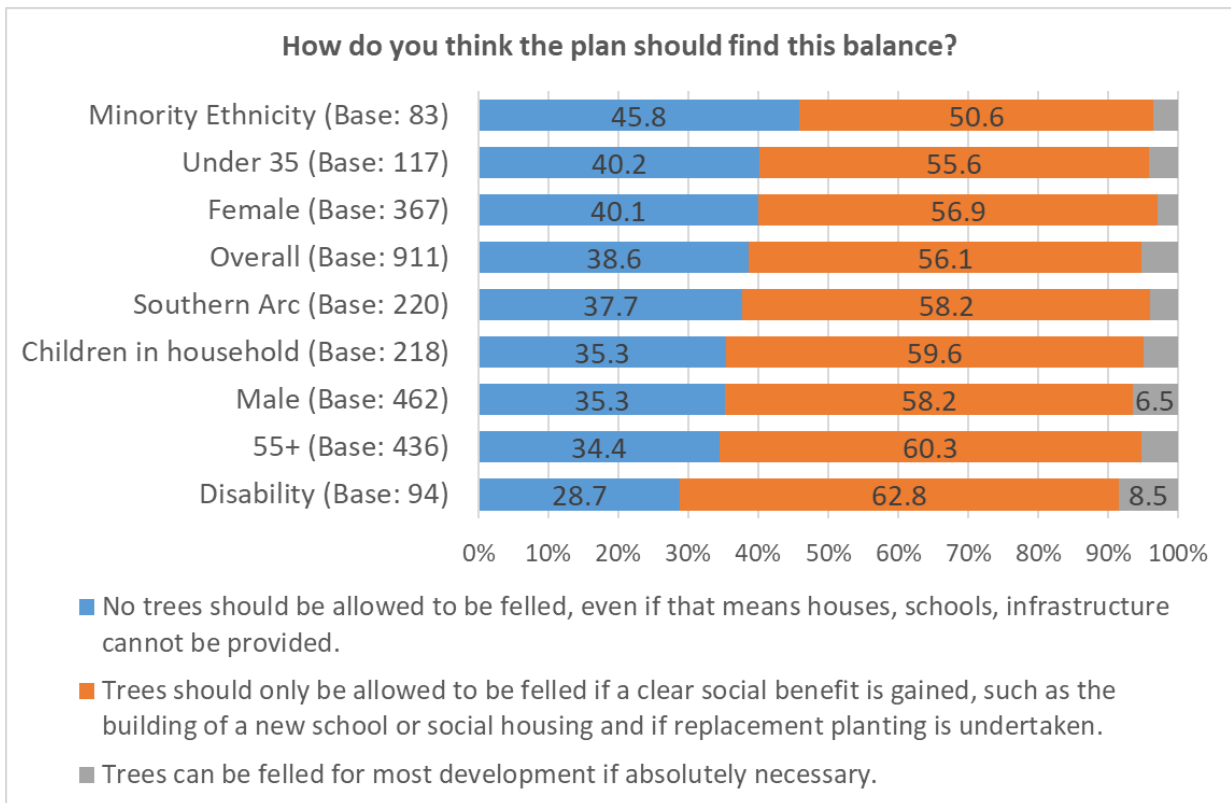
A total of 911 responses were received for this question, giving a response rate of 75.0%

Over half (56.1%) of those responding to this question felt that “trees should only be allowed to be felled if a clear social benefit is gained, such as the building of a new school or social housing, and if replacement planting is undertaken”, whilst just over a third (38.6%) felt that “no trees should be allowed to be felled, even if that means houses, schools, infrastructure, cannot be provided”.

Just one in twenty (5.3%) stated that “trees can be felled for most development if absolutely necessary”.

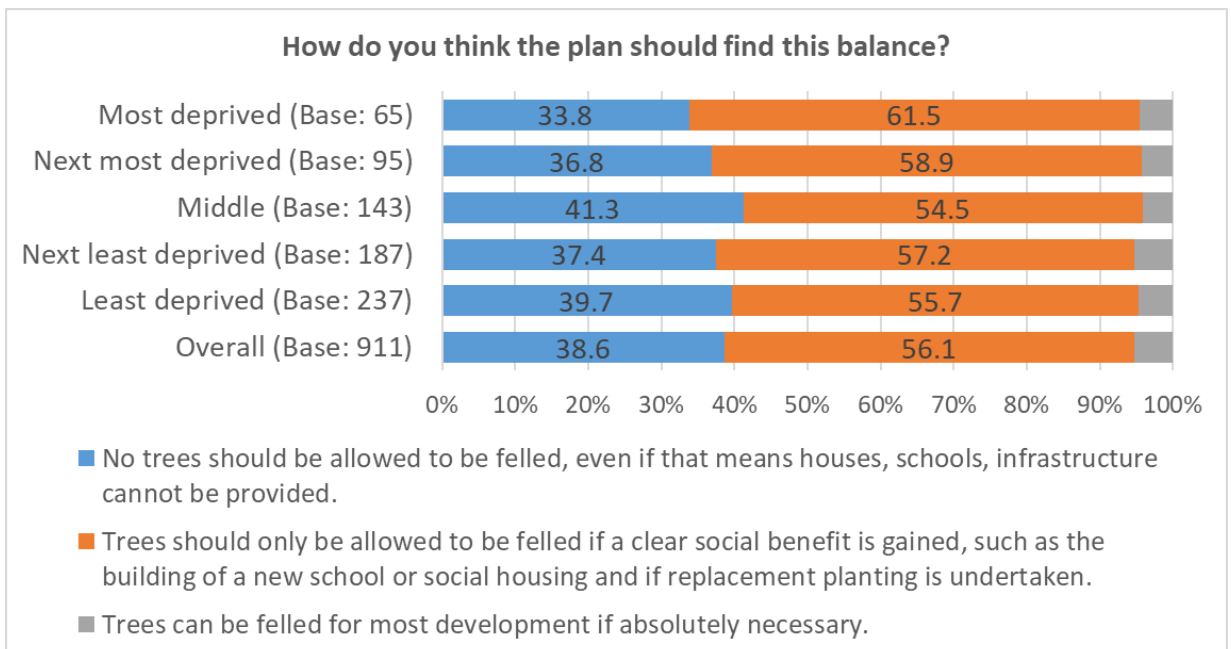


Respondents identifying as disabled were most likely to support the felling of trees for a clear social benefit, and if replacement trees are planted (62.% and 60.3% respectively), whilst respondents from a Minority Ethnicity, and those aged under 35 were most likely to state that no trees should be felled, even at the expense of the provision of new infrastructure (45.8% and 40.2% respectively).



Base sizes shown in brackets – caution should be taken with lower base sizes

There was no clear correlation by level of deprivation:



Base sizes shown in brackets – caution should be taken with lower base sizes

Topic 11: Protecting historic and cultural assets

Issue: Historic and cultural assets

As Cardiff continues to change, there is an increasing need to protect, promote, conserve and enhance its historic and cultural assets and recognise the important role they play in the economic, environmental and social fabric of the city.

What measures do you think the plan needs to put in place to protect the city's historic assets and further enhance and promote the city's role as a capital city and as an international destination for residents and visitors?

A total of 247 responses were received for this question, which have been grouped into themes. The top three themes are shown below, with a full list in Appendix 25.

Theme	No	%	Example comments
Better transport links	35	14.2	<ul style="list-style-type: none"> - Got to sort out public transportation, it is the weak link in Cardiff's offer - Cultural facilities in city centre are hampered by bad transport policies - Reintroduce a central hub for public transport.
Better Art/ Cultural offer	30	12.1	<ul style="list-style-type: none"> - A huge focus on culture, of which history is a part, through arts, crafts, and music. Expand the music scene. - More city wide co-ordination of historic and cultural assets. - Market Cardiff as a city of historical importance with incredible architecture, culture and make the visiting experience excellent for all ages
Green spaces	27	10.9	<ul style="list-style-type: none"> - Green spaces should be legally protected from future developments and to ensure our city does not become a concrete jungle; planning restriction should be tighter to ensure development is in keeping with environment and sustainable infrastructure and biodiversity wise. - Protect and improve the green areas of the city which are its key attraction

12: Vision and Objectives

The Plan will need to be guided by an over-arching Vision and we are consulting early in the process to share our initial thinking on the Vision for the plan in order to try to build consensus at an early stage and allow time to consider feedback ahead of further stages of engagement.

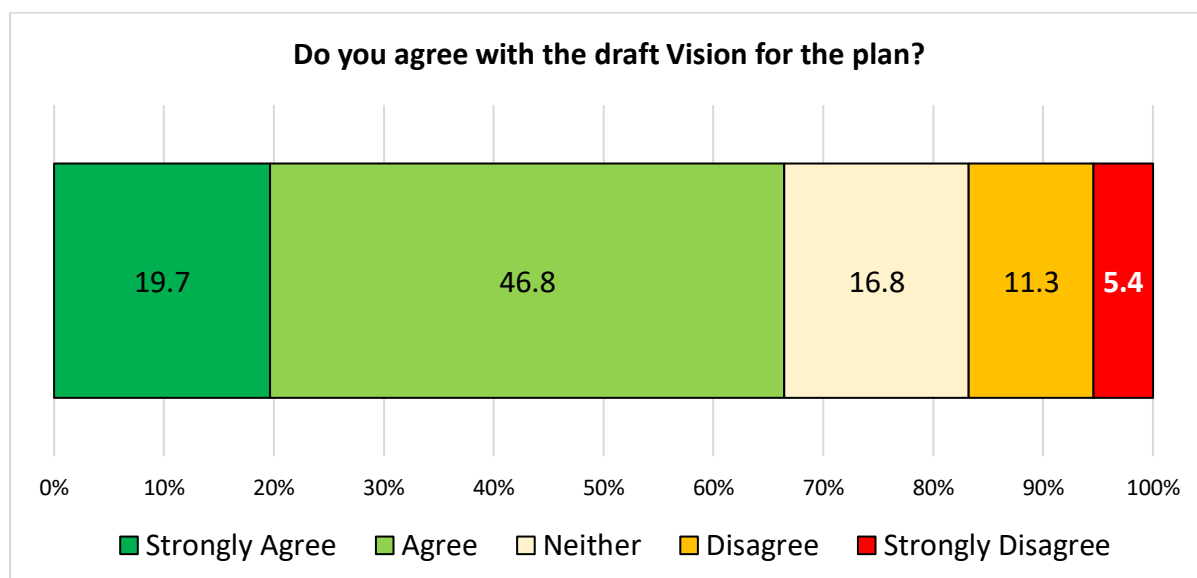
To create a fairer and more sustainable city by:

- Responding to the urgent future needs for new homes, jobs and infrastructure;*
- Positively tackling the challenges of climate change and post-pandemic recovery;*
- Creating a greener, more equal and healthier city which is easier to move around and enhances the wellbeing of future generations;*
- Using a placemaking approach, working with local communities to improve neighbourhoods and deliver high quality design;*
- Looking after our natural, historic and cultural assets*

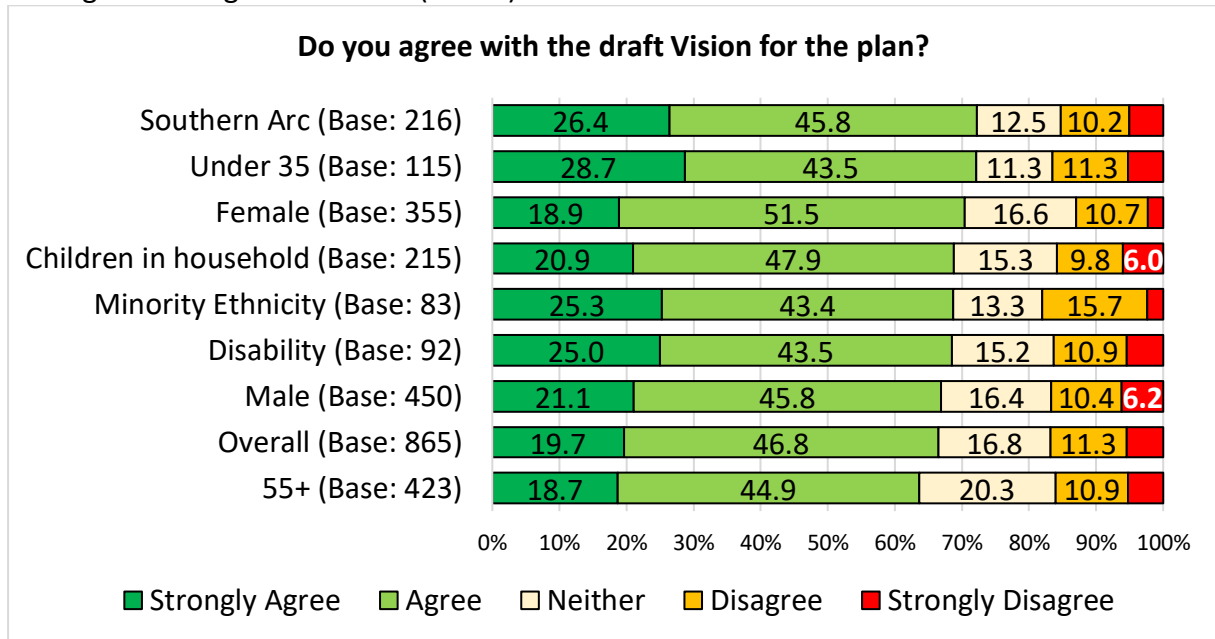
Do you agree with the draft Vision for the plan?

A total of 865 responses were received for this question, giving a response rate of 71.2%

Overall, two-thirds (66.5%) of those responding to this question agreed with the draft Vision for the Replacement Local Development Plan, compared with 16.8% who disagreed.

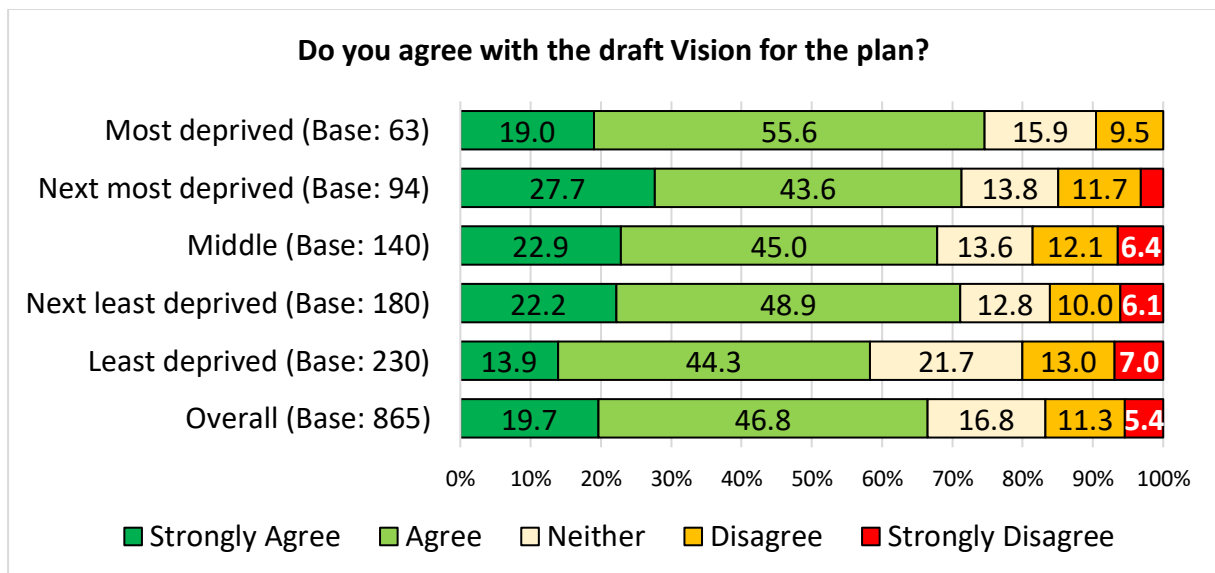


Highest levels of agreement with the draft Vision came from respondents living in the Southern Arc of the city and those under the age of 35 (each 72.2%). Agreement was lower amongst those aged 55 or over (63.6%).



Base sizes shown in brackets – caution should be taken with lower base sizes

There was no clear correlation for agreement by level of deprivation, however support was highest amongst those in the most deprived areas (74.6%), and lowest amongst those living in the most affluent areas of the city (58.3%).



Base sizes shown in brackets – caution should be taken with lower base sizes

Let us know how you think the Vision could be improved

A total of 428 responses were received for this question, which have been grouped into themes. The top three themes are shown below, with a full list in Appendix 26.

Theme	No	%	Example comments
Stop building new/ expand & repurpose existing infrastructure	92	21.5	<ul style="list-style-type: none"> - <i>Tackle developers pulling the city apart. No use holding your hands up and saying "can't do anything, don't want a legal challenge". You would have the support of the public in doing so.</i> - <i>Need to improve existing housing stock and very carefully look to build newmore carefully than this vision implies!</i> - <i>Lose the focus on new homes, renovate and expand existing infrastructure rather than building on new land just because a housing crash</i> - <i>Reduce the emphasis on expansion. Work with Welsh Government and other local authorities to spread development wider across SE Wales</i>
Climate Change / Cleaner, greener city/protect green spaces	92	21.5	<ul style="list-style-type: none"> - <i>Doesn't go far enough about the environment. Tackling climate change should be at the core of every one of the values.</i> - <i>Its ok to say this but green issues need to be prioritised and scientists listened to</i> - <i>Not strong enough on the environment, Climate change isn't the only environmental catastrophe we face, our insect population has dropped by over 75% in 27 years.</i> - <i>I think the priorities are wrong. By having the 'new homes, jobs and infrastructure' at the start, you are already setting a tone for this being given more weight than green spaces and biodiversity.</i>
Improved Transport infrastructure- roads/public transport/accessibility	49	11.4	<ul style="list-style-type: none"> - <i>Transport is the only priority. The current thinking of transport capacity lagging demand is a disaster. Transport capacity needs to lead demand. That is to say you must put in the transport infrastructure first. Current policy has almost destroyed the city centre already.</i> - <i>You must focus on better integrated transport and cycling routes and more greenery in districts. Is there an option for cut and cover road in front of the castle to reopen this back up to pedestrians / public realm whilst keeping the busy road access?</i> - <i>The focus on active travel needs to go if you want any form of post-pandemic recovery.</i>

The LDP objectives aim to deliver the vision for the plan and respond to the key issues the plan needs to address.

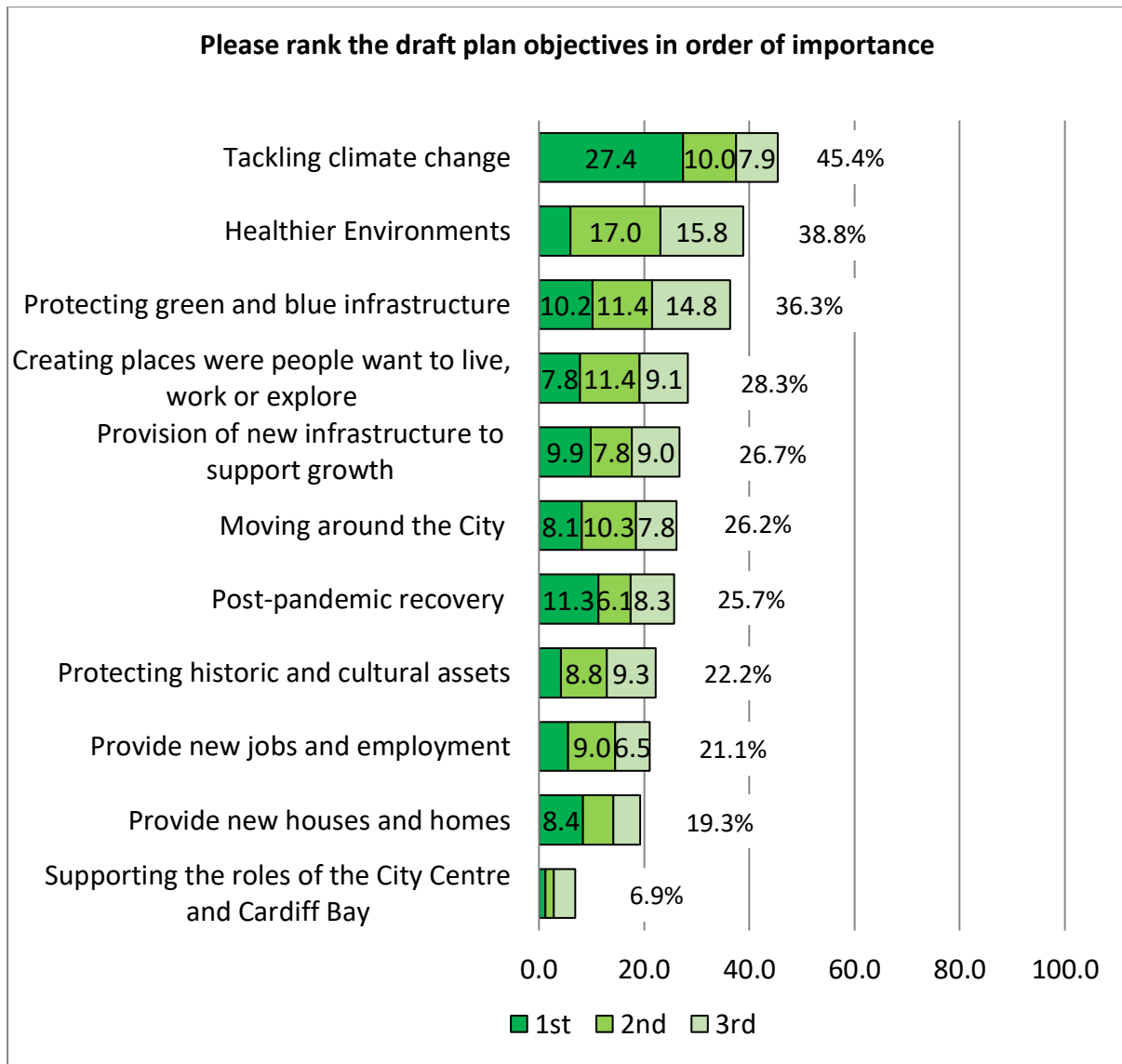
Please rank the draft plan objectives in order of importance

A total of 798 respondents gave at least one answer for at least one option to this question, giving an overall response rate of 65.7%

Tackling Climate Change was seen as the most important of the draft plan objectives, with 45.4% ranking this in their top three, and 27.4% ranking this as the single most important.

This was followed by Healthier Environments, ranked in the top three by 38.8%, and first by 6.0%, and Protecting Green & Blue Infrastructure, ranked in the top three by 36.3%, and first by 10.2%.

Supporting the roles of the city centre and Cardiff Bay was seen as least important of the objectives listed, ranked in the top three by just 6.9% of respondents, and first by just 1.3%.



There were differences of opinion across the different demographic groups analysed.

Respondents under the age of 35 were most likely to rank “Tackling Climate Change” as their most important objective, with 33.6% ranking this as the single most important objective, and 57.9% placing it in their top three. They were also more likely than average to place importance on “Moving around the City”, with 32.7% ranking this in their top three.

Respondents over the age of 55 placed less importance on “Tackling Climate Change”, with 38.2% placing this in their top three most important objectives.

Women were more likely to include “Tackling Climate Change” (50.8%), “Healthier Environments” (44.8%) and “Protecting Green and Blue Infrastructure” (42.9%) in their top three; men were more likely to include “Provision of new infrastructure to support growth” (32.5%) and “Moving around the City” (31.8%).

Those identifying as disabled were more likely to support objectives to “Provide new houses and homes” (34.5%), “Post-pandemic recovery” (35.6%), and “Provision of infrastructure to support growth” (35.6%).

Respondents with children in their household were more likely to include “Tackling Climate Change” (53.3%) and “Healthier Environments” (46.2%) in their top three most important objectives

Those living in the most deprived areas of the city placed more importance on “Creating places people want to live, work and explore” (34.5%), “Provide new houses and homes” (29.1%) and “Provide new jobs and employment (23.6%). Those living in the least deprived areas placed higher importance on “Protecting green and blue infrastructure” (39.8%) and “Supporting the roles of the City Centre and Cardiff Bay” (9.5%).

A full breakdown is available in Appendix 27.

Would you add any other objectives?

A total of 208 responses were received for this question, which have been grouped into themes. The top three themes are shown below, with a full list available in Appendix 28

Theme	No	%	Example comments
Greener city	27	13.0	<ul style="list-style-type: none"> - <i>Moving around the city in a sustainable way</i> - <i>Biodiversity should be key</i> - <i>Creating a more beautiful and less generic looking city.</i>
Improved Transport infrastructure- roads/public transport/accessibility	27	13.0	<ul style="list-style-type: none"> - <i>Should not be any new homes until infrastructure has been put in place to cope with the 10,000 that have been built in last 8 years</i> - <i>The more equal city mentioned in the Vision is not in the Objectives I've noticed. Why's that?</i> - <i>Transport, transport, transport. The Metro plan must be front and centre of the LDP. All new developments must be Metro-centred, not built without consideration with a bus service added as an afterthought to an already congested roads. Public transport must be fast, clean, reliable, 24hr, cheap, safe. And make the developers pay for it.</i>
Question concerns / Queries	22	10.6	<ul style="list-style-type: none"> - <i>Again, ranking these is difficult. They all have to work well and together to achieve the vision.</i> - <i>I've no idea what Blue infrastructure means</i> - <i>These are a list of aspirations NOT reality! The net is far too wide and as a result, little will get done!</i>

13. Additional Comments

Do you have any other comments?

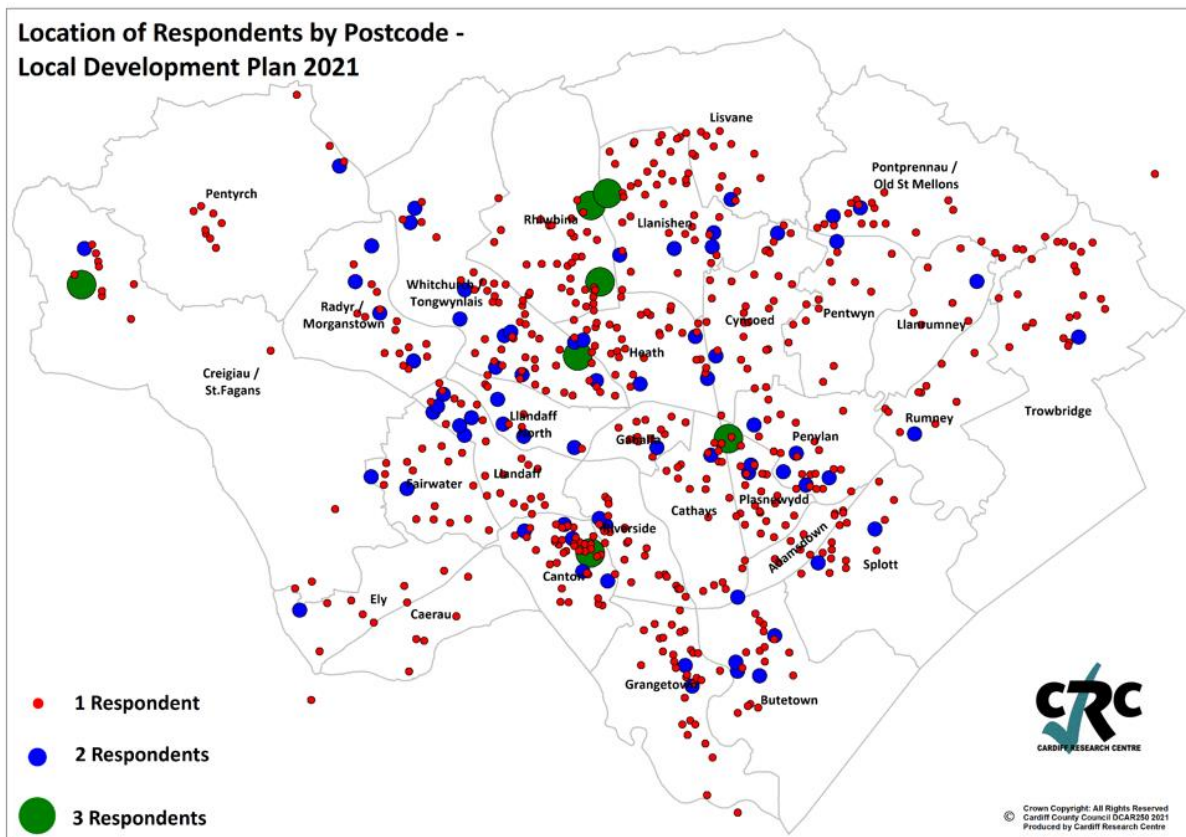
A total of 275 responses were received for this question, which have been grouped into themes. The top three are shown below, with a full list at Appendix 29.

Theme	No	%	Example comments
Protect Green Spaces / Address Climate Emergency	48	17.5	<ul style="list-style-type: none"> - <i>Address the climate emergency and stop destroying green spaces</i> - <i>Protect our green spaces and heritage. Cardiff is in danger of being destroyed by developers.</i> - <i>Cut out the obsession with building on greenfield sites</i> - <i>We need to be serious about tackling climate change. It is important that short term gain does not take priority over long term solutions.</i>
Survey Concerns / Consultation will be ignored	32	11.6	<ul style="list-style-type: none"> - <i>It makes little difference what is said as you do as you like anyway</i> - <i>Not really sure why you have bothered to ask as Cardiff Council will already have done deals with developers!</i> - <i>I realise my completing this questionnaire is a pointless and you will do what you want anyway. I do wonder why you bother to seek public opinion and then ignore it. Just more "box ticking" Sadly.</i>
Planning concerns	28	10.2	<ul style="list-style-type: none"> - <i>I would like to see more powers of objectivity in the planning department. They need better controls over quality and design of new builds to protect the city's skyline.</i> - <i>Do not make Cardiff look like every other city with too many ugly high rise buildings.</i> - <i>Stop allowing developers to build all this poor quality student accommodation. It's a disgrace to the city centre. Raise standards in building design</i>

Appendix 1 – Demographic Profile of Respondents

Please provide your full postcode

A total of 746 respondents provided their postcode. The map below shows the location of complete postcodes within Cardiff.



Of these, 222 respondents were identified as being resident in the Southern Arc of Cardiff.

Southern Arc of Cardiff



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Cardiff County Council DCAR250 2019
Produced by Cardiff Research Centre

What was your age on your last birthday?

	No	%
16-24	14	1.6
25-34	105	11.9
35-44	145	16.4
45-54	157	17.8
55-64	203	23.0
65-74	176	19.9
75+	60	6.8
Prefer not to say	23	2.6
	883	100.0

Are you...?

	No	%
Female	369	41.9
Male	467	53.0
Other	1	0.1
Prefer not to say	44	5.0
	881	100.0

Do you identify as Trans?

	No	%
Yes	2	0.2
No	793	93.0
Prefer to self-describe	6	0.7
Prefer not to say	52	6.1
	853	100.0

Do any children live in your household?

	No	%
No children	638	74.1
Yes, under 5 years old (pre-school)	57	6.6
Yes, aged 5 - 11 (primary school)	102	11.8
Yes, aged 11 - 16 (secondary school)	64	7.4
Yes, aged 16 - 18 in full-time education, or working	62	7.2
Yes, aged 16 - 18 but not in full time education or working	9	1.0
	861	-

Which of the following best describes what you are doing at present?

	No	%
Working full time (30+ hours per week)	422	47.8
Working part time (less than 30 hours per week)	107	12.1
In full time education	6	0.7
Unemployed - Registered Job Seeker	5	0.6
Unemployed - Unregistered but seeking work	9	1.0
On a zero hour contract	4	0.5
Permanently sick or disabled person	22	2.5
Wholly retired from work	247	28.0
Looking after home	10	1.1
Caring for a child or adult	17	1.9
Other	33	3.7
	882	100.0

Which of the following best describes your housing tenure?

	No	%
Owned outright	401	45.6
Owned with a mortgage	346	39.4
Rented from the Local Authority	20	2.3
Rented from a Housing Association	13	1.5
Private rented	88	10.0
Other	11	1.3
	879	100.0

Do you identify as a disabled person?

	No	%
Yes	94	10.9
No	722	83.6
Prefer not to say	48	5.6
	864	100.0

Please tick any of the following that apply to you:

	No	%
Deaf/ Deafened/ Hard of hearing	55	17.9
Mental health difficulties	58	18.8
Learning impairment/ difficulties	9	2.9
Visual impairment	13	4.2
Wheelchair user	4	1.3
Mobility impairment	64	20.8
Long-standing illness or health condition (e.g. cancer, diabetes, or asthma)	144	46.8
Prefer not to say	57	18.5
Other	8	2.6
	308	-

Do you consider yourself to be Welsh?

	No	%
Yes	611	70.9
No	251	29.1
	862	100.0

What is your ethnic group?

	No	%
White - Welsh/English/Scottish/Northern Irish/British	756	86.6
White - Irish	13	1.5
White - Any other white background	42	4.8
Mixed/Multiple Ethnic Groups - White & Asian	3	0.3
Mixed/Multiple Ethnic Groups - White and Black Caribbean	2	0.2
Mixed/Multiple Ethnic Groups - Any other	6	0.7
Asian/Asian Welsh/British - Indian	5	0.6
Asian/Asian Welsh/British – Pakistani	2	0.2
Asian/Asian Welsh/British - Any other	3	0.3
Black/African/Caribbean/Black Welsh/British	2	0.2
Any other ethnic group (please specify)	8	0.9
Prefer not to say	31	3.6
	873	100.0

Appendix 2 – Breakdown of Results for Priorities for new infrastructure by Demographic Groups

Theme	No	%	Example comments
Houses needed/ Quality / Affordable housing / Social housing	278	30.0	<ul style="list-style-type: none"> - <i>There is a shortage of affordable housing especially for first time buyers in the city.</i> - <i>Currently my children will never be able to buy a house</i> - <i>We need more council housing and low rent costs</i> - <i>There is a need for affordable housing in Cardiff</i> - <i>More homes are needed but there is a growing need for cheaper good quality Council and Housing Association homes and not homes which require a mortgage for the privileged people who can afford them.</i> - <i>More good quality housing is essential.</i> - <i>Nowhere near enough housing</i>
Preserve Green Space	273	29.4	<ul style="list-style-type: none"> - <i>Cardiff is known for being a green city, yet these boundaries are continuously being pushed.</i> - <i>important to provide housing but still need protect land</i> - <i>A balance between housing need and the benefits of green spaces</i> - <i>Green spaces are fundamentally important to the wellbeing of the citizens. Any future building should be on brown field sites</i> - <i>We need more houses but part of Cardiff's charm is the proximity to green space.</i>
Need to improve infrastructure/ Services / Public transport	235	25.4	<ul style="list-style-type: none"> - <i>There should be no further land for housing until sufficient infrastructure has been provided to accommodate it.</i> - <i>traffic is out of control, we need to improve transports and roads before building more houses</i> - <i>More homes are needed, but the infrastructures always take so much longer to do, and the public transport links are just so poor to the areas now being built on further outside of the City</i> - <i>The housing supply is currently outstripping the infrastructure and needs to be reduced slightly until an infrastructure plan is delivered</i>

			<ul style="list-style-type: none"> - <i>There has been neglect of the need to provide infrastructure as described to support existing and ongoing housing development in the city.</i>
Too many developments	144	15.5	<ul style="list-style-type: none"> - <i>We are already experiencing overdevelopment of suburban and rural areas</i> - <i>We urgently need the exact opposite of the current super-heating approach of encouraging frenzied growth. Cool the growth and less new housing is needed</i> - <i>A great many new developments have already taken place.</i> - <i>Houses being built everywhere we look and according to recent evidence, the Cardiff population growth has been grossly exaggerated.</i> - <i>The city is now big enough and any further construction will clog the city's infrastructure up even more, build a new city elsewhere if you feel more housing is needed</i>
Balance growth / development	139	15.0	<ul style="list-style-type: none"> - <i>Cardiff needs to grow fast to become the world city Wales needs. But this should not be at the expense of what makes Cardiff great – a green, compact and liveable city</i> - <i>A balance is needed, between growth (which is inevitable) and too much encroachment on Green spaces</i> - <i>A balance between housing need and the benefits of green spaces</i> - <i>We need sustainable growth that doesn't destroy our green spaces. Reuse and adaption of existing buildings should be key and a vital role.</i>
Repurpose old/empty buildings	117	12.6	<ul style="list-style-type: none"> - <i>Although I fully understand the need for new housing, I think that the priority should lie with revitalising run down areas and refurbishing abandoned buildings and plots across town.</i> - <i>we need to make use of all the empty plots/housing before building massive developments on green open space.</i> - <i>we should also look at reusing and repurposing existing buildings, particularly as demand for city centre large office spaces and extensive student accommodation schemes are not being used to their full potential</i>

			<ul style="list-style-type: none"> - <i>Clear up some of the slums, and empty buildings, before you build on green field sites.</i>
Use Brownfield sites	106	11.4	<ul style="list-style-type: none"> - <i>Please use the existing brown sites and renovation of dilapidated houses first before building new houses.</i> - <i>Utilise brownfield sites more</i> - <i>Housing is needed and there is no problem as long as use brownfield sites as far as possible</i> - <i>Do not want to lose greenfield sites but happy for brownfield sites to be used.</i>
Replace/improve older stock	78	8.4	<ul style="list-style-type: none"> - <i>cleverer use of the what's already available should negate the need for too much more building</i> - <i>It would be better to use currently vacant houses as well as building more.</i> - <i>Existing housing developments need to be updated to improve communities</i> - <i>Use the ones empty, derelict or half built</i> - <i>You can renovate repurpose not build new green sites</i>
Houses needed / not flats	68	7.3	<ul style="list-style-type: none"> - <i>We need houses, not flats</i> - <i>I accept there should be growth but at the same time we should be building the right type of homes and not just large detached homes in affluent areas with a token gesture of social housing. There needs to be a wide mix of varying sized private homes.</i> - <i>Need to change some of the housing offered. There are a large number of blocks of flat around Cardiff South and central that are empty as they do not offer suitable housing</i> - <i>We need more HOUSES not flats, therefore more 2/3 bed houses to be built which will take more space but provide homes!</i>
Growth figures questionable	57	6.1	<ul style="list-style-type: none"> - <i>I think we need to start low and see how things play out. The growth figures have already altered once quite significantly.</i> - <i>As only a quarter of the original prediction of housing in the last survey was correct, the figure this time should adapt for that accordingly to save the city's character and green space.</i> - <i>Now that future population figures have been revised, do we need to build so many new homes?</i> - <i>Growth shouldn't become an end in itself.</i>

Homes for young people	52	5.6	<ul style="list-style-type: none"> - <i>There are no houses for young people to buy - I want to buy in Cardiff but there's no chance at the moment.</i> - <i>Currently my children will never be able to buy a house</i> - <i>We need more affordable housing for first time buyers</i> - <i>Young people are being shut out which is unfair. Cardiff needs young people to live thrive and work in the city.</i> - <i>You need to create opportunities for young people. The cost of housing, rented or owned, is ridiculously high</i>
Too much student accommodation	47	5.1	<ul style="list-style-type: none"> - <i>Cardiff has loads of empty high rise student flats in Cardiff that can't be let as it is</i> - <i>Repurpose student high rise for residential use</i> - <i>There is currently an excess in student accommodation compared to demand. Encouraging landlords to provide more permanent housing rather than temporary student accommodation could help housing needs.</i> - <i>There is too much development in city for 'students'!!!</i>
Developers breach/ include community facilities / Infrastructure	39	4.2	<ul style="list-style-type: none"> - <i>Time and time again you roll over on big developers and allow them to refuse to contribute towards community development and infrastructure.</i> - <i>Better use of current housing and improving community facilities is just as important.</i> - <i>It appears that all new developments take place before an adequate infrastructure is prioritized.</i>
Build more within the city region	33	3.6	<ul style="list-style-type: none"> - <i>There should be a limit to growth in Cardiff and efforts made to develop more deprived areas of Wales</i> - <i>It's time to expand beyond the M4 rather than building on the few green spaces that are left</i> - <i>Yes, we need more homes (especially affordable ones). But is Cardiff growing at the expense of other places in the metropolitan region (Valleys, Newport)?</i>
Private Landlord Concerns / Multiple properties	26	2.8	<ul style="list-style-type: none"> - <i>There is already too much growth. What you need to do is prevent landlords buying all the houses. There should be a maximum number of properties that</i>

			<p><i>landlords can own thus freeing up property for private buyers.</i></p> <ul style="list-style-type: none"> - <i>Stop people purchasing homes to let, and multiple properties in order to solve housing crisis instead of building more homes which will then be sold as 'buy to let'</i> - <i>Council needs to dissuade landlords from gobbling up housing</i>
COVID - change demand closer proximity to city	24	2.6	<ul style="list-style-type: none"> - <i>The city is too congested and polluted already. The pandemic has already influenced people to relocate to the valleys and wider area.</i> - <i>Covid has changed things. Office workers moving further out of cities.</i> - <i>Shift in working patterns to home working will mean people will not move to Cardiff to save a commute.</i>
Low energy homes needed	16	1.7	<ul style="list-style-type: none"> - <i>we need low energy homes that use green energy</i> - <i>Cost of housing is a real problem - new housing doesn't have to be environmentally damaging. I am all in favour of environmentally sensitive new housing</i>
Denser Communities	15	1.6	<ul style="list-style-type: none"> - <i>Build denser communities free from car dependency.</i> - <i>There is only so much space. So mixed density might be a way. Otherwise, there is just urban sprawl.</i>
Concerns around questions / more info required	15	1.6	<ul style="list-style-type: none"> - <i>The question does not address the core issue. The City needs to solve the homeless and housing issues but it is not just about numbers. It is about building the type of houses in the areas that they are required.</i> - <i>The question did not make clear where the housing would be and what type of housing, so it is hard to judge the impact</i>
Misc.	77	8.3	<ul style="list-style-type: none"> - <i>Homes are available... just not used or fit for habitation</i> - <i>Should be building more bungalows for the older generation and not too small so that houses can become available for families</i> - <i>We should have a more European balance on rental/ownership - not everyone needs to own their homes</i>
Total	927	-	-

Appendix 3 – A home that is... “Something else”

Theme	No	%	Example comments
Consideration of Environment/Nature	54	20.6	<ul style="list-style-type: none"> - <i>Design that incorporates old buildings and enhances rather than bulldozers local character</i> - <i>The earth is now at a point of no return. If you don't prioritise getting rid of fossil fuel boilers and cars we are not going to exist anymore and this earth will be a desert. WAKE UP!</i> - <i>Awareness of carbon footprint and consequences of creating housing development too far away from necessary communication and amenities</i> - <i>Target energy neutral, reduce/remove reliance on cement, drive developers to use solar/heat pumps/renewable materials, disconnect car reliance</i>
Sustainability	44	16.8	<ul style="list-style-type: none"> - <i>Good design and built to last using local materials and services.</i> - <i>Cardiff needs to respond to the climate crisis with a sustainable and energy efficient building stock. This also means retrofitting of existing buildings.</i> - <i>Target energy neutral, reduce/remove reliance on cement, drive developers to use solar/heat pumps/renewable materials</i> - <i>PassivHaus principles please</i>
Better design / quality / sympathetic to their settings	42	16.0	<ul style="list-style-type: none"> - <i>Better design and build quality is needed. Too many new build homes are architecturally depressing, not just for the people who live in them but those who have to look at them on a daily basis.</i> - <i>The aesthetic and quality of materials used. Innovative and attractive housing that is sympathetic with the surroundings.</i> - <i>The new builds should be visually beautiful. The aesthetic value of the buildings is often a feature not considered in the planning process, there are many positives that beautiful buildings bring to an area and are worthy of consideration.</i>
Need improved transport infrastructure	41	15.6	<ul style="list-style-type: none"> - <i>Transport infrastructure that does not increase pressure on existing areas and bottlenecks on roads. All these new developments need train stations.</i> - <i>Proper consideration for getting from A to B. Plasdwr assumes everyone can cycle the 6 miles to town or walk the mile plus to radyr station - many</i>

			<p><i>people cannot and also we live in wales, it rains a lot and it's dark a lot!</i></p> <ul style="list-style-type: none"> - <i>Easy green travel into the city centre</i>
Affordability	40	15.3	<ul style="list-style-type: none"> - <i>Affordable housing</i> - <i>Affordable to low income groups</i> - <i>affordable to run</i>
Green Space	37	14.1	<ul style="list-style-type: none"> - <i>green spaces and green energy with community areas</i> - <i>Within walking distance of a green space suitable for walking, running or exercise</i> - <i>Community gardens</i>
Bigger Houses	26	9.9	<ul style="list-style-type: none"> - <i>Bigger houses on new builds. Many new builds are way too small for the cost</i> - <i>Less shed-like houses that have more space for cars than the occupants</i> - <i>Housing must be family friendly and must not continue the trend of making homes smaller and smaller which developers have done to maximise profits.</i>
Access to local services	24	9.2	<ul style="list-style-type: none"> - <i>Near to doctors, chemist and dentist. Perhaps there could be facilities for all these things to be together so a person could be allocated to these nearby</i> - <i>Easy access to good schools</i> - <i>Family pub serving food. Supermarket sized to meet development ideally in walking distance. Adequate transport links to adjoining areas and town centre.</i>
Good Parking	17	6.5	<ul style="list-style-type: none"> - <i>Car parking should be on-site and include charging points for electric vehicles.</i> - <i>Off road parking for at least 2 cars per household</i>
Not Built on greenspace	17	6.5	<ul style="list-style-type: none"> - <i>No further destruction of green spaces.</i> - <i>Prioritising the planet and affordability for those who need it rather than turning every green space into housing developments</i>
Low Traffic	9	3.4	<ul style="list-style-type: none"> - <i>Low Traffic neighbourhoods, where cars are discouraged</i> - <i>Better public transport to encourage less need for car ownership</i>
To Feel Safe	8	3.1	<ul style="list-style-type: none"> - <i>the need to feel safe in your neighbourhood, therefore more police presence and less antisocial behaviour</i> - <i>Safe environments</i>

Less Development / Renovate existing structures	4	1.5	- They're all important. But most important is thinking imaginatively about how we can re-use and upgrade our existing building stock, increasing density, tackling loneliness, increasing energy efficiency etc.
Misc.	44	16.8	- Evenly distributed social economics - ie not al social housing areas and not all executive home areas. - Homes for Veterans - Sense of community - Good broadband coverage
Total	262	-	-

Appendix 4 - What kind of balance should the plan strike in addressing future jobs growth? Please explain your answer

Theme	No	%	Example comments
Jobs vital for economy/ growth	209	30.0	<ul style="list-style-type: none"> - <i>The City needs growth in jobs and population in order to raise taxes to pay for social infrastructure</i> - <i>Young people need work and attraction of talent</i> - <i>employment is the future</i> - <i>Without jobs a city can go into decline.</i> - <i>more jobs are essential at the moment</i> - <i>creating new jobs is very important</i>
Do we need more space / lots of empty offices	162	23.3	<ul style="list-style-type: none"> - <i>Cardiff is full of empty office and retail space. Fill up what's there first please.</i> - <i>I would not support the building of more offices as they don't seem necessary now.</i> - <i>Many businesses are now looking to reduce office space in the centre of cities and are encouraging more homeworking. Building more office space in city centres is increasingly outdated and puts more pressure on a city's infrastructure.</i> - <i>Creating space for jobs does not mean that more jobs will happen. There must be coordinated approach</i>
COVID has changed how we work/home working	157	22.6	<ul style="list-style-type: none"> - <i>Due to the pandemic there are empty offices everywhere, people will likely work from home, there is no requirement for more buildings.</i> - <i>The Council needs to consider the direction employers will be taking post-pandemic. To what extent is more flexible working, including from home, likely to become the norm?</i> - <i>Covid has changed how business need and use space.</i> - <i>Covid and the focus on the capability to work from home has, I think, changed the need to build the amount of commercial properties that was needed previously</i>
Repurpose empty units	94	13.5	<ul style="list-style-type: none"> - <i>Build on existing business locations</i> - <i>Use unoccupied space in town centre</i> - <i>We have too many empty shops & offices already.</i> - <i>Why can't redundant buildings be refurbished</i>

Balance growth to wider region	63	9.1	<ul style="list-style-type: none"> - Growth of jobs should not just be focussed on Cardiff, develop the Valleys and create jobs there - Jobs should be spread across the country not just Cardiff - Jobs are needed across Wales - it's too easy and unfair to suck them into the city
Need High skilled and variety of opportunities	62	8.9	<ul style="list-style-type: none"> - Quality is as important as growth - We need stronger high quality work in Wales - Need a range of employment to provide opportunities for all.
Reduce commuting	51	7.3	<ul style="list-style-type: none"> - Cardiff as with everywhere needs more jobs, but too many encourages commuting into Cardiff, which needs to be reduced, for environmental and quality of life issues for all - People need jobs where they live, who wants to spend time and money commuting?
Better transport links / Infrastructure	40	5.7	<ul style="list-style-type: none"> - Better transport links required to enable people to take up these jobs - Pointless creating so many jobs if the infrastructure isn't in place first
Jobs for local / young people	36	5.2	<ul style="list-style-type: none"> - jobs for young people - There should be jobs available for people in their own locality
Concerns around questions / more info required	30	4.3	<ul style="list-style-type: none"> - It is difficult to answer this question without knowing the figures - There is an ambiguity here with regards to the type of jobs, and how specific jobs are prioritised.
Need to preserve green space	24	3.4	<ul style="list-style-type: none"> - creating new jobs is a priority and locations for new jobs should be only on existing sites or disused sites - not new greenfield locations - Growth and loss of green space cannot carry on indefinitely.
Green economy	21	3.0	<ul style="list-style-type: none"> - We need to be prioritising green jobs and a green recovery - I would like to think that many new jobs will be created to diminish our reliance on coal and gas.
Support local business	17	2.4	<ul style="list-style-type: none"> - Grow business locally and do not import companies from elsewhere that bring their workers with them - We are not utilising the talent and opportunities available to build small cooperative style businesses and local markets.

Affordable housing more of an issue	15	2.2	<ul style="list-style-type: none"> - <i>more jobs mean more people and housing needed</i> - <i>to afford housing you need jobs</i>
Need a balance	13	1.9	<ul style="list-style-type: none"> - <i>Important to have a balance</i> - <i>It's about getting the balance right</i>
Create decentralised work hubs	12	1.7	<ul style="list-style-type: none"> - <i>Suggest a more decentralised hubs for organisations so that it recognises homeworking and collaboration spaces.</i> - <i>The need for additional space to work should be offset by more blended working conditions for those that can. More co-working spaces and hubs would be useful.</i>
Retain welsh graduates	6	0.9	<ul style="list-style-type: none"> - <i>I think it's important to retain Welsh graduates. These are all too easily lost to other cities with more opportunities.</i>
Misc.	110	15.8	<ul style="list-style-type: none"> - <i>Business drives new jobs not the plan. Who is qualified to predict how future jobs will look? Not the planners.....</i> - <i>Already a fair amount of vacancies in the city which employers are struggling to fill (I work in the labour market)</i> - <i>What is the point of expanding the city if there is no space set aside for jobs?</i> - <i>We need to radically rethink and reconfigure the economy post Covid and in the light of the climate emergency.</i>
Total	696	-	-

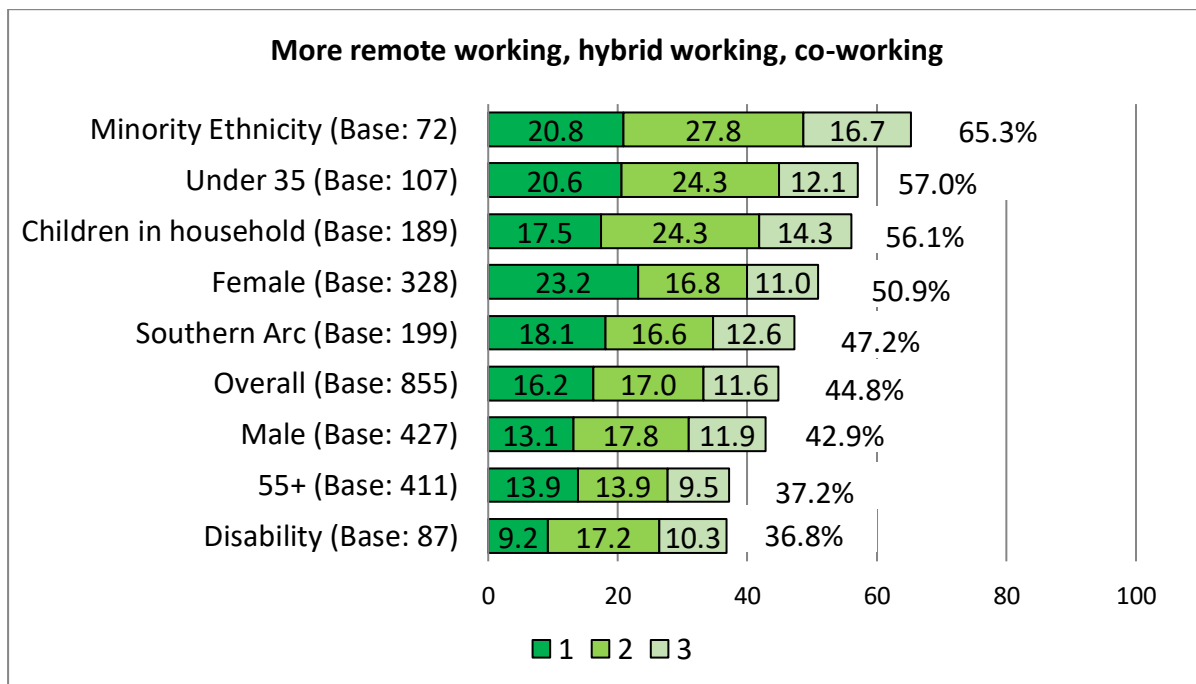
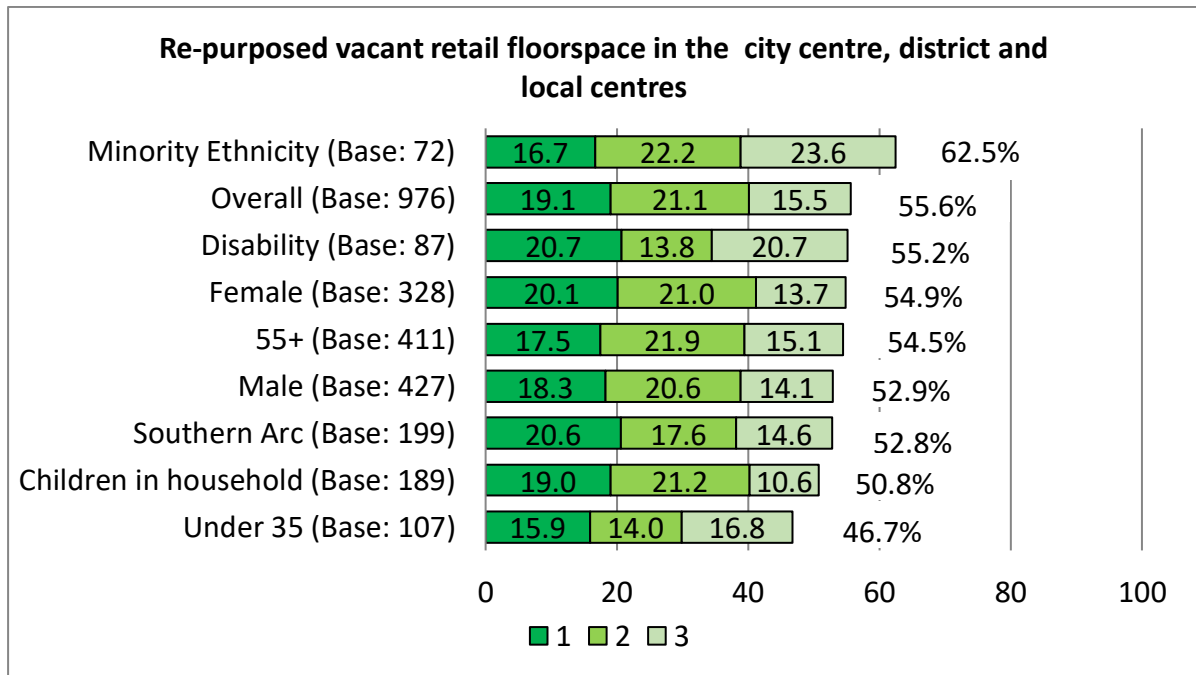
Appendix 5 – Workplaces of the Future: Something else

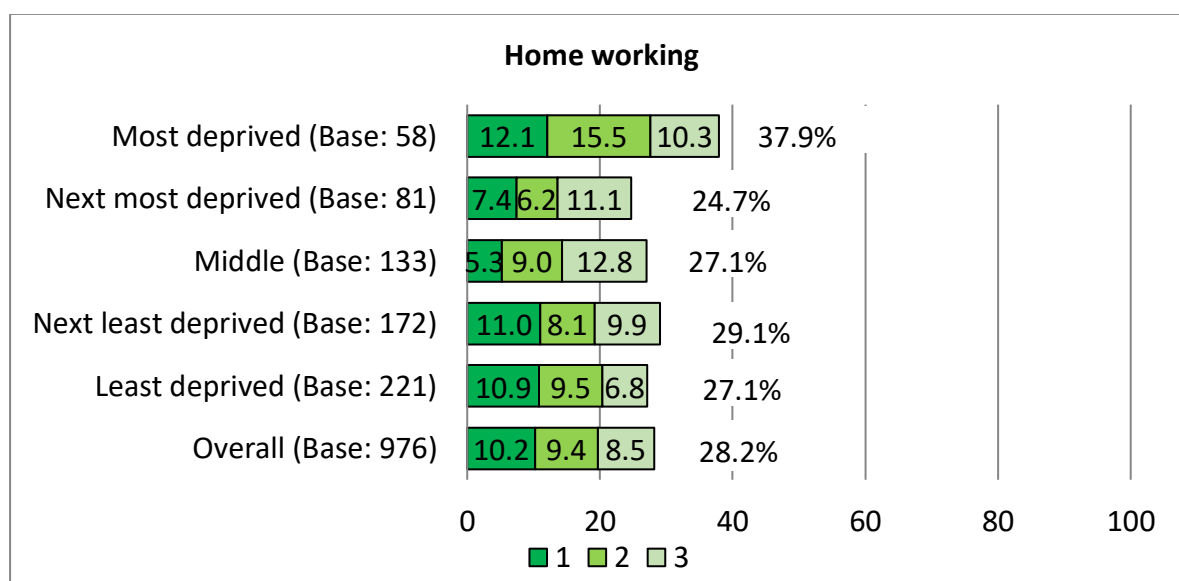
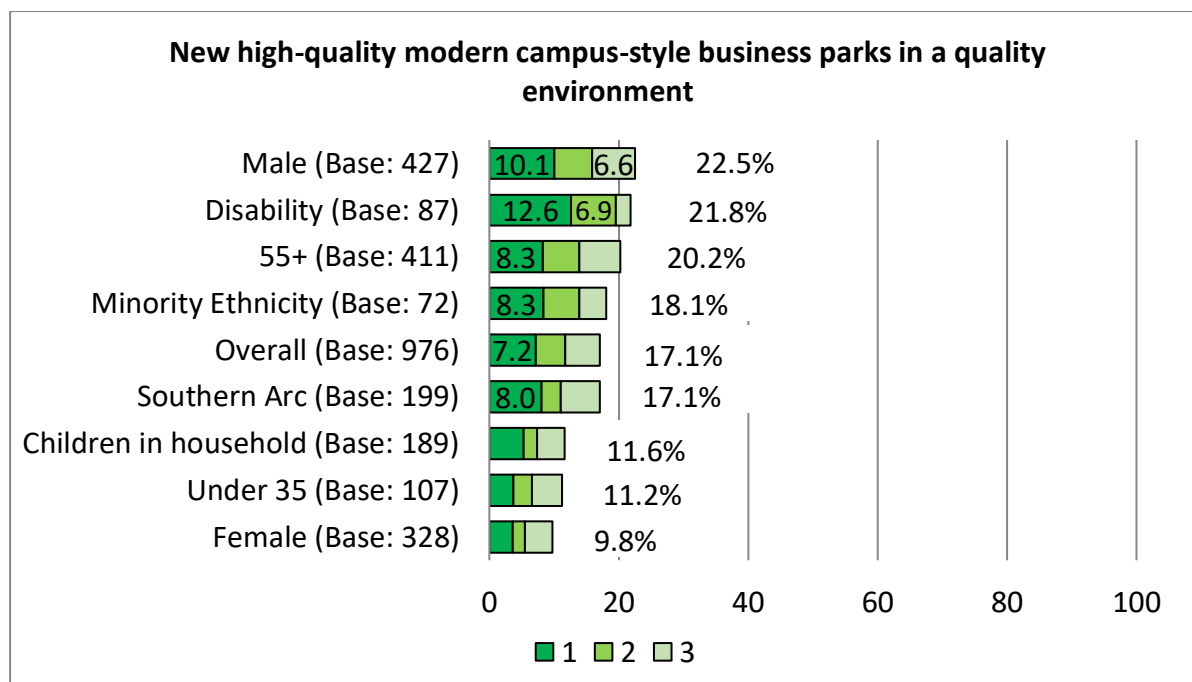
Theme	No	%	Example comments
Ensure empty properties repurposed	25	18.4	<ul style="list-style-type: none"> - <i>use up all existing disused workspace before building new - I've seen so many new buildings being erected near an identical building with a "to let" sign</i> - <i>It surely always makes sense to repurpose and reuse existing spaces before spending money on brand new out of town places usually with no close resources</i> - <i>Less destruction of our old buildings and architecture.</i>
Improve transport	19	14.0	<ul style="list-style-type: none"> - <i>Free travel for all to reduce carbon footprint</i> - <i>Good public transport at all hours.</i>
Working from Home	17	12.5	<ul style="list-style-type: none"> - <i>Allow people to work from home.</i> - <i>Supported home working by choice</i>
Adapt city centre - Commercial / Residential / Entertainment premises / areas	16	11.8	<ul style="list-style-type: none"> - <i>City centres need to adapt to the changing world. They need to be more innovative and offer a unique experience.</i> - <i>The key is a flexible and diverse range of options, particularly mixed-use options which can be reconfigured to respond to changing demands.</i>
Locality of employment	16	11.8	<ul style="list-style-type: none"> - <i>A sensible employer location policy (I suggest you use the Dutch ABC location policy)</i> - <i>Minimising travel.</i>
Cap Rent	10	7.4	<ul style="list-style-type: none"> - <i>affordable rates/rent</i> - <i>If the rates were realistic and helped small businesses then we would see less empty shops and more businesses willing to be on the high street.</i>
Hubs	10	7.4	<ul style="list-style-type: none"> - <i>Small hubs allowing small businesses to flourish at a reasonable cost</i> - <i>remote working, at home or at a local hub, will be significant in the future</i>
Environmental Impact	9	6.6	<ul style="list-style-type: none"> - <i>Reduction of environmental impact should be number one on list.</i>
Greener work places	8	5.9	<ul style="list-style-type: none"> - <i>Greening up all work areas. Living green walls, picnic and exercise areas, bicycle parking, living roofs, community growing areas, urban bee hives, green, green, green, green, green.</i>
Minimised Commuting	7	5.1	<ul style="list-style-type: none"> - <i>The need to travel for work should be minimised.</i>

Preserve Greenfield	4	2.9	- Consider transport and accessibility consistent with fewer car journeys, locating jobs near to residential areas, existing transport links
Health & Well being	4	2.9	- need to avoid loneliness of home workers
Business community to define	3	2.2	- Business will define the workplace it needs, not the planners.
Work/Life balance	2	1.5	- People should have options and flexibility to optimise work/life balance that suits them.
Misc.	45	33.1	- Quality control in terms of use and maintenance of properties so that commercial areas are well maintained and therefore desirable business locations. - These answers go on about city centres. The Welsh Valley towns need investments, not Churchill Way. - Retail restaurants and theatres, museums, art galleries.
Total	136	-	-

Appendix 6 - Workplaces of the Future by Demographic Groups

Base sizes shown in brackets – caution should be taken with lower base sizes





Appendix 7 - Priorities for new infrastructure: Please list any other facilities

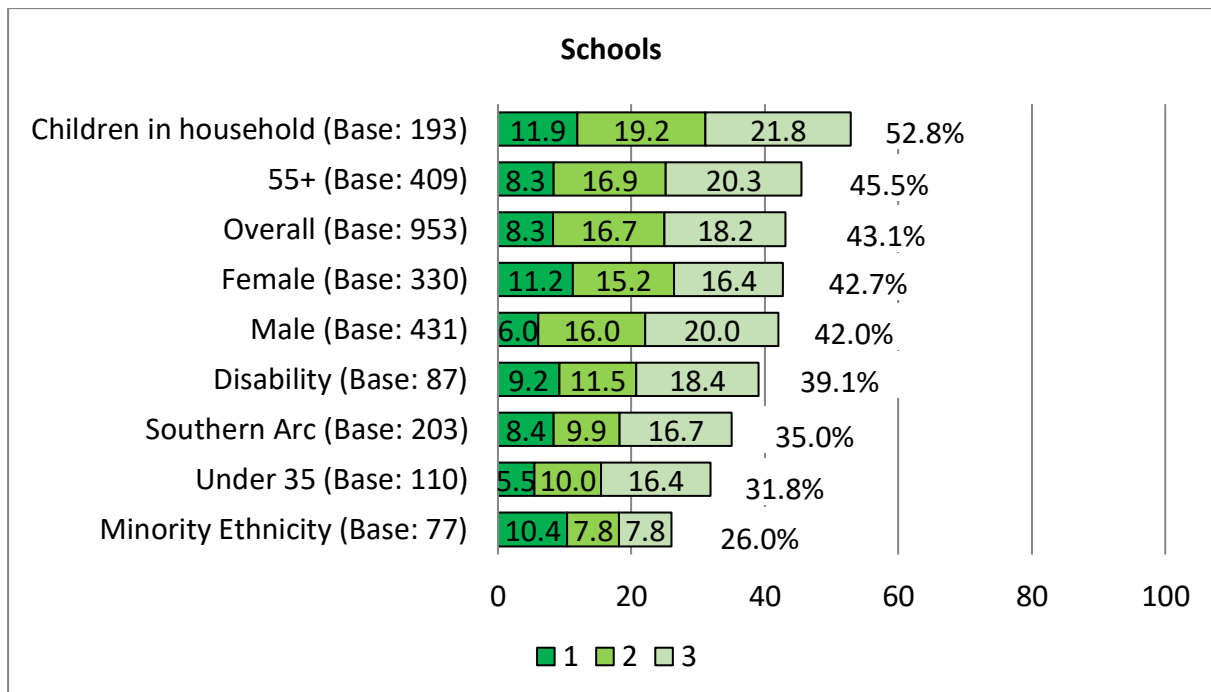
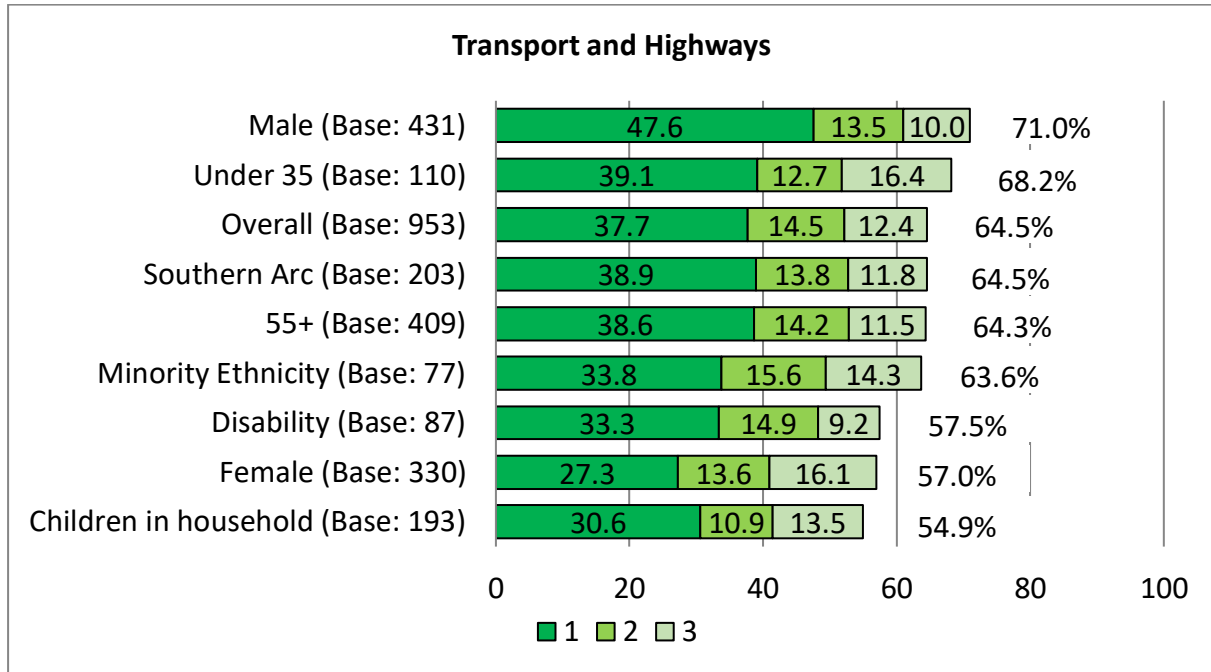
Theme	No	%	Example comments
Difficult to rank	42	20.4	<ul style="list-style-type: none"> - <i>It is very hard to rank infrastructure all of which is essential to a functioning community. Infrastructure should be planned as a whole and no one element is more important than the other. Getting the infrastructure RIGHT is key</i> - <i>They are obviously all important!</i> - <i>No - they are all equally relevant. You cannot rank them!</i>
Transport	38	18.4	<ul style="list-style-type: none"> - <i>Accessible transport.</i> - <i>how about overhead mono rail system following existing road</i> - <i>Electric car charging infrastructure</i>
Road Network	31	15.0	<ul style="list-style-type: none"> - <i>Good roads for logistics and to bring more businesses to wales</i> - <i>Spend more for the car</i> - <i>The road network needs dramatically improving, ring roads etc</i>
Green infrastructure	29	14.1	<ul style="list-style-type: none"> - <i>More allotments in the parts of the city that do not currently have them. For instance Butetown, Adamsdown, Grangetown.</i> - <i>Low carbon, sustainability and environmentally responsible considerations should run through all of the above themes.</i> - <i>I personally include cycling withing Green Infrastructure. A better Green Infrastructure should lead to better health outcomes.</i>
Community services / facilities	26	12.6	<ul style="list-style-type: none"> - <i>Protection, enhancement and support for local communities.</i> - <i>Local shops</i> - <i>You always ignore the needs of retirees and the contribution that they can make to their community, they need a place where craftsmen can use their skills for the community.</i>
Active Travel	25	12.1	<ul style="list-style-type: none"> - <i>Active and public transport should not be listed in with road networks, we urgently need to move away from the cult of the car, deprioritising roads for cars and prioritising bus lanes, railways and cycle paths</i>

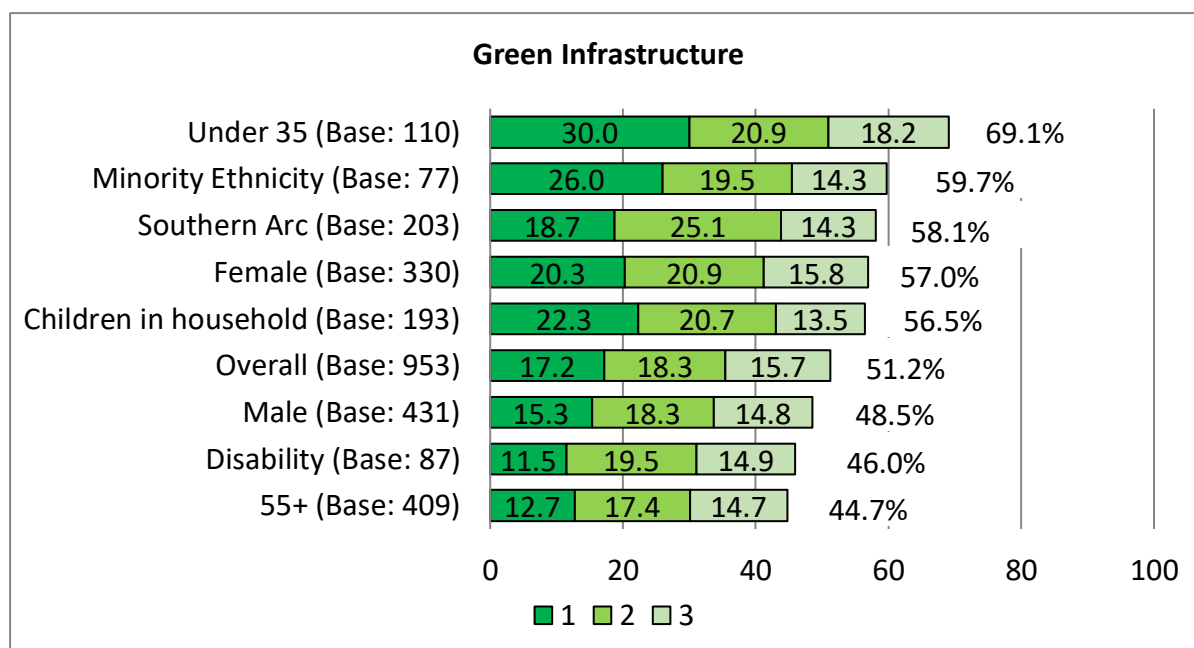
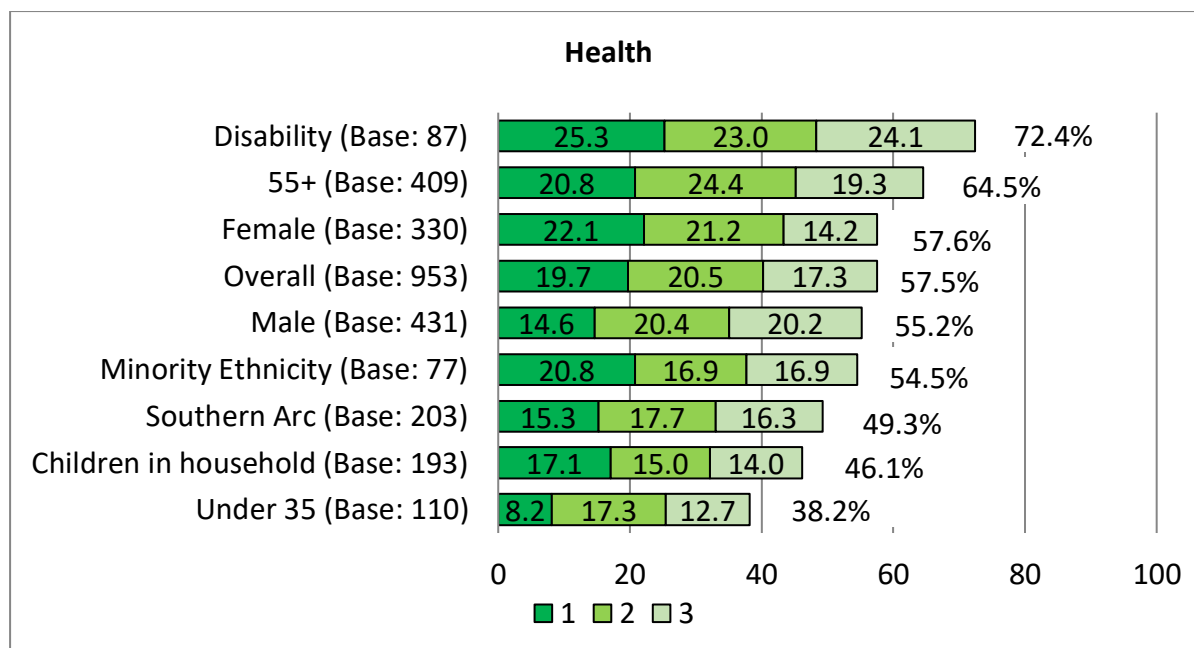
			<p><i>and footpaths without eating into our greenspaces and parkland</i></p> <ul style="list-style-type: none"> - <i>Please separate cycle paths from pedestrian paths. Current dual use doesn't work and is dangerous</i> - <i>Further cycling infrastructure improvements</i>
Preserve Green Space	24	11.7	<ul style="list-style-type: none"> - <i>Regarding green infrastructure- this should also include the 'natural undeveloped environment - not only man made green spaces. The destruction of Northern Meadows is a disgrace for a city which prides itself in being green</i> - <i>More space for allotments and community gardens.</i> - <i>Anything that stops environmental degradation comes at the top. If we heat up, flood, there is no LDP</i>
Health	22	10.7	<ul style="list-style-type: none"> - <i>Where's social care facilities? Dementia care? Day centres?</i> - <i>CAMHS!</i> - <i>Do you realise it takes a month to get a doctor's appointment in Creigiau! Disgusting..</i>
Schools	17	8.3	<ul style="list-style-type: none"> - <i>More Welsh medium schools, including a new Welsh medium secondary school in south Cardiff.</i> - <i>Schools at the centre of the community which has sport and leisure facilities at an affordable cost and accessible for the community.</i>
Arts and Culture	15	7.3	<ul style="list-style-type: none"> - <i>Culture / The Arts</i> - <i>Cultural spaces: theatres, galleries, community arts centres</i>
Reduce Bus/Cycle lanes	7	3.4	<ul style="list-style-type: none"> - <i>Stop building cycle paths, it's not going to turn the city into Amsterdam. People don't cycle in Wales because it's wet and hilly.</i>
Environmental Management	7	3.4	<ul style="list-style-type: none"> - <i>Avoid building on food plains - this would avoid flood defences. But the climate is changing - witness what has happened in western Germany recently.</i>
Parking	6	2.9	<ul style="list-style-type: none"> - <i>Provision for private cars</i>
Clean Air	4	1.9	<ul style="list-style-type: none"> - <i>Clean air for everyone especially for our Children. The current toxic levels of Pollution kill and damage health</i>
Places of worship	5	2.4	<ul style="list-style-type: none"> - <i>Churches and other buildings for religious and spiritual well-being that also promote good mental and physical health</i>
Digital	4	1.9	<ul style="list-style-type: none"> - <i>Telecommunications. Better connections.</i>

Reduce Car Travel	3	1.5	- <i>Low Traffic Neighbourhoods</i>
Housing	2	1.0	- <i>Affordable housing to buy or rent</i>
Misc.	29	14.1	- <i>Crematoria</i> - <i>Government offices e.g. benefits</i> - <i>Accessibility has not been mentioned!!!</i>
Total	206	-	-

Appendix 8 - Breakdown of Results for Priorities for new infrastructure by Demographic Groups

Base sizes shown in brackets – caution should be taken with lower base sizes





Appendix 9 – How do you think the plan can tackle climate change?

Theme	No	%	Example comments
Renewable energy / sustainable infrastructure	168	21.9	<ul style="list-style-type: none"> - <i>Serious investment is needed to provide sound infrastructure for green energy. There should be a mandate placed on housing developers to provide charging points for all homes.</i> - <i>Energy efficient new homes. Improve energy efficiency of existing housing</i> - <i>Ensuring all new build / infrastructure is built with sustainability in mind. People's homes are increasingly becoming workplaces too - ensure that new homes are fit for this purpose and allow people to live sustainable lives.</i> - <i>All public buildings should generate own energy - solar panels etc.</i> - <i>Focus on zero carbon buildings and on low-carbon heating.</i>
Improved / Enhanced Public Transport / Infrastructure	149	19.5	<ul style="list-style-type: none"> - <i>Reduce journeys by fossil fuel vehicles</i> - <i>The plan should consider more strategic action on traffic and transport</i> - <i>Cheaper, faster, more reliable greener public transport with plenty of space to avoid overcrowding if looking to reduce the number of cars around the city. Incentivise the use of public transport by making it low cost and affordable.</i> - <i>Massively increase infrastructure for active transport and reduce city car use.</i> - <i>Green transport.</i>
Reduce car use - Ban Cars / encourage home working / Sufficient local amenities	109	14.2	<ul style="list-style-type: none"> - <i>Facilitating shift from car dependence through improved public transport options to all areas of the city.</i> - <i>Incentivise people to give up their cars</i> - <i>Less cars on the streets</i> - <i>Cut down on private vehicle use</i> - <i>Develop "15 minute communities" where work, shops, health & community centres are all within 15 mins walk for everyone - discourage motorised transport.</i>
Increase / Improve Active travel infrastructure	97	12.6	<ul style="list-style-type: none"> - <i>Encourage active travel, by building well-designed cycle lanes in consultation with other cyclists.</i>

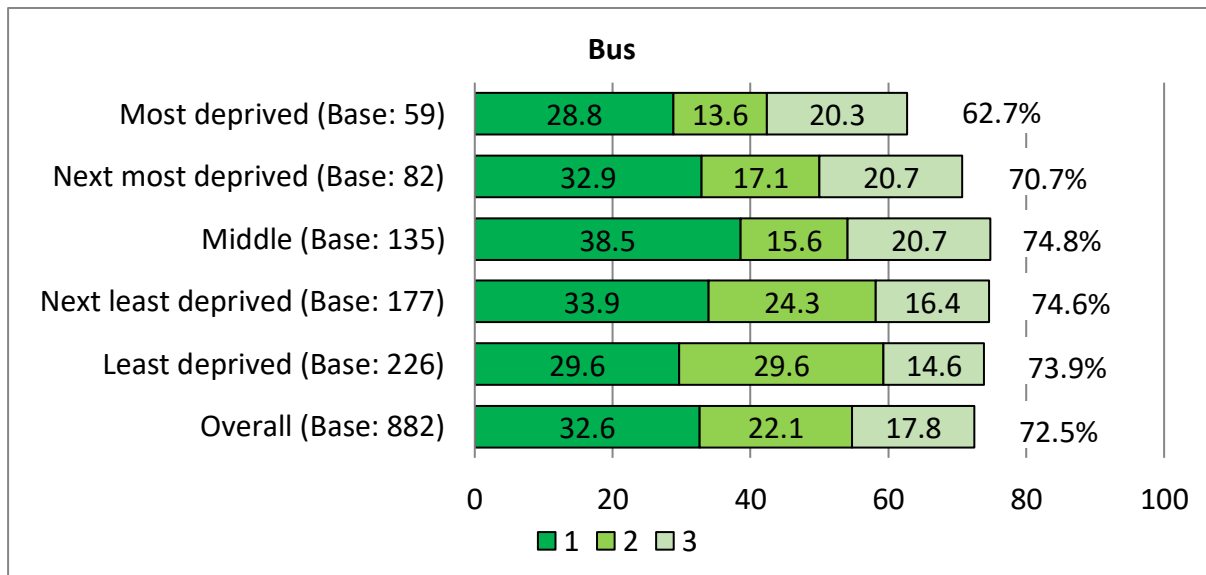
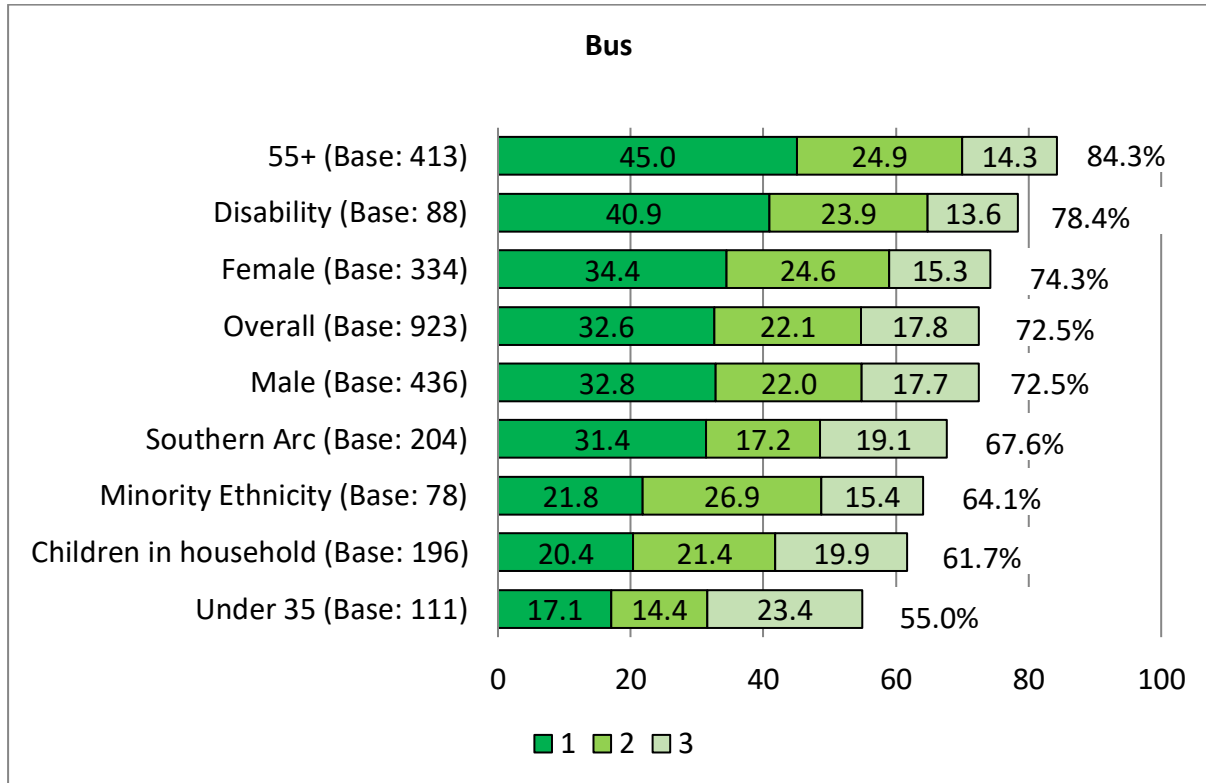
			<ul style="list-style-type: none"> - <i>By providing a properly maintained, smooth, joined-up network of routes for all non- motorised forms of transport alongside a cohesive, reliable and affordable public transport system</i> - <i>Make every road cycle friendly. Do more to tackle bike theft. Add more bike lock bays to district retail areas so we can cycle to shops</i> - <i>Ensure that people can walk or cycle to green biodiverse open spaces and as far as possible to work and leisure facilities.</i>
Preserve Greenspace / Build on Brownfield land	96	12.5	<ul style="list-style-type: none"> - <i>Stop development on existing green sites, taking away hedgerows, fields and trees which improve air quality</i> - <i>Stop destroying green spaces to build. Use brownfield sites</i> - <i>STOP building on Green areas, respect what we have now, at the moment CCC are paying lip service to the Environment</i> - <i>Stop allowing commercial developers build on green sites just to raise income</i>
Reduce emissions / Less pollution	50	6.5	<ul style="list-style-type: none"> - <i>Reduce car emissions in city centre and residential areas through greater promotion of active travel options.</i> - <i>More greenery, less pollution</i> - <i>Say no to incinerators and air pollution across Cardiff</i>
Greater Education / More public engagement	42	5.5	<ul style="list-style-type: none"> - <i>Education in schools regarding these issues, particularly in deprived areas is essential for next generation.</i> - <i>It needs to focus on including Cardiff residents in consultations like this, but also in decision making. It needs to be inclusive and participatory.</i> - <i>Tell others the plan to start. Educate - not speculate for others to provide you the answers</i>
Incentives / Support / Grants	41	5.4	<ul style="list-style-type: none"> - <i>Make it easier to recycle</i> - <i>To get shops and supermarkets to get rid of as much plastic waste as possible. Open up the paper making industry so that food can be put into receptacles that can be easily disposed of.</i> - <i>More recycling with less plastic use. Reduce single use and throwaway goods.</i>

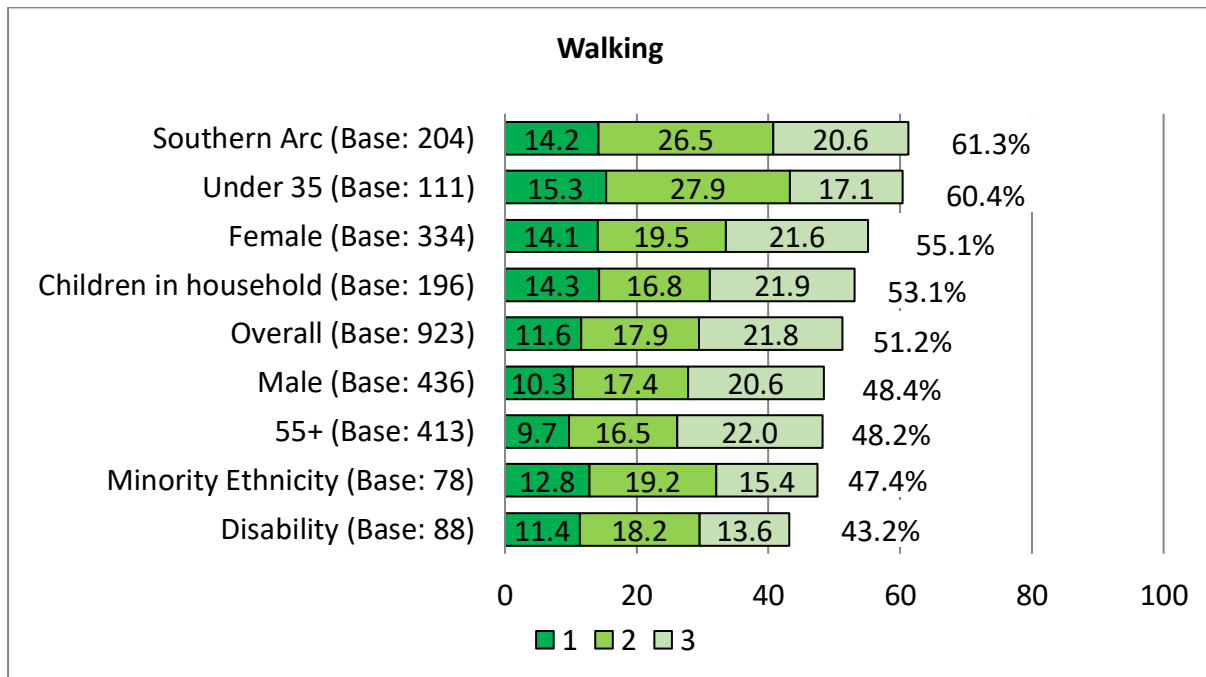
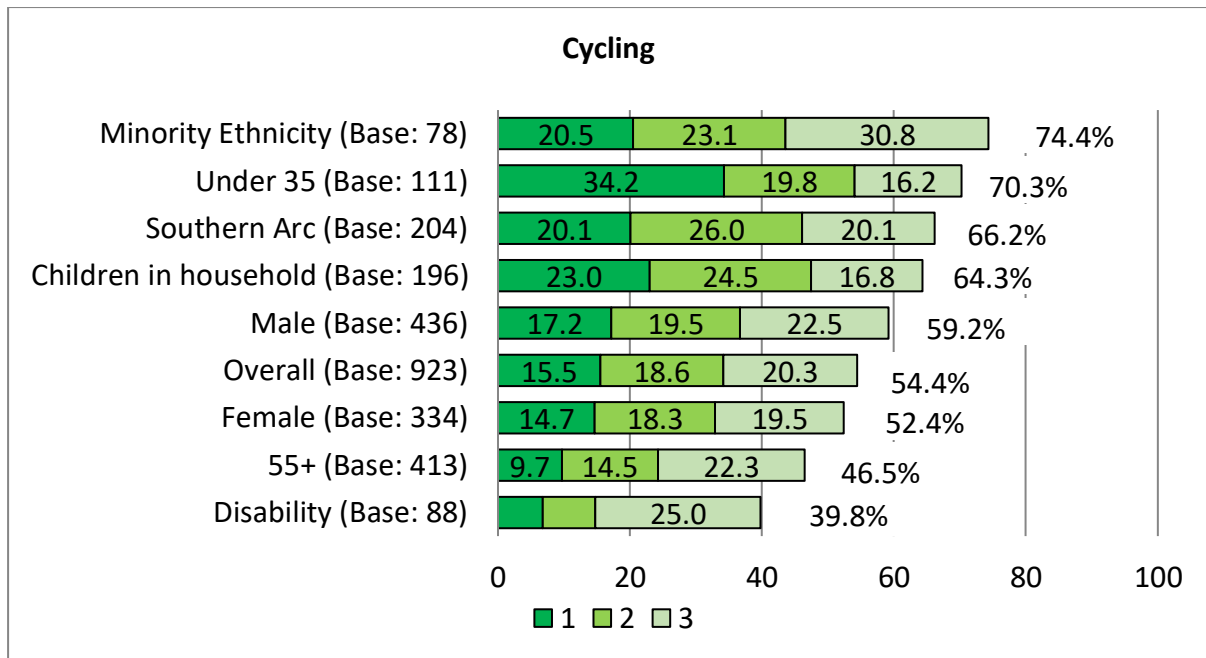
Waste Management - Increase recycling / reduce packaging / ban single use plastic	41	5.4	<ul style="list-style-type: none"> - Encouraging large firms to become greener and offering grants to small businesses to help tackle climate change - Better incentives for doing this - Grants for improving housing efficiency
Electric vehicle infrastructure	33	4.3	<ul style="list-style-type: none"> - Switch to using electric vehicles - more electric charging infrastructure, council vehicles to be electric, buses to be electric. - Expand electric vehicle infrastructure and encourage people to buy EV's. Right now I would like to buy an EV but the infrastructure is insufficient - Support directly the roll out of Electric charging points as EV's are on their way and here to stay.
Issue is global not local	31	4.1	<ul style="list-style-type: none"> - The larger organisations are the bigger culprits and they should be more accountable - Almost irrelevant give the pollution from much larger countries - e.g. China - No matter what we do it will happen anyway , need countries like China and India and the US to get its act together
Flood Management	30	3.9	<ul style="list-style-type: none"> - Ensuring we do not build on flood-plains; being cognisant of how the green spaces in Cardiff help manage rainwater run-off etc. - More monies for Flood Defence schemes - Flood barriers
Increase green infrastructure	28	3.7	<ul style="list-style-type: none"> - Set up more green industries which will support the environment and provide job opportunities. Develop a greener and more integrated way of travel across Wales - Green economy - focus on jobs around installing insulation, solar panels, wind farms, rebuilding street infrastructure for walking/cycling/electric buses.
Greater adaptation green energies	24	3.1	<ul style="list-style-type: none"> - Solar, wind and tidal power can generate electricity can also help mine Zero Carbon Crypto Currency to help pay towards local services. - Renewable energy investments.
Less Development / Renovate existing structures	24	3.1	<ul style="list-style-type: none"> - Maintain, repair, reuse the buildings and facilities we currently have. - Slowing down new development, investing in repurposing existing, out of date buildings into new, more-environmentally friendly spaces.

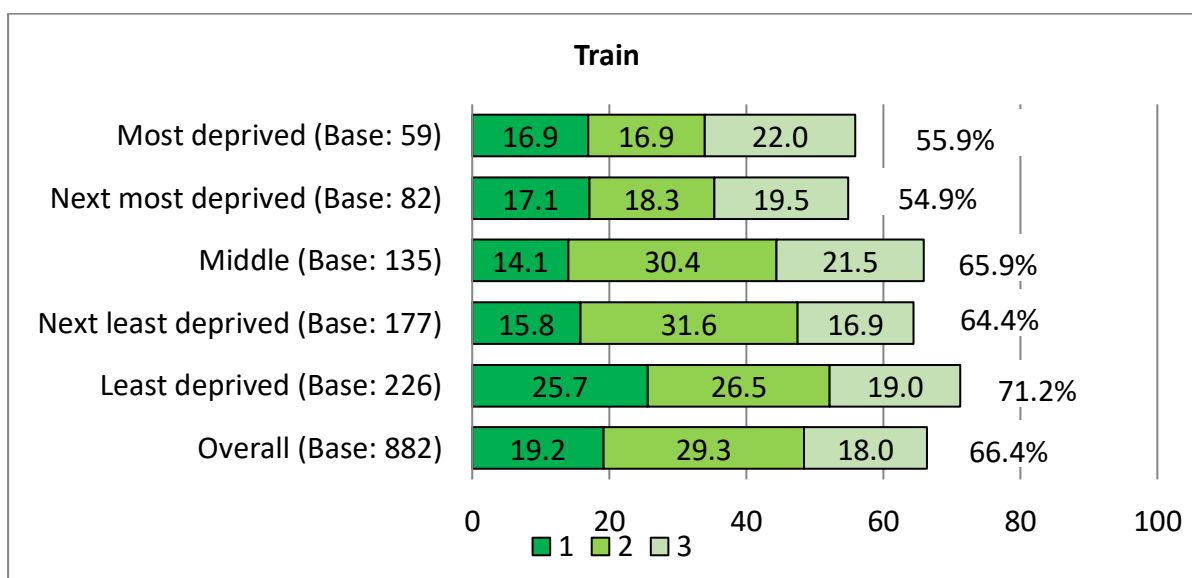
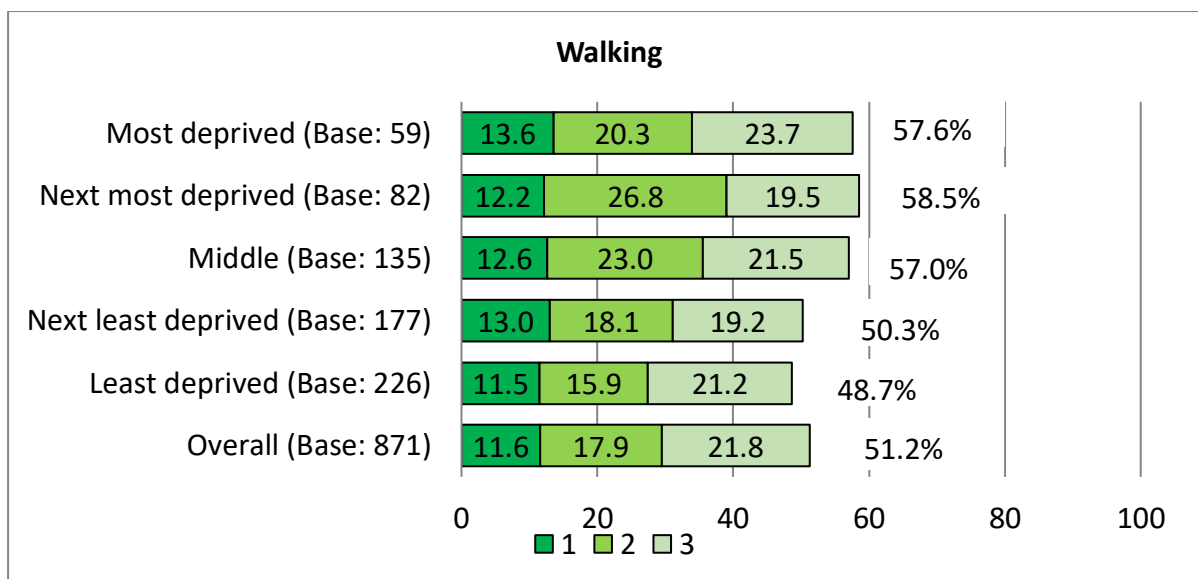
Improved Road Transport Infrastructure	21	2.7	<ul style="list-style-type: none"> - <i>Stop narrowing roads which increases traffic which increases congestion which increases emissions, instead keep roads wide and free flowing.</i> - <i>Better roads, people in cars for less time, less traffic etc. People don't use the public transport, it's nowhere near good enough and will be outdated by the time a plan to improve it is finished.</i>
It can't	13	1.7	<ul style="list-style-type: none"> - <i>It cannot. Cardiff and its immediate environs are entirely subject to rising sea levels. We are unable to generate the finance necessary to prevent dynamic changes in habitable area.</i> - <i>It can't, it's too late for that now.</i>
Reduce fossil fuel usage	10	1.3	<ul style="list-style-type: none"> - <i>Ban the use of all diesel vehicles within Cardiff, starting with the most polluting which are commercial vehicles.</i> - <i>Reduce/eliminate burning of fossil fuels for: 1) electricity & heating in businesses & homes, 2) transport & travel, 3) manufacturing.</i>
Introduce Congestion Charge	8	1.0	<ul style="list-style-type: none"> - <i>There needs to be a congestion charge, which should include taxis and all commercial vehicles.</i>
Misc.	133	17.4	<ul style="list-style-type: none"> - <i>By being flexible enough to adapt to changes in trends; inherent to this is up-to-date data analysis.</i> - <i>Climate change is unimportant at this time.</i> - <i>Welcome but a generation too late.</i> - <i>By putting common sense before emotion</i> - <i>Develop a way that businesses can declare their emissions - including building developments, food production etc.</i>
Total	766	-	-

Appendix 10 – Breakdown of Results for Delivering Sustainable Transport Infrastructure by Demographic Groups

Base sizes shown in brackets – caution should be taken with lower base sizes







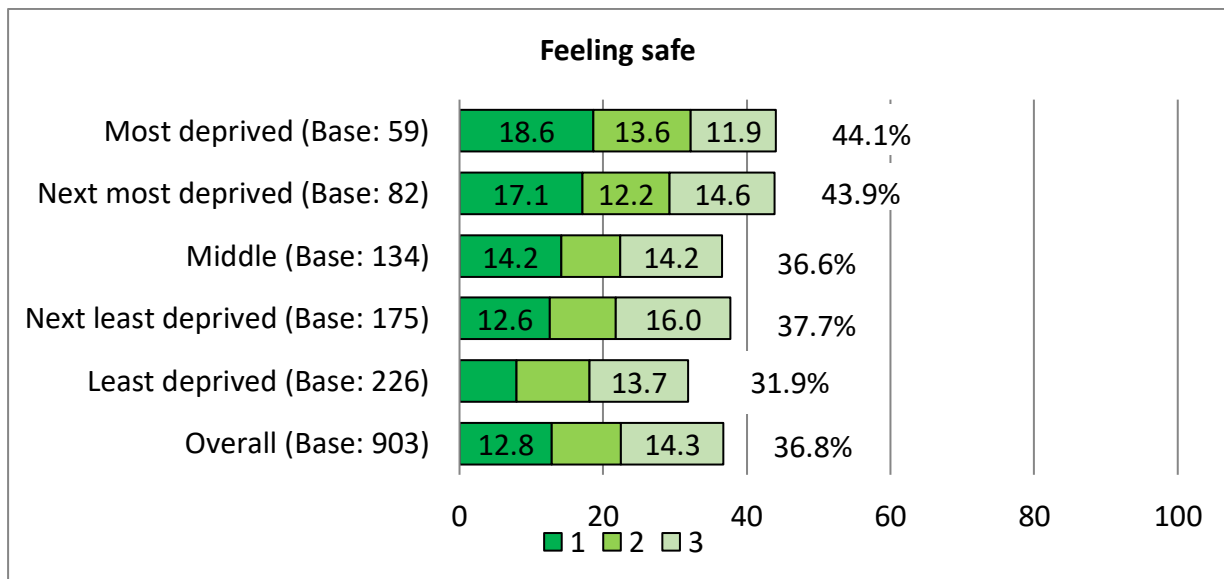
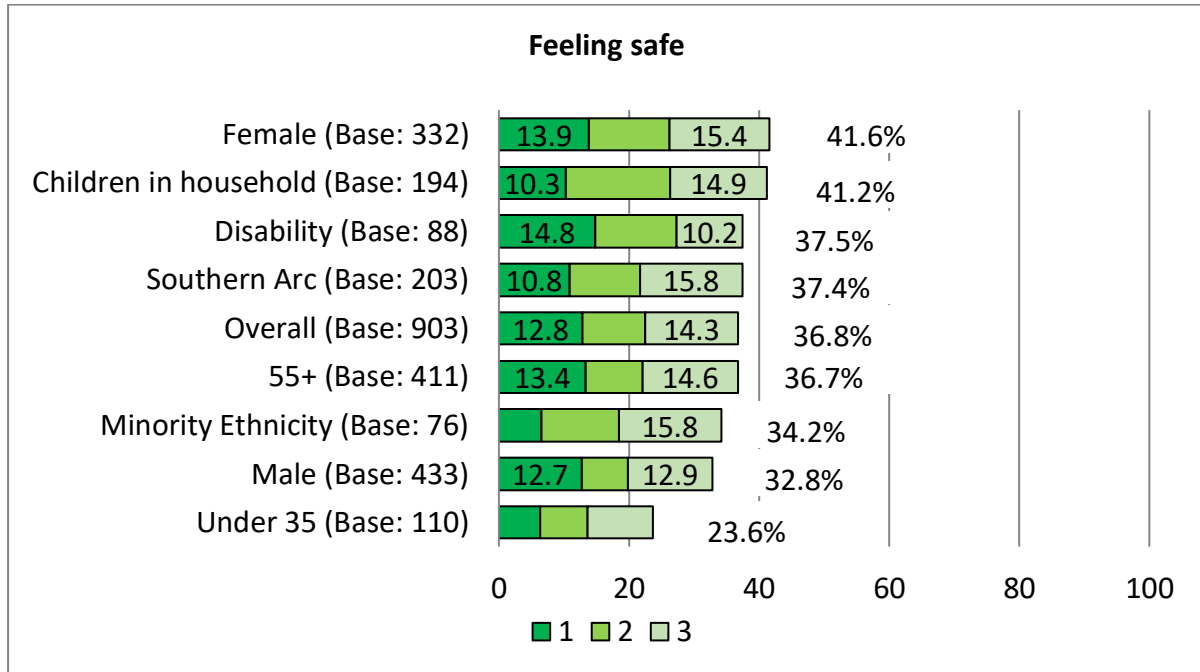
Appendix 11 – Please specify where else infrastructure resources should be invested

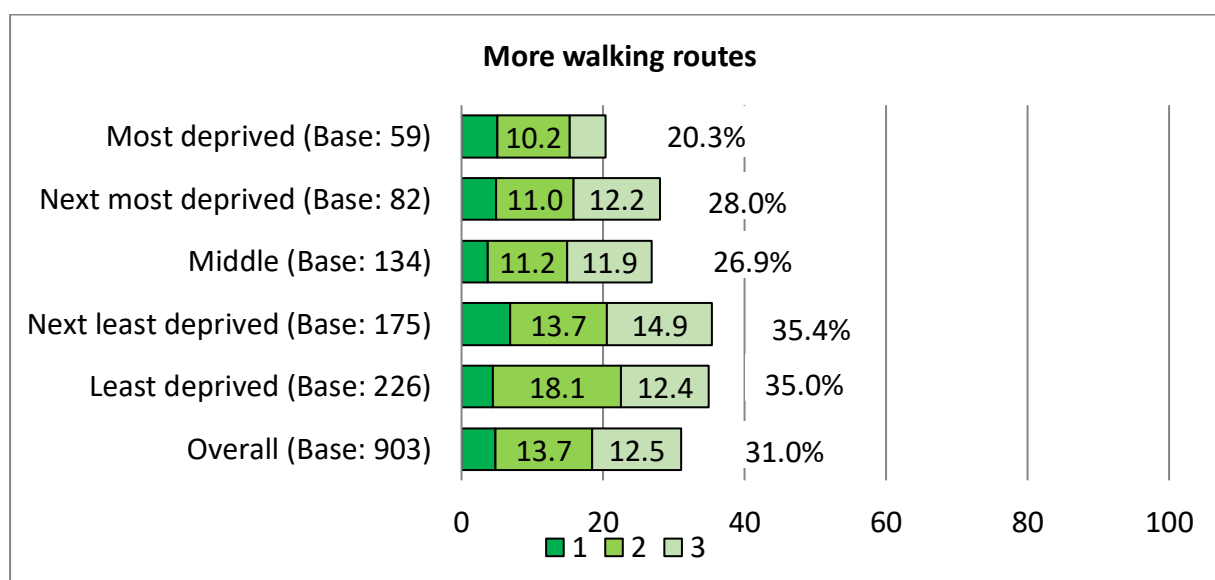
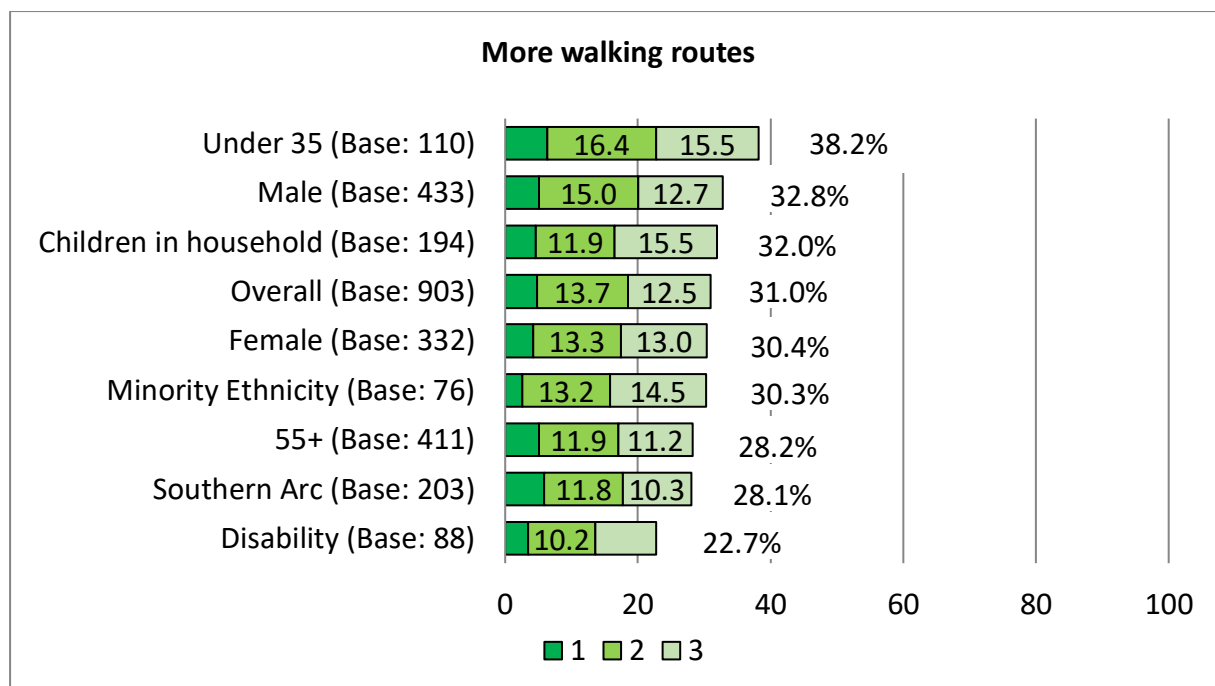
Theme	No	%	Example comments
Improved / Enhanced Public Transport / Infrastructure	109	40.7	<ul style="list-style-type: none"> - <i>Bus service in Cardiff is appalling.</i> - <i>New train stations are essential. There are so many existing lines that run through the city for miles without intermediate stops. Take London – all central rail and tube lines have stations that are 15-20 minutes walk apart. That should be the ambition for all existing lines within all urban areas.</i> - <i>Regular and cheap metro / trams</i> - <i>Have one payment system that's allows train and bus use combined</i> - <i>One ticket system to cover public transport, parking and cycle hire</i>
Road Infrastructure	35	13.1	<ul style="list-style-type: none"> - <i>The existing roads need maintenance and improvement to ensure they are still fit for purpose.</i> - <i>We must recognise that the global pandemic has led people to want to use private transport for their travel needs, the obsession with public transport will cost us dearly in the future, and is not in line with personal needs.</i> - <i>good roads and pavements - that will enable people to cycle and walk safely as well as drive</i>
Focus on reducing need to travel / Car free areas	20	7.5	<ul style="list-style-type: none"> - <i>Cars need to be actively discouraged and prevented</i> - <i>Car-free areas - big ones!</i>
EV Use / Cost / Charging	19	7.1	<ul style="list-style-type: none"> - <i>Stop making it more difficult and penalising car users and develop and encourage more self-sustaining and eco-friendly cars.</i> - <i>Electric charging points must be a priority</i>
Active Travel	15	5.6	<ul style="list-style-type: none"> - <i>Other active travel methods used by young people, like skating and scooters</i> - <i>Safe walking routes are most important but have been sacrificed to cycle routes in recent times.</i>
Not at the cost of Car owners	15	5.6	<ul style="list-style-type: none"> - <i>The purpose of the green target is to get net zero. If everyone is going to be in green electric vehicles then the council should not stop or demonise private car ownership.</i> - <i>Car/Vehicles - you are creating congestion by preventing traffic movement.</i>

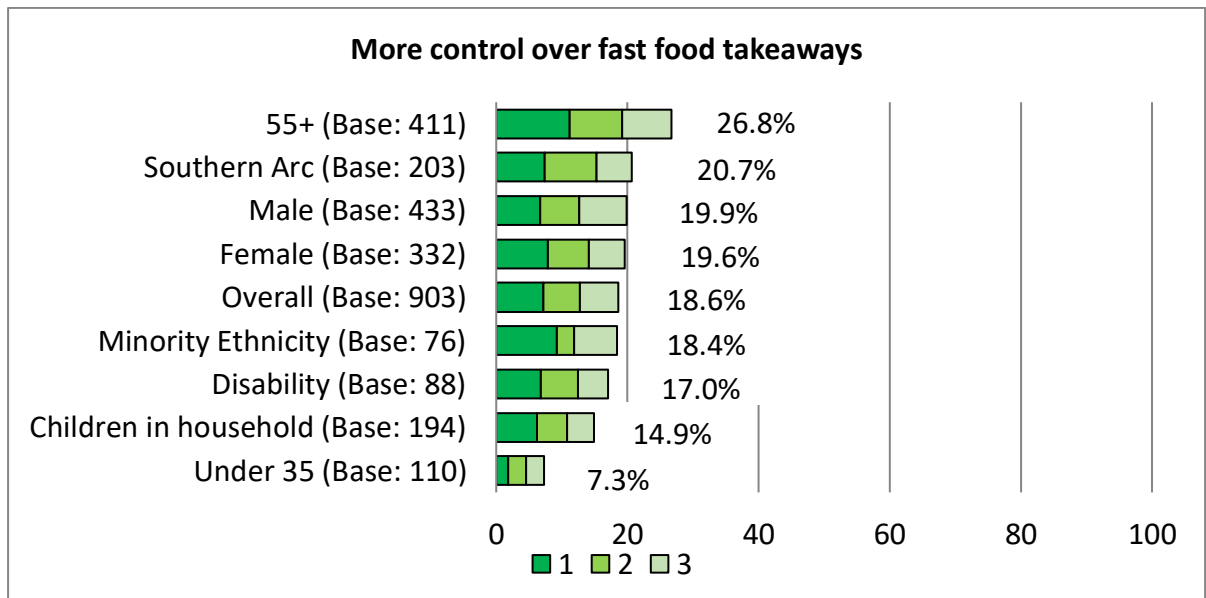
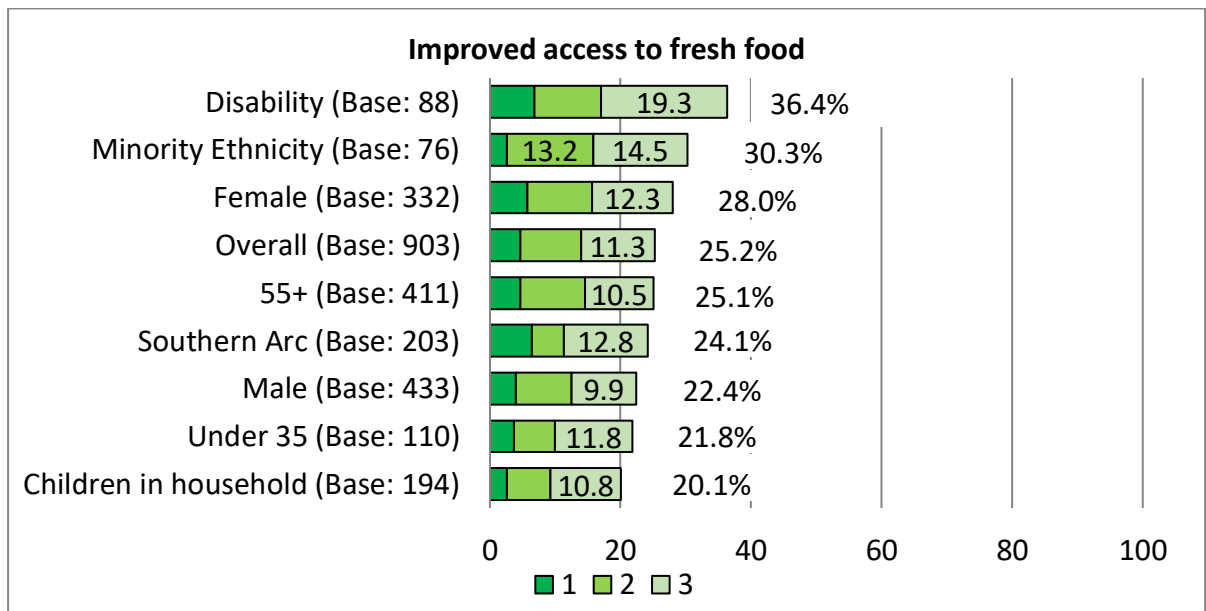
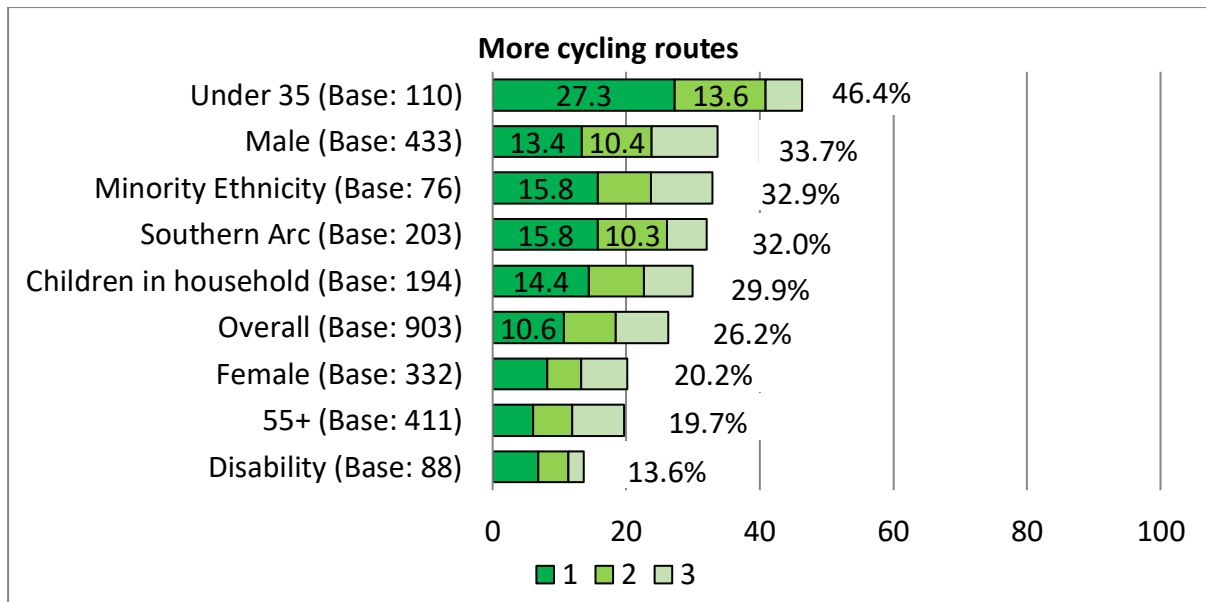
Making it Inclusive - Consideration for the elderly / those with disabilities	11	4.1	<ul style="list-style-type: none"> - Remember disabled persons in any plan! - Equitable access: facilities for disabled people; safe travel for women; access for other vulnerable groups.
Parking - Improved Park & Ride Service. More / Better Car Parking Facilities	10	3.7	<ul style="list-style-type: none"> - Park and ride schemes. Not everyone has access to other forms of transport so provide a way to join them up and manage car use. - Better roads and car parking spaces. Not everyone can use public or active transport.
e-Scooters	10	3.7	<ul style="list-style-type: none"> - E-scooters are only going to become more popular. Support them with infrastructure and treat them as bikes on pathways separate to pedestrians - Allow & encourage use of electric scooters - these are ideal for movement in and around the city centre.
Car Hire	5	1.9	<ul style="list-style-type: none"> - Availability of hourly car hire
Taxis	5	1.9	<ul style="list-style-type: none"> - Taxis
Reduce Fossil fuel usage	4	1.5	<ul style="list-style-type: none"> - Get rid of diesel trains
Hydrogen Fuelled Vehicles	3	1.1	<ul style="list-style-type: none"> - Consideration of alternative fuels such as hydrogen.
Waterbus	3	1.1	<ul style="list-style-type: none"> - More water transport could make transport more fun and sustainable while assisting with tourism.
Misc.	21	7.8	<ul style="list-style-type: none"> - Future considerations for flying cars, helicopters and drone networks for both passengers and cargo - Let creative people lead on this - We are in an Emergency situation. Think of Childrens Lungs 1st
Total	268	-	-

Appendix 11 – Breakdown of Results for Improving health and well-being by Demographic Groups

Base sizes shown in brackets – caution should be taken with lower base sizes

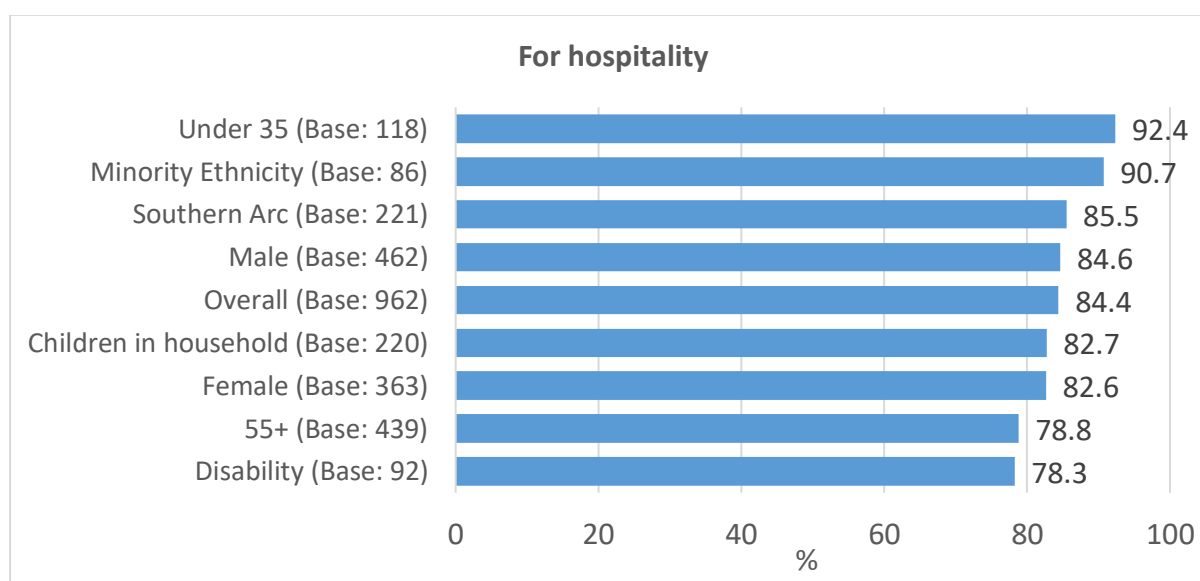
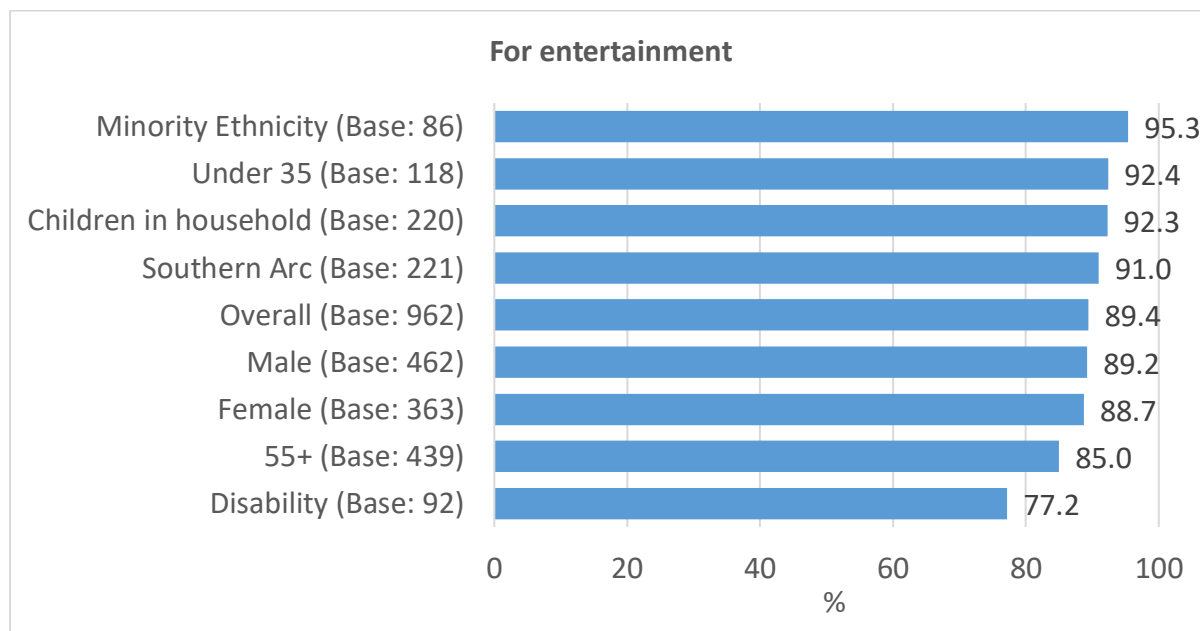


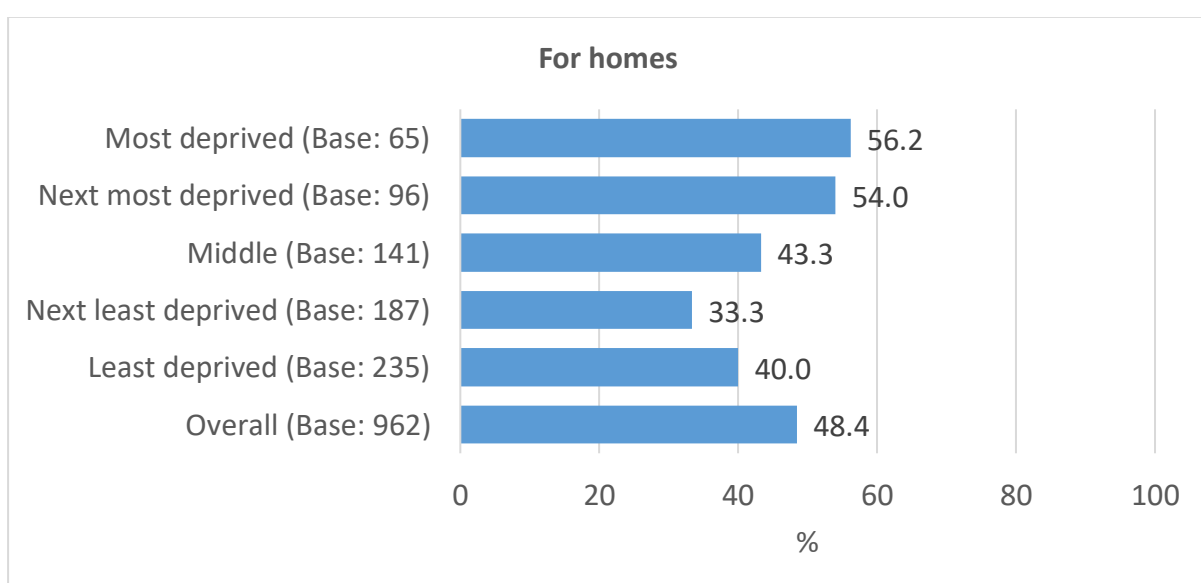
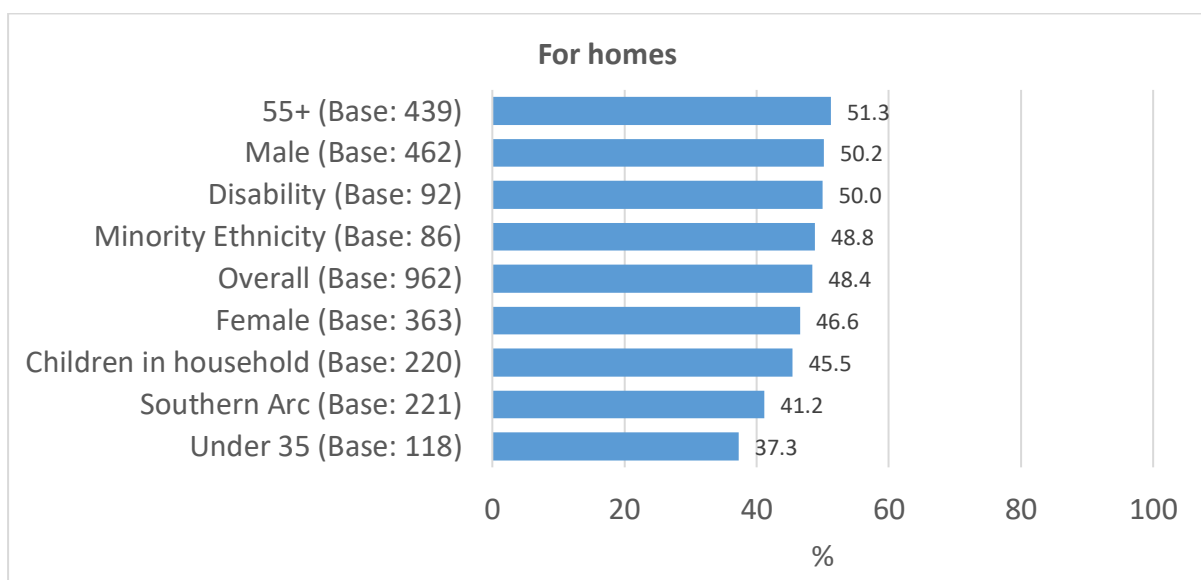
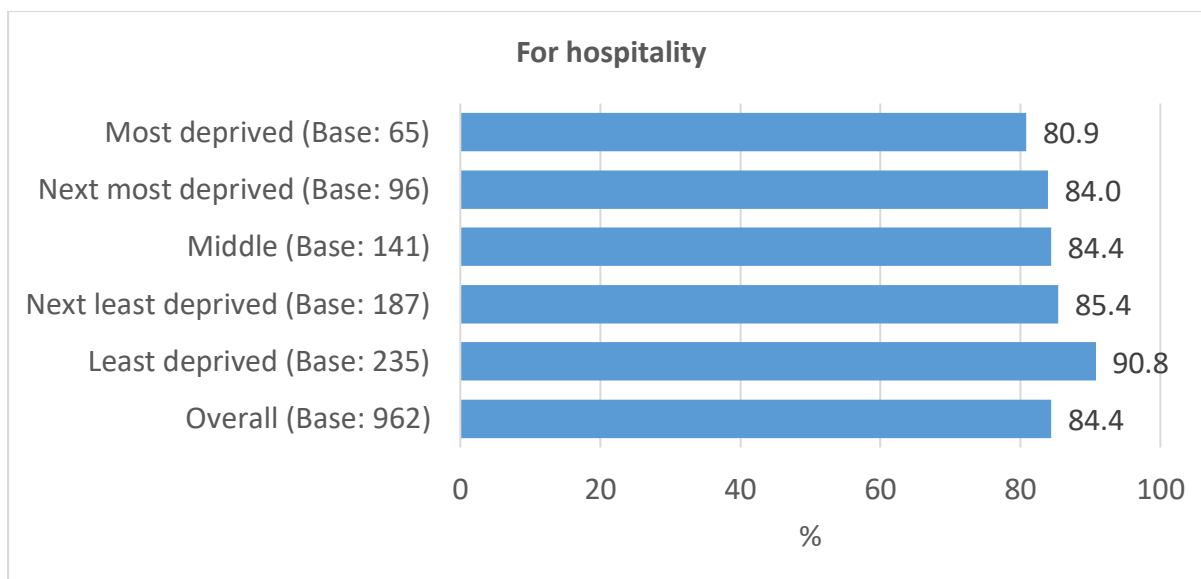




Appendix 12 – Breakdown of Results for “What do you think the future role of the city centre should be?” by Demographic Groups

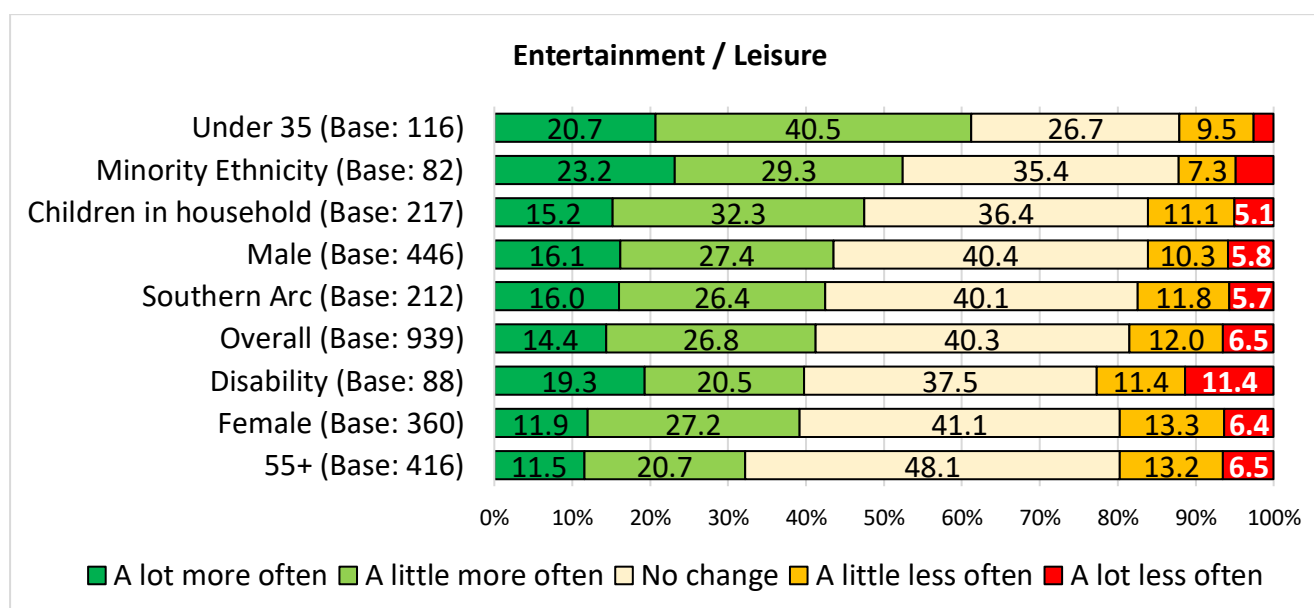
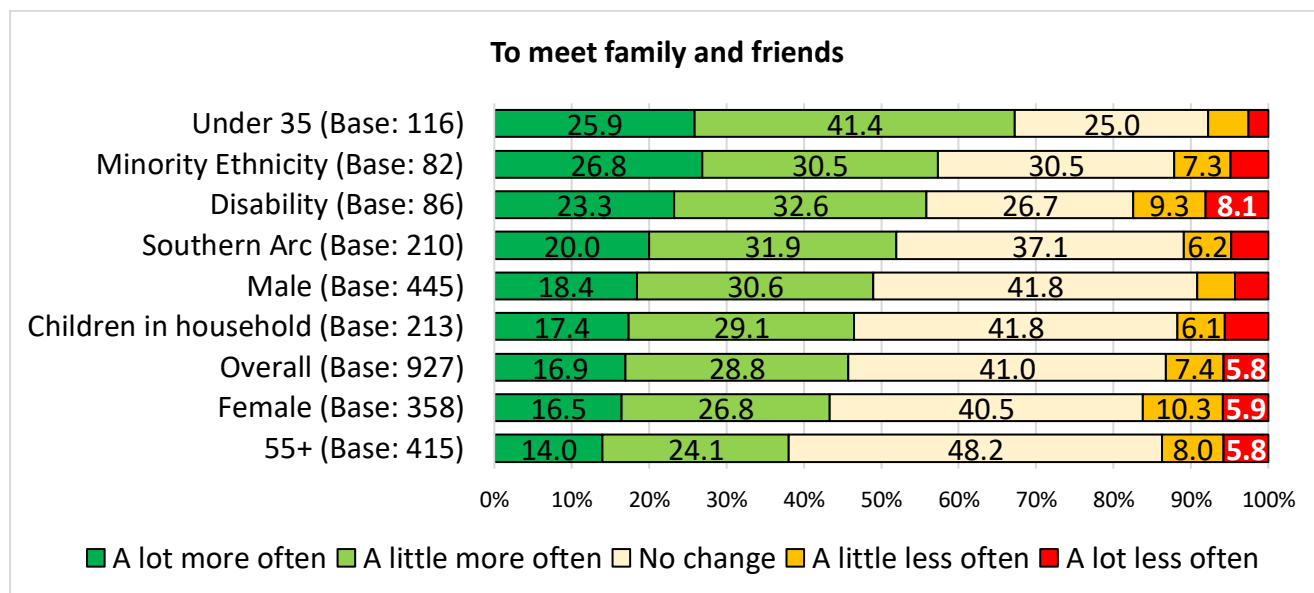
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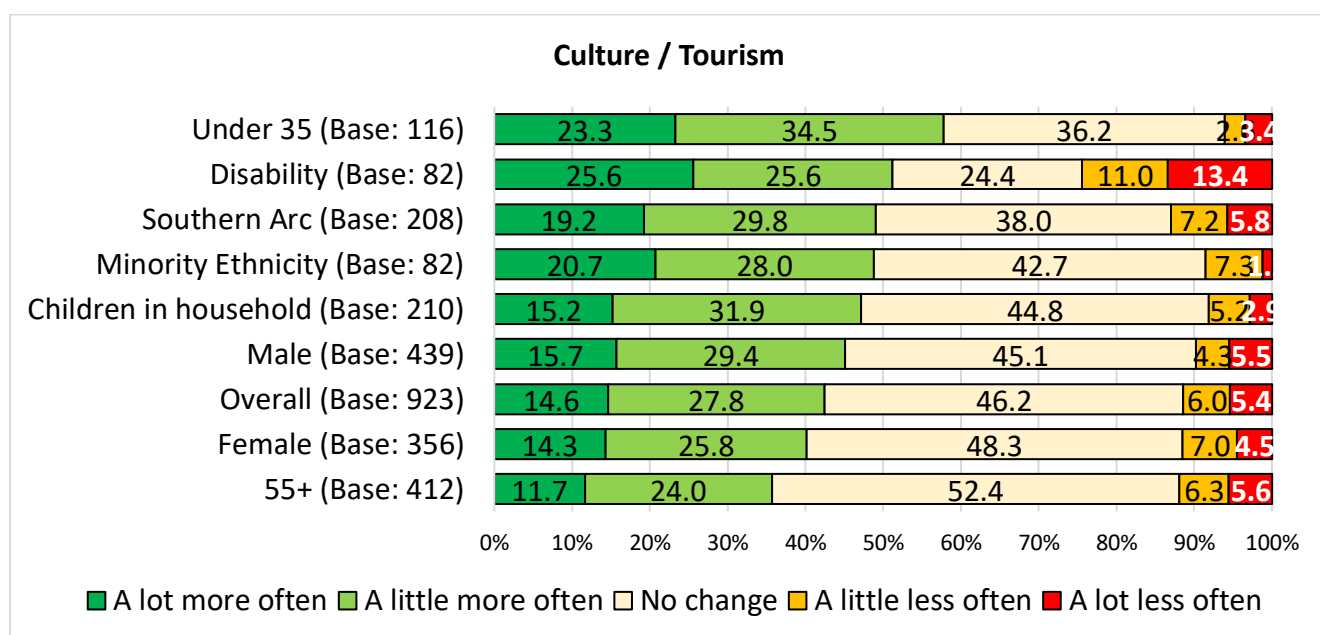
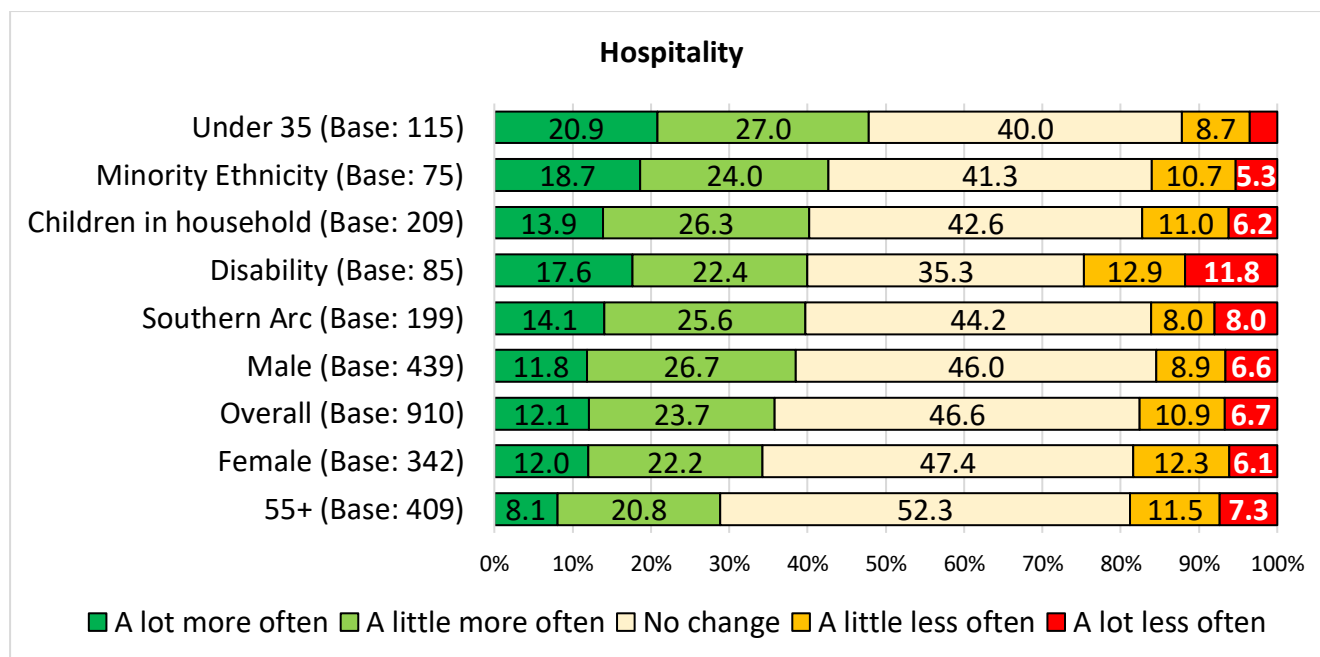


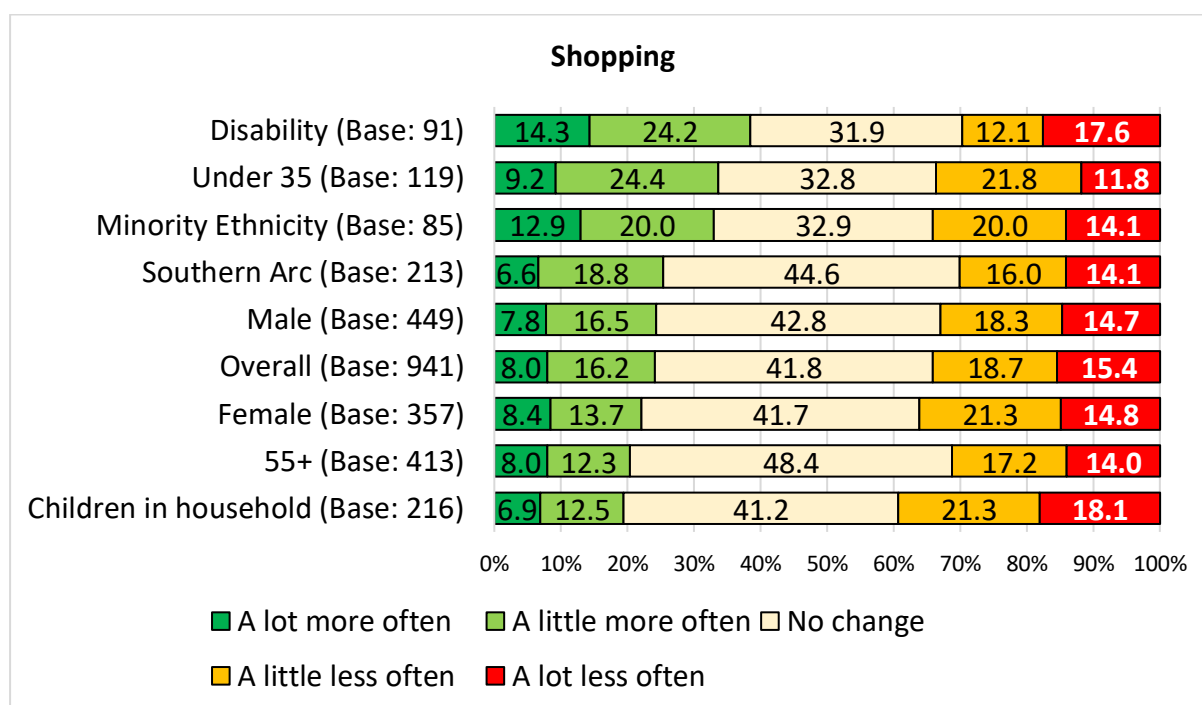
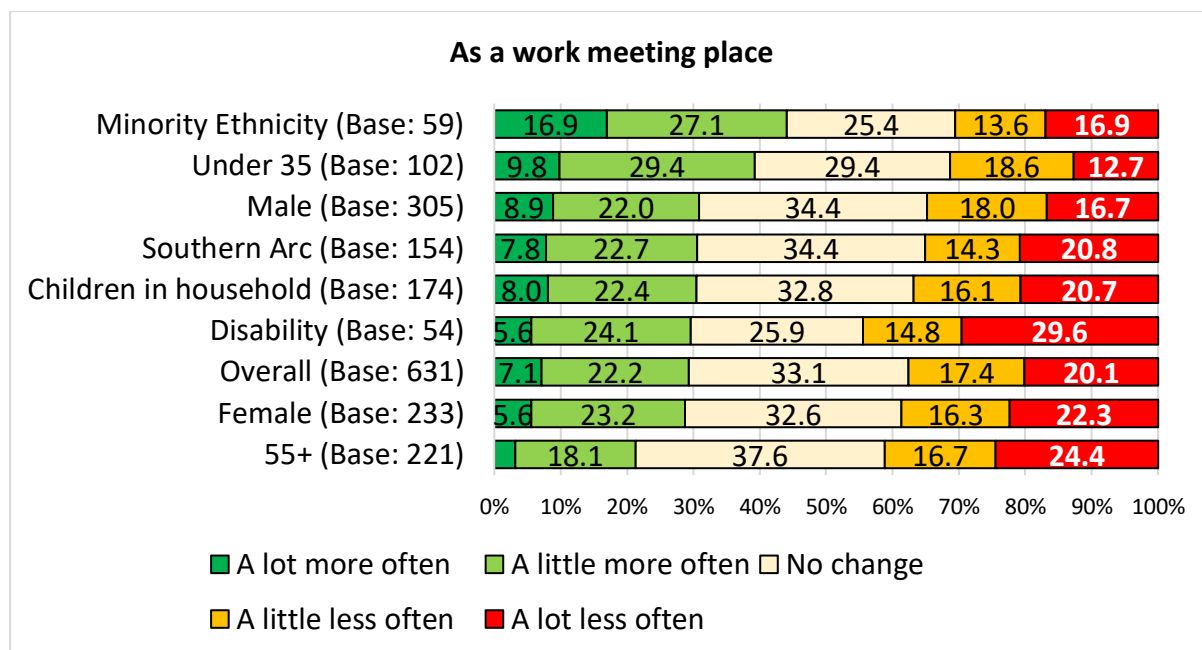


Appendix 13 – Breakdown of Results for “In the future, how often would you be likely to use the following in the city centre for each of the following?” by Demographic Groups

Base sizes shown in brackets – caution should be taken with lower base sizes







Appendix 14 – Improving Health and Well-being: Please specify what else you consider to be important

Theme	No	%	Example comments
Better awareness / education	26	15.3	<ul style="list-style-type: none"> - Awareness raising/education regarding the benefits of more healthy lifestyles (e.g.: Bristol Eating Better campaign). - Better education regarding health issues in our primary schools, how to keep fit and healthy. - Fresh food is available but people are lazy or not taught. Home economics should be back on the curriculum and also taught in hubs
More / Better community infrastructure / Facilities	24	14.1	<ul style="list-style-type: none"> - Investing in more community projects and youth groups and creating activities for young people and elderly. - We keep building houses but no amenities to improve wellbeing, e.g. Plasdwr should include tennis courts, football pitches, a lido. - Social isolation is a killer. We need better small scale social infrastructure and more community infrastructure, things like community food gardens (think Incredible Edible).
Retain / More Green Spaces	19	11.2	<ul style="list-style-type: none"> - Encourage use of green spaces and allow all homes to have a safe local place to exercise and enjoy nature helping mental and physical health - Need to protect and not destroy existing green areas, without the protection of these sites CCC will not have the best interests of the Environment at heart
Better Active Travel Infrastructure	13	7.6	<ul style="list-style-type: none"> - Stop lumping cycling and walking together. It suits nobody. The sections of the Taff Trail which have dedicated cycling / walking areas are a joy to use. The rest of it...as a walker and a cyclist...are a nightmare, as a walker you have bikes dangerously close, as a cyclist you have pedestrians getting in the way. separate the two populations & it'll make a huge difference - Cycling isn't the only viable non-motorised form of transport, and infrastructure should account for this, especially in terms of surface quality. Provision should also be made for wheelchair use among these.

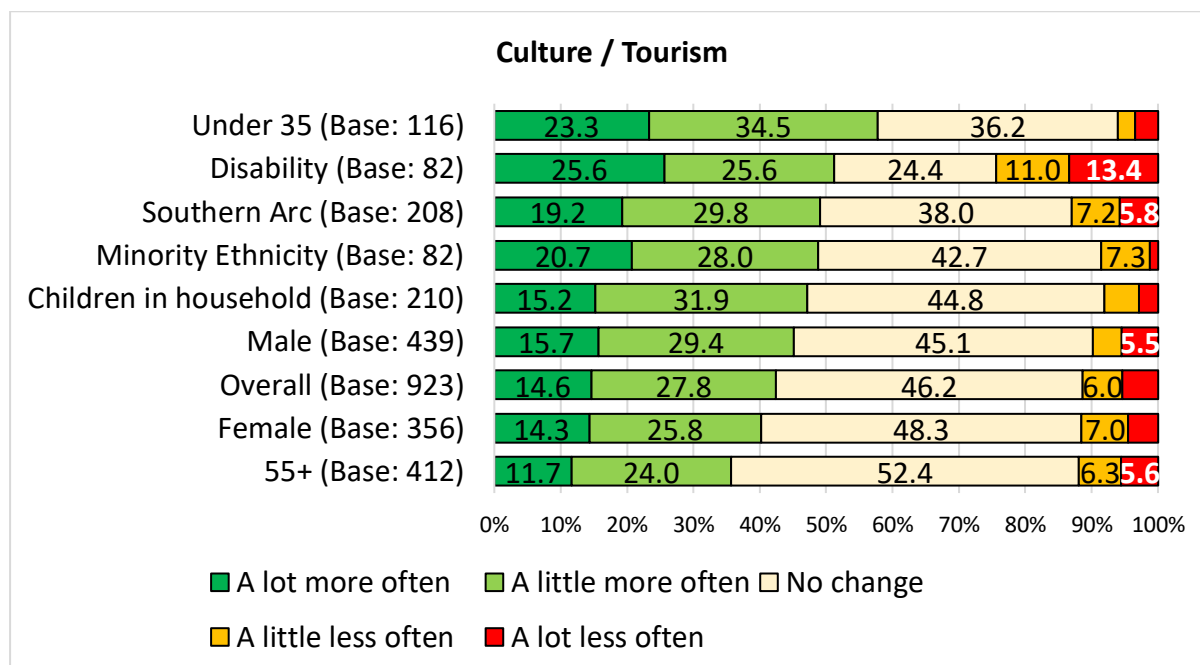
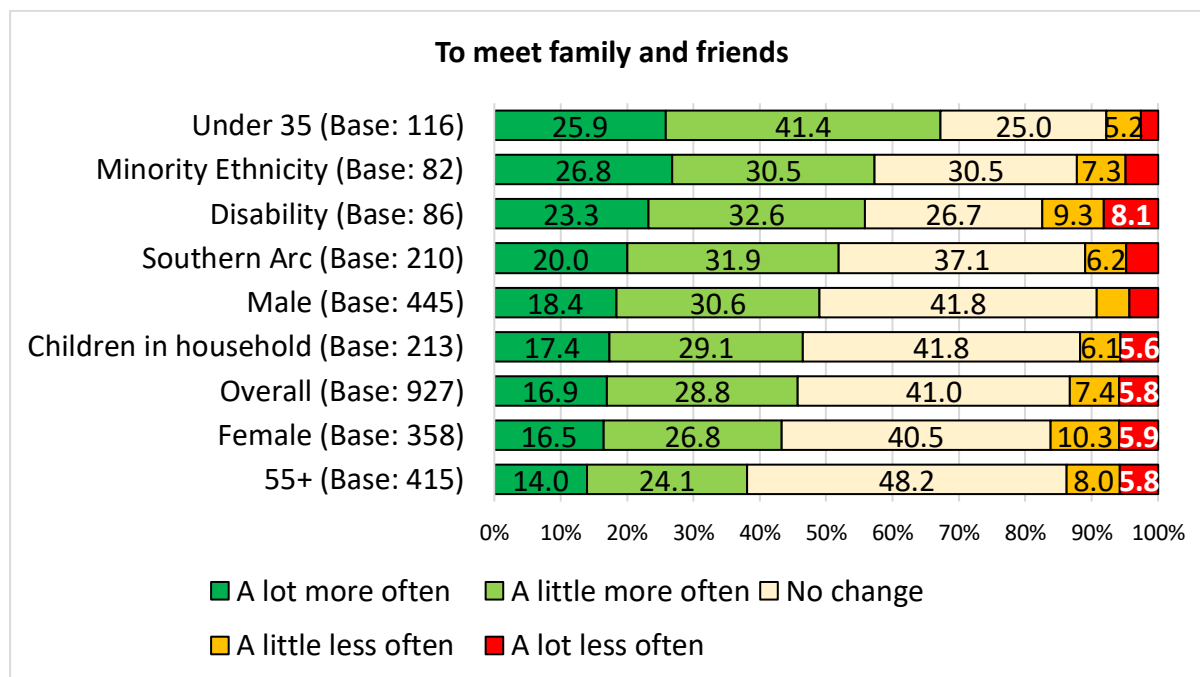
More help for those living in deprivation	13	7.6	<ul style="list-style-type: none"> - Address poverty - support for low income families and households. Community based approach. - Not helping those that are deprived today will build another generation (their children) who may well be deprived also.
Community Safety / ASB	12	7.1	<ul style="list-style-type: none"> - Target smoking and drug abuse - Women's safety. Most women do not go out at night unless there is no alternative.
Better Health Services	10	5.9	<ul style="list-style-type: none"> - Improved access to health services such as GPs, Consultants, Mental Health, etc. - Improvement to NHS, affordable access to Drs, Dentists, opticians and mental health specialists as well as other health care
Greater control	10	5.9	<ul style="list-style-type: none"> - Legislation, regulation and licensing to benefit and encourage and increase sustainable and eco-friendly businesses. Think globally, act locally! - Ban all polystyrene from take-aways.
Waste Management	8	4.7	<ul style="list-style-type: none"> - Waste management- if an area looks cared for, people feel cared for
Housing / Homelessness Issues	7	4.1	<ul style="list-style-type: none"> - Housing needs to not just be of quality, it needs to be affordable, energy efficient, appropriate and adaptable. Work with innovative housing providers, not traditional bricks and mortar builders to create housing for the future.
Generally against the push for Active Travel	6	3.5	<ul style="list-style-type: none"> - Stop emphasising cycling all the time some people cannot and have no desire to cycle. Be aware of people with reduced mobility and disabilities in your plans.
Improved / Enhanced Public Transport / Infrastructure	6	3.5	<ul style="list-style-type: none"> - cut the political spin and improve the public transport network : Cardiff council have embarked on a policy of destroying the public bus services in Cardiff
Employment opportunities	3	1.8	<ul style="list-style-type: none"> - Jobs! - provide self-worth, dignity, access to better housing and improved lifestyles.
Misc.	26	15.3	<ul style="list-style-type: none"> - More beautiful buildings that give a sense of place is often a forgotten aspect that impacts people mental well-being. Less depressing glass, steel and concrete and more beautiful buildings. - Getting communities back together again, with effective communication and regular meetings held - A four day working week
Total	170	-	-

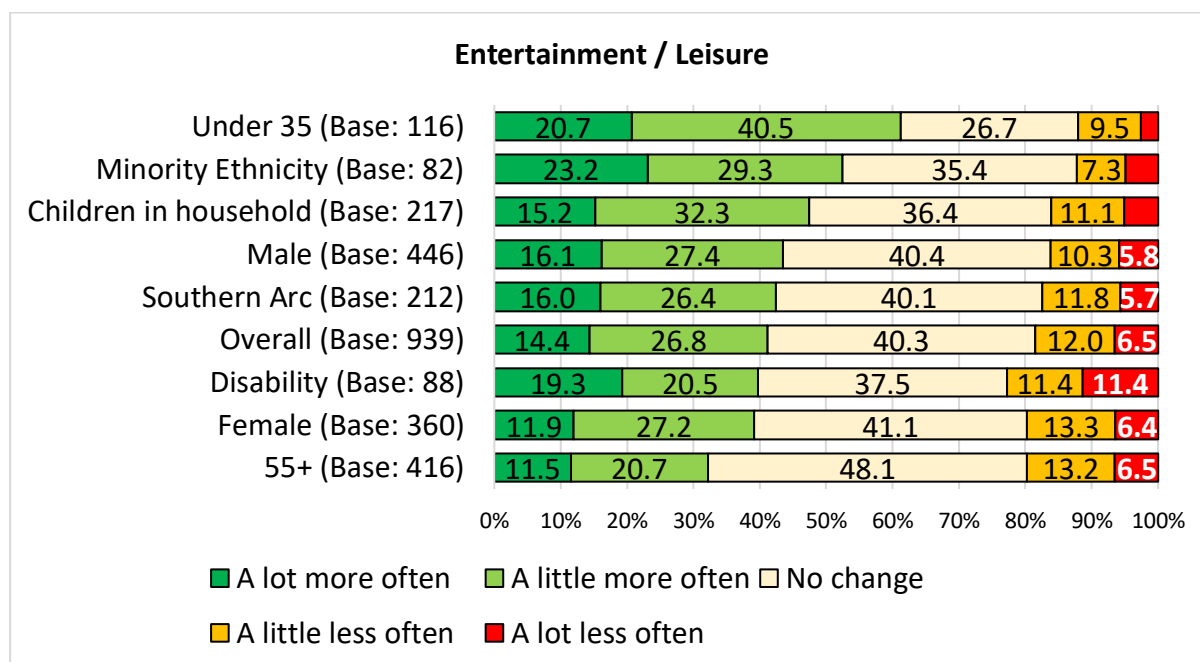
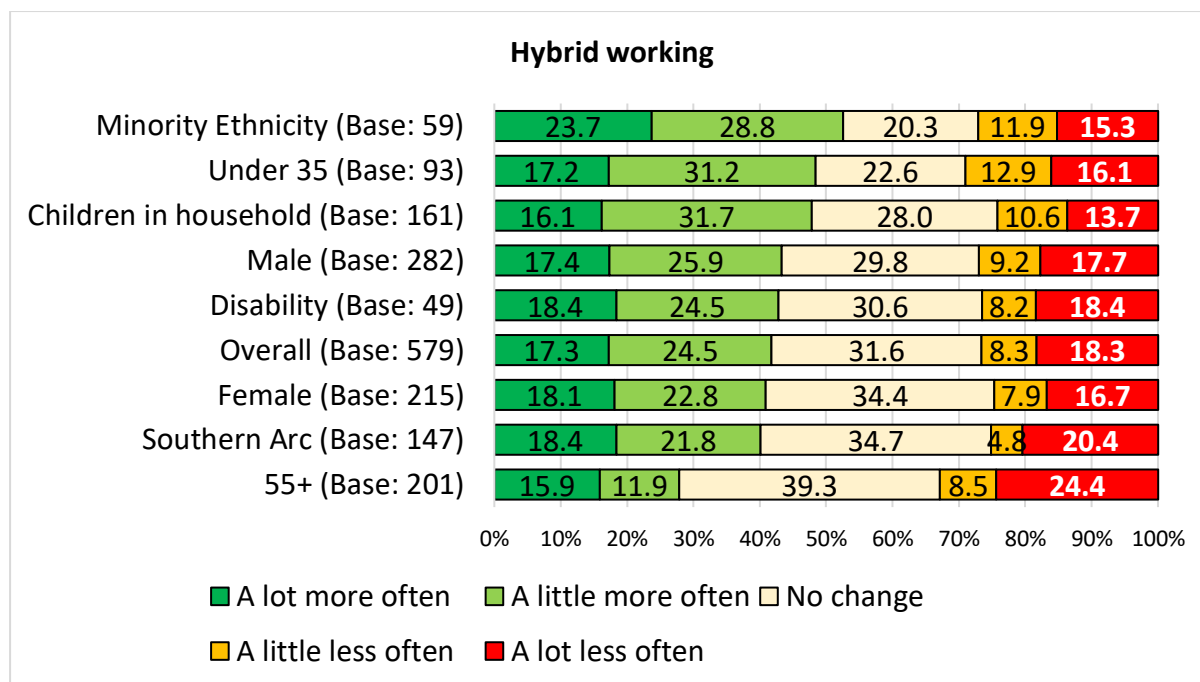
Appendix 15 – What do you think the future role of the city centre should be?: Something else

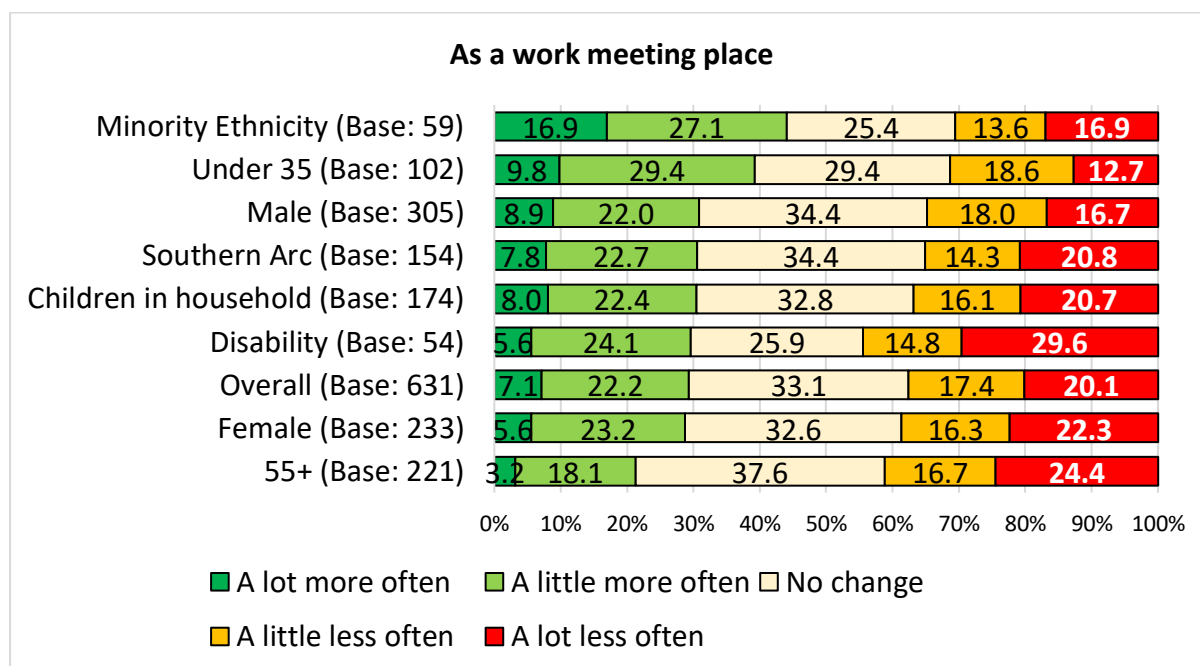
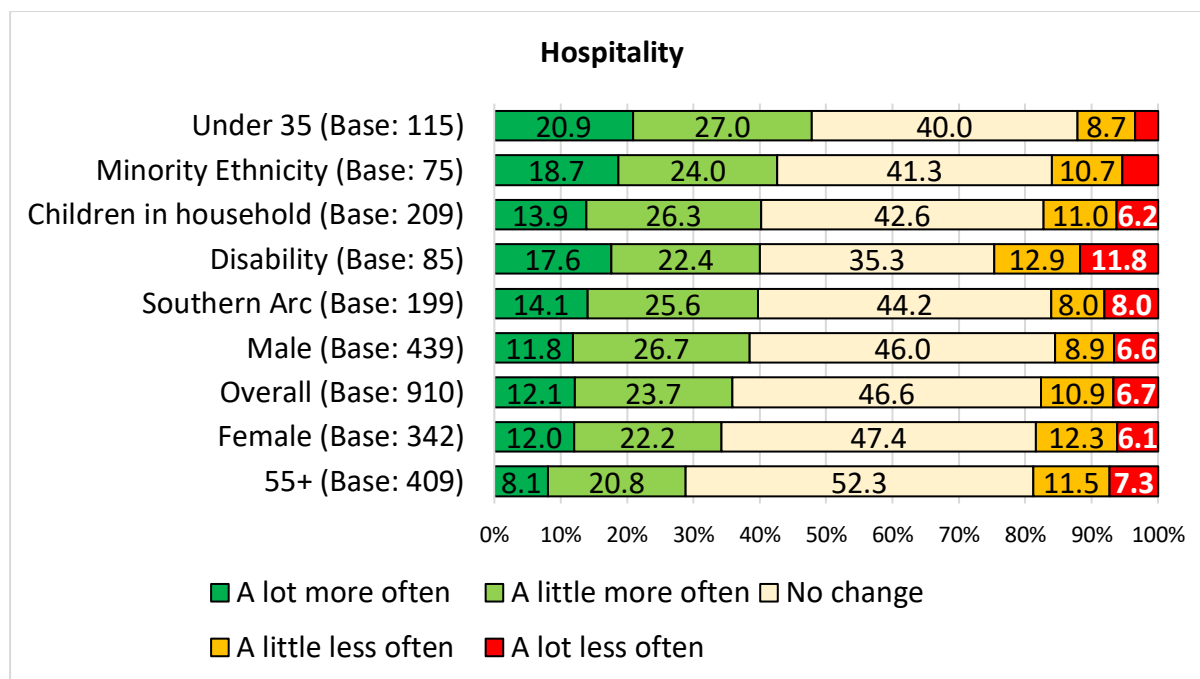
Theme	No	%	Example comments
Attractions / Tourism - Music / Murals / Arts / Culture / Sporting Events etc.	25	30.5	<ul style="list-style-type: none"> - <i>Interesting, unique attractions that differentiate Cardiff from any other UK city. There aren't enough well developed cultural attractions.</i> - <i>Arts and culture - music, murals, worships, creativity!</i>
Community Spaces / Socialising areas / Using Green Spaces	21	25.6	<ul style="list-style-type: none"> - <i>A social gathering place for all ages and communities</i> - <i>As a rich living green centre with gardens, a sanctuary for animals - a re-greening centre as a sanctuary for citizens.</i>
More Amenities	13	15.9	<ul style="list-style-type: none"> - <i>Leisure, sports, green spaces, health centre/dentist, community education, cycle paths, a Green healthy city</i> - <i>Creative production. Fitness and leisure. Education. Mixed use of all kinds, including those not yet imagined. Flexibility and adaptability.</i>
A better mix - not shopping reliant	10	12.2	<ul style="list-style-type: none"> - <i>A hybrid solution is important - for example the predominance of large shops over the last decades has created a vacuum when they are no longer popular</i> - <i>Actually need less shopping for new things , and more facilities for mending / sharing / hiring / borrowing / second hand</i>
Travel Hubs	6	7.3	<ul style="list-style-type: none"> - <i>sustainable travel hubs - cycle parking, facilities for cyclists including bike repair, lockers etc, access to car clubs</i>
Misc.	13	15.9	<ul style="list-style-type: none"> - <i>We are the capital city of Wales, our city should reflect this, our city should be the ambassador for our country</i> - <i>Small independent businesses, not chains (shops and restaurants)</i>
Total	82	-	-

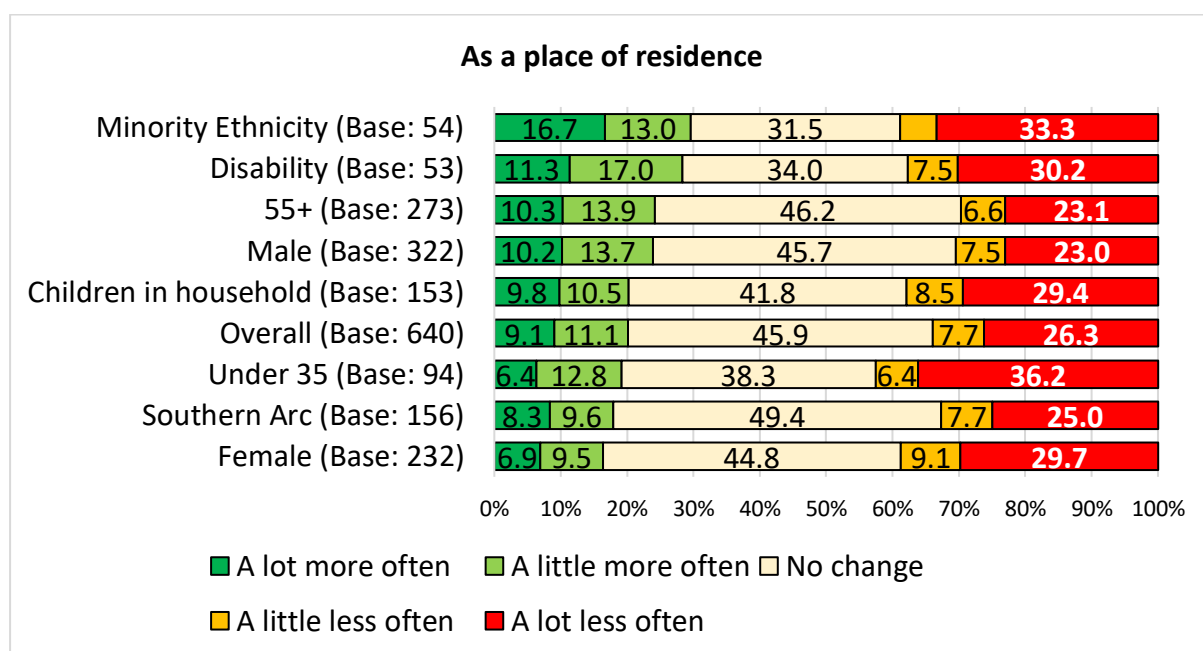
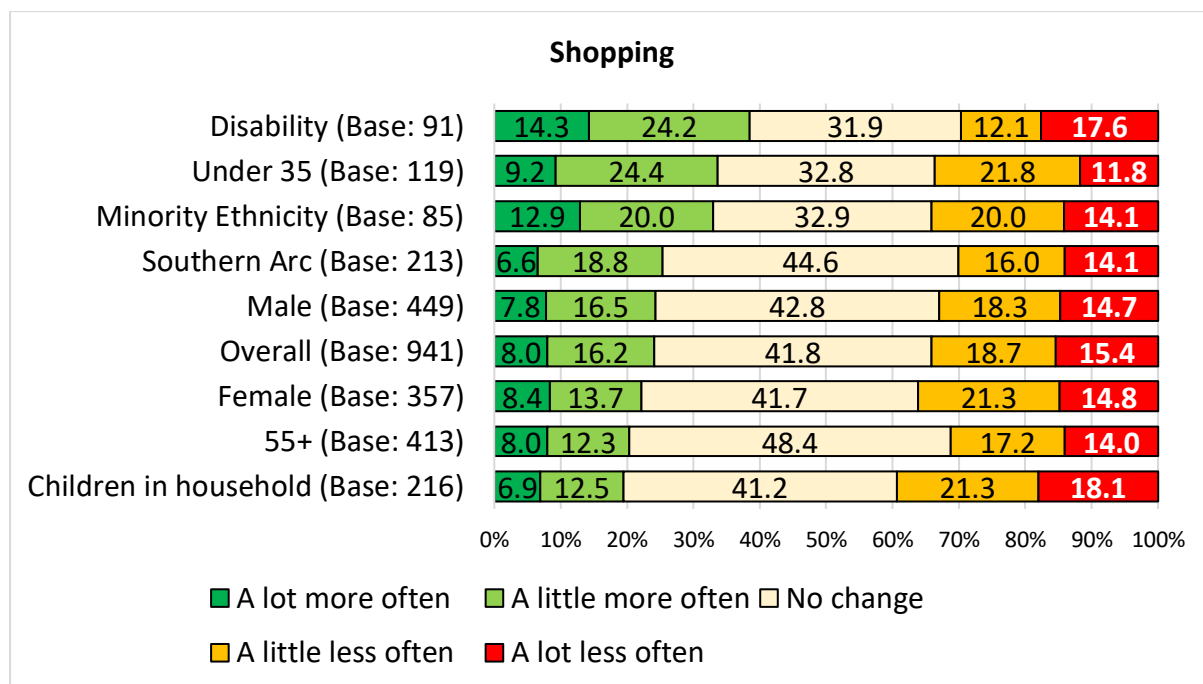
Appendix 16 – Breakdown of Results for “In the future, how often would you be likely to use the following in the city centre for each of the following?” by Demographic Groups

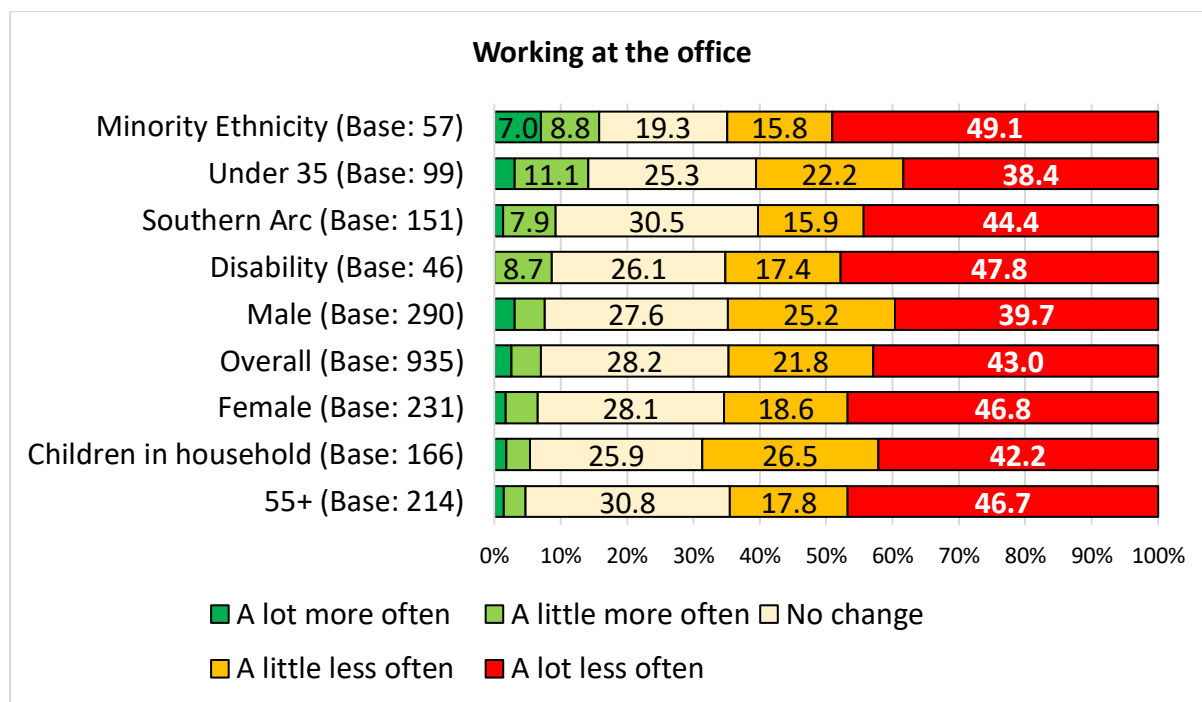
Base sizes shown in brackets – caution should be taken with lower base sizes









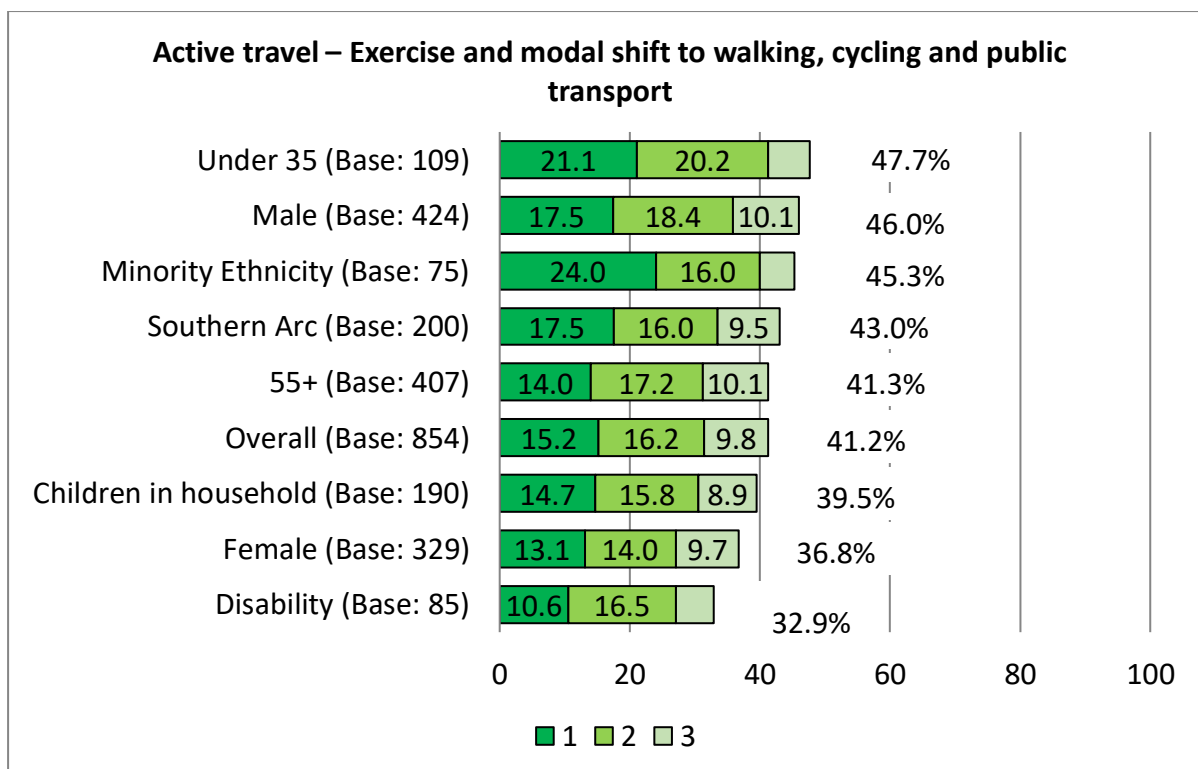
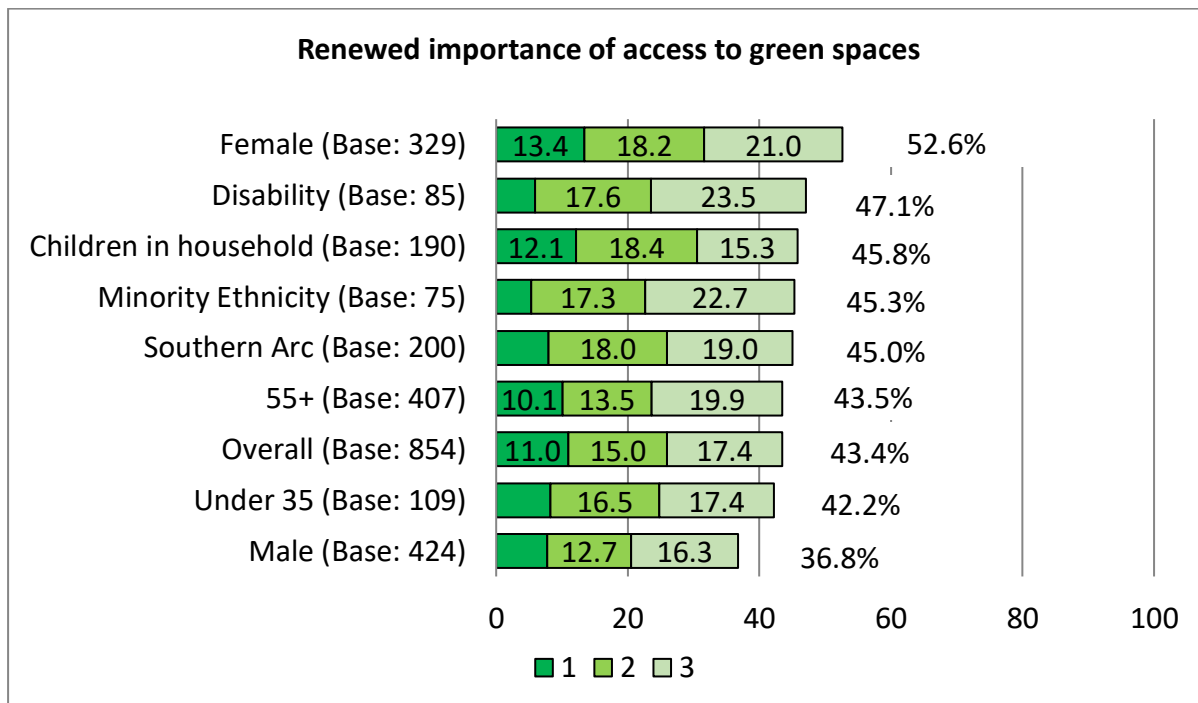


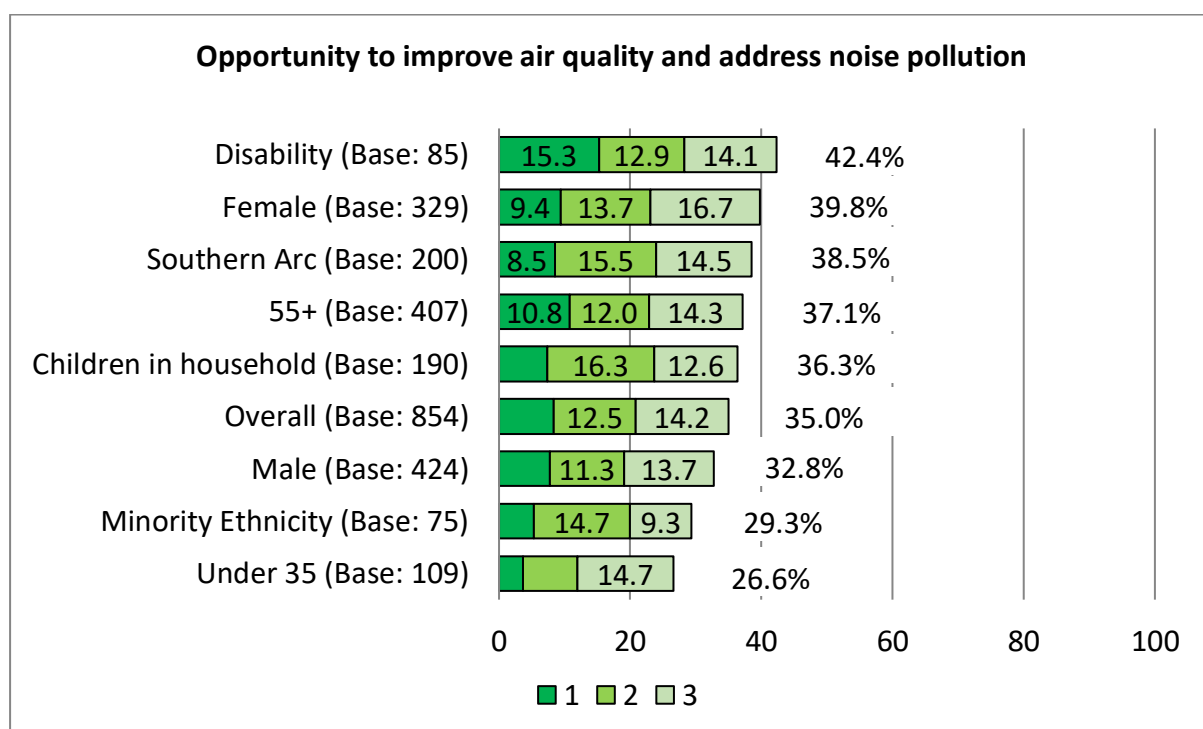
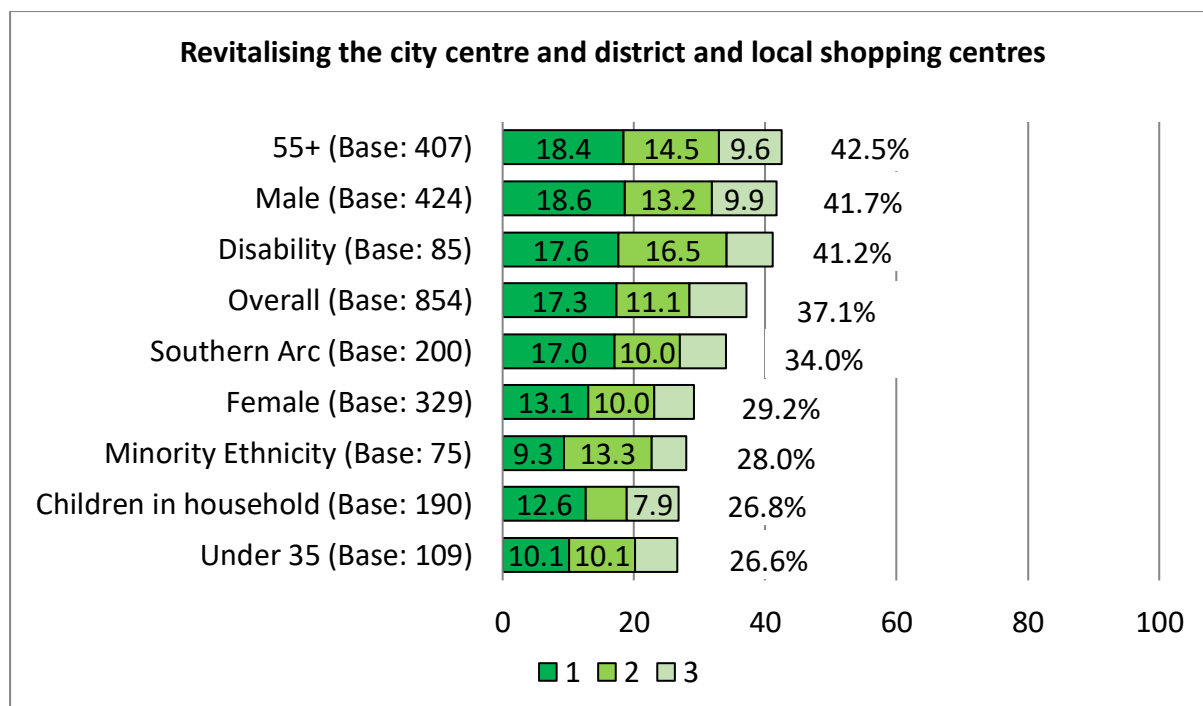
Appendix 17 – For what other purpose would you use the city centre?

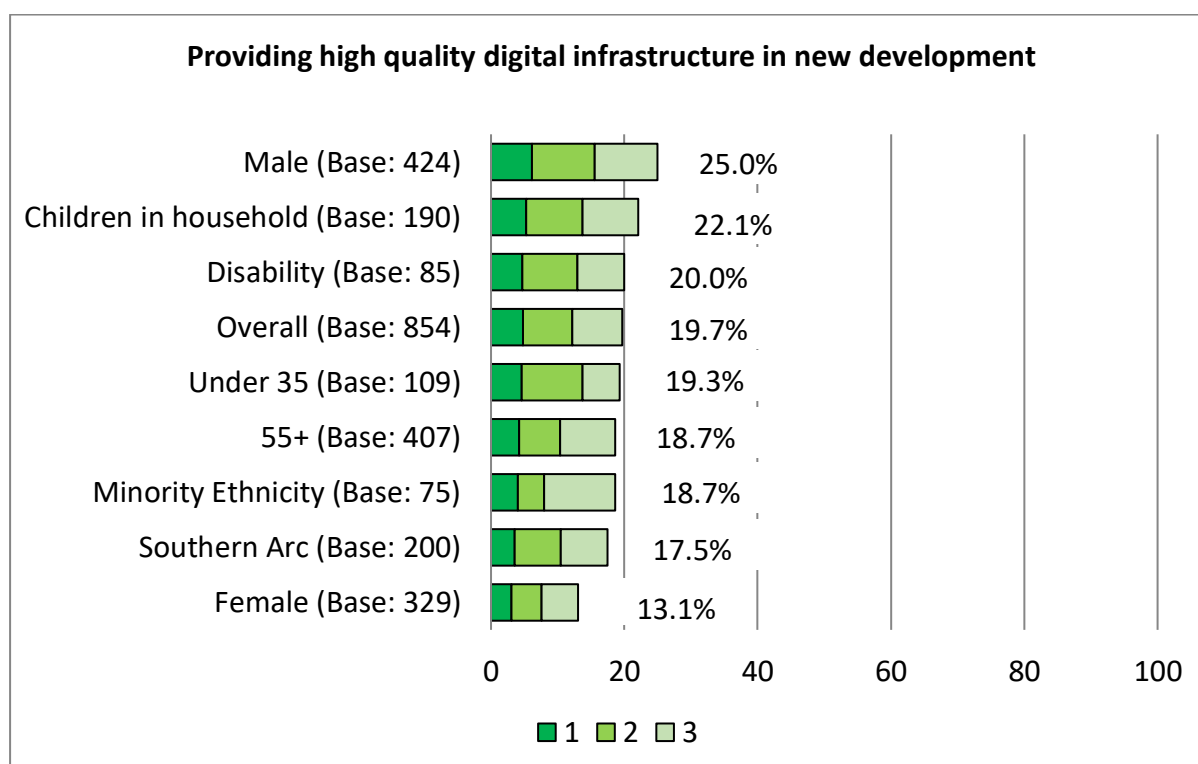
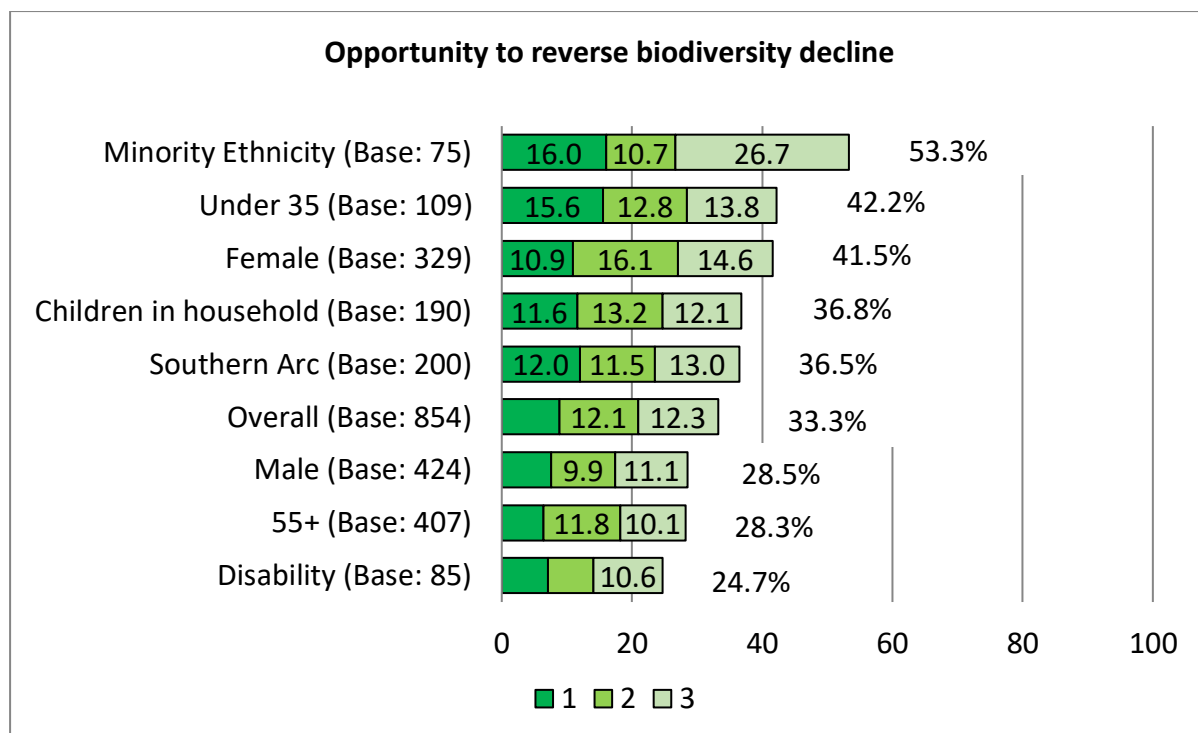
Theme	No	%	Example comments
Commuting/Travel	11	16.7	- To commute into/out of - As a transport hub.
Exercise	9	13.6	- Exercise. The river is an amazing place for swimming and kayaking. Can we make more of our waterways as places for exercise? - For a stroll
Green space	9	13.6	- To enjoy green space - i.e. the castle - Enjoying green spaces like Bute Park, Cardiff Castle, walking by the river, boat trips, being able to pop for a coffee and some relaxation time somewhere quiet and pretty and not crowded
Independent shops, not chains	5	7.6	- I used to love the individual shops all over Cardiff Centre. Now it's mainly big chains like every other city. I'm not interested in going into town for that.
Leisure	4	6.4	- Recreation. Access to the parks and cycling through to the Bay. Kayaking or paddle boarding on the Taff.
Cultural Events	4	6.4	- Music! Books! Art! History!
Sport	4	6.4	- Sports events
Community spaces	4	6.4	- A place where services are accessible such as advice centres
Safer	3	4.5	- I do not feel safe in city centre, so avoid it
Education	3	4.5	- Education
Work	2	3.0	- unfortunately I work there
Health	2	3.0	- To visit doctors, dentists etc.
Library	2	3.0	- To use the library
Misc.	18	27.3	- Urban farm - Good question. City centres are no longer and will disappear - Dependent upon COVID. Would use centre for more of the above when threat of contagion gone.
Total	66	-	-

Appendix 18 – Post-Pandemic Recovery: Breakdown by demographic groups

Base sizes shown in brackets – caution should be taken with lower base sizes





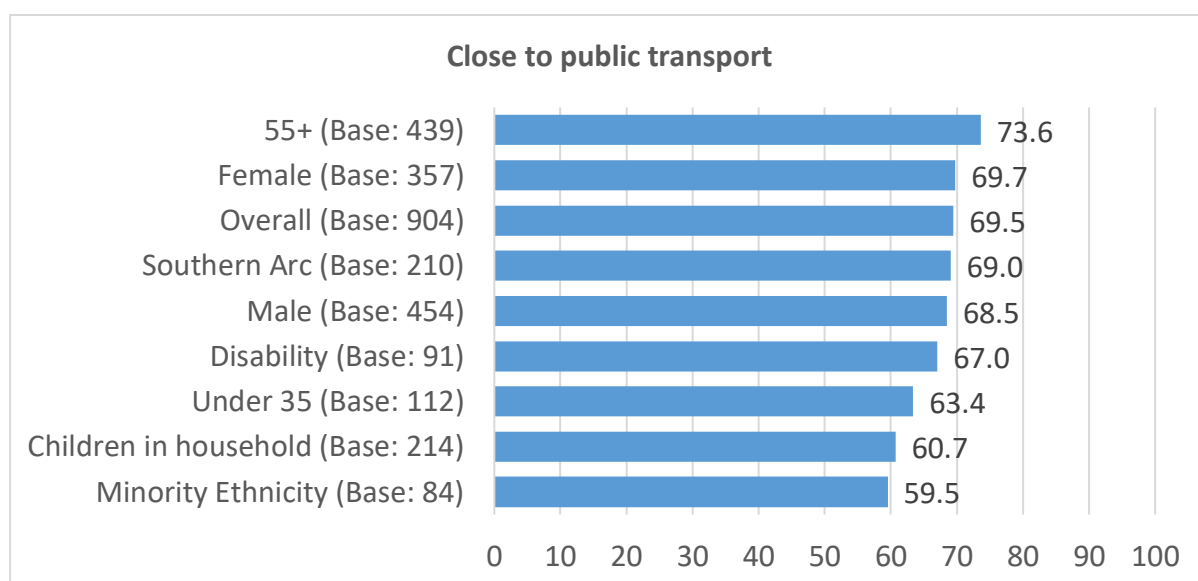
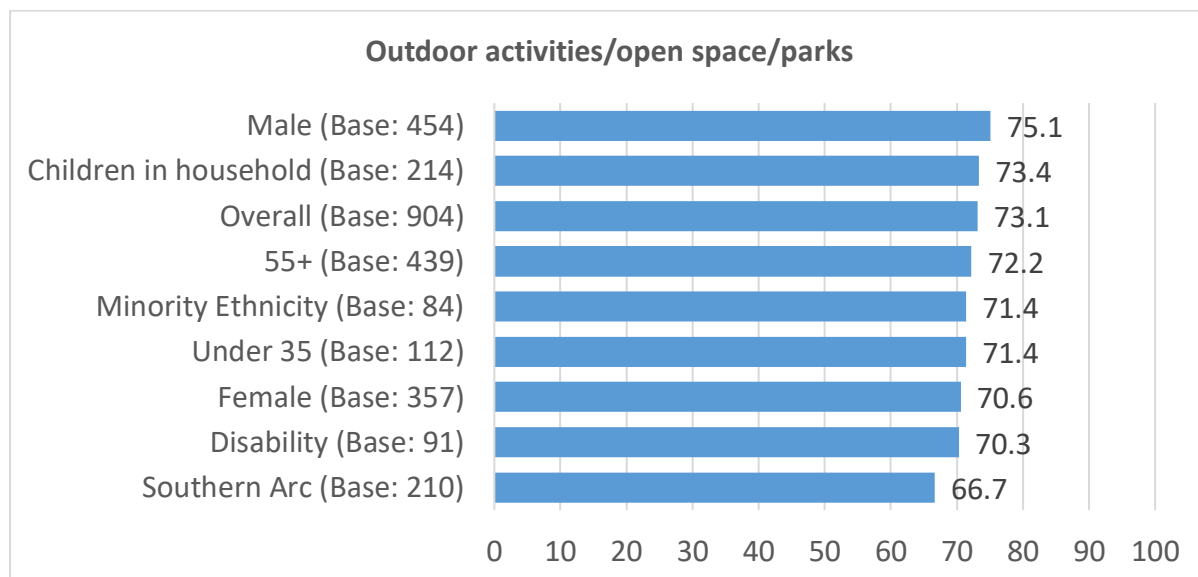


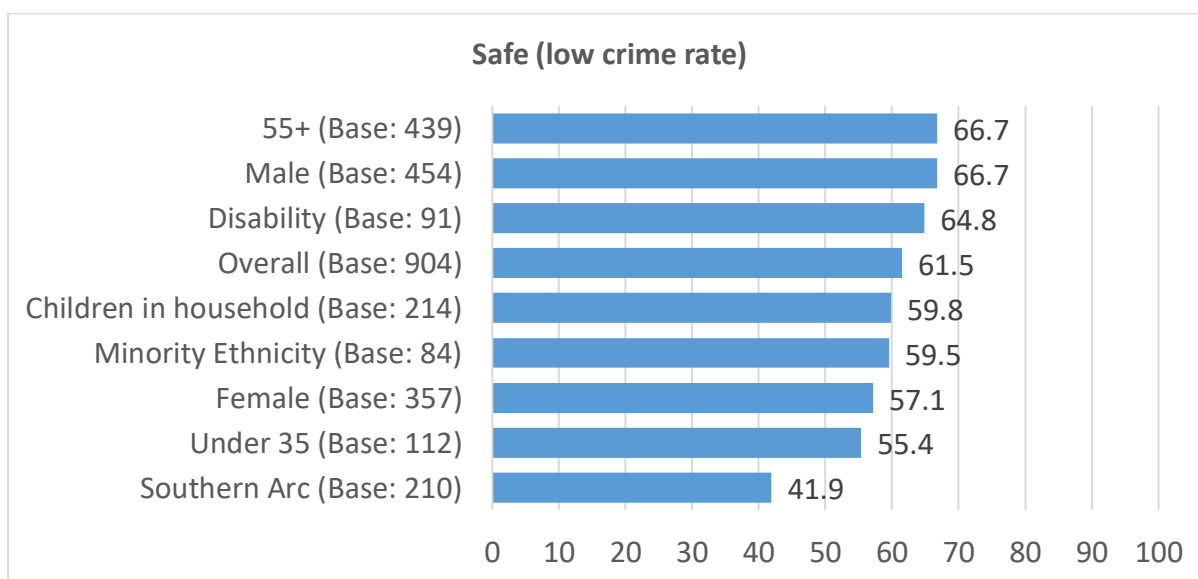
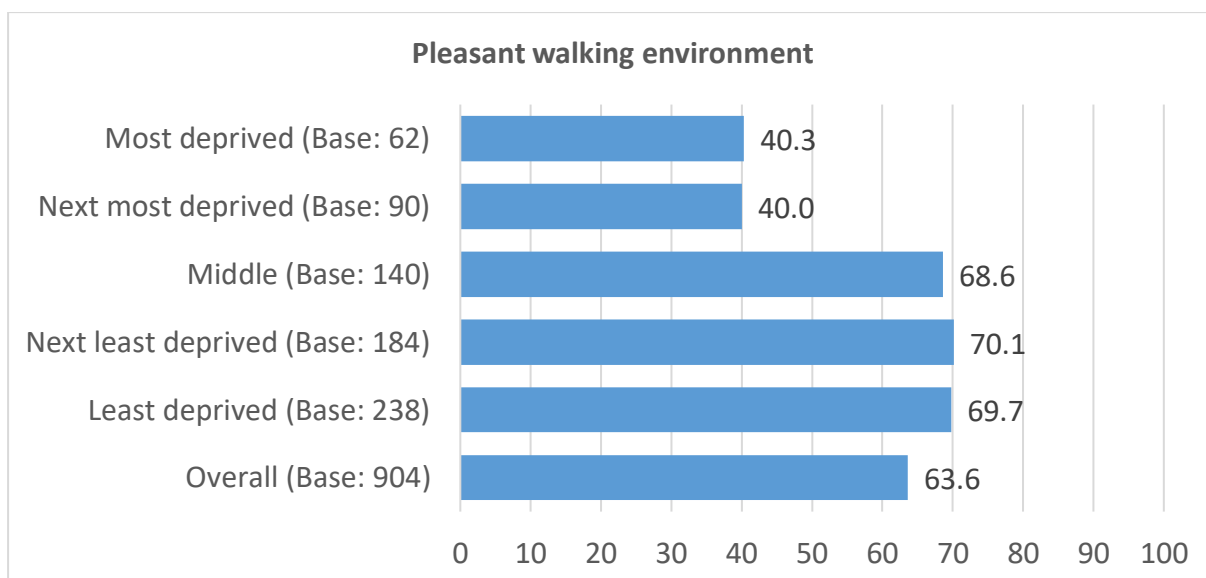
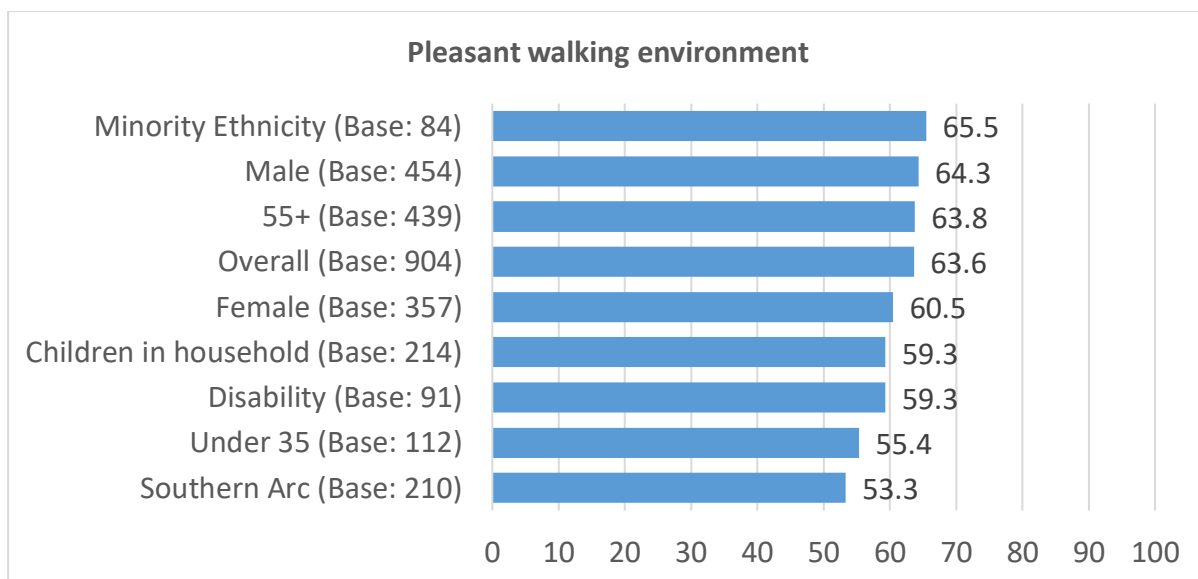
Appendix 19 – Post-Pandemic Recovery: Please specify what else you consider to be important

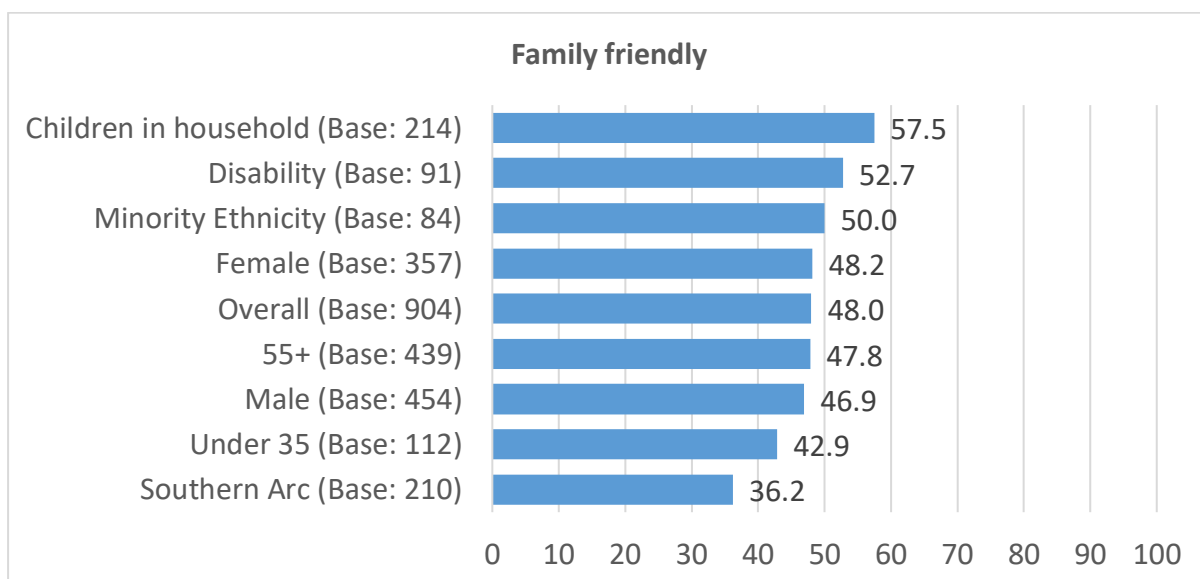
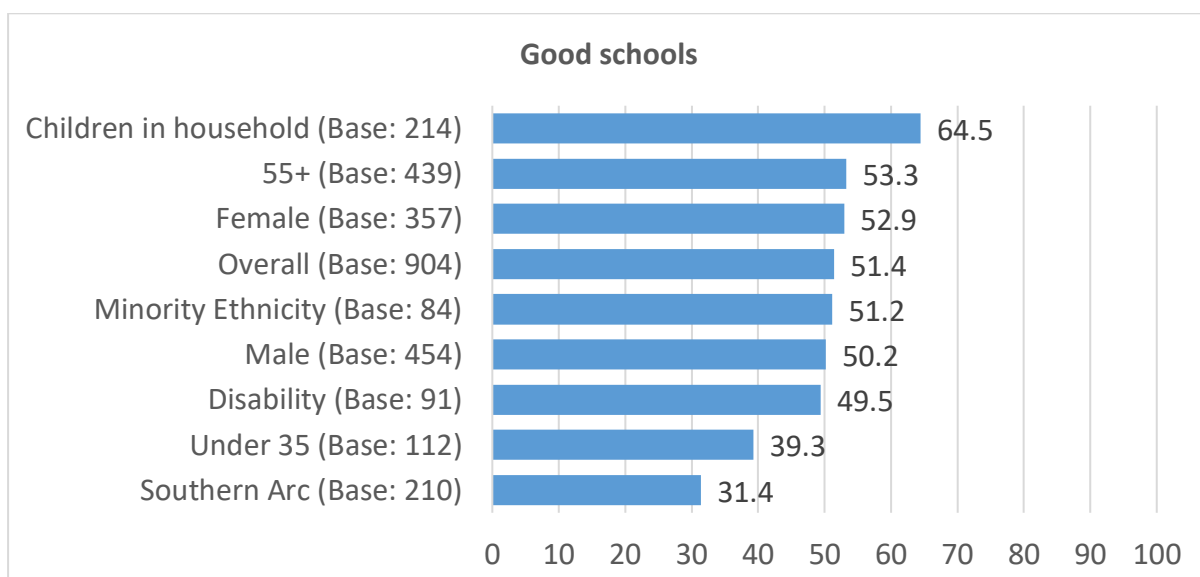
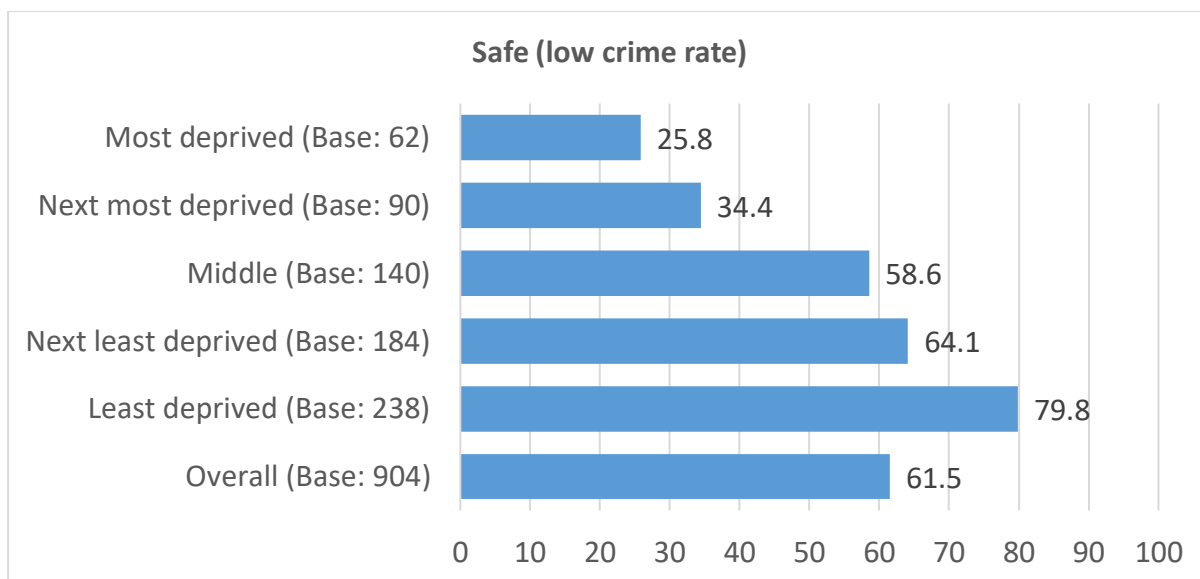
Theme	No	%	Example comments
New Approach	12	17.4	<ul style="list-style-type: none"> - <i>Change the way Cardiff manages parks & verges to rewilding & local food, low maintenance approach</i> - <i>Place people and planet at the centre of every decision, above all else!</i>
Improve Neighbourhoods / Encourage people to use local amenities / facilities	11	15.9	<ul style="list-style-type: none"> - <i>Having attractive local neighbourhoods with good transport links and local amenities.</i> - <i>Investment in exciting children's play - eg. playgrounds including more money for maintenance.</i>
Improved Road Infrastructure	8	11.6	<ul style="list-style-type: none"> - <i>The use of electric cars is growing exponentially, take much more account of that in the plans</i>
Retain / More Greenery / Use Brownfield Sites	8	11.6	<ul style="list-style-type: none"> - <i>Access to green spaces shouldn't mean channelling more and more people into fewer green spaces</i>
Question concerns / queries	6	8.7	<ul style="list-style-type: none"> - <i>Incredibly hard to prioritise these issues - a lot of them are interdependent</i>
Improved / Enhanced Public Transport / Infrastructure	4	5.8	<ul style="list-style-type: none"> - <i>Your policies keep mentioning public transport, but it's woefully inadequate & not fit for purpose!</i>
Better Education	3	4.3	<ul style="list-style-type: none"> - <i>Educating ignorant individuals to exercise common sense</i>
Access to Services	3	4.3	<ul style="list-style-type: none"> - <i>Health & wellbeing access to local services</i>
Safety	2	2.9	<ul style="list-style-type: none"> - <i>Clean and safe environment</i>
Misc.	16	23.2	<ul style="list-style-type: none"> - <i>Providing quality digital infrastructure in existing properties, my broadband is awful</i> - <i>Staying local - isn't that what it was like before?</i>
Total	69	-	-

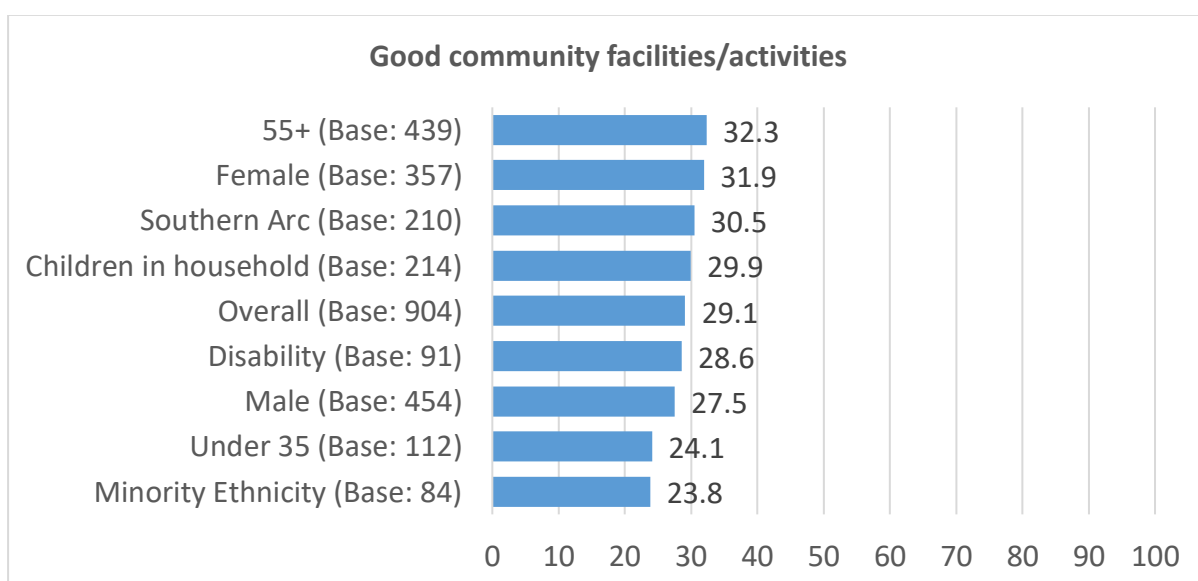
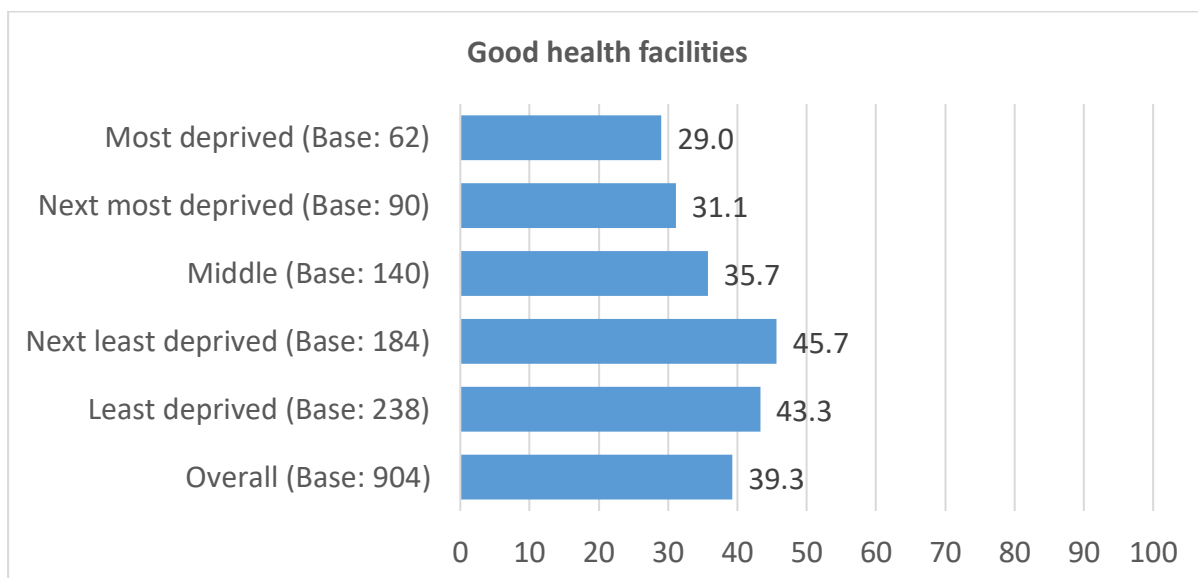
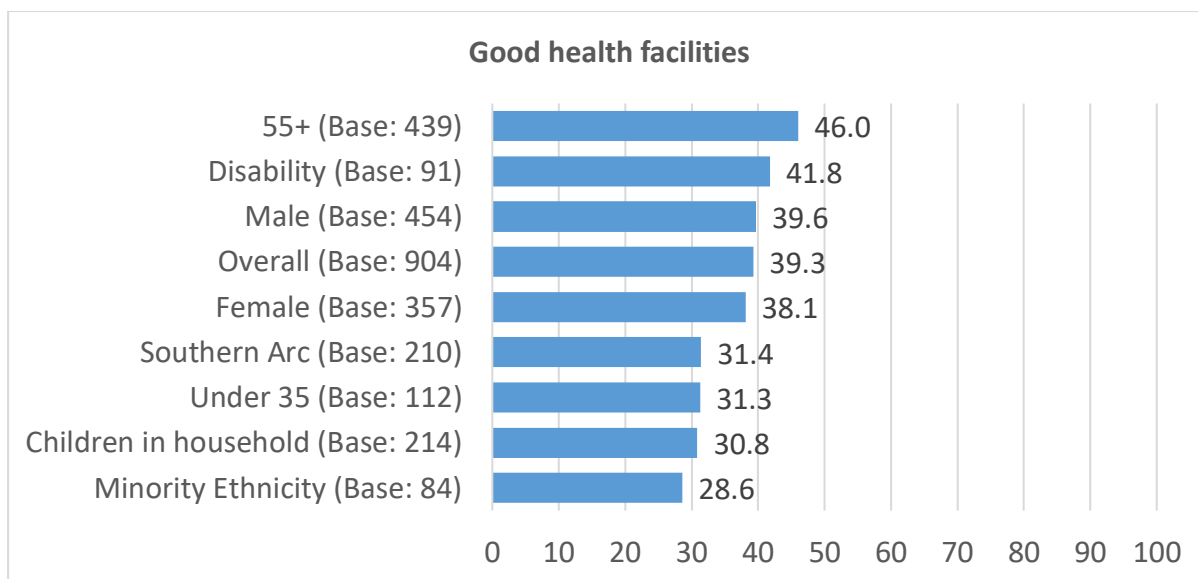
Appendix 20 – Breakdown of Results for “What do you think is good about your neighbourhood?” by Demographic Groups

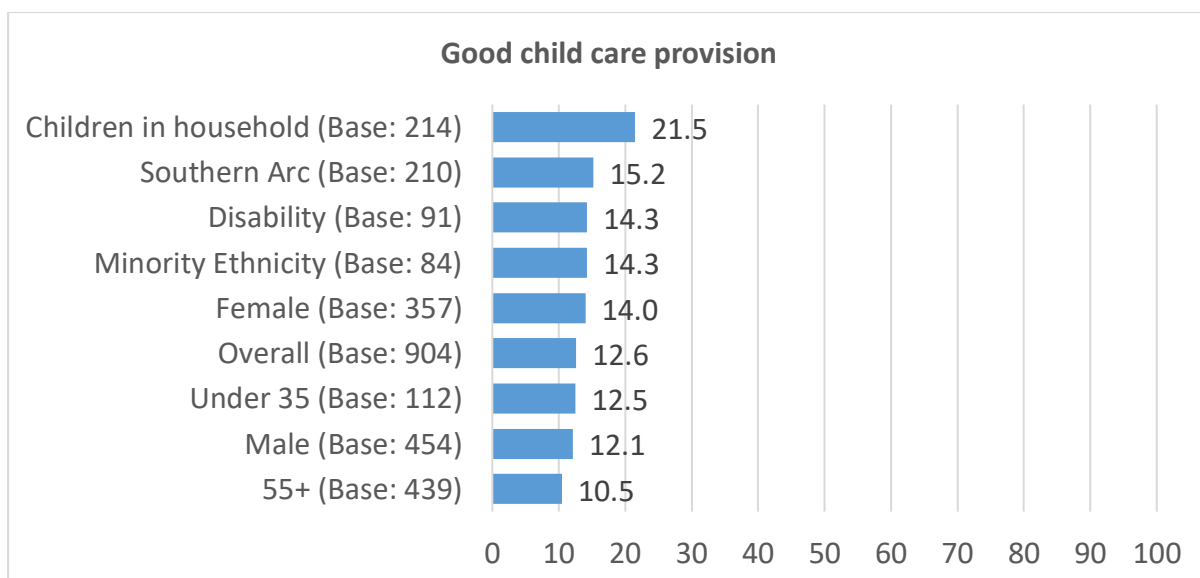
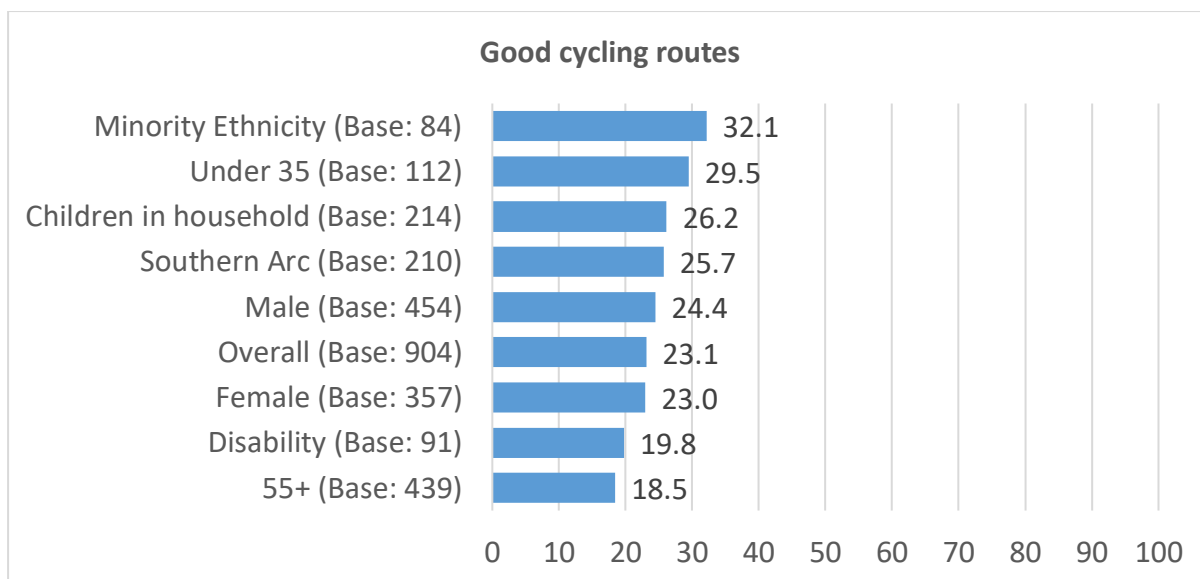
Base sizes shown in brackets – caution should be taken with lower base sizes









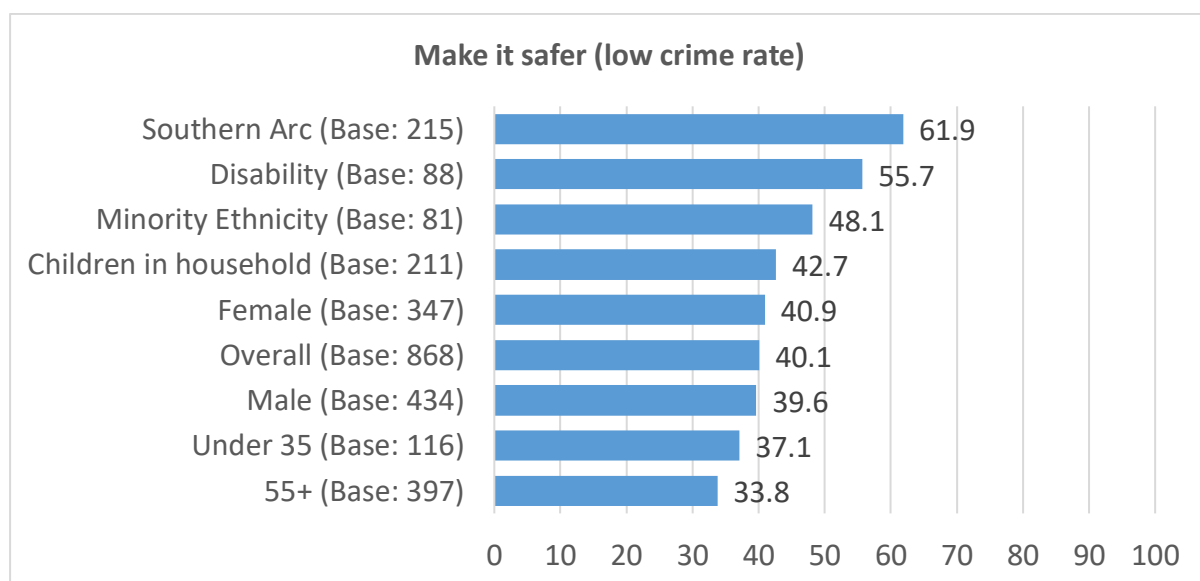
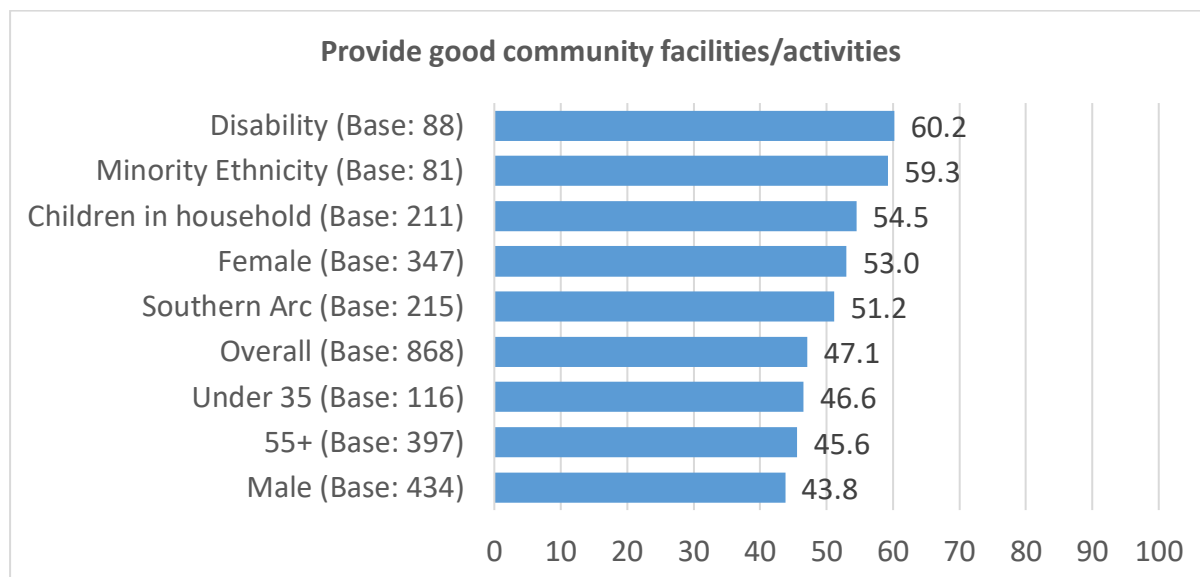


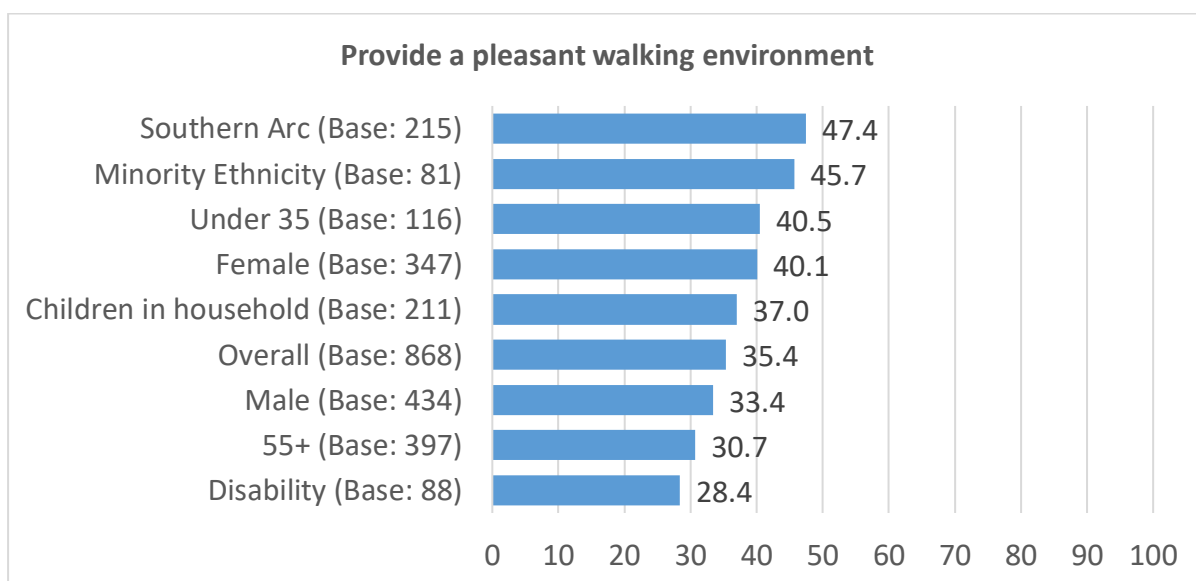
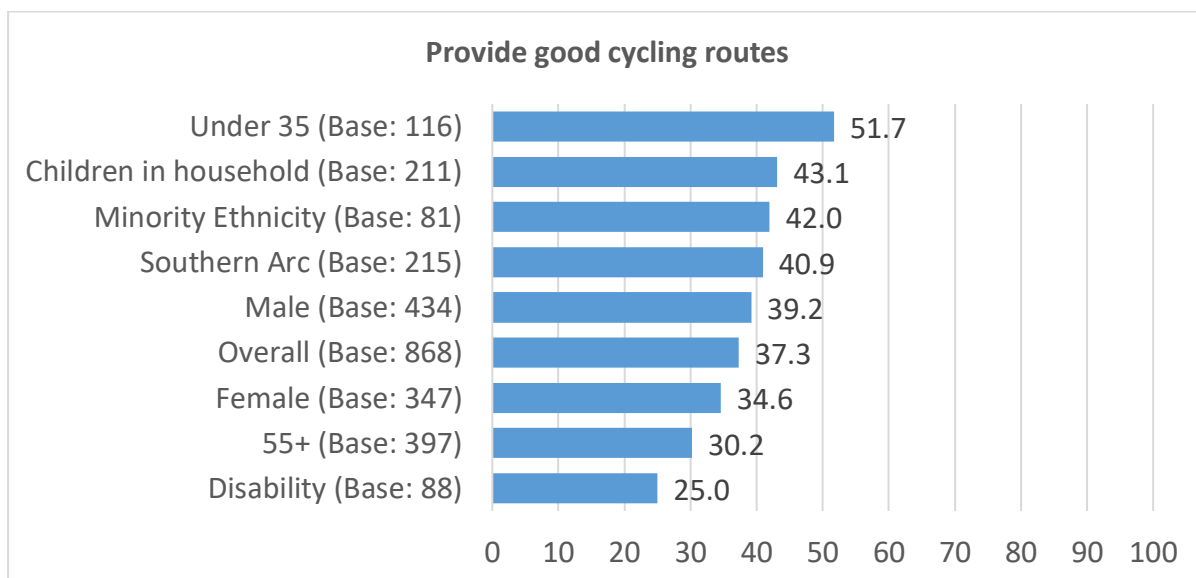
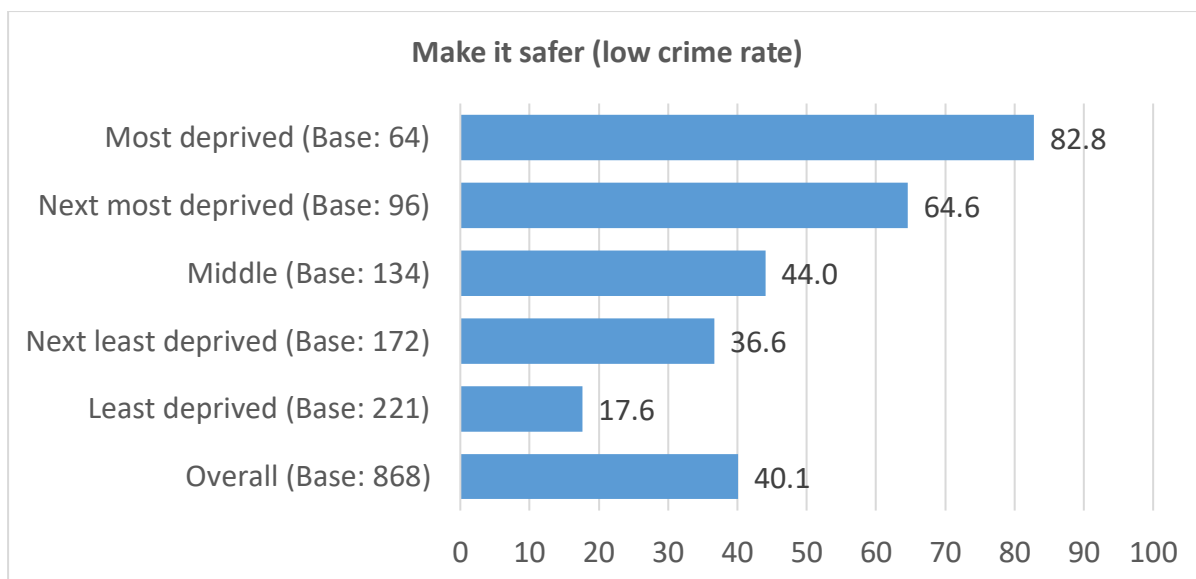
Appendix 21 - What do you think is good about your neighbourhood?: Something else

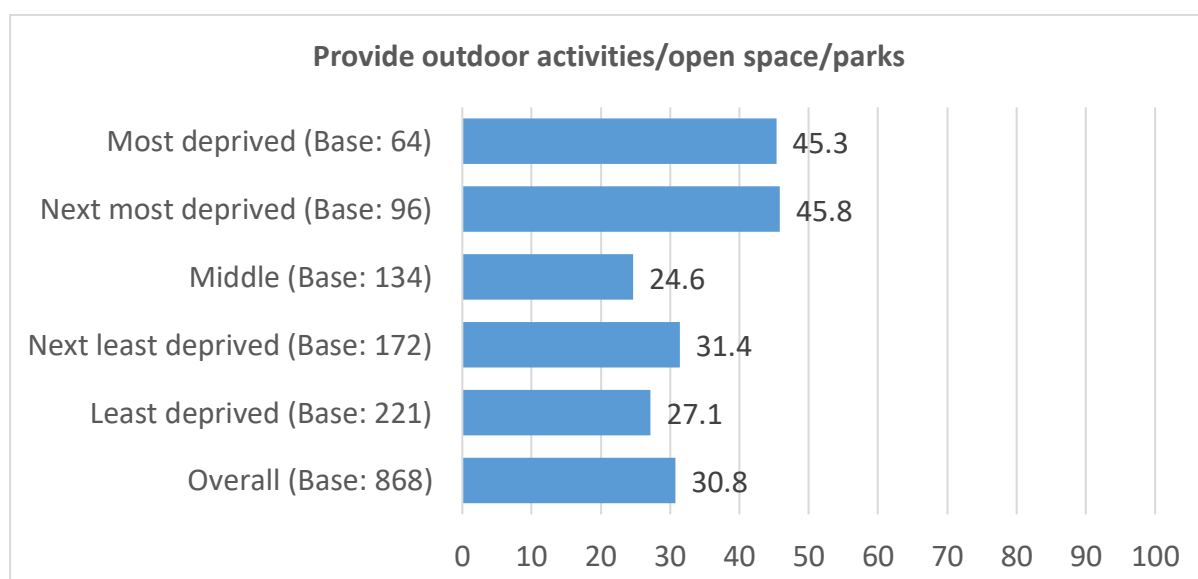
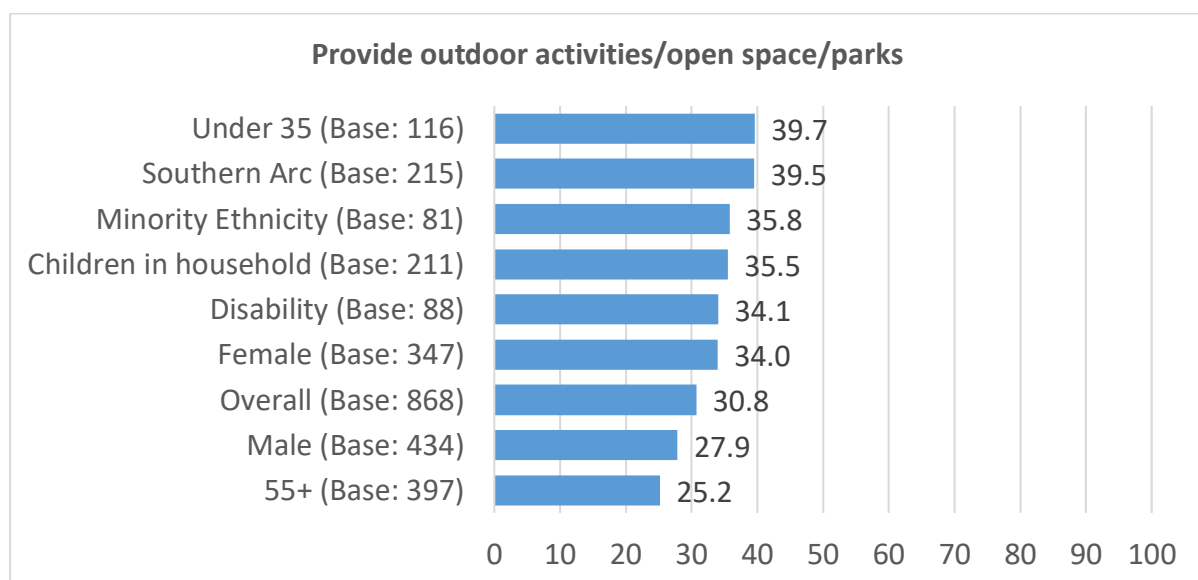
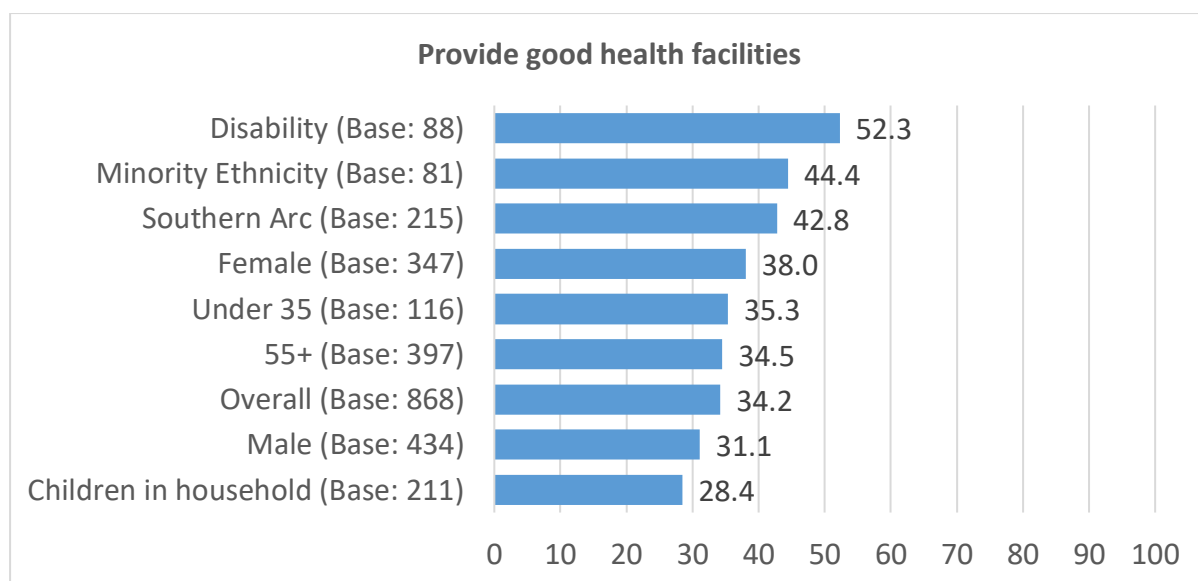
Theme	No	%	Example comments
Proximity / Accessibility / Close to Local Amenities / Facilities	18	38.3	<ul style="list-style-type: none"> - <i>Good location to get to various locations.</i> - <i>Allotment, which is a great place to take grow your own food and get a good workout doing it!</i> - <i>Plenty of choice of places of worship.</i>
Negative Comments	12	25.5	<ul style="list-style-type: none"> - <i>Nothing is good we feel scared unsafe and minoritised and surrounded by crooks drug dealers and nasty creatures</i> - <i>Not an area I would choose if I could afford to move</i>
Community Spirit	7	14.9	<ul style="list-style-type: none"> - <i>Diversity within the community.</i> - <i>The good thing about my neighbourhood is the community, the people.</i>
Affordability	3	6.4	<ul style="list-style-type: none"> - <i>Affordable</i>
Good Design	3	6.4	<ul style="list-style-type: none"> - <i>Aesthetically attractive Victorian terraces.</i>
Misc.	5	10.6	<ul style="list-style-type: none"> - <i>Welsh awareness</i> - <i>More community police presence</i>
Total	47	-	-

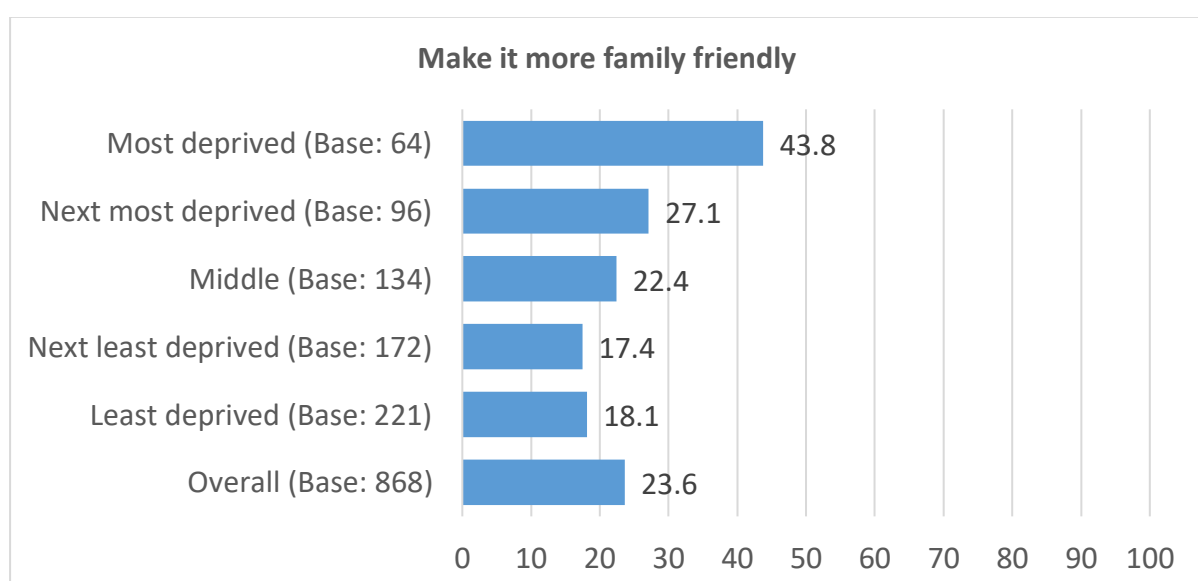
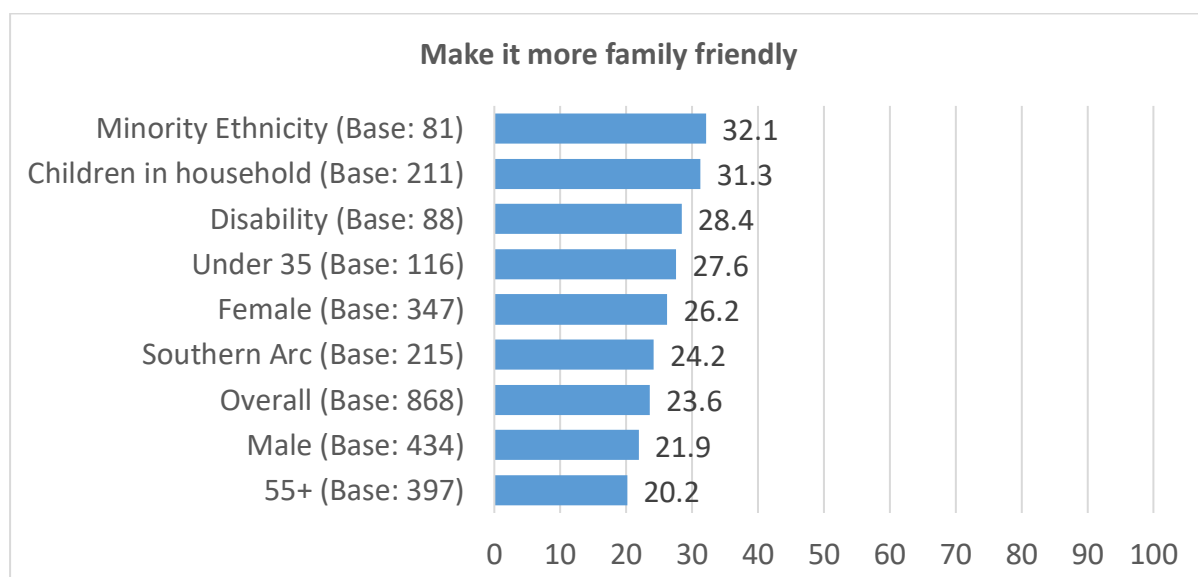
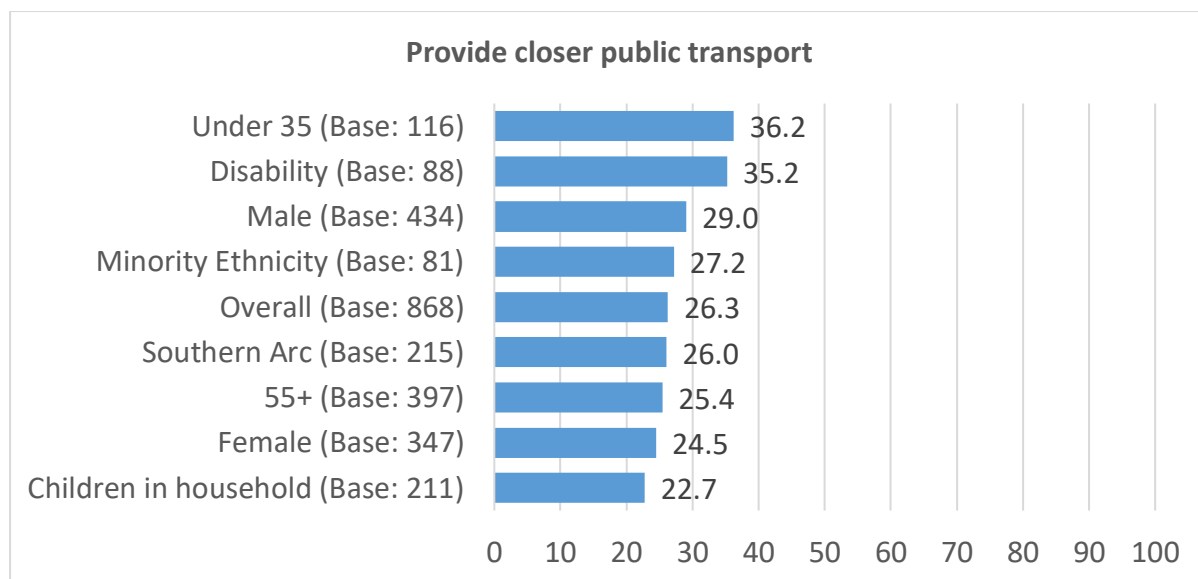
Appendix 22 – Breakdown of Results for “What do you think could be done to improve your local neighbourhood?” by Demographic Groups

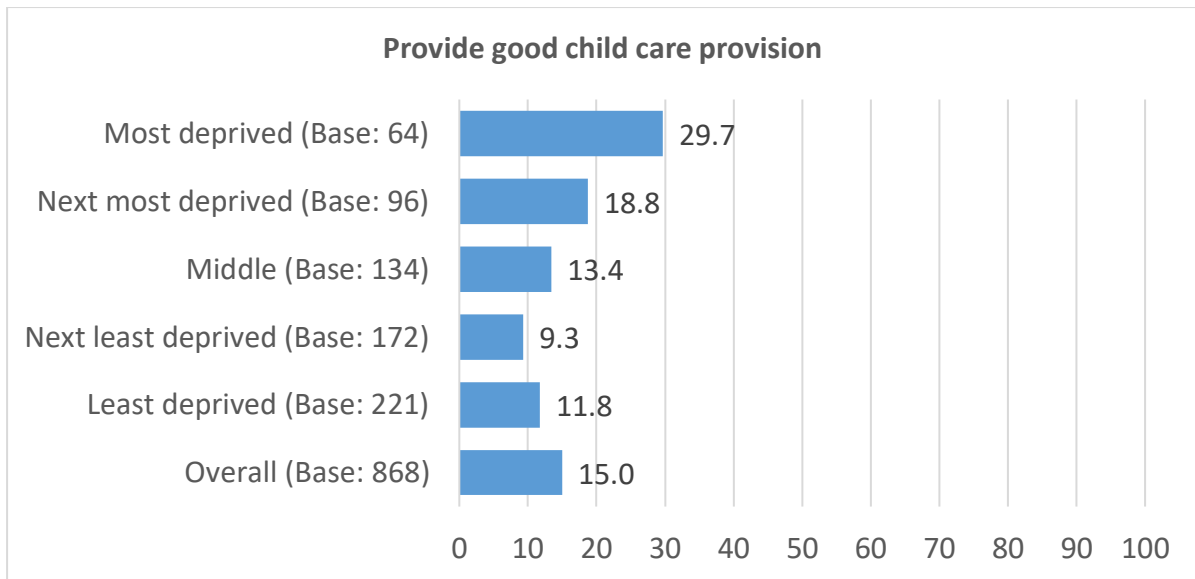
Base sizes shown in brackets – caution should be taken with lower base sizes











Appendix 23 - What do you think could be done to improve your local neighbourhood?: Something else

Theme	No	%	Example comments
More / Improved Local Amenities / Facilities	26	22.2	<ul style="list-style-type: none"> - <i>Community gardens and farmers markets. More sports facilities. Car charging points.</i> - <i>Make children's playgrounds more exciting by adding more equipment; Change policies to not allow neighbours moving close to existing parks and playgrounds to have equipment removed due to noise etc.</i> - <i>We only have big supermarkets - no small neighbourhood shops. Hence people drive more, and few focal points exist for the community</i>
Retain / Protect Green Spaces	18	15.4	<ul style="list-style-type: none"> - <i>Not decimate our neighbourhood by taking away our peace, quiet and tranquillity. Preserve our air quality, green space, nature and wildlife.</i> - <i>Stop building on green belt land destroying habitats and green space.</i>
Improve Litter Issues	17	14.5	<ul style="list-style-type: none"> - <i>More bins & cleaning of the streets. Fine people who leave rubbish in their front gardens.</i> - <i>More street cleaning and drain maintenance. Bins that the seagulls can't get into!</i>
More Driving / Parking enforcement	12	10.3	<ul style="list-style-type: none"> - <i>Parking needs to be looked at around schools, the way parents park is careless and unsafe for both residents and children</i> - <i>Traffic speeds along my road at rush hour.</i>
Tackling ASB Issues	12	10.3	<ul style="list-style-type: none"> - <i>Too many unruly youths and too small police presence</i> - <i>Where I live crime and noise and vandalism is very high. These things ought to be prioritised and tackled.</i>
Cheaper / More Reliable / More Frequent Transport System	11	9.4	<ul style="list-style-type: none"> - <i>Improve frequency and connectivity of public transport - limited to city centre every half hour and less at weekends</i> - <i>Public transport is close but it is unreliable. Bus only scheduled every 30mins but it is always late or sometimes doesn't show up at all.</i>
Housing Issues - Less Developments / Renovate properties / affordable housing	10	8.5	<ul style="list-style-type: none"> - <i>Halt the building on greenfield sites. Some developers are motivated by greed, we have seen on TV developers saying they will not build in the valleys as there isn't enough profit. As someone</i>

			<p><i>formally from the valleys I see a need for high quality housing, infrastructure and work in the valleys not Cardiff. We need a South Wales holistic strategy, don't make everything Cardiff centric.</i></p> <ul style="list-style-type: none"> - <i>Renovation of run down properties.</i>
Less Traffic / Improve Air Quality	8	6.8	<ul style="list-style-type: none"> - <i>Reduce traffic and improve air quality</i> - <i>Mend the roads, improve the shockingly awful air quality</i>
Improve Road infrastructure	8	6.8	<ul style="list-style-type: none"> - <i>Repair and maintain the roads and pavements, including cleaning (weeds, leaves, etc.)</i> - <i>remove all traffic calming</i>
Misc.	12	10.3	<ul style="list-style-type: none"> - <i>Home Working is an issue with the number of noise pollution of incessant dogs barking. This needs to be tackled and dog owners educated about keeping barking under control.</i> - <i>More music venues</i>
Total	117	-	-

Appendix 24 – Green Spaces: What Other Approaches Would You Suggest?

Theme	No	%	Example comments
Green Spaces To Be Protected	78	25.3	<ul style="list-style-type: none"> - <i>Use of green space should only be sanctioned as a last resort when all other options have been exhausted and the decision making scrutinised to ensure it is the case.</i> - <i>Green spaces need to be protected and increased, there are enough brown field sites that can be redeveloped into housing.</i> - <i>Too much green space already used</i> - <i>Given the climate and biodiversity emergencies, there's no question now that all green space must be protected and alternative approaches taken. Perhaps we need to obsess less about growth and focus more on preservation - we cannot keep on infinitely growing - the planet can't take it</i>
Develop / Re-use Existing Buildings / Space	61	19.8	<ul style="list-style-type: none"> - <i>I cannot see the point of creating 'new' green spaces to replace existing, just be more creative about where to build what is deemed necessary</i> - <i>Green space only as last resort. Make use of existing built up spaces.</i> - <i>Always look for areas that need updating and can be "recycled" for other use before taking any green spaces away. These green spaces are vital to people's wellbeing but more importantly to nature and we are losing too much already.</i> - <i>Use brown land, rebuild or update empty houses</i>
Develop / Use Brownfield Land	47	15.3	<ul style="list-style-type: none"> - <i>Build on brown sites</i> - <i>Prioritise brownfield development and repurposing of existing redundant building</i> - <i>Better use of brownfield areas. Incentivise developers to use infill areas</i>
Preserve / Enhance / Protect Biodiversity	25	8.1	<ul style="list-style-type: none"> - <i>This is too vague a question. Some green space is full of biodiversity. Some green space has been destroyed by chemicals. We need to preserve and enhance the places that have biodiversity and use low biodiversity, well connected green space for housing</i> - <i>need to consider the biology of the green spaces and protect wildlife</i>

			<ul style="list-style-type: none"> - <i>Maintain green spaces better. Make sure they support biodiversity.</i>
Any green spaces used need to be replaced	14	4.5	<ul style="list-style-type: none"> - <i>Emphasis on replacement green space being provided.</i> - <i>Everything is a balance. And losses in one area really do need to be balanced by gains in another area.</i>
Role of developers	12	3.9	<ul style="list-style-type: none"> - <i>Developers should be absolutely compelled to honour their commitments to providing appropriate infrastructure, affordable housing etc.</i> - <i>Make the Developers responsibility to provide and fund Green space in any new development</i>
Consider Local Amenities When Planning New Builds	11	3.6	<ul style="list-style-type: none"> - <i>Housing cannot be the only thing provided in a new build estate. They require facilities that the community can use. A hub / library / community centre / swimming pools etc.</i> - <i>Use S106 obligations to ensure all new housing has access to green space</i>
More education / Community awareness / Community Engagement	9	2.9	<ul style="list-style-type: none"> - <i>Take children out into parks and teach them about wildlife</i> - <i>Community groups to be involved in management of green spaces, also get local school involved</i>
Stop developing	9	2.9	<ul style="list-style-type: none"> - <i>Stop building!</i> - <i>Stop the huge expansion of Cardiff</i>
Need to look at the bigger picture	7	2.3	<ul style="list-style-type: none"> - <i>Do joined up thinking i.e. talk to all those involved in providing transport, health and education facilities and all act together</i> - <i>Better joined-up thinking - e.g. not selling off NHS land for housing then appropriating nearby greenfield space for NHS development!</i>
Lack of trust in decision-makers	7	2.3	<ul style="list-style-type: none"> - <i>Sensible impartial decisions needed by experts not council.</i> - <i>Establish alternative planning committees i.e. non-political lay persons with no vested interest politically or financially to question decisions before planning consent.</i>
Build outside Cardiff	5	1.6	<ul style="list-style-type: none"> - <i>build new houses elsewhere, maybe even a new city/town, need to stop overloading Cardiff</i>
Transport	3	1.0	<ul style="list-style-type: none"> - <i>Actually build the metro.</i>
Northern Meadows	3	1.0	<ul style="list-style-type: none"> - <i>No greenspace development as it is clear the council can't make decisions correctly on this, the Northern Meadows, Danescourt and Flaxwood being prime examples.</i>

Put the environment first	2	0.6	- <i>The environment is the main concern.</i>
Misc.	43	14.0	- <i>Assessments of environmental and social impacts need to be very robust</i> - <i>This can only be assessed in context of what is required to keep within environmental limits overall whilst also supporting health equity. So it depends.</i> - <i>Stop student accommodation scam</i> - <i>Stop building with so much concrete</i>
Total	308	-	-

Appendix 25 – What measures do you think the plan needs to put in place to protect the city’s historic assets and further enhance and promote the city’s role as a capital city and as an international destination for residents and visitors?

Theme	No	%	Example comments
Better transport links	35	14.2	<ul style="list-style-type: none"> - <i>Got to sort out public transportation, it is the weak link in Cardiff's offer</i> - <i>Cultural facilities in city centre are hampered by bad transport policies</i> - <i>Reintroduce a central hub for public transport.</i>
Better Art/ Cultural offer	30	12.1	<ul style="list-style-type: none"> - <i>A huge focus on culture, of which history is a part, through arts, crafts, and music. Expand the music scene.</i> - <i>More city wide co-ordination of historic and cultural assets.</i> - <i>Market Cardiff as a city of historical importance with incredible architecture, culture and make the visiting experience excellent for all ages</i>
Green spaces	27	10.9	<ul style="list-style-type: none"> - <i>Green spaces should be legally protected from future developments and to ensure our city does not become a concrete jungle; planning restriction should be tighter to ensure development is in keeping with environment and sustainable infrastructure and biodiversity wise.</i> - <i>Protect and improve the green areas of the city which are its key attraction</i>
More attractions	26	10.5	<ul style="list-style-type: none"> - <i>Historic assets should be free for everyone. If Cardiff is to attract international visitors then a range of good quality and exciting attractions are needed. Theatres, Concert Halls, Conference facilities, Museums, visitor attractions that can relate to Cardiff. The Doctor Who exhibition was a huge attraction for visitors that was let go.</i> - <i>A proper local museum celebrating Cardiff's past</i>
Better promotion	23	9.3	<ul style="list-style-type: none"> - <i>Better media by the tourist board to promote</i> - <i>More about Cardiff, its people, its origins and tracking the journey to where we are today. I've lived here 2 years and honestly aside from loving the city don't feel particularly connected to its cultural identity and heritage. Placemaking, developing place</i>

			<i>attachment and place meaning are important and Cardiff should think local in its approach to culture.</i>
Clean City Centre	17	6.9	<ul style="list-style-type: none"> - <i>A cleaner city would help</i> - <i>Improve cleanliness and introduce stricter control/fines of littering and fly-tipping - a dirty and neglected looking city puts visitors off and has a major impact on quality of life/wellbeing</i>
Celebrate what we have	15	6.1	<ul style="list-style-type: none"> - <i>We have some beautiful buildings, regardless of their current use. Protecting these is key, stop building ugly high rises and ruining our lovely little city. We're a compact, pretty, green city on a beautiful river. We have great cultural spaces, such as a great museum, St Fagan's, libraries, theatres, stadia. Let's play up those features.</i> - <i>We have fabulous Welsh history and heritage - it should taught in schools and celebrated</i>
More events	14	5.7	<ul style="list-style-type: none"> - <i>make them more accessible to everyone, have more cultural events and concerts outdoors</i> - <i>More events and activities needed at places like Cardiff Castle - why is the Mansion House not used more?</i>
Anti-social behaviour	11	4.5	<ul style="list-style-type: none"> - <i>Anti-social behaviour in the city needs to be addressed, this was shown to be appalling at Roald Dhal Plas when the first lockdown was lifted which reflected very badly on the city's image. Tourists to the city need to feel safe.</i> - <i>Make the city centre safer - too much drug taking, homeless people begging. It feels very unsafe</i>
Cars	9	3.6	<ul style="list-style-type: none"> - <i>No congestion charges which will put visitors off. A day out is spoiled by public transport.</i> - <i>Close Castle Street to all vehicles</i>
Better policing	9	3.6	<ul style="list-style-type: none"> - <i>Clamp down on litter, graffiti and anti-social behaviour with a visible, walking, Police presence</i> - <i>Invest in better policing and prosecute offenders.</i>
Canals	8	3.2	<ul style="list-style-type: none"> - <i>Open up some of the canal systems and use as a transport/leisure/tourist attraction</i>
Empower/ support citizens	6	2.4	<ul style="list-style-type: none"> - <i>Use Cardiff residents as the best ambassadors for these sites by offering reduced entrance fees for Cardiff residents all year round and then prize draws for VIP invitations for specific events. The best promoters to visitors will then be those residents who attended and it could have a snowball effect of engaging others to see the value of our cultural</i>

			<i>assets. I would also encourage more visits to be organised for local and regional schools, as the children will then become ambassadors if they are well engaged on the visit.</i>
Better signage / information	4	1.6	- <i>Make directions better. Signposting is appalling for a capital city. Shocking for tourists</i>
Misc.	24	9.7	- <i>Protect our history, too much gets lost already. History keeps tourism, endless new developments do the opposite</i> - <i>Any alternative to it being a stag & hen do destination...the current trajectory of the city centre is facilitating this further. The river could be become more of an asset - Southbank is great example where you can be there to watch a performance at a theatre, but you can also just 'be' there.</i> - <i>The arcades are a particularly draw for visitors. Use of these units must be encouraged.</i>
Total	247	-	-

Appendix 26 – Let Us Know How You Think the Vision Could Be Improved

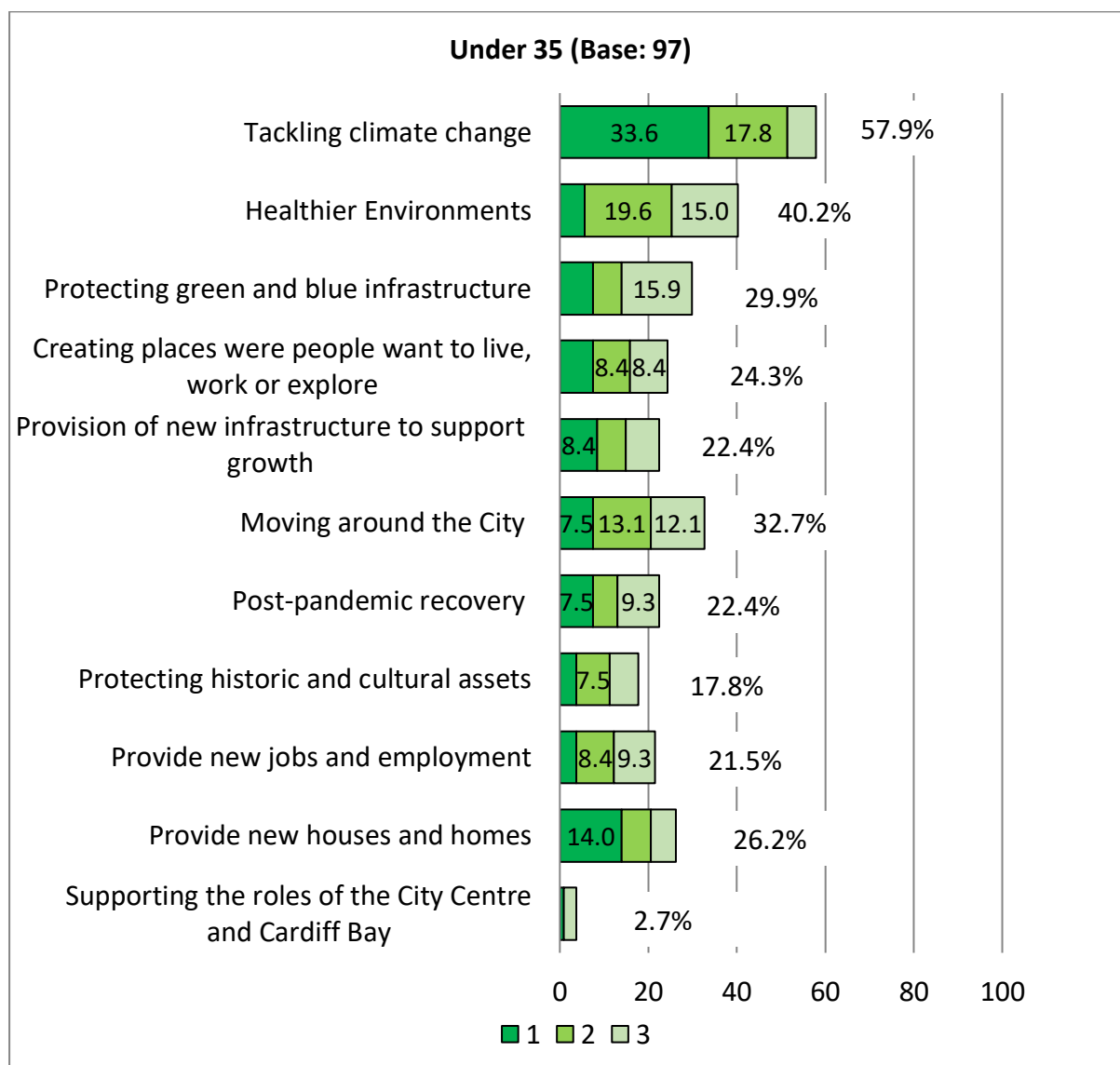
Theme	No	%	Example comments
Stop building new/expand & repurpose existing infrastructure	92	21.5	<ul style="list-style-type: none"> - <i>Tackle developers pulling the city apart. No use holding your hands up and saying "can't do anything, don't want a legal challenge". You would have the support of the public in doing so.</i> - <i>Need to improve existing housing stock and very carefully look to build newmore carefully than this vision implies!</i> - <i>Lose the focus on new homes, renovate and expand existing infrastructure rather than building on new land just because a housing crash</i> - <i>Reduce the emphasis on expansion. Work with Welsh Government and other local authorities to spread development wider across SE Wales</i>
Climate Change /Cleaner, greener city/protect green spaces	92	21.5	<ul style="list-style-type: none"> - <i>Doesn't go far enough about the environment. Tackling climate change should be at the core of every one of the values.</i> - <i>Its ok to say this but green issues need to be prioritised and scientists listened to</i> - <i>Not strong enough on the environment, Climate change isn't the only environmental catastrophe we face, our insect population has dropped by over 75% in 27 years, if we don't want to face food shortages and hand pollination we urgently need to increase biodiversity, ban pesticides and stop green field developments.</i> - <i>I think the priorities are wrong. By having the 'new homes, jobs and infrastructure' at the start, you are already setting a tone for this being given more weight than green spaces and biodiversity.</i>
Improved Transport infrastructure- roads/public transport/accessibility	49	11.4	<ul style="list-style-type: none"> - <i>Transport is the only priority. The current thinking of transport capacity lagging demand is a disaster. Transport capacity needs to lead demand. That is to say you must put in the transport infrastructure first. Current policy has almost destroyed the city centre already.</i> - <i>You must focus on better integrated transport and cycling routes and more greenery in districts such as Splott, Adamadown and Cathays. Is there an option for cut and cover road in front of the castle to</i>

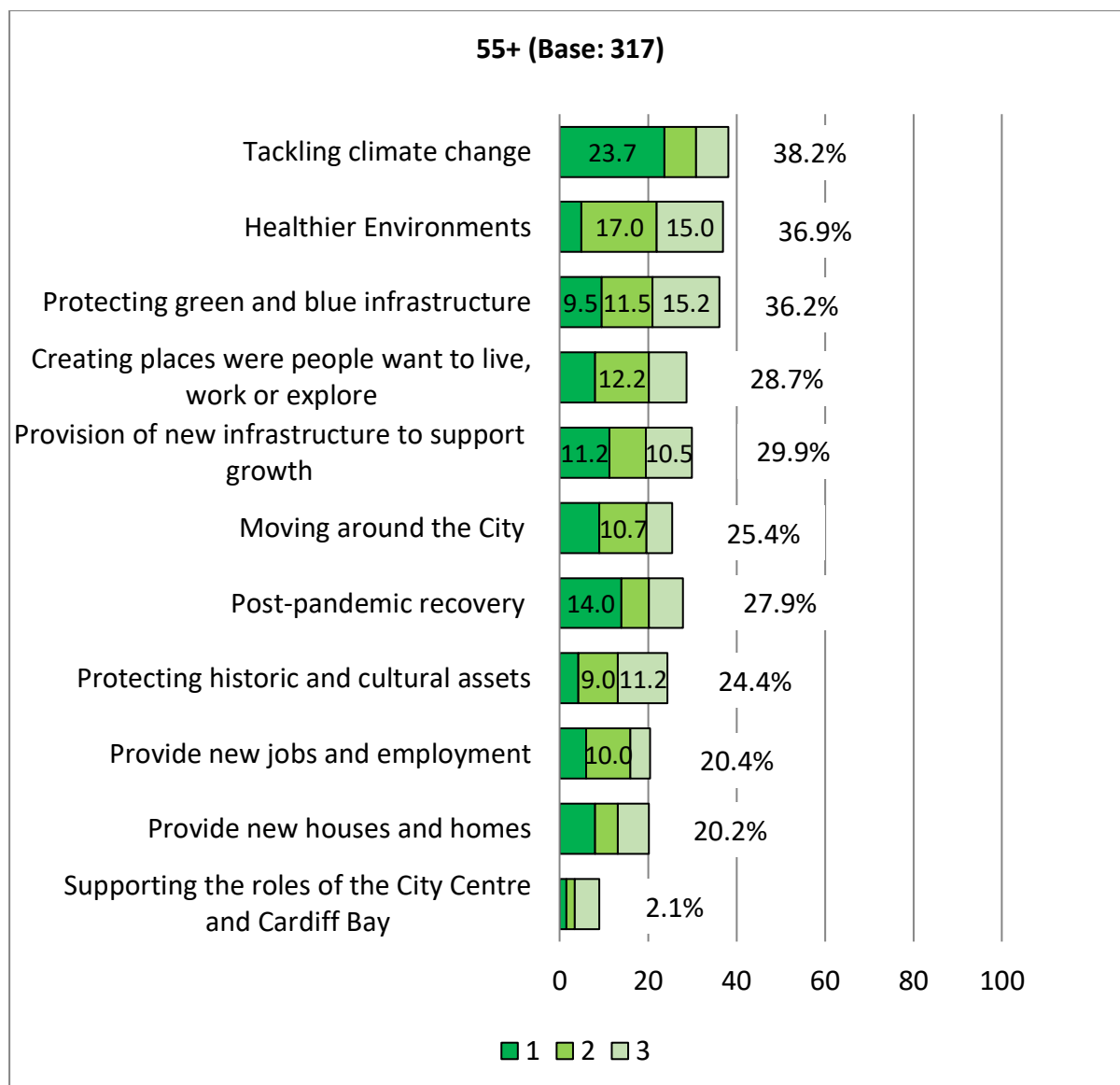
			<p><i>reopen this back up to pedestrians / public realm whilst keeping the busy road access?</i></p> <ul style="list-style-type: none"> - <i>The focus on active travel needs to go if you want any form of post-pandemic recovery.</i>
Vision needs clarity / Could have been written better	45	10.5	<ul style="list-style-type: none"> - <i>I agree with that vision. The devil will be in the detail, which hasn't been put on the table yet...</i> - <i>This vision is empty, it's completely generic. A vision should set a clear idea of what to expect.</i> - <i>It's very wishy washy and like a sales pamphlet.</i>
Vision needs to be implemented	40	9.3	<ul style="list-style-type: none"> - <i>By following it up with real actions</i> - <i>Stop creating pointless and expensive 'Visions'; just get on with sorting the issues out.</i> - <i>The vision is wonderful, just make sure you abide by it / live up to it!</i>
Concerns around the ordering of visions / objectives	24	5.6	<ul style="list-style-type: none"> - <i>Priorities are wrong - Start focussing on what really matters to existing residents and stop trying to win votes.</i> - <i>Environmental issues need to be at the top of the vision. They affect our health and wellbeing and increasingly our survival.</i> - <i>The ordering seems to be wrong. Climate change has to be first. Empowerment and social integration through participation and connective social infrastructure seems to be missing. Local food production seems to be missing. There doesn't seem to be any mention of high quality design for the long term. Data gathering and digital infrastructure seems to be missing.</i>
Listen / Consult more with local residents	24	5.6	<ul style="list-style-type: none"> - <i>Create citizen's assemblies for Cardiff residents to make informed choices together about the objectives and how they can be delivered. This also insures your perspectives are diverse.</i> - <i>Let the people of the city have a vote on the plan</i>
Affordable sustainable housing/equality and diversity	23	5.4	<ul style="list-style-type: none"> - <i>I don't understand this obsession with building more houses that people cannot afford.</i> - <i>By avoiding the building of more homes. We need to stop landlords buying all the new build houses and actually allow first time. Users to buy affordable housing.</i>
Support for Education/ Tourism & culture/our heritage/Leisure and recreation	21	4.9	<ul style="list-style-type: none"> - <i>Less focus on new housing. Schools must be priority, having major impact on young people</i> - <i>Focus on history assets</i>

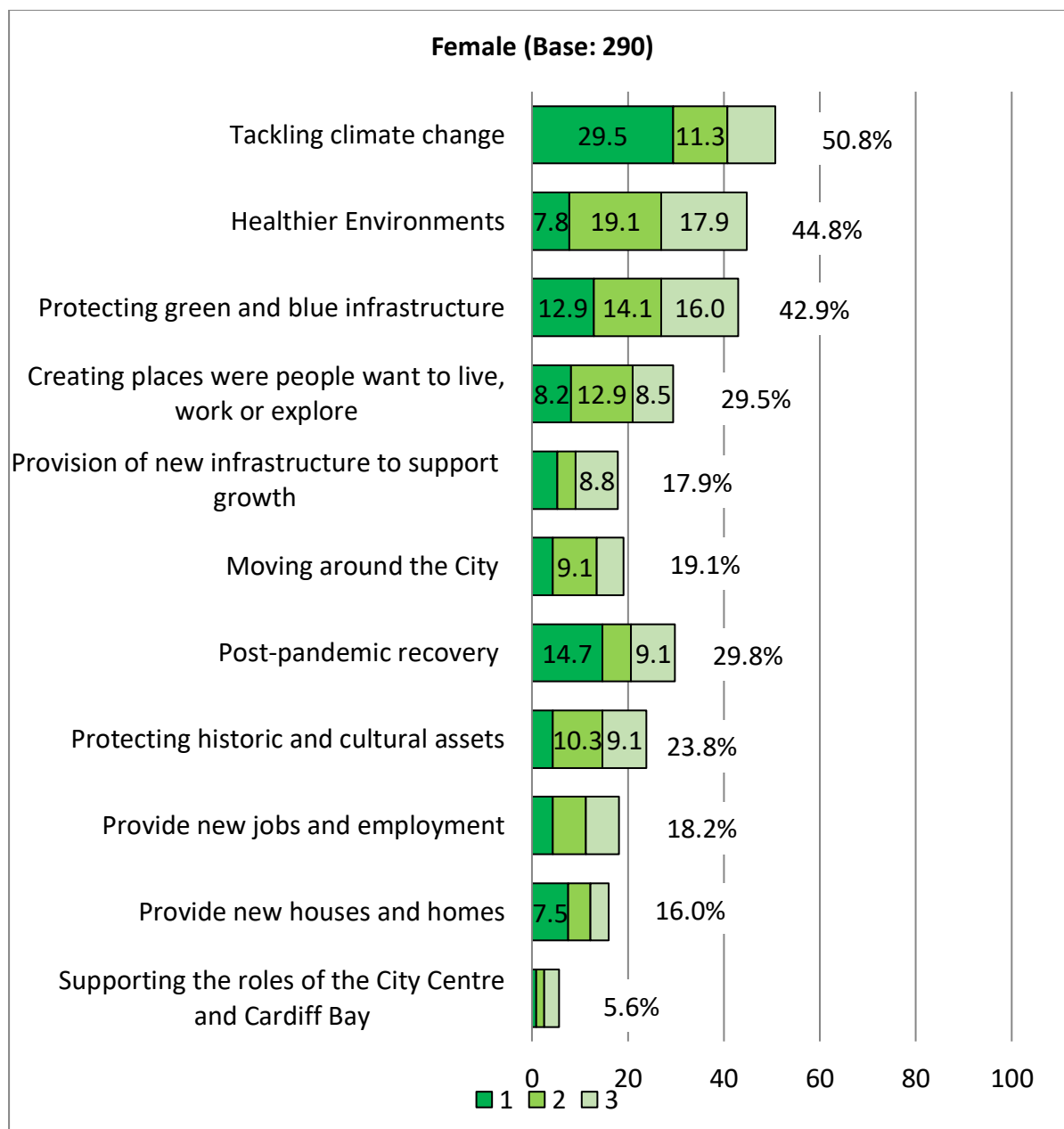
Vision is positive	18	4.2	<ul style="list-style-type: none"> - <i>These points are all agreeable.</i> - <i>The plan as it stands looks to be very good.</i>
Create jobs	14	3.3	<ul style="list-style-type: none"> - <i>I think the need for new homes is secondary to jobs and infrastructure - I don't think Cardiff needs more inhabitants at this point in time</i> - <i>Jobs, Infrastructure, environment yes - more houses NO, unless on brown field sites, but then that costs the developers more to clear!!</i>
Wales wide approach	8	1.9	<ul style="list-style-type: none"> - <i>I worry about the expanding nature of the capital to the detriment of other south wales areas. We need a wales wide cohesive approach</i>
Improved Active Travel Infrastructure	6	1.4	<ul style="list-style-type: none"> - <i>Cardiff desperately needs safe cycle routes, painted lines on a road are NOT safe!!!! they need to be separated from cars and pedestrians</i>
Help city centre business/networks	4	0.9	<ul style="list-style-type: none"> - <i>Help city centre businesses, do not make it difficult for people to visit the city centre by increasing parking fees and introducing congestion charges. This will encourage people to continue to purchase on line.</i>
Waste Management Issues	3	0.7	<ul style="list-style-type: none"> - <i>Improved recycling, e.g. more bottle banks as these are more efficient for glass and recycling bins in all parks as well as adequate bins for dog waste and general rubbish that are seagull safe!</i>
Misc.	75	17.5	<ul style="list-style-type: none"> - <i>Stronger controls on development.</i> - <i>Seek to actively improve the experience for all inhabitants now and not only the future beneficiaries.</i> - <i>More cultural mix across the whole city. People living, working and socialising more often together by providing more hang-out spaces and co-working etc.</i> - <i>How about making Cardiff a dynamic, outward-looking centre for innovation looking to establish creative connections with partners around the world.</i>
Total	428	-	-

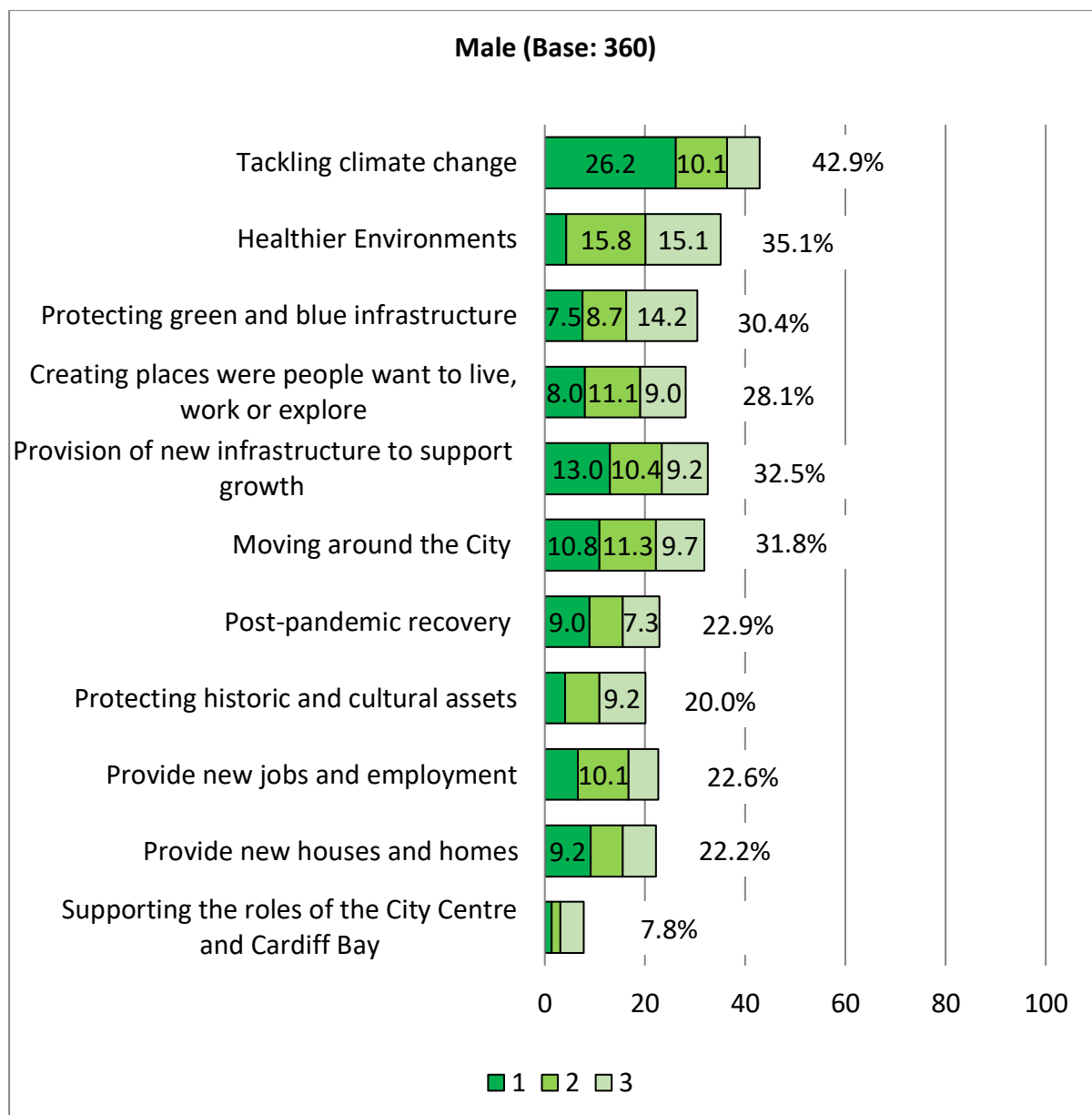
Appendix 27 – Breakdown of Results for “Please rank the draft plan objectives in order of importance” by Demographic Groups

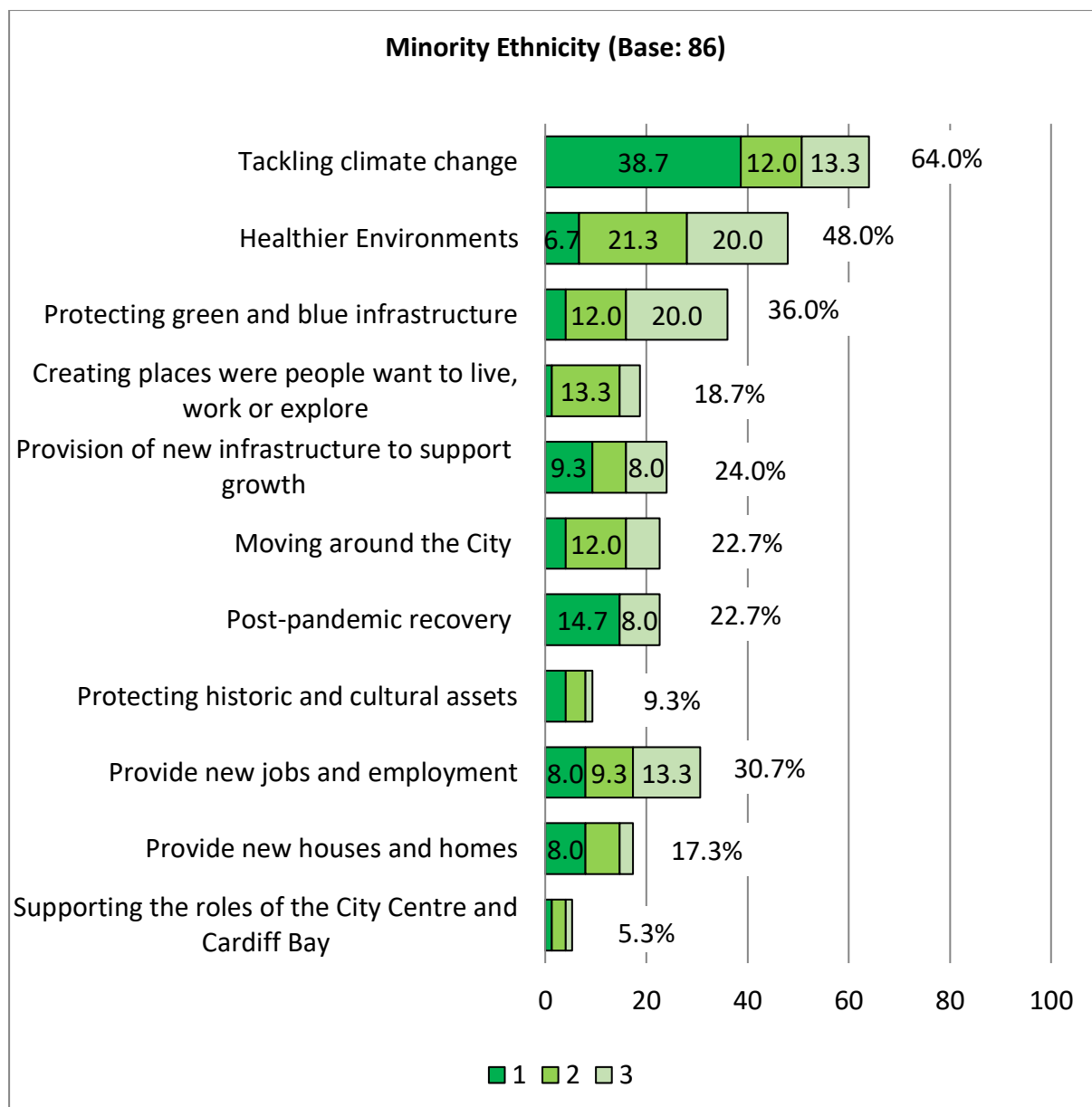
The following charts show ranking of the top three responses for each objective listed in the survey. The order matches that for overall responses overall, so differences of opinion by demographic group .are clearer

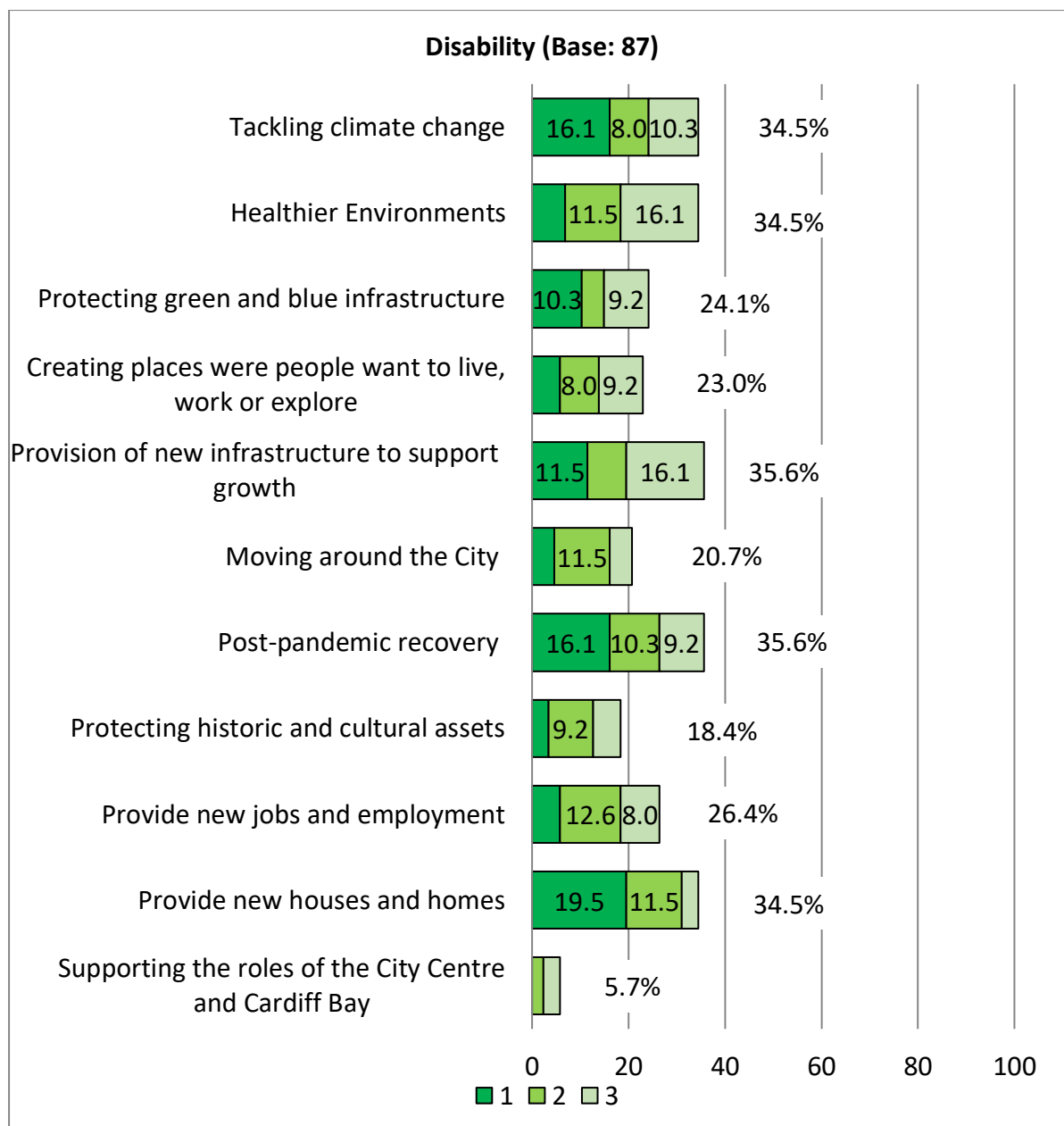


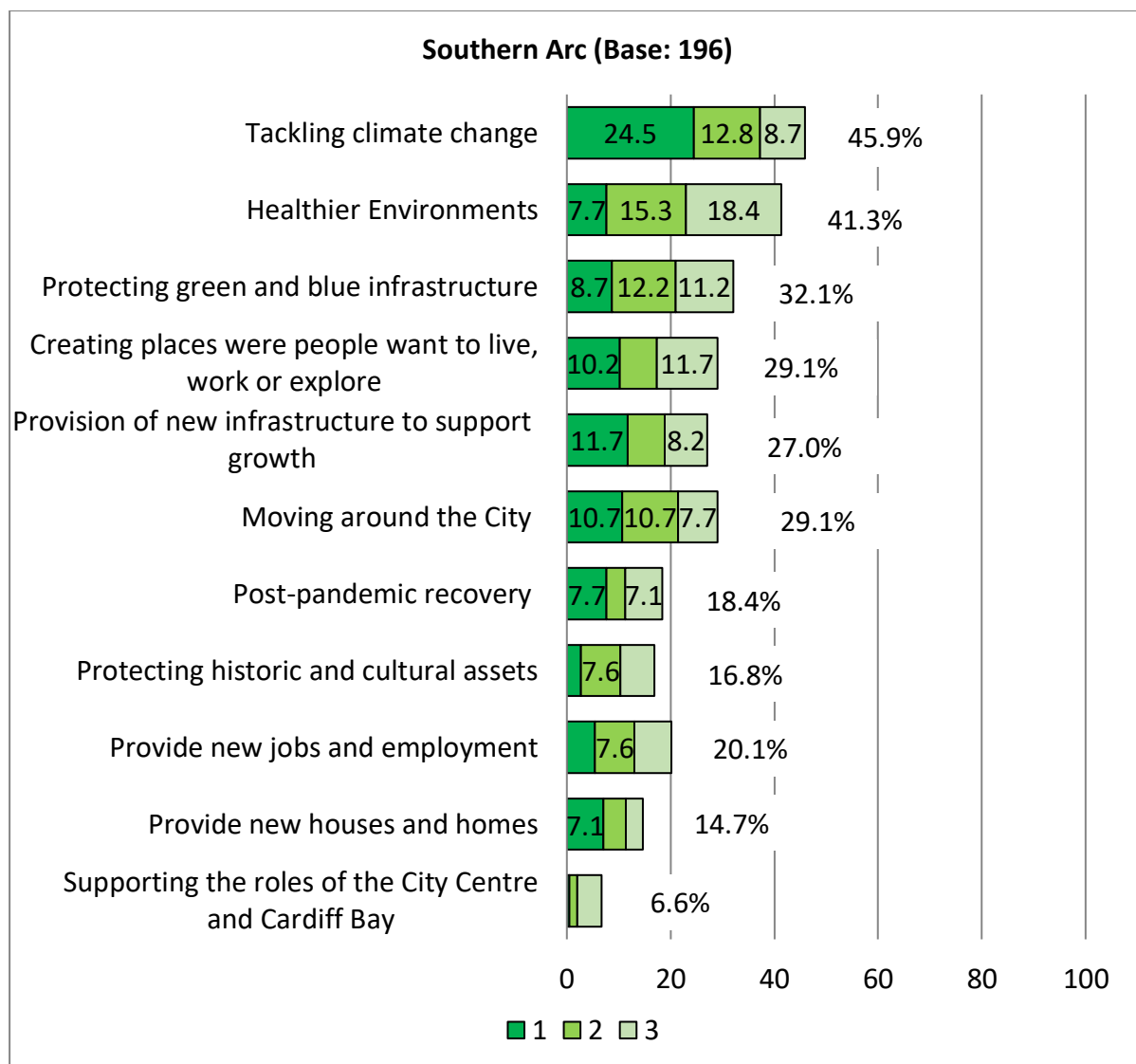


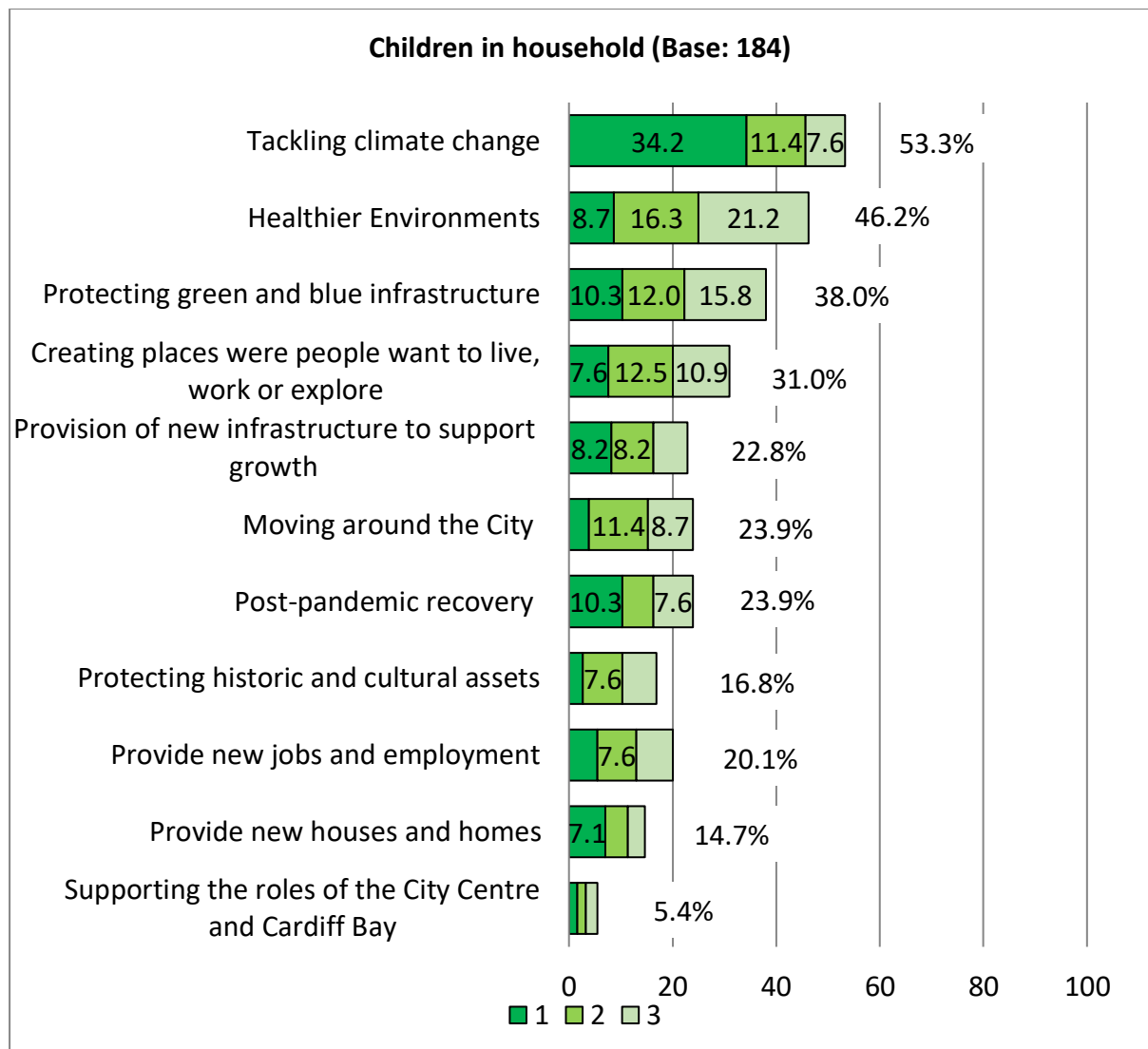












Appendix 28 – Would You Add Any Other Objectives?

Theme	No	%	Example comments
Greener city	27	13.0	<ul style="list-style-type: none"> - <i>Moving around the city in a sustainable way</i> - <i>Biodiversity should be key</i> - <i>Creating a more beautiful and less generic looking city.</i>
Improved Transport infrastructure- roads/public transport/accessibility	27	13.0	<ul style="list-style-type: none"> - <i>Should not be any new homes until infrastructure has been put in place to cope with the 10,000 that have been built in last 8 years</i> - <i>The more equal city mentioned in the Vision is not in the Objectives I've noticed. Why's that?</i> - <i>Transport, transport, transport. The Metro plan must be front and centre of the LDP. All new developments must be Metro-centred, not built without consideration with a bus service added as an afterthought to an already congested roads. Public transport must be fast, clean, reliable, 24hr, cheap, safe. And make the developers pay for it.</i>
Question concerns / Queries	22	10.6	<ul style="list-style-type: none"> - <i>Again, ranking these is difficult. They all have to work well and together to achieve the vision.</i> - <i>I've no idea what Blue infrastructure means</i> - <i>These are a list of aspirations NOT reality! The net is far too wide and as a result, little will get done!</i>
Improve/repurpose existing facilities and buildings	19	9.1	<ul style="list-style-type: none"> - <i>Encourage small businesses and start-ups to exist in disused buildings - they can offer innovation, a uniqueness and sense community pride as well as economic growth.</i> - <i>Using what we have better</i>
Key services -Education/ Health/ Police/ Tourism/ Leisure	16	7.7	<ul style="list-style-type: none"> - <i>New schools</i> - <i>Local sports/play facilities for children and young people. Development of community centres for local communities</i>
More community engagement / listen to people in the communities	14	6.7	<ul style="list-style-type: none"> - <i>Listen to communities.</i> - <i>Giving more weight to the concerted views of local communities in any planning decisions that impact them.</i>
ASB / Safety Issues	12	5.8	<ul style="list-style-type: none"> - <i>Make me feel safe as a woman walking around alone at night. Deal with crime to keep people safe specifically drug related activity</i>

			- 1) Improve Law and Order by correctly funding the Police to enable more active policing of our cities. (2) Tackle anti-social behaviours with ZERO TOLORANCE; (3) Tackle racial and other hate crimes with ZERO TOLERANCE.
Affordability/invest in poorer areas	9	4.3	- Not just building homes, but to make these affordable to those who work extremely hard in lower paid job roles, as a priority over those on benefits.
Waste Management	8	3.8	- Keep the place clean, the whole city is littered and filthy
Active travel	7	3.4	- Investing into sustainable travel modes especially walking and cycling
Child friendly city	7	3.4	- Child friendly city - access to local playground from any neighbourhood. Support outdoor learning in schools.
Less growth / More sustainability	7	3.4	- Change the focus on growth. Cardiff does not need to keep growing. That is not sustainable. Change the option to say 'Provision of new infrastructure that makes Cardiff sustainable'
Support small business not large companies	4	1.9	- Support local enterprise and voluntary sector initiatives above large corporate business. Make Cardiff the Creative Capital of Europe.
Protect Cardiff's Character / Make Cardiff Unique	4	1.9	- Protect Cardiff's unique character
Arts and Culture	4	1.9	- Support the Music City initiatives and the arts in general.
Misc.	39	18.8	- When promised section 106 payments from developers, make sure you get all the money! - Improve local planning laws to prevent large companies with money always winning and getting their way. - Reduce council tax - Future proof for the next 100 years
Total	208	-	-

Appendix 29 – Do You Have Any Other Comments?

Theme	No	%	Example comments
Protect Green Spaces / Address Climate Emergency	48	17.5	<ul style="list-style-type: none"> - Address the climate emergency and stop destroying green spaces - Protect our green spaces and heritage. Cardiff is in danger of being destroyed by developers. - Cut out the obsession with building on greenfield sites - We need to be serious about tackling climate change. It is important that short term gain does not take priority over long term solutions.
Survey Concerns / Consultation will be ignored	32	11.6	<ul style="list-style-type: none"> - It makes little difference what is said as you do as you like anyway - Not really sure why you have bothered to ask as Cardiff Council will already have done deals with developers! - I realise my completing this questionnaire is a pointless and you will do what you want anyway. I do wonder why you bother to seek public opinion and then ignore it. Just more "box ticking" Sadly.
Planning concerns	28	10.2	<ul style="list-style-type: none"> - I would like to see more powers of objectivity in the planning department. They need better controls over quality and design of new builds to protect the city's skyline. - Do not make Cardiff look like every other city with too many ugly high rise buildings. - Stop allowing developers to build all this poor quality student accommodation. It's a disgrace to the city centre. Raise standards in building design
More community engagement / listen to people in the communities	26	9.5	<ul style="list-style-type: none"> - Please listen to the residents who have to live and cope with some of the ridiculous plans you have for the city. We have to live here! - This is a very important plan but whatever comes of it can only succeed if the residents feel that their voices are heard and their opinions are being taken on board. Too often people complain that the Council will bash ahead with whatever they want to do without listening to the public.
Improve Public Transport Infrastructure	19	6.9	<ul style="list-style-type: none"> - Introduce a city wide tram system - 24 hour frequent and more extensive free public transport with more park and rides on outskirts of

			<i>city - but car routes MUST be kept open as not all can access buses etc. and until it is 24 hour and more routes.</i>
Stop Building	18	6.5	<ul style="list-style-type: none"> - <i>Yep Cardiff is big enough let's stop building!</i> - <i>Cardiff council seem to be intent on destroying the individuality of the city and obsessed with building. They have already admitted they will not need so many houses and yet they will no doubt allow the developers to build more and more executive homes. It is too late to rescue the city centre but the suburbs can still be saved. Start thinking outside the box</i>
More / Improved / Retain Community Amenities / Services	17	6.2	<ul style="list-style-type: none"> - <i>Lots of new housing estates have already been built i.e. St Edyrns, Radyr with promises of new schools but this HAS NOT happened. If planning is granted for new estates with provisions for builders to build schools they should be accountable for making sure school is built quickly</i> - <i>Sports access and availability crucial and making it free for young people/ families. Better cycle routes and safety to use this. Swimming pools crucial for children and tackle obesity</i>
Cars	17	6.2	<ul style="list-style-type: none"> - <i>Stop being such an anti-car government. Electric cars are here and green, we need good reliable road networks to keep the country moving otherwise we are going to move backwards not forwards</i> - <i>The city centre will become a no go zone for the majority of citizens who chose to drive. Post pandemic increasing numbers of citizens are avoiding public transport in favour of their car!</i>
Improved Transport Infrastructure	14	5.1	<ul style="list-style-type: none"> - <i>Improve the provision of transport infrastructure and improve the environment for locals before agreeing and bowing to developers demands which are basically coming to Town to make a lot of money so remember who are the public servants!!!</i> - <i>Park and Ride hubs just off the motorway, with charging points and regular, high speed electric vehicle service into the city centre is key to reducing pollution. It'll also reduce congestion for the residents of these areas. A new dual carriageway joining the A48 from the East to Cardiff Bay would improve traffic flow through the area.</i>
Developers to contribute to the community	12	4.4	<ul style="list-style-type: none"> - <i>I want Cardiff's LDP to work for the people of Cardiff, not the developers. I want phasing of developments to create whole new communities with working</i>

			<p><i>infrastructure and transport, not build the most valuable houses first. I want a Community Infrastructure Levy that benefits affected communities. I want communities consulted about S106 agreements.</i></p> <ul style="list-style-type: none"> - <i>the Council does not have a good track record of providing necessary infrastructure to support housing development. Developments have and continue to take place in the absence of new provision of transport links, schools and healthcare services. Increased traffic pressure on existing roads has worsened, rather than improved the local environment. An ill-judged attempt to withdraw local bus services was overturned in the light of local protests. In the light of these issues, the Council must do much more to engender trust if it wishes to secure support for further housing development</i>
Active Travel	12	4.4	<ul style="list-style-type: none"> - <i>I love our city it's a beautiful place to live please focus on cycling and walking and our green spaces that make it so wonderful to live</i> - <i>Stop wasting tax payer's money on hardly used cycle lanes. Stop this assault against the city with this nonsense utopia about cycling</i>
Look at other Models / Suggestions	10	3.6	<ul style="list-style-type: none"> - <i>See the ArchDaily website (www.archdaily.com, or follow on Facebook) for plenty of ideas on developing sustainable and liveable cities of the future.</i> - <i>Follow the Preston Model</i>
Growth unsustainable	7	2.5	<ul style="list-style-type: none"> - <i>Growth is often seen as an inevitable consequence of wanting to be better. I think I that making Cardiff the best it can be is more important than making Cardiff the biggest it can be.</i>
Green Infrastructure	6	2.2	<ul style="list-style-type: none"> - <i>Please do not dismiss the EV revolution that has begun. Road infrastructure and road journeys will always be the most important whatever the council's views and wishes are.</i>
Waste Management Issues	6	2.2	<ul style="list-style-type: none"> - <i>Help communities with rubbish collection disposing of waste. Community skips please. More accessibility of being able to speak to an actual person at the Council.</i>
Living Standards	4	1.5	<ul style="list-style-type: none"> - <i>I feel so strongly about building more housing that will be homes for life. Space indoors and outdoors, light, convenient and safe for all age groups.</i>

Jobs / Economy	3	1.1	- <i>Stop the destruction of the green sites around the outside of the city. Jobs growth should come before housing growth.</i>
Affordable Housing	3	1.1	- <i>A great deal of focus is often based on those on benefits, but those working in low paid jobs are forgotten - no access to social housing since these people help themselves and get work, with higher rent costs throughout the city and inability to purchase their own homes. There is little to no hope of progressing to owning their own homes, since the cost of the supposed affordable housing is still astronomical compared to lower paid job wages. The work that these people do, is invariably be much harder than higher paid job roles; often with thankless duties, in jobs few wish to undertake, but are essential to the infrastructure to any environment e.g. cleaners/carers & support workers/teaching assistances etc. This needs to be addressed so hope is given to those who will perhaps not progress to higher wage earnings.</i>
Health Concerns	2	0.7	- <i>Adamsdown and Splott have air pollution that is slowly killing children.</i>
Misc.	82	29.8	- <i>I would like proof my comments actually get read and considered</i> - <i>Get it right this time and employ a better level of expertise to make sure that happens!</i> - <i>Good luck!</i> - <i>Thanks for giving us an opportunity to voice our opinions.</i> - <i>Please use our council tax wisely</i>
Total	275	-	-

Appendix 3 Part 2: Summary of Comments Received

Introduction

A total of 83 representations to the consultation were submitted to the LDP Inbox. The comments raised in these representations are summarised below against a number of themes. These were submitted by members of the public, Councillors, Senedd Members, land owners and the following organisations:

- ABP
- Cardiff and the Vale University Health Board
- Cardiff Conservatives
- Cardiff Cycle City
- Cardiff Cycling Campaign
- Cardiff Friends of the Earth
- Cardiff Green New Deal
- Cardiff Civic Society
- Climate Cymru
- Coal Authority
- CO-Hydro
- Glamorgan Gwent Archaeological Trust
- Gwent Wildlife Trust
- Liberal Democrats Cardiff
- Lisvane Community Council
- Llandaff Society
- Mineral Products Association
- Museums Wales
- Nant Fawr
- NE Cardiff Group
- Radyr Morganstown Association
- Radyr Morganstown Community Council
- South Wales Police
- St Fagans Community Council
- Watkin Jones Group
- Whitchurch Arts Library
- Whitchurch Tennis Club
- XR Cardiff

Theme - Draft Vision

- *Include a reference to **health** in the opening statement.*
- *'To create a fairer, healthier and more sustainable city'. Add moving around by **healthier** travel means.*
- *Add looking after the health of current populations as well as future.*
- *Support the vision to work closely with local communities to improve neighbourhoods from the outset.*
- *Add "more liveable" to "fairer and more sustainable" to the headline statement.*
- *Add "within a thriving region" after "city" in the headline statement.*
- *Remove "urgent" from the first bullet point.*
- *Replace "challenges of climate change" in the second bullet point with "climate and nature emergencies".*
- *Reorder so that the second bullet point comes first so reads:*

To create a fairer, more liveable and more sustainable city within a thriving region, by:

- *Positively tackling the challenges of climate change climate and nature emergencies, and post-pandemic recovery;*
- *Responding to urgent future expected needs for new homes, jobs and infrastructure;*
- *Creating a greener, more equal and healthier city which is easier to move around and enhances the wellbeing of future generations;*
- *Using a placemaking approach, working with local communities to improve neighbourhoods and deliver high quality design;*
- *Looking after our natural, historic and cultural assets.*
- *Strongly support the vision, particularly easier to move around the city, including keeping traffic flows moving.*
- *Commendable ambition but requires more detail to be seen as credible Climate or ecological impacts fall down the order of priorities.*
- *Need to go much further in establishing a well-being economy which puts the climate and ecological emergency at the centre of decision making, which is backed up by a planning system geared up to do this.*
- *Huge amount of commendable ambition broadly stated within the visioning document which we support but it lacks detail.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Agree with and support the draft vision set out by the Replacement LDP Consultation. Want to see a fairer, greener, healthier city in which ordinary people and communities have influence and power over shaping the future of their communities and city.*
- *Should set out a commitment and ambition to be a city **‘that does no harm’ rather than does little harm.***
- *Suggest adding a sixth bullet point: **‘Adopting a flexible approach that allows response and adjustment to changing circumstances.***
- *Planning rules need to be tightened so there is no wriggle room. Current rules to protect trees, green spaces and to promote affordable housing are too weak LDP vision gives no certainty this will be addressed. Need a new approach away from the current emphasis on high rises and facilities only accessible by car.*
- *Need a vision for a city which is proud to be a small liveable city, where historic buildings are protected and maintained.*
- *The vision of how Cardiff could function in 20 years’ time has to be a (relatively) traffic free (large) centre with streets taken over by the hospitality industry with transport heavily dominated by trams and ev taxis/ unscheduled small bus services. If we try to return to the status quo it will make this change more difficult. It’s time for a serious VISION, the current council statements are still dominated by yesterday’s thinking.*
- *Object to the Draft Vision and Objectives document, on the following ground :-*

Failure to address the environmental issue of the need for the protection and enhancement of the Wentloog Levels SSSI, and the need for a full SINC and brownfield survey from the point of view of the biodiversity value of Cardiff in pursuit of the formulation of the RLDP.

The deficient manner in which housing and demography are addressed in the document.

The failure to formulate the document in a manner which is in conformity with the requirements of the Welsh Government’s Development Plans Manual 2020.
- *Vision and objectives do not set out how the RLDP will address the “wicked” issues associated with delivering a sustainable city. The vision is more one of “motherhood and apple pie”, and could have been written about any medium-sized city in the UK. A further example of this is the matrices set out in appendices. They do not highlight any potential conflicts to be avoided through plan formulation in a manner in conformity with the Wellbeing of Future Generations (Wales) Act 2015, five Ways of Working.*
- *The local planning authority is reminded that paragraph 5.11 of the Development Plans Manual, in reference to setting a vision for the RLDP, states that :-*
 - ***“the vision should articulate how places are planned to be protected”***

In failing to set out the required very strong protective policy context, (ie that of ascribing an absolute constraint on development in all but wholly exceptional

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

circumstances in or otherwise affecting the SSSI), the local planning authority is not acting in conformity with this requirement.

- *Furthermore, paragraph 5.11 states that the vision should :-*

- ***“be consistent with Area Statements”***

5.1.4 The document makes no reference whatsoever to the Area Statement which includes Cardiff, and for this reason we object to it.

- *5.1.5 Additionally, paragraph 5.11 states that the vision should be :-*

- ***“based on a clear understanding of the ... environmental issues”*** and that :-
- ***“focussed statements which seek to address the main environmental issues identified in the area”*** should be included in the objectives.

The document contains no reference whatsoever to one of the major environmental issues, viz the continued destruction of the Wentloog Levels SSSI by inter alia sites allocated in previous generations of development plans in Cardiff. Neither does it make any statements committing itself to ascribing an absolute constraint on developments on/affecting the SSSI, merely restricting itself to the question on page 28 :-

“what measures need to be put in place to protect and enhance biodiversity?”

This statement is so anodyne that, in the context of the requirements of the Development Plans Manual, it is meaningless.

- *The consultation document proposes a suite of 5 planning pillars under the goal of creating a fairer and more sustainable city – this is not a place based vision but a series of statements that would apply to most locations in the UK.*
- *There is a lack of reference to existing Council visions and ambitions and how these have informed the LDP Vision.*
- *LDP Vision fails to demonstrate how it flows from the Council’s overall priorities and does not clearly express a well-crafted vision for the LDP.*
- *Vision needs to set out an aspirational place based socio-economic and environmental vision for growth and change in the built environment.*
- *The use of the word ‘urgent’ in ‘Responding to the urgent future needs for new homes, jobs and infrastructure’ implies a key temporal issues in respect of housing land supply, not just over the plan period as a whole but immediately.*
- *Sustainability needs to be at the top of the Council’s priority list.*
- *Take a more realistic view of population growth. Figures for existing LDP grossly inaccurate. Greenfield sites which have not yet received planning permission should be released and development focused on brownfield.*
- *The Vision reflect ‘business as usual’ with a few politically correct ‘add-ons’.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *The Vision Statement could refer to any city and needs to be improved and re-ordered to provide a context for a radically new spatial strategy. Suggest the following amendments:*
 - *To create a fairer and more sustainable city **Cardiff** by:*
 - *positively tackling climate change and post-pandemic recovery;*
 - *creating a greener, more equal and healthier city, easier to move around and*
 - *enhancing well-being;*
 - *using place-making, working with local communities to improve - **and increase the range of - local facilities, create 20 minute neighbourhoods, and to deliver high***
 - *quality design;*
 - *looking after the city's natural, historic and cultural assets; and*
 - *responding to ~~urgent~~ **future** needs for homes, jobs and infrastructure.*
- *Support the recognition of the need for new homes, jobs and infrastructure.*
- *A creative focus through the development of a cultural strategy should be added to this vision and objectives. Cardiff is unusual in lacking a strong strategy for culture and creativity.*
- *The vision should be redrafted to be more engaging and statement of what the actual outcome will be.*
- *What does 'creating a fairer' City actually mean in relation to land use planning?*
- *Suggest that '**resilience**' should be embodied in the Vision.*
- *The Vision could be anywhere – it does not reflect the nature and character of Cardiff – we need a vision that feels like one that Cardiff citizens recognize.*
- *Welcome aim of fairer and more sustainable city – in particular the placemaking approach.*
- *Support concept of a 15 min city. Look forward to working with the Council with immediate effect.*
- *Would like the Vision to include aim of making Cardiff a vibrant city.*
- *Support reference to protecting natural, historic and cultural assets.*
- *Encourage Council to demand high quality design. Some poor buildings have been granted in the past.*
- *Vision should include defending Cardiff's role as location for new key national developments.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Broadly support the Draft Vision – but many of residents’ concerns can only be addressed in the final LDP.*
- Welcome aim to create a ‘greener, more equal and healthier city’ – this would be realised by improving links to the city centre.
- Public transport links need to be inclusive and accessible in nature.
- Environmental impact of the construction process and fully occupied developments should be assessed.
- Welcome the placemaking approach, but the Council must ensure commitments made by developers are actually delivered.

Theme - Draft Objectives

- *Suggest rewording and re ordering of the objectives as follows:*

1) *Responding to our expected needs*

Objective 1: Provide more good value suitable homes in the right places, to address the expected housing needs of Cardiff’s diverse population

Objective 2: Provide more good jobs and optimise Cardiff’s role as an economic driver of South East Wales, to improve the prosperity of the region.

Objective 3: Ensure the adequate and timely provision of new infrastructure, to support communities and expected growth

2) *Creating a more sustainable and healthier city which enhances the wellbeing of future generations*

Objective 5: Make the city easier to move around with a focus on sustainable and active travel

Objective 6: Create healthier environments, reduce inequalities and enhance wellbeing

Objective 7: Support a vibrant mixed-use City Centre, within a City of Villages with thriving district and local centres at their heart, and optimise Cardiff Bay’s potential to provide core destinations for Cardiff and beyond

Objective 8: Ensure that the city positively adapts to the new challenges posed by the implications of the pandemic

Objective 9: Engage communities in participative placemaking to create sustainable places, improve neighbourhoods, optimise regeneration, enhance public spaces, effectively manage growth, and deliver developments of high quality design

3) *Looking after natural environment and our historic and cultural assets*

Objective 4: Respond to the climate emergency so Cardiff becomes a more resilient, carbon neutral city, and optimises opportunities for energy-efficient solutions

Objective 10: Respond to the nature emergency by protecting and enhancing Cardiff’s Green and Blue Infrastructure, its biodiversity and other natural assets

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

Objective 11: Protect and enhance Cardiff's historic and cultural assets for community benefit together with supporting sustainable tourism and cultural sectors

- *Broadly agree with the objectives set out but an objective about making the planning system itself easier for people to understand, and to participate in, would be a valuable addition.*
- *Positively tackling climate change and post-pandemic recovery' should be at the forefront, followed by 'Creating a greener, more equal and healthier city, easier to move around and enhancing well-being.' Development must fit to these priorities, not the other way around as has happened in the past.*
- *Prioritise provision of new infrastructure, moving around the city, and supporting the role of the City Centre and Cardiff Bay.*
- *The objectives are also too vague – they should describe which urban places most need jobs and houses – we need Cardiff specific objectives.*
- *Support the council's vision to provide more dwellings within the council. We support the identified need for new homes and an increased target, which should be met through a combination of delivering the land bank in addition to new viable and deliverable sites that will be put forward through the Candidate Site Process.*
- *Amend -"Objective 1: Provide more homes to address future housing **needs and support economic growth in Cardiff and the wider region.**"*
- *Objective 1 should include 'current and future need'.*
- *The Council should be exploring more than just the plausibility of the latest trend based projections and whether they can be assessed as a sound basis for policy formulation for the Cardiff Capital Region given the city's fundamental role in the future of SE Wales and Wales as a whole.*
- *The trend based projections need to be evaluated for a policy-on perspective to assess whether planning for trends delivers suitable outcomes. Housing supply and economic growth have a close relationship and PPW advises that household projections are only a starting point for the assessment of housing requirements.*
- *The 2018 household projections are 'plausible' in the sense they have been quality assured. Projections are trend based and the outputs are neutral of any policy considerations. Trends in population growth feed household projections and demographic change is strongly linked to housing provision. Where housing delivery has been suppressed this will feed the trends to inform projections. 2014 based household projections still form the basis from which to assess housing needs in combination with an affordability factor for each LPA reflecting a recognition that housebuilding has systematically been lower than needed 'policy-on' approach to housing.*
- *Due consideration must be given to the link between homes and jobs when developing the evidence base. This is fundamental to ensure that the level of housing provision*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

does not undermine the realisation of economic ambitions. Cardiff is identified as part of a wider 'National Growth Area' in Future Wales, which provides the main focus for growth and investment in the South East region. Future Wales also recognises the importance of supporting Cardiff's status as an internationally competitive city and a core city in the UK stage. Delivering sufficient levels of housing will play an important role in achieving these ambitions.

- *It is important that the Replacement LDP continues to support the phased delivery of the strategic allocations identified in the adopted plan. By their nature and scale, such sites are delivered on a phased basis over a number of years – often crossing plan periods. The Replacement LDP must ensure that the current landbank of sites is realised and the trend of a greater diversity of housing is continued.*
- *Objective 1: Providing a range and diverse mix of homes is appropriate.*
- *It is premature to say that there should be a preference for 'Brownfield First.'*
- *A fall in delivery rates up to 2018 is noted – this lends itself to allocation of more modest sites. To reduce delay – sites should be allocated rather than rely on windfalls.*
- *Objective 2: Good to see that employment objective is routed in need in terms of sector and location. Due to COVID-19 it is important to reflect/reset to ensure what we need in the right locations. Some of the protection policies in the City Centre/Bay Business areas require re-validation.*
- *Objective 3: the programming of infrastructure is a fundamental issues that needs exploring. A clear set of infrastructure actions aligned to the spatial strategy is required. Existing/upgraded and new community facilities should be part of the placemaking process to inform the spatial strategy.*
- *Objective 5: The programming of infrastructure should be woven into the LDP – important for growth of the city and wider region. Need to address the 80,000 car journeys into Cardiff.*
- *Objective 5 add **healthy** travel opportunities.*
- *Objective 6 '**create healthier environments, reduce inequalities and improve and enhance wellbeing**'.*
- *Objective 7: Close scrutiny is required to ensure that strategies and policies are tested.*
- *The tone and intent of the objective is welcomed but this should not turn into protectionist policies.*
- *No reference to the Council's wider ambition to be a child friendly city particularly in Objectives 6 and 8.*
- *Objective 8 – Ensure that the city positively adapts to the new challenges posed by the implications of the pandemic – post pandemic themes cannot justify a separate Objective. Where there may be a post pandemic response to other topics/objectives, this should be set out in relation to those other topics/objectives. Delete Objective 8.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Objective 9: As this key objective will be woven throughout the Plan should it not be in the Vision? High density mixed use development will not be possible in every instance.*
- *Objective 10: At the next stage of Plan consultation it is important for context and evidence for any Green Wedge designation. The matter of a Green Wedge should be considered in parallel to the Green Belt (NDF Policy 34).*
- *Objective 10: A key issue for the plan to address should be – can the city expand further into the countryside and if so, where are the more sustainable locations in landscape and other terms.*
- *Helpful to incorporate additional wording that also safeguards mineral infrastructure to accord with PPW11. All existing and potential new wharves and railheads should be identified for safeguarding within the LDP, to provide a full range of sustainable transport options (whether or not they are currently utilised).*
- *A revision to the extent of the Green Wedge would be justified if development would aid the achievement of the growth vision for Cardiff. The issue refers to the word 'form' and this requires further explanation for consultees to be able to comment. There is no reference to Green Belt in the consultation document - a tacit acknowledgement that Cardiff cannot unilaterally identify Green Belt boundaries outside the SDP process.*

Theme - New Houses and Homes

- *Need to review the future viability of developing strategic sites C, D and E reductions to these greenfield sites should be prioritised.*
- *Developers must include affordable housing in their developments, and Cardiff Council must implement its own policies to curb the activities of developers. The new LDP can address this inequality.*
- *The objective of 'more housing' does not address the fact that affordable and good quality housing is what is needed - the rental sector at the moment is heavily weighted in favour of landlords and letting agents, who are sometimes demanding a year's rent up front (in addition to rising rents and poorly maintained, damp, mouldy housing stock). Cardiff should have a much more ambitious vision for dealing with these issues, for example rent caps could be introduced.*
- *Needs to be a balance between building new homes and the infrastructure to support them.*
- *Need early consultation with the UHB for health care planning on planned population growth. Consultation needs to continue through to pre planning and planning application submission.*
- *Prioritise brownfield sites to enable use of existing infrastructure.*
- *Denser development which reduces the need for car use and can improve local community facilities and the use of local services. As population age's higher density*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

walkable neighbourhood are important for independent living and healthier communities.

- *The predicted noticeable increase in the over 65s and particularly the over 85s population will have an impact upon the health and social services. Need for lifetime homes and neighbourhood that support healthy travel and walking, with green spaces.*
- *Failure to curb developer greed, need to stop developers getting away without providing affordable housing.*
- *New homes need not always mean new builds. Far more could be done to release existing stock and to encourage conversions. This would have several advantages, including lower demand for land, reduced climate and ecological damage, and use of existing transport and other infrastructure.*
- *Conversion of larger properties subject to design and space standards, or conversion of commercial spaces.*
- *RLDP should promote good quality upgrading and reuse of existing properties as a policy priority rather than new build.*
- *Liveability of residential units that meet needs rather than just quantitate.*
- *Land within the city used for parking at out/edge of-town retail or office locations, or for car showrooms such as those along Penarth Road could via Planning and local taxation policies, plus compulsory purchase if necessary, could free up such sites for new homes, easing pressure on Greenfield sites.*
- *Greenfield should be seen as a last resort when other options have been exhausted. Council should use regulatory, tax and compulsory purchase powers that it already has to pursue this goal, and lobby Welsh Government for legislative change, within the devolved agenda, where necessary. We are now at a point where we cannot afford to lose more green land.*
- *In terms of growth the focus should be on jobs backed up by proper transport infrastructure. Need to work with neighbouring LDPS and SDPs.*
- *Growth should focus on brownfield recognising that there has already been a substantial greenfield release in the current LDP.*
- *Priorities for new homes should be in neighbourhoods with amenities, travel options, energy efficient and affordable to run.*
- *Consider houses that are physically and digitally secure.*
- *Cardiff's projected growth was hugely inflated in the previous LDP likely in part to a failure to engage.*
- *Question the make-up of the Citizens panel for consulting on the Cardiff Housing Market Assessment.*
- *Support the provision of necessary housing growth informed by Local Housing Market Assessments. Need to support the provision of suitable accommodation, including 1*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- and 2 bedroom properties to address stagnation of household formation and potential increase in the number of households facing homelessness as a result of the pandemic. As well as affordable housing need to make provision for a significant increase in social homes for rent, maximising s106 contributions. Need to be able to hold developers to account for their community contributions.*
- *Need to .make reference to safe homes in terms of fire safety and the accessibility of housing stock beyond the mention of lifetime homes.*
 - *Whilst some greenfield housing may be necessary need to draw clearer distinction's where sites are of significant environmental value or in areas at risk of flooding, provide natural sinks or access to green spaces for residents including areas like Whitchurch and Tongwynlais where there will be significant greenfield building and worsening flooding.*
 - *Urgent need to boost the supply of market and affordable homes for people to live and to support economic recovery, resilience and growth.*
 - *The need for new homes should be assessed using an aspirational, forward-looking approach that takes account of the role of Cardiff as a key driver of growth in the South East Wales region and in Wales as a whole and as a UK Core City, as identified in Future Wales.*
 - *Provision of a sufficient supply of high quality housing will be crucial in order for Cardiff to achieve its potential in relation to these national policy designations, in order to support a suitably sized workforce and to attract and retain young and highly skilled workers to drive innovation and prosperity.*
 - *The assessment does not place undue emphasis on the results of the latest Welsh Government household projections. The need to support a more balanced population age structure is recognised in Future Wales, which states that there is a need to “think about how we will retain and attract young people to all parts of Wales”. This is absolutely vital in order to sustain services as well as providing the needed labour force to support economic growth.*
 - *The old-age dependency ratio is also expected to increase in Cardiff from 21.3% in 2020 to 26.0% in 2036. Unless this issue is addressed, Cardiff, along with the rest of Wales, will be faced with increasingly stretched social care budgets and a proportionately shrinking workforce to fund essential public services and drive the regional economy. This outcome would clearly be out-of-sync with the emerging LDP Vision for Cardiff, its role identified in Future Wales and the aims of the Cardiff Capital Region City Deal.*
 - *The emerging LDP should provide policies promoting prosperity and wellbeing through alignment with positive economic and social objectives, including those within the Cardiff Capital Region City Deal. In particular, there is a need to attract and retain younger people and workers in order to boost the economy, provide skilled jobs and improve productivity. Furthermore, the focus on universities in Future Wales should also be reflected in the aim to retain graduates and skilled workers more generally, and particularly in Cardiff.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Larger, greenfield developments can play a particularly important role in the delivery of affordable housing and are often able to provide a higher level of affordable housing than brownfield sites due to less on-site constraints such as contamination.*
- *The difficulties in bringing forward development in Cardiff at pace prior to the recent uptick emphasises the importance of making available a sufficient land supply in order to provide multiple routes for development to come forward.*
- *Endorse the recognition that further sites will be needed in order to meet future need. With the allocated strategic sites in the adopted LDP now beginning to deliver at pace, there will soon be a need to start bringing forward new allocations to meet future need, taking into account the lead times for commencing development the emerging housing requirement for the Replacement LDP should take into account: 1 The need to attract and retain a suitably sized workforce to align with national, regional and local economic aspirations for Cardiff, including its role in the wider region and the UK and to support the Cardiff Capital Region City Deal; 2 The need to boost delivery of both market and affordable housing; and, 3 The need to attract and retain young people to balance the age profile of the population and address old age dependency ratios.*
- *Cardiff must not continue to chase a vision if it is clear that current problems are not being resolved.*
- *Affordable housing must be a priority if Cardiff is to solve its homeless problem.*
- *Purpose built student accommodation (PBSA). Policies should not seek to prioritise conventional housing over– this stock plays a significant role in freeing up traditional stock in the market for other households – policies should reflect this.*
- *No mention of Build to rent or co-living tenures – need to recognise the benefits and plan for their use.*
- *Ensure that any figures on population and numbers of households predicted until 2036 are as accurate as possible and reviewed regularly.*
- *Question where the people to buy and live in the new strategic sites are... Houses already built and for sale across the city are vacant.*
- *Question whether Cardiff needs any more high rise buildings/flatted developments building on every available space to the detriment of the historic centre.*
- *Need to do more on affordable housing/Council needs to be more ambitious in its building and maintenance plans. Failure to secure affordable housing need to stand up to landowners and developers and deliver for the people.*
- *Need to stop allowing car based estates unless they have good public transport and active travel facilities in place and facilities are planned to be built with the houses.*
- *Development needs to be sustainable - This means eco homes wherever possible - ensuring o retrofitting in the future.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *It also means brown sites must be used and creative use of existing derelict buildings over the use of precious green space.*
- *Affordable housing: developers get away with building very little or no affordable housing. This needs addressing and leaves developers with the upper hand.*
- *Retro-fitting existing buildings meet Cardiff housing needs and improvements should be prioritised over new builds and developments.*
- *Development on greenfield sites must be avoided.*
- *Concerned about the way in which the document addresses the issues of housing and demography, because an unjustified level of pressure for housing would result in pressure to allocate land in environmentally damaging locations in Cardiff, including for example the Wentloog Levels SSSI.*
- *It is important to stress at the outset that, contrary to the impression given by the document, demography is not a policy-neutral factor in plan formulation. Cardiff appears to adhere to the theory of demographic agglomeration - that a higher level of population growth, far from being a challenge to the environmental fabric of the city, is actually a desired outcome. This is based on the contested and controversial theory that an artificially-inflated population will, of itself, drive economic development and thereby raise living standards for all. However, what Cardiff's RLDP plan formulators have failed to acknowledge is that neighbouring local authorities are also pursuing the same agenda. It is clearly not possible for Cardiff, Bristol Newport, Rhondda Cynon Taff and Blaenau Gwent for example to all increase their populations. Instead, we consider that the local planning authority should plan for a stable population.*
- *Object to statement that “**New homes... support the continued economic growth of the city**”. This is a reflection of the agglomeration theory of demography and housing, and should be removed from the document.*
- *ONS demographic projections are not predictions - they are based on a number of scenarios and assumptions. The document, in relying on the 2018 ONS/ Stats Wales projections, has failed to take into account two of the most important trends in demography in the UK emerging since 2018 - Brexit and the COVID-19 pandemic. Trend- based population projections from 2018 did not take account of very markedly falling numbers of in-migrants from the European Union as a result of Brexit. This trend is already manifesting itself. The COVID-19 pandemic has already resulted in a large move from urban to rural locations for housing, due to large and permanent increases in the levels in working from home, and this trend will continue and accelerate. The local planning authority is reminded that the Welsh Government has a long- term goal of 30% of workers working at or near home, as this will have a major impact on the population of Cardiff during the plan period.*
- *A very marked downturn in new births during the pandemic has also been observed, and the document fails to take this into consideration.*
- *The next ONS/States Wales projections will be published in 2022 therefore consider that no firm commitment can be given to levels of housing and employment land*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

provision at this stage in plan formulation. It seems very likely that, given that Cardiff's previous population growth was based mainly on in-migration rather than natural growth, and given the above trends, Cardiff's growth will, in common with all other local authorities in Wales, be far lower than hitherto expected, and the local planning authority must make provision for this in the RLDP, and could even be below zero. Whilst reference is made to this in the document, the main body of the text does not reflect this phenomenon at all.

- *Clarification is required in respect of bullet point 1 of section three of the housing chapter, which states: - “**delivering current landbank of circa 25,000 homes**”. It is not clear whether this means housing sites with extant planning permission but not yet constructed, or all housing allocations in the current LDP which have not been built out. If the latter, object to this, because it is bad planning practice to “roll forward” old allocations from previous development plans, a practice which skews LDP housing calculations, and adds pressure for housing in unsustainable locations.*
- *Cardiff needs more housing to meet demand. There is a desperate need for more social housing and affordable private housing. Many residents in Cardiff live in overcrowded, inadequate conditions and pay rents which are barely affordable. The plan should ensure that the pace of building social housing increases and that the diversity of the social housing stock matches the wide range of needs of residents. We believe that more affordable private housing should also be built, by which we mean housing that can be both bought and rented at reduced market rates.*
- *Affordable Housing requirements /policy needs to be supported/ strengthened to combat inequality.*
- *Homes need to be truly sustainable requiring the proper consideration of the raw materials required to develop them and where these raw materials will be derived. The new homes must also be developed in locations which avoids sterilising mineral resources and infrastructure.*
- *Why continue to use every available space for more housing?*
- *Vital that as a city Cardiff meets the housing needs of our population, however infrastructure should be in place before houses are built.*
- *Affordable housing must be of high quality design.*
- *Development must be sustainable – eco homes wherever possible. The use of brownfield sites and use of derelict buildings over green space.*
- *Current greenfield development are primarily for executive homes in suburbs. Need to provide sufficient homes for young families and older people who wish to downsize without leaving their communities. Halt the proliferation of blocks of flats.*
- *The forecast for housing requirements to 2036 needs to be reduced to reflect the fragility of the economy, affordability, housing types and tenure and the impact of student housing and under-occupied dwellings on supply.*
- *Access to cultural venues should be an key part of planning new housing areas*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Improve access to cultural venues in local neighbourhoods and provide low cost spaces for people to use.*
- *Report that the need for housing was grossly exaggerated.*
- *Development in Cardiff has the appearance of being developer led.*
- *The design of new housing also needs to be reconsidered.*
- *Objective 3 refers to “future growth”. Why the obsession with growth, surely change is more appropriate?*
- *Bungalows, not high rise are especially needed for older people.*
- *Support need for Cardiff residents to have access to good housing at a range of prices.*
- *Hope that the large stock of existing land for housing will be taken account of – including impact of Brexit.*
- *Only 526 of 7,900 at Plasdwr have been built. Hope that the build rate will be taken into account and not allocate more land. We would object if land west of Pant Tawel lane was allocated for housing in the new LDP.*
- *Need to ensure proper drainage plans for housing sites.*
- *New housing sites should include adequate open spaces.*
- *Should provide for those in need of emergency housing – shelter for the homeless.*
- *The RMA would like to see robust and transparent evidence on any future housing needs/growth.*
- *There must be a recognition of the needs of working from home/hybrid working due to Covid-19.*
- *Cardiff’s role as a Capital City must not be at the detriment of the local residents. Need to see an improved efficiency of the highway network.*
- *Would like to see co-ordination between LDP’s across SE Wales region and analysis of data should look at the whole region not just Cardiff.*
- *The Ryan Family owns land at Henstaff Court in land identified for future expansion under Policy KP1 of the existing LDP. The land has previously been considered and found to be a sound addition in order to provide housing growth if needed. We support the Council’s desire to respond to urgent future need for new homes and Land at Henstaff Court is proposed to meet that need.*
- *The promotion of greenfield sites should be seen as a chance to provide for new homes across different locations.*
- *We question the reference to reduced growth assumptions – concerns for the implications on the LDP.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *With regard to low build rates – more homes will still be needed looking forward to 2035 – which highlights the need for deliverable sites.*
- *Allocating Henstaff Court for development would address the under provision of affordable family housing.*
- *The growth in population and reducing household size over the new Plan period will require additional housing sites to be found – we are keen to promote land at Henstaff Court for future growth in relation to Strategic Site D in the new LDP.*
- *Stronger LDP policies on HMOs for eg 10% limit with 50m locality, policy mandating enhanced sound proofing/cycle storage.*
- *Based on the geographical and environmental constraints surrounding the city, there are limited options for Cardiff's growth. North West Cardiff represents the logical area for the next phase of growth. This location for development links with and will support the development of the South Wales Metro corridor.*
- *Object to proposed development between Pontprennau and Lisvane.*
- *Recognise there are limits to the concentration of HMOs that are permitted, based on a 50m radius from the proposal. However flat conversions are not included in this calculation, despite having a similar impact in local communities. This anomaly should be addressed.*
- *Opportunity for land at Mynachdy to be a candidate site for the development of low-cost housing suitable for elderly people.*
- *There is also the problem highlighted recently by a Wales Online report that the need for housing was grossly exaggerated.*

Theme - New Jobs and Economy

- *Need to maximise the effectiveness of the City Centre Land Use and Floorspace Survey... Identifying space that is currently occupied or vacant would enable planning committee to better scrutinise future applications based on current and likely future demand.*
- *The Port represents a significant asset to Cardiff, facilitating economic development and many direct and indirect benefits arising from its operations.*
- *LDP needs to provide a more positive and flexible policy approach to the Port to enable the best and most effective use of the Port. A port-specific related policy that provides the direction of travel within the area while excluding the Port from the more general employment land protection policies.*
- *Non Port uses are possible at some locations, with land available to anchor new investments in communities.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Need to broaden uses to include wider employment uses on port land not just port related uses. As well as industrial and logistical uses other uses such leisure, residential and mixed uses are possible.*
- *An important question for the RLDP is how land use policy could improve the quality, not just increase the quantity, of jobs within the city.*
- *Page 11 repeats the assumptions that have driven planning policy around jobs for many years: Cardiff is the economic driver of the city region; it has the fastest jobs growth of any UK core city; office space is in short supply; it has a well-qualified workforce but productivity lags other core cities with few HQ operations. These premises have provided the rationale for the “build it and they will come” approach to office construction in the Central and Bay Business Areas. City leaders have been keen on the advantages of agglomeration but less keen to acknowledge its disadvantages. A bigger city is viewed as inherently a better one.*

The Replacement LDP is a good time to review, rather than just repeat, these assumptions, particularly in the context of the climate and nature emergencies, post-pandemic challenges and rapid technological change.

- *RLDP should recognise the importance of employment at or close to where workers live. This offers potential benefits in reducing pressure on the environment and on transport networks.*
- *Growth should be placed on jobs – bringing businesses into the city.*
- *Priorities for workplaces of the future are city centre commercial and offices premises with a focus on public and active travel which could help protect older buildings where they merit retaining, jointly prioritise live work units and more remote/hybrid working, small employment hubs in accessible locations.*
- *Principle of facilitating the development of high value cluster of specialist sectors as part of creating long term employment opportunities should not be at the expense of indigenous business and operations. Investment and development should not price out established small businesses. No specific mention is made of those communities with largest populations of Black, Asian and Minority Ethnic communities, who experience disproportionate levels of unemployment and deprivation.*
- *Endorse draft Objective 2, which seeks to provide more jobs and recognises Cardiff’s key role as the economic driver of South East Wales. This policy objective should be linked with Objective 1 above in order to support a suitably sized workforce to drive increased prosperity.*
- *Cardiff’s economy is relatively small when compared to the other UK Core Cities, it has a lower representation in high tech sectors compared to the other Core City regions and productivity lags behind the Core City average. Its slow recovery following the 2008 recession has also shown that it is vulnerable to economic shocks. This indicates that the success of the region is not assured. In addition, Cardiff faces tough local competition for investment from its nearest Core City neighbour, Bristol, which ranks at*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

the top of the Core Cities group on numerous metrics. Hence, it is vital that Cardiff is supported to grow and prosper.

- *Emphasise the importance of planning for aspirational growth in Cardiff in order for the city to fulfil its potential as the economic driver of South East Wales. Hence, it is important to ensure that the labour force projections and econometric forecasts to be considered in the preparation of the emerging LDP are not constrained by past trends.*
- *Need a regional approach. Care needs to be taken before dedicating too much land to offices until there is greater understanding of the medium to long term impact of COVID-19. Developing remote working hubs, located in areas with good public transport and with potential for walking/cycling.*
- *Home working has risen but will recover, we need to work in teams for cross functional innovation. It might settle on a 3 or 4 day week at the desk though. Many jobs cannot be done at home, eg hospitality related and manufacturing, the focus on home working is a SE of England fixation.*
- *Prioritise the set-up and development of SMEs in Cardiff.*
- *When developing new employment sites, consideration of the raw materials required to develop them and where these raw materials will be derived is necessary. The new sites must also be developed in locations which avoids mineral resource and infrastructure sterilisation.*
- *Establish new jobs in the Valleys rather than greenfield locations to reduce commuting to the city and regenerate Valleys.*
- *New jobs in green technologies would benefit the poorer areas of the City Region and assist green targets.*
- *Need specific policies to support growth of the foundational economy, delivering jobs from the bottom up to ensure more distributed local employment opportunities and reduce need to travel by car.*
- *Employment Land Review should be accompanied by a reassessment of need for retail floorspace.*
- *A thriving culturally attractive city centre is important for Cardiff to compete as a place to live and work.*
- *National Museum Cardiff and St Fagans National Museum of History play a key part in the economy of Cardiff as an employer, it is important that for the city centre to thrive jobs are created and continued.*
- *The comment in the draft plan that office space is in short supply is surely outdated, given that significant numbers of employees are now working remotely, potentially for the long term.*
- *Rethink and reinvent, rather than slavishly trying to make work the existing commercial space.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Do NOT make St Mellons in East Cardiff the Car Park of South East Wales to service this venue and central Cardiff large scale, sporting, entertainment and business events.*
- *High density mixed use is a term used a lot in the consultation – high density does not sit comfortably with pandemics.*
- *Cardiff should be home to a wide range of jobs – manual, non manual, skilled and non skilled.*
- *The Council should press Welsh Government to introduce business friendly policies.*
- *Cardiff residents should be encouraged to become entrepreneurs.*
- *Barriers to business should be removed – support small local businesses.*
- *The arts sector has a key role to play in the economy and should be supported.*

Theme - New Infrastructure

- *Need to assess what infrastructure has been lost due to viability factors and put in place a viable framework to minimise loss in the future.*
- *A focus on wider infrastructure which creates healthy environments is crucial, green spaces, play areas, cycle and walking routes, community facilities are all important in creating a healthy environment.*
- *Crucial to liaise at an early stage in planning on current and future health care provision capacity.*
- *Important to recognise developing where appropriate public assets as shared multi-functional spaces to enable shared efficiencies and collaborative working across partner organisations to promote physical, mental and social well-being.*
- *Fears that promised improvements will not in fact occur have sometimes been realised. The plans originally approved can be modified after permission has been granted, and while 'Living Decision Notices' may need to be changed when circumstances do, they can also provide a mechanism for developers to renege on promises. Enforcement is not always as strict as it should be, and if a builder goes into liquidation (whether forced or by choice to avoid commitments) there is little that can be done, while Council, with other demands on its resources, is reluctant to step in and fill the gap.*
- *Adequate infrastructure is not just a question for brand-new developments but also for those within the built-up area of the city, where local facilities, such as health, education or parks, are often already stretched after over a decade of austerity.*
- *Transport improvements, should be installed first with new homes around that.*
- *Great scope for co-production between professionals and local residents in a Placemaking ethos of partnership and engagement for community infrastructure. -*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

Co-production could come in many forms, from restoration of buildings which have fallen into disuse, sometimes of historic value to new constructions, or improvements to open spaces. Resident involvement ensures that what is delivered meets local requirements, while professionals bring the skills to make this a success.

- *RLDP should include policies to facilitate these, both by smoothing the way for planning applications around them, and by requiring community involvement in infrastructure provision in developments. As well as creating facilities of lasting value, well-run projects can themselves play a positive role in building community cohesion and strengthening links with public bodies.*
- *For any new developments it is critical to get infrastructure in place first. This includes transport, utilities, community facilities and communications but there are many more. Communications must be futureproofed – e.g. the installation of 5G masts on new estates before houses are constructed/occupied.*
- *Priority should be a high quality, fully accessible to people of all abilities, comprehensive walking and cycling network linking homes to key destinations.*
- *Cycle infrastructure should be on space taken from motor vehicles rather than pedestrians or green spaces. Where not feasible on a particular route convert equivalent areas of road space to green space in suitable alternative locations.*
- *Need strong commitment that active travel infrastructure is in place first.*
- *Need a commitment for the provision of secure cycle storage for new development and on street bike hangars and storage for existing properties. Need to set out maximising the use of cargo bikes and e bikes. Electric Charging facilities must not obstruct cycling or walkers or take space from them.*
- *Welcome the commitment to a 15 minute neighbourhood and the locality approach. Concerned lack of detail stands opposed to the approach of zoning of development across the city which will lead to facilities placed at a distance from many communities.*
- *Seek a policy that masterplans all brown field sites to ensure increased urban population is matched or outstripped by increased infrastructure transport/green space/schools/GPs etc and new retail and community development are fully integrated.*
- *Endorse the proposed objective to ensure the timely provision of new infrastructure in order to support wellbeing and to ensure the lack of infrastructure does not constrain future growth. This commitment to providing new and better infrastructure must be central to the LDP in order to reflect Cardiff's role as a capital city.*
- *Where possible, new development should make use of existing and planned infrastructure in Cardiff, thereby helping to support the continued maintenance of walking and cycling routes and the operation of public transport services. This will also support more efficient patterns of development and reduce the need for car based travel.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Large strategic sites will offer opportunities to support the coordinated delivery of other types of infrastructure, for example community services, schools and health services. Greenfield sites will often offer increased opportunities for these added benefits when compared to brownfield locations.*
- *Viability studies should be made public.*
- *Fundamental problem with the development on strategic sites that infrastructure is not being provided in a timely manner. City is not creating sustainable communities.*
- *Priority must be given to making a success existing sites. Distinction between essential and necessary helps developers avoid responsibilities.*
- *Planning policies need to be stronger.*
- *Cardiff has failed to introduce CIL losing many millions to the detriment of the City and its residents.*
- *Existing strategic sites have been created with no new facilities leading to car travel – no 20 minute neighbourhoods.*
- *Create outside and partly sheltered areas for young people to socialise in all communities.*
- *More bike parks, skateparks, green areas and play areas for older kids - areas that are free to use, convenient and have accessible toilets and facilities for public use.*
- *Protect and develop communal community areas and facilities, and support communities to manage their own assets.*
- *Helpful to assess the raw material requirements to deliver the infrastructure through an appropriate resource assessment and consider the supply chain options necessary to ensure the sustainable delivery of such.*
- *Should be a priority for a formal mechanism for making clearer the process by which Section 106 contributions from developers are allocated – and that developers should be held publicly accountable.*
- *Protect sports facilities and those provide in new development should be of an appropriate size and not squeezed into flood risk areas.*
- *Access to culture will be vital to Cardiff over the length of this plan. Museums and other cultural facilities should be considered alongside other community facilities.*
- *Post pandemic these will be important aspects for recovery.*
- *Transport links to St Fagans should be improved – in particular greener solutions such as rail.*
- *Need for more recycling centres.*
- *Need improved broadband and mobile phone servers.*
- *New infrastructure should cater for young people.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Maximum benefits should be obtained from future S106 agreements*
- *We support the use of electric cars.*

Theme – Climate Change

- *A Flood Consequences Assessment and a Renewable Energy Assessment isn't sufficient to respond to the global threat. Need to stimulate new ideas through creation of Citizens Assemblies.*
- *Need to rethink where buildings are located and how they are built.*
- *Repurpose buildings rather than demolish.*
- *Thousands of homes in Cardiff could be under water within three decades. No more building should happen on flood plains.*
- *Need bold and innovative ways of responding to the climate emergency. New homes should be carbon neutral, use sustainable materials and are environmentally friendly, support electric vehicle charging and able to store bicycles.*
- *Significant proportion of Cardiff residents want to be able to cycle and walk more (Cardiff Bike Life Survey).*
- *RLDP must respond to the defining challenge of climate change. Need drastic action against flooding.*
- *The vital ambition of carbon neutrality is missing from its proposed objectives. This must be integrated as a principle, in line with the One Planet progress report.*
- *Allow Prioritising determining applications for renewable energy, flood defences and other green initiatives.*
- *Need to encourage energy efficiency in development and how will be enforced.*
- *Reserve land for a potential Cardiff Lagoon.*
- *Bikes have zero emissions – bringing about a significant modal split from cars to bikes would be a major contribution to reducing the city's carbon footprint.*
- *No mention of the nature or biodiversity crises, which are separate to that of the climate crisis and the administrations One Planet Cardiff Strategy.*
- *LDP should set out a roadmap for the Council to sign up to a Green Building Council Zero Carbon Buildings framework.*
- *LDP should recognise the need for the Council to work collaboratively with the development industry to identify feasible ways for new development to contribute towards addressing climate change.*
- *There are many opportunities for new development to assist in addressing the threat of climate change. However, it is important for the Council to balance increased regulatory requirements with the need to ensure that much-needed sustainable development (with the benefits that it brings) remains viable and is not prevented from coming forward.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *It is considered that, in general, proposals to increase requirements through the built fabric are best placed to be managed through the building regulations framework, rather than the planning system. This will help to ensure consistency in application and reduce uncertainty for the development industry.*
- *The City must adopt an effective requirement for handling rainfall events/flood defences.*
- *Buildings should not be permitted without energy efficiency measures.*
- *Construction is responsible for large amounts of greenhouse emissions – use of recycled materials will significantly reduce emissions. Ensure that existing buildings are developed where possible.*
- *Fail to mention carbon neutrality potentially diverging from the One Planet Strategy.*
- *Business as usual is not tenable. Replacement LDP must set the framework and decision making must reflect the framework.*
- *No mention of getting carbon emissions down to net 0 by 2030.*
- *Strategic Flood Risk Plan for Cardiff should be made a high priority.*
- *Climate change is accelerating, which means sea levels are rising rapidly. Many coastal and low-lying areas in and near Cardiff could be submerged by 2050. The Replacement LDP. Must ensure that flood risk and potential flood risk areas are identified and finances are made available for work to be carried out on the erosion of the coast and land identified as at risk of flooding. Need to prioritise funding, 18million set by Council for 2021 compared to 61 million for cycle routes and improvements to transport infrastructure and active travel routes.*
- *Aim for Carbon Neutral.*
- *Plan for climate change and consider its differential impact.*
- *Flooding: climate action needs to be at the heart of the LDP. It's the most important issue facing every area in the world, especially Cardiff prone to risk of flooding and being underwater w thin decades. Soil sealing is linked to this and is an urgent issue which needs to be factored into when developing over soil and green space. Can brown sites please be used as an alternative and sustainable drainage, to ensure areas aren't prone to flooding as a result?*
- *Overall, I urge Cardiff Council to put residents first and ensure the LDP is sustainable and puts climate friendly policies in place in the LDP. Climate change is the single biggest issue facing us all, so there's no time to waste in allowing poor development to affect our city further.*
- *The LDP needs to include One Planet Cardiff Strategy and its commitment to become carbon neutral by 2030.*
- *Cardiff One Planet aspires to a carbon neutral Cardiff by 2030.*
- *In order to achieve this, it will be necessary, when considering a proposal for development, to estimate how much carbon will be released by any demolition and development over the life cycle of the development.*
- *Each proposed scheme should be evaluated in this way.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *There should be an option to reject the proposal if the damage caused by carbon output is not warranted by the benefits of the development.*
- *Cardiff is the 6th most at risk city in the world from climate induced flooding. City Council has a responsibility to treat their decisions with the utmost seriousness in the light of this and ensure that any plans embed mitigations for this.*
- *Plan needs to enshrine sustainability and zero emissions from the start and a carbon net zero deadline for 2030 at the latest.*
- *All new housing should also be equipped or readily adaptable to cater for foreseeable or likely future policy shifts such as a move away from natural gas for heating, micro energy generation leading low-carbon/carbon neutral homes, and increased electric vehicle ownership.*
- *The Climate Emergency should be central and foremost to every development.*
- *Must consider the raw material requirements of delivering green energy solutions from the foundations for wind turbines, to glass for solar panels and the elements required for energy storage. For flood alleviation schemes, the plan should examine the resource requirements and supply chain considerations for the raw materials for the “hard” schemes as well exploring any potential opportunities to develop “soft”, nature based schemes within mineral workings, from flood capacity to water management through appropriate planting.*
- *Short term proposals ignore climate change.*
- *Prioritise electric charging points for vehicles to help cut emissions.*
- *This LDP is the last chance for Cardiff to get on the map as a champion in the fight against climate change.*
- *Every decision should consider the climate crisis and target carbon zero.*
- *Use natural solutions to protect Cardiff from effects of flooding.*
- *Climate action needs to be at the heart of the LDP especially as Cardiff is prone to flooding.*
- *Soil sealing is also an urgent issue. Use brownfield sites and sustainable drainage.*
- *Planning decisions short sighted – lack of respect for green spaces especially with the climate emergency.*
- *Impact of climate change is of major importance with Cardiff being a coastal city it is extremely likely that flooding incidents will occur more frequently in future.*
- *There appears to be little sense of urgency tackling the Climate Emergency.*
- *The National Museum of Wales declared a climate emergency in 2019.*
- *The museums are committed to being sustainable in all of their operations.*
- *Cardiff is one of the world’s cities most at risk of flooding. It not only needs greater flood protection, but the LDP needs to prevent any further new build on flood risk sites.*
- *Cease all existing and prevent future biomass energy production.*
- *Renewable energy, produced on appropriate sites in appropriate locations – is the only way Wales should go.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *There is no reference to the Council agreement to reach Zero carbon by 2025 – this a serious omission.*
- *Congestion charge should be considered.*
- *Cardiff Council and Welsh Government should decrease the amount of traffic entering the City.*
- *Welcomes this as a key Objective for the new LDP.*
- *Planning for new developments must not ignore the reality of car ownership in the 21st Century – must be sufficient parking provided.*
- *Support the idea to “promote an increase in tree canopy cover across the city” we would also like to see the maximised retention of existing green spaces and green infrastructure.*
- *Provide assurances that the climate and ecological emergency will be taken seriously in all planning decisions through to 2036, proportionate to the global climate crisis. The planning system must work in tandem with your own One Planet City strategy. Any proposed developments must meet strict climate neutral benchmarking tests set within the LDP and work in tandem with OPC.*

Theme – Movement and Active Travel

- *Need an assessment of public transport cost and frequency in Cardiff compared to other UK cities where public transport network is integrated and had led to a dramatic modal shift.*
- *15min city concept should be adopted so people don't have to travel and end out of town development.*
- *Need to accelerate the shift away from private cars to reduce emissions.*
- *Need to take strong action to prioritise active and green travel. Disincentivise private car use making some car owners unhappy is the only way to encourage other forms of travel, alongside better public transport, pedestrian and cycle infrastructure.*
- *Emphasise the benefits to physical and mental health, through active travel, as well as to congestion and air quality.*
- *Be specific about active travel and public transport being inclusive, for people of all ages, genders, abilities and disabilities.*
- *Infrastructure and services need to avoid marginalising people unintentionally. Very few people can't undertake active travel with proper facilities.*
- *Add specific ambitions for walking for eg regular benches/rest areas, consistent wayfinding.*
- *Any development to the port needs to recognise the impacts of maritime air pollution, emissions from shipping can be substantial.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Reducing private car use is essential to protect the environment, to reduce congestion, and to improve health and wellbeing. But this must be done in ways that do not worsen life for those who today depend on a car for essential tasks, such as going to work or accessing services.*
- *To deter car use must go hand-in-hand with improved alternatives, especially for those living in places currently badly served by public transport, or with inadequate local facilities. This demands a regional perspective on transport policy and provision, given how many people from outside the city depend on it for work or services.*
- *Road charging should be applied to everyone.*
- *Parking policy needs to change allowing too much for out of centre retail which needs to be halted and reversed. Introduction of a workplace parking levy should be considered.*
- *Cycleways should be created out of roadspace and not tarmac cycleways through parks.*
- *More attention needed for pedestrians.*
- *Moving rapidly away from fossil fuels for transportation is vital, but we still need to find ways to reduce the use of cars.*
- *Should prioritise investing resources for trains and buses.*
- *No mention of trams or trams/trains.*
- *Need to protect potential transport routes from development. Vital transport hubs link up.*
- *Provision of high quality active travel infrastructure is key.*
- *Modal shift could be achieved quicker if the use of the car is made less attractive, need to see more roads and streets restricting access to cars, development of low traffic neighbourhoods, changes to parking policies to achieve the changes, introduction of fair road charging and a workplace levy.*
- *Need to promote active travel particularly in schools and work places. Need a comprehensive signage system to indicate time to cycle to key destinations.*
- *Accurate assessment of effectiveness of measures is needed and need to set targets. Consider Council should aim for 20% if all journeys to be made by bike by 2030.*
- *Need to expand the Nextbike Scheme. Working with neighbouring authorities to develop similar schemes for the Metro/rail station. Need to make electric assisted bikes available for outlying areas.*
- *Important to encourage alternative modes of transport to the car and cycling should play an important part together with better public transport and opportunities to walk however designating the trail to the south of the Llanishen and Lisvane reservoirs is inconsistent with objectives, adverse impact on walkers, the SSSI and ecosystems.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Lack of walking strategy integrated with the Council's modal shift and transport strategy leaves pedestrians disadvantaged. LDP must prioritise the public transport network.*
- *Need to set out clearly how the 20 minute neighbourhood are to be achieved, going beyond transport infrastructure.*
- *With any interventions should have before and after data so there is a bench mark. Make use of experts at the local universities.*
- *Support cycle lanes on repurposed road space but not through parks. Floodlight cycle lanes through parks changes the dynamic to the detriment of one user over another resulting in serious equality issues and very bad for wildlife.*
- *Propose all new properties conversions have installed or will be easily adaptable for on street electric vehicle charging, submit an active travel plan for number of residents they expect and offer a voucher for buying a bike, pay a contribution to active travel and public transport in the locality.*
- *Need for the Council to continue to work collaboratively with the development industry to identify feasible ways for new development to support sustainable and active travel. Larger greenfield developments in particular provide opportunities for master planning to create sustainable neighbourhoods that include walking and cycling networks and support bus or Metro links.*
- *Reducing the length of commuting distances or the need for commuting entirely, through enabling home working, should also form part of the approach to improving ease of movement across Cardiff.*
- *Meeting the need for housing in Cardiff will provide a wealth of opportunities to support ease of movement and active travel, through providing links to existing and new walking, cycling, bus and Metro networks.*
- *Too much focus on bus improvements which are failing to reduce car usage. The City and the Region need a rapid transit system (metro).*
- *People need to feel safe when cycling and walking. Cycle and footpaths should not be combined and should be well maintained.*
- *Support safe segregated well lit well maintained cycle pathways using road space as cyclists need a safer environment and the population needs to embrace active travel more. Against shared use pathways and the use of the Nant Fawr and Rhydypenau Wood Trails as the cost to the environment and the detriment to walkers are too much - the route takes from nature / other active travel not from roads. Safe Cycle routes should be segregated/well lit take road space not walking routes/trails.*
- *Council is focused on leisure routes or direct commutes to the city centre which don't access the local facilities which disadvantages women, kids and older people. Little regard for elderly, disabled and women. Segregated routes past houses on well-lit routes are much safer than going through parks and woodland trails. Use of*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

walking/trails are unsuitable for cycling pathways/superhighways nor for significant numbers of bikes.

- *The National Museums have committed to Cardiff's Healthy Travel Charter. The museums are supportive of healthy travel choices and hybrid working allowed less journeys into the office.*
- *Congestion charge should be considered.*
- *Cardiff Council and Welsh Government should decrease the amount of traffic entering the City.*
- *Need for all forms of public transport to be better integrated and link with active travel.*
- *Supports the creation of more and better active travel routes and usable Public Transport routes through and across the City as a driver to reduced use of personal car journeys.*
- *Develop safe cycle ways on existing road routes instead of tarmacking walkways in green areas- and presenting those developments as viable and credible in public consultations.*
- *Consider the needs of children in developing safe cycleways for everyday travel (not just leisure).*
- *Make Cardiff a 15 minute City.*
- *Need to promote affordable public transport and active travel/take road space from cars. Bike lanes should not be built in parks/prevent any further development only reached by car/taxi parking.*
- *Dates for EV only production are being announced for 2028-2030 well before the ban on new petrol and diesel sale. This suggests a rapid switch of the population of cars not a slow change starting in 2030/35. Charging capacity will be an issue, for the grid as well as for forecourts - just about the time period for the LDP so we need to look beyond the status quo.*
- *Rush hour will fade as work times will vary and smart travel widens. Travel patterns will be more variable/spread out.*
- *Buses are not popular but are still essential in the absence of a light tram system, ie they are a short term need.*
- *Cycling use has risen but not by as much as expected (London data) so do not expect miracles.*
- *There are more cars than ever, and car use is still the preferred option and will rise unless an alternative is better.*
- *The pollution issues are broadly the same for EV as for other cars. EV autonomous vehicles threaten to increase journeys like taxis mainly used by one passenger.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *The plan for traffic in the city needs a thorough review is correct. Castle St reopening - understand the issues but will not get this is an opportunity again.*
- *It is not acceptable just to reroute traffic through existing residential areas, but with the road pattern in Cardiff as it is this is the only way but must be accompanied by a serious reduction in traffic, ie public transport and exterior P&R.*
- *How should travellers into Cardiff be routed - favour redirection down to the Bay with a big P&R by the docks with enhanced Metro.*
- *Cycle friendly city and prioritising people over cars: development must prioritise walking and cycling but this means a proper transport system for Cardiff - metro, tram lines, cycle lanes, and a proper public transport system. The council shouldn't agree for development to happen and allow congestion to increase without sufficient Public transport in place first. Developers have the upper hand and all they care about is making money - not the impact on existing services such as healthcare and education and congestion. This is where the Council comes in through sufficient protection for residents and a sustainable LDP.*
- *The public transport infrastructure proposals are so vague. Without an effective, efficient public transport system accessible to all areas of the city, our future development will be undermined. Can you work this up more to reassure citizens you also think it is important?*
- ***Object** to reference at page of the document to the need for the Eastern Bay Link. One option for this proposed new highway would impact on the site integrity of the Severn Estuary Special Protection Area.*
- *The plan must clearly integrate the Council and Welsh Government policies aiming at increasing the number of residents using public transport and active travel.*
- *Concern over more and more congestion.*
- *Prioritise sustainable development by making sure there are public transport links and walking and cycling infrastructure.*
- *In favour of proposal to build a cycle route from Cardiff High School beside the reservoirs to Lisvane but it cannot be a continuation of the existing gravel track between the high school and Rhydypenau Rd.*
- *Reduce car traffic, increase public transport and cycle ways and make affordable for all.*
- *Do not invest in big cycle highways which mean cutting trees down in parks.*
- *Prioritise people over cars.*
- *Prioritise walking, cycling and public transport.*
- *Improve public transport. Bus services to outlying areas are infrequent.*
- *RLDP must include proposals to tackle the current sustainable infrastructure deficit and deliver on this before further land releases.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Poor air quality a key concern – all buses need to be electric and powered from renewable resources as soon as possible.*
- *The National Museums have committed to Cardiff's Healthy Travel Charter. The museums are supported of healthy travel choices and hybrid working allowed less journeys into the office.*
- *Needs more explicit support for cycling as a central element in the city's future development.*
- *Due to increase in traffic congestion on Heol Pontprennau and resultant decrease in air quality. Access to the site should be via a new junction on the A4232 via St Mellons Road and speed limit on M4 between Junction 30 and 32 should also be reduced to 50 mph. Provision of new schools should also be looked at given it took 20 years to happen for Pontprennau.*
- *Outstanding problems with the present LDP:*
 1. *The lack of evidence of any success to date in achieving the modal split target.*
 2. *In North West Cardiff the development of Plasdwr where there are numerous new houses and highway alterations, but there is no sign of the provision of any of the necessary infrastructure or of the parkland suggested by the "garden city" name given to the development.*
 3. *The total lack of any regional plan beyond the boundaries of Cardiff.*
- *There is also considerable need to improve the efficiency of Cardiff's highway network for the benefit of all its users and for all forms of transportation.*
- *Concerns regarding parking - Cardiff needs to rethink its requirements of developers to provide adequate levels of off street parking and greater road widths to address this. Consequently Cardiff needs to start thinking differently, not just carrying on with the same policies.*

Theme – Health and Wellbeing and Equalities

- *Need a commitment to the installation of more permanent air quality monitoring stations in known high pollution areas to track the problem in real time rather than sporadic data as with current Air Quality Management Systems.*
- *Vital the LDP addresses inequalities in opportunities, employment and health status, access to green open space.*
- *The LDP must address diverse needs: there is no mention of race equality, despite all the evidence that this is significant for housing or health.*
- *Stress the importance of the Health Impact Assessment of the LDP and major developments...*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Obesity is a key issue in Cardiff – environment play a key role in how active people are and the food they eat.*
- *Need to consider fat food takeaways and how they can be managed and restricted particularly around schools.*
- *Reference the Cardiff Wellbeing Assessment as a source of existing evidence.*
- *RLDP needs to set clear policies which have health and well-being for all at their heart.*
- *Must address diverse needs. For example, there is no mention of race equality, despite all the evidence that this is significant for housing or health.*
- *Inequality of green space. It's a myth that Cardiff is a green city. Many areas of the city have well below UK average access to green space. This inequality was highlighted by the pandemic.*
- *Appreciation of inequalities and of how Cardiff residents have diverse needs which must be taken account of in planning policy.*
- *A well-planned city must be inclusive for all. An important part of delivering this will be breaking down unnecessary physical barriers and exclusions imposed on disabled people by poor design of buildings and places.*
- *No mention the question of race equality.*
- *The proposed Vision for the RLDP has fairness at its heart and so must consider how the development of our city can promote race equality.*
- *Local Housing Market Assessment only refers to the needs of different age groups should be extended to cover all groups with specific housing needs, including needs of key groups (Black, Asian and minority ethnic people, disabled people, homeless people, older people, those with mental health conditions, ethnic minority women, etc.).*
- *Priorities should be feeling safe, access to green space and equality of access to education, jobs and training.*
- *Increase the provision of land for biodiversity – not just green space.*
- *Modal shift away from the private car will help address issues of air quality and noise pollution, employment and services more accessible to those on lower incomes who can't afford a car but can a bike and result in increasing levels of physical activity.*
- *Significant inequalities and disparities across Cardiff must inform the way in which Cardiff grows, including the provision of homes, access to green space, public transport, and employment infrastructure. The LDP documents make no reference to race equality, despite implications across housing, employment, health, access to the natural environment, and pollution for Black, Asian and Ethnic communities in Cardiff.*
- *LDP must consider the impact of development on affordability and the existing culture of communities. Whilst development and re-development bring investment into the infrastructure of communities – including housing supply, employment, and transport – it also has the potential to increase property and rental prices and displace*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- communities. This has the unintended consequence of displacing existing communities, predominantly low-income households.*
- *Need to reference to the Authorities statutory obligations under the Crime and Disorder Act 1988 to prevent crime and the creating of safer and of more sustainable development through the consideration of Crime Prevention through Environmental Design. Such strategic references have played a key part in making many developments and communities safer and more secure.*
 - *New development can make an important contribution through the delivery of mixed communities that include a range of housing tenures and sizes, with a focus on green infrastructure, public amenities and active travel opportunities.*
 - *New greenfield sites are also able to deliver new health facilities.*
 - *Objective linked to movement and active travel. Improved air quality needs people to get out of their cars – need a viable alternative to the car – a rapid transit system is needed and the adoption of policies that do not make the situation worse such as ribbon development along the A4119 causing bottlenecks and poor air quality worse.*
 - *Small industrial/manufacturing workshops on sites around the city are important to reduce inequalities.*
 - *Need to ensure that improving people’s health is a key consideration of development proposals. Make greater use of the Wellbeing of Future Generations act for clear policy to reject proposals that do not meet the City’s standard.*
 - *Whitchurch Tennis Club is a premier tennis facility, a community asset used by a number of schools, with holiday camps, use of the outdoor space as a result of covid for wheelchair tennis clubs, netball clubs, Pilates and fitness clubs.*
 - *Seek protection afforded by planning policy to protect and preserve existing sporting and community assets.*
 - *Improve the air quality in Cardiff - disrupt the growth of car use by creating great alternatives*
 - *Adhere to the principles of the Wellbeing of Future Generations Act and the Socio Economic duty.*
 - *Protection of trees is important for health and well-being.*
 - *Strongly support the development of a railway station at Mynachdy as soon as possible as part of the Metro programme.*
 - *No reference to race or children.*
 - *The role of museums and cultural facilities will play a key role here.*
 - *Amgueddfa Cymru exists to help people and communities in Wales to have a better and culturally richer life.*
 - *There should be more, local swimming pools, public and private, gyms, fitness studios, teen playgrounds and community gardens.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *More outdoor leisure facilities including reinforcing and investing in the many neglected public footpaths for walking and cycling should be provided.*
- *The Council should allocate more money to fund children's parks and playgrounds.*
- *Crime is mentioned but anti-social behaviour should be dealt with.*
- *More farmers markets should be supported.*

Theme – City Centre and Cardiff Bay

- *Agree that a mixed use City centre will be key to regeneration but need the right balance not over reliance on offices and reduction in leisure as in recent years.*
- *Need a dedicated city centre regeneration strategy with extensive public engagement.*
- *The Port should be excluded from a Cardiff Bay Business Area which would duplicate matters and may restrict the flexibility sought in the Port area.*
- *Focus is on the city centre with little said about the poorer wards who have long been deprived the things that would make '20-minute neighbourhoods' a reality - e.g. thriving local high streets with a wide choice of small independent businesses, shops, cafes et; a range of public and community spaces for people and community groups to operate from.*
- *Important to have mixed uses for a range of ages and keeping control over the number and size of licensed premises.*
- *Need to repurpose the city centre and empty shops and offices post covid.*
- *For Cardiff City Centre to thrive, then out/edge of-town shopping will have to be discouraged, which will also help the modal shift from private cars This implies that the Replacement LDP should go further than the Adopted LDP and seek not only to halt the growth of retail parks but, over time, to shrink or close some.*
- *City Centre is going to be far more mixed use, supports tourism. Operates as a transport hub, role of universities in supporting students and city centre student facilities, helps retain students after graduation, supports museums, links with Cardiff Bay and the suburbs.*
- *Too much focus on the City Centre and the Bay need to consider. Need to create well connected, vibrant district shopping and employment centre.*
- *LDP should outline how it will balance development whilst meeting the needs of communities in an affordable way, for example through mixed tenure of housing and provision of community buildings.*
- *Concern that the City is determined to continue a high risk strategy of chasing signature projects. Question whether there is any point protecting the retail role of the*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- city centre which were struggling before the pandemic. Question the objective to establish the Bay as a leading UK urban destination – need to offer a variety of attractions including St Fagans Museum.*
- *Change the city centre into a more social and green area where nature and the arts dominate.*
- *Why demolish Queen’s Arcade to replace it with something similar?*
- *Why house a Military Museum in the Bay on the only green site available?*
- *The proposals for an indoor arena in the Bay are unnecessary.*
- *National Museum Cardiff plays a key role for the centre of Cardiff and will continue to attract visitors and facilitate wider benefit for the area.*
- *It is vital that the “cultural quarter” around National Museum Cardiff is physically and psychologically far more accessible from Queen Street.*
- *Protecting and developing city centre is of key importance – as retail moves online and Covid changes how we work.*
- *Agree that district and local centres need to be supported. Station Road area as a local centre and wish to protect and develop its role.*
- *These developments are supported but will only be of benefit to Radyr residents if the infrastructure is in place for them.*
- *Do not want through travel of visitors from beyond the city to have a detrimental impact on local residents.*
- *Support the development of local centres.*
- *Footfall in the high street will need to be managed back if retail is to survive, like the idea of more outside eating and experiences creating a non-stop party atmosphere. Towns need people to use them and people need a reason to be there.*

Theme – Post Pandemic Recovery

- *Need to consider the future of the city centre for eg re purposing parts of the city centre to create parks.*
- *Importance of access to green space for exercise and mental well-being continues to be a priority.*
- *Travel changes to cycling and walking should be sustained and enhance.*
- *Seen an increases in home working if this trend continues homes should be designed for this or the creation of local work hubs.*
- *Priorities post pandemic active travel, staying local and revitalising the city centre, district and local centres.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Increase in walking and cycling has meant that shared paths no longer function effectively due to the numbers using them. Need separate walking and cycling infrastructure.*
- *Consider that people who cycle or walk spend more locally than people driving cars therefore investing in cycling and walking infrastructure will aid viability of district and local centres.*
- *Leisure cycling can assist in reviving tourism. Need to ensure the infrastructure is in place to support this.*
- *Would like to see a greater detail around place making, including on how communities shape the priorities for their communities. We would welcome consideration of how the council and LDP can enable local people to protect the things they value in their neighbourhood through community land trusts.*
- *The trend towards increased working from home will require the provision of a range of housing types and sizes at a range of densities, including attractive, larger homes with spare bedrooms to support home working. The provision of attractive work hubs in neighbourhood centres, together with access to local green spaces and facilities in well-designed neighbourhoods will also be important in supporting wellbeing and can be easily incorporated in planned developments.*
- *The inclusion of a policy focus on reawakening Wales' cultural sectors is also welcomed. The achievement of this aim will require attracting and maintaining younger people through provision of a sufficient supply and range of high-quality housing.*
- *The inclusion of a policy focus on reawakening Wales' cultural sectors is also welcomed. The achievement of this aim will require attracting and maintaining younger people through provision of a sufficient supply and range of high-quality housing.*
- *Prioritise new working and meeting hubs throughout the city rather than focusing on the city centre as a high density major financial and service sector The 20 minute neighbourhood needs to become the standard.*
- *Pandemic showed that people need easy access to open spaces, more green space and trees.*
- *Role of culture should be factored into the thinking in respect of these plans.*
- *Council needs to understand how Covid will affect work and travel patterns.*
- *Support residents working from home, developing spaces they could use locally.*
- *The post pandemic world brings opportunity to develop new services and more co working spaces.*
- *Increased trend of working from home will mean increased use of broadband etc.*
- *Local services should be provided to avoid travel into the City Centre.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Working practices and travel patterns will have changed and this provides an opportunity for change.*

Theme – Placemaking Approach and High Quality Design

- *Concern at a lack of new evidence being sought.*
- *Need to maximise community involvement.*
- *The LDP should help local people to protect the things they cherish in their neighbourhood with the creation of community land trusts.*
- *We need to move towards twenty minute neighbourhoods where all the facilities citizens need are within a 20-minute walk.*
- *The council must work with community - a much more collaborative and helpful approach, and that was not evident in the LDP.*
- *The 20 minute neighbourhood or 15 minute city concepts create healthy and sustainable communities where services and amenities are within a 15-20 minute walk or a short cycle ride.*
- *Placemaking approach enables consideration to be given to the environmental impact of a development, the impact on health and how well it integrated into the existing neighbourhood.*
- *Involvement of local communities in the planning and development of their local area is important.*
- *Involving the local community in developing proposals is the first principle of the Placemaking Wales Charter and must be at the heart of the Placemaking objective. It is not just a matter for new communities but also for existing ones, which are impacted by developments in their area or nearby.*
- *Communities – whether established or newly forming – should be involved from the outset in Master planning.*
- *Community Asset Transfers can empower local groups to protect the things they cherish in their neighbourhood but must not become a means of Council cutting budgets or avoiding ongoing support.*
- *Create 20 minute neighbourhoods where all facilities are within a 20 minute walk.*
- *Support placemaking approach.*
- *Need explicit commitment to creating more 20 minute neighbourhood with key services within easy walking and cycling distances.*
- *Missed opportunity to define 'Liveable Neighbourhoods'*
- *Give more consideration to the concept of City of Villages.*
- *Lack of planning in Cardiff, no thought as to how constituent parts fit together.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Refer to Policy 2 in Future Wales sets out that the growth and regeneration of towns and cities should be based on the following strategic placemaking principles. Large strategic sites (such as an extension to Plasdŵr to the north or west) will offer opportunities to provide master planned communities incorporating work hubs and local services in neighbourhood centres, access to green spaces and a range of housing types and densities, whilst linking with walking, cycling and public transport networks.*
- *Commitment to supporting development in the most sustainable locations sometimes these are greenfield.*
- *Endorse the proposed place-making approach and commitment to high quality design, to ensure that future growth can be effectively managed.*
- *Focuses on taking steps to create sustainable places whilst supporting growth is welcomed. This represents positive planning.*
- *Master planning process can establish design principles and manage capacity for change.*
- *Support the intention of 'working with local communities to improve neighbourhoods.*
- *Need to increase the range of local facilities in line with the 20-minute city providing a resident's daily and weekly needs within a 10 minute walk.*
- *Success of this objective rests with the Council.*
- *Move to brownfield site development as a priority/stop allowing trees to be cut down/upfront delivery of infrastructure and facilities/have energy standards for all new development.*
- *The use of appropriate materials is integral to placemaking. PPW recognises that suitable building stone is important for the restoration of historic buildings and may be available from small operations in specific locations to supply local markets. Further, dimension stone is used in new buildings where it is important to maintain local building character. It may be necessary to obtain dimension stone from geological formations which are restricted in occurrence in order to obtain a particular colour. Use of local materials may play a significant role in creating sustainable places, maximising regeneration opportunities, enhancing public spaces and delivering new developments of high quality design.*
- *Utilise existing buildings instead of greenfield sites and repurpose the city centre and empty buildings.*
- *Give communities ownership of their areas.*
- *Develop the 20 minute neighbourhood.*
- *Museums are not mentioned specifically in the list provided but consideration must be given to existing key locations in Cardiff as well as planned into future developments.*
- *Agree that placemaking can be an important tool to develop safe, vibrant and attractive communities.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Request Station Road area is made a more attractive community destination eg. A community square.*
- *Request that the 7,000 homes near Radyr be built to a high quality.*
- *Request a retail site near our community.*
- *Would like to see safer cycling across Plasdwr.*
- *We want the promised amount of green space to be kept without any loss to housing.*
- *All of the promises community facilities must be delivered.*
- *Welcomes the proposed protection and enhancements to the key natural assets, particularly the river Taff.*
- *Developments should protect existing green infrastructure.*
- *Re-develop brownfield rather than greenfield sites.*

Theme – Green Infrastructure and Natural Assets

- *Biodiversity emergency is an afterthought. Whilst the Green Infrastructure Assessment and Settlement Boundary review provide some value need more. Suggest mechanisms like the Citizens Assemblies would be beneficial.*
- *ABP recognise the presence of two “Sand Wharf Protection Areas” within the Port. ABP recognise the value of the wharves but request flexibility to relocate across the Port in accordance with commercial demand, including consolidation, re-provision or loss in line with the long-term strategy for the Port.*
- *Imperative that current biodiverse areas are properly protected, including mature trees, new development is nature friendly and integrated into developments, urban biodiversity mustn't be an add on.*
- *Nature in crisis We need to protect habitat and create new habitat; provision of wildlife corridors in existing streets and new builds, hedgehog highways, bird and bat nesting and roosting boxes, wildlife friendly planting and less mowing. The LDP should protect and create green space, for the health: cities such as Birmingham and Nottingham have twice as much per capita public open space as Cardiff – and they are being imaginative in creating more parks and wildlife areas, by eg turning a disused shopping centre into a park and wetland.*
- *Many areas of the city have well below UK average access to green space. This inequality was highlighted by the pandemic.*
- *More priority should be given to existing over developers to buy land and community voices should carry more weight in planning decisions.*
- *Biodiversity has never been more threatened.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *An essential part of the Evidence Base for the RLDP must be a comprehensive survey and inventory of biodiversity in the city. We cannot protect and enhance habitats if we do not know what exists today.*
- *Need to protect habitats, provide wildlife corridors in existing streets and new builds, hedgehog highways, bird and bat nesting and roosting boxes, wildlife friendly planting and mowing*
- *Protection of green space, and creation of green space, for the health and well-being of all. Cities such as Birmingham and Nottingham have twice as much per capita public open space as Cardiff – and they are being imaginative in creating more parks and wildlife areas. Turning a disused shopping centre into a park and wetland for example.*
- *Need to address open green space deficits in central/southern Cardiff.*
- *The protection and creation of green space is essential for the health and well-being of residents. Cities such as Birmingham and Nottingham have twice as much per capita public open space as Cardiff – and they are being imaginative in creating more parks and wildlife areas. Many areas of Cardiff have well below UK average access to green space, an inequality was highlighted by the pandemic. The LDP must do more to drive forward urban greening.*
- *Open space is under pressure from development but the consultation does not draw a correlation with how development should or shouldn't take place, for example to protect urban sinks or watercourses and urban sinks. We welcome efforts to make Cardiff's blue spaces more accessible.*
- *Loss of mature trees eg Suffolk House, The Rise. Urge the Council to adopt a methodology such as Capital Asset Valuation of Amenity Trees (CAVAT) for developments. with the principle that that for eg all development have to be CAVAT neutral within 5 years.*
- *Within the Cardiff City Council area there are recorded risks from past coal mining activity at surface and shallow depth. The recorded features include; mine entries, shallow workings and reported surface hazards.*
- *Need to maintain /increase access to green space – identify sites that can be repurposed to green spaces, raise the bar for building on green space, every development needs to demonstrate a net gain of trees. Presumption against the loss of mature trees unless it meets a high bar of public interest.*
- *It is important to emphasise the value of the master planning process in the design of high quality neighbourhoods that promote ecological connectivity and support biodiversity net gain.*
- *Cardiff has relatively little open spaces compared to other cities, with many areas of the city well below UK averages – need to address this inequality.*
- *A Green Belt is essential to protect the green backdrop.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *City should support local groups tree planting/creating wildlife areas/meadows/allowing them a level of responsibility for the management of local green areas. Need programmes to protect the rivers from pollution and waste to achieve clean rivers.*
- *The Green Wedge is an important land feature for the city and should remain so for future generations.*
- *40% tree cover.*
- *A biodiversity action plan.*
- *Protection for green areas and biodiverse areas- a map for the public to know what is protected from development.*
- *Protection of the river corridors and further joining up of riverside and green areas.*
- *Wanted to stress the vital importance of having clean places to swim around Cardiff. Can the water quality of our rivers and sea be taken seriously so that improvements enable residents to enjoy swimming in and around fresh water and sea?*
- *The creation of new green spaces and wetland. Other cities such as Nottingham are now creating new green spaces in their city centres.*
- *No substantial development should take place on or otherwise adversely impacting upon the Wentloog Levels SSSI, object to the fact that the RLDP does not contain a commitment to this effect.*
- *The local planning authority is reminded that the Wentloog Levels (as part of the wider Gwent Levels) has been designated pursuant to Policy 9 of the National Development Framework (“Future Wales”) as one of only nine National Natural Resource Management Areas (NNRMAs) in the whole of Wales. The document fails to refer to this important designation, and impact it should have on development plan formulation, and for this reason, we object to it.*
- *Object to the way in which the natural environment is addressed in the RLDP. The natural environment section is almost purely descriptive, and sets out no actual commitments, unlike other sections of the document which set out definite commitments, for example the Arena project. We consider that the environment section should be the subject of a fundamental re-write, with concrete commitments, chief amongst which should be a commitment to an effective absolute constraint on development on or otherwise affecting the Wentloog Levels SSSI.*
- *The section entitled “New Evidence Requirements to Help Address Issues” is wholly deficient, and objects to it. We are firmly of the opinion that a full brownfield survey from the point of view of biodiversity (not merely development potential), and a full potential SINC site survey, covering the entire land surface of the local planning authority area should be included in the list of new required evidence.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Land left for nature is of paramount importance. Biodiversity and ways to help it flourish within the city boundaries should also be embedded in the LDP and consulted on with residents of the city.*
- *Support the principle of including a Green Belt or Green Wedge and would want such a policy to be operated to the maximum in order to protect our rural communities.*
- *The greening of the centre should be serious as in Singapore or Nottingham.*
- *Every mature tree in Cardiff should be precious that developers need to work around, not destroy.*
- *Concern over loss of trees.*
- *Preservation of mature trees and green space needs to take greater prominence in the LDP. Too many are being lost. Mitigating by planting new trees is not always sufficient.*
- *Refers to Wrexham County Borough Tree and Woodland Strategy 2016 – 2026 as a good practice initiative.*
- *Cardiff should be doing all it can to protect and enhance natural green spaces, creating green, natural corridors throughout the city and protecting all existing green infrastructure.*
- *Protect green corridors and green spaces. Green Wedge should be legally protected and development sprawl refused.*
- *Disappointed there is more detail on Green Infrastructure in Appendix than main text.*
- *Integration of Green Infrastructure, Heritage and Culture vital to create a distinctive future for City.*
- *Maximise the use of green spaces for the sustainable growing of food for our local communities.*
- *The wellbeing value of the protection of greenspaces cannot be underestimated.*
- *Should rule out development on the Wentloog SSSI and every scrap of the Wentloog Levels should be protected as a Community Green Infrastructure.*
- *Prevent plastic pollution to enter the River Taff.*
- *Council should make better use of the Taff – increase leisure use.*
- *Housing site at De Braose Close should not be permitted – should be part of green corridor.*
- *Fields west of Pant Tawel lane should be kept.*
- *Develop strategy for Hermit Woods.*
- *Transport for Wales's compounds should be returned to green spaces.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Welcome the proposed protection and enhancements to the key natural assets, particularly the river Taff.*
- *Developments should protect existing green infrastructure.*
- *Re-develop brownfield rather than greenfield sites.*
- *Dismayed to see such large areas of green land being built upon when we are trying to conserve nature, biodiversity and good air quality. Live in Pontprennau peace and tranquillity sorely missed in more compact built up areas. It seems that what has been nurtured in our area is being destroyed. Worry for the local wildlife. Appreciate steps are being taken to minimise impact on local residents but fear that these are being overridden by greedy developers and lack of care for the landscape, local residents, nature and wildlife. Request that our local protect our local environment for the future of our community.*
- *Similar encouragement and support should be given around preservation or creation of green spaces or the reuse of buildings for community purposes.*
- *Most of Adamsdown ward is an SOA of deprivation. The Integrated Sustainability Appraisal needs to take account of shortage of green space in the area.*
- *The existing LDP has failed to protect the small amount of green space the ward has.*
- *The Integrated Sustainability Appraisal needs to protect all of Adamsdown's green spaces from being built on.*
- *Any future development of existing buildings in Adamsdown should be required to show how it would increase the amount of green space in the community.*

Theme – Historic and Cultural Assets

- *Consider successive administrations have resulted in the loss of cultural heritage. Need to look to lessons from Liverpool's removal from the UNESCO World Heritage Site. Need to identify what remains and development likely to have a negative impact.*
- *Iconic buildings such as the neglected Coal Exchange, and much-loved local landmarks that tend to fall to development, such as Guildford Terrace, where only the facades remain, need to be valued in the new LDP.*
- *Suggest that a series of story boards be incorporated into the plans to highlight our lost historic sites like the Greyfriars Monastery and the Cory Hall as well as our remaining historic buildings.*
- *Cardiff has a proud history and a bright future. It is important that our children and grand children see visible signs of our heritage around the capital so that they can be proud of how far we have come.*
- *Cardiff Council can do much more to protect and enhance the built heritage of our city. To do this, it has to show real commitment to achieving this to protect local distinctiveness requires local communities to be engaged.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Iconic buildings such as the neglected Coal Exchange, and much-loved local landmarks that tend to fall to development, such as Guildford Terrace, where only the facades remain, need to be valued in the new LDP.*
- *Need to clearly demonstrate how the enforcement of the existing protections/legislations will be implemented.*
- *Increasing pedestrianisation and restricting vehicle access protects historic assets by reducing damaging pollutants, maximises the cities attractiveness for tourism and the night-time economy.*
- *Must include assets of community value, not just assets of a particular historical or cultural significance, for example the Paddle Steamer, Guildford Crescent, Mynachdy Institute, and the Coal Exchange.*
- *Welsh Language should have greater prominence in everyday life - All new development if named should be welsh or bilingual, all parks, streets cycle paths , footpaths bus and train stations developed by public bodies have a welsh name.*
- *Consider that little attention has been given to this to date.*
- *Old Whitchurch Hospital – Grade 2 Listed Structure with lots of space to be used for well-being services. Would like to see space such as the theatre used for community performance groups. Hope the plan would include provision for improvement and renovation of the theatre.*
- *Council's approach to the city's heritage is pitiful. Want to live in a capital which has some pride in its history as a multi ethnic Welsh city.*
- *Prioritise cultural heritage and community cohesion in respecting communities (Bute Town) and communities of interest/ identity (LGBTQIA bars, allotment owners, small music venues, Muslim community etc).*
- *Historical and Cultural Assets includes the recognition of the range of historic assets, both designated (protected as Scheduled Monuments or Listed Buildings) and non-designated, and the need to both protect and preserve these as part of Cardiff's heritage Understanding these as a resource will contribute to a better appreciation, both from a development management viewpoint and as keyed in with the well-being goals.*
- *It should also be noted that Legislative and Policy changes have occurred since the last LDP and these include the Historic Environment (Wales) Act 2016, mentioned in the Sustainability Report; and the legislative cascade includes TAN24: The Historic Environment 2017, and Planning Policy Wales 2021 Edition 11. Further Best Practice guidance on managing change in the historic environment is provided by Cadw.*
- *When considering cultural assets must be first and foremost about people rather than money and profit.*
- *The objectives of the Council and the Welsh Government to increase the number of Welsh speakers need to be embedded in LA planning policy. Suggestions include ensuring that all new schools are Welsh medium, widening access to existing Welsh-*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

medium schools and ensuring that all new developments – streets, footpaths, parks, buildings – have Welsh names.

- *The use of appropriate materials will be necessary to protect and enhance Cardiff's historic and cultural assets together with supporting sustainable tourism and cultural sectors.*
- *Protect community heritage.*
- *Disappointed there is more detail on Heritage and Culture in Appendix than main text.*
- *Integration of Green Infrastructure, Heritage and Culture vital to create a distinctive future for City.*
- *Important that the LDP provides enhanced protection for Cardiff's historic and cultural assets. This protection needs to exist at both macro and micro levels.*
- *Cardiff Council should avoid loss of built heritage.*
- *Poor buildings in City Centre should be replaced with better quality buildings.*
- *Work with Welsh Language Commissioner to operate with Promotion Standards.*
- *Work with Council and Cadw to develop management strategy for Mound and Cooking Mound in Radyr woods.*
- *The East of Cardiff lacks any kind of arts centre currently and there should be one as the nearest is otherwise Canton or Newport Riverside.*
-

Theme – Regional Planning

- *Need to take a wider view across the region.*
- *Need to work in partnership with neighbouring Councils – decisions such as flooding issues need a river catchment solution and not be made in isolation as do transport, employment and housing issues.*
- *Cardiff's future cannot be determined without taking a wider view across the region, which opens up options for responding to matters like flooding, housing and transport. This is barely mentioned in the LDP consultation paper.*
- *Need better alignment between the LDP and the SDP. Cardiff's future cannot be determined without taking a wider view across the region, which opens up options for responding to matters like flooding, housing and transport. The issues around employment land and retail locations cannot be resolved purely from a Cardiff perspective. They are inherently regional, as people cross authority boundaries to work or shop. Until an SDP is available, Cardiff Council should strive for a common approach with neighbouring authorities. This is barely mentioned in the RLDP consultation paper.*

Theme – Consultation Process

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Consult communities in a meaningful way not just a box-ticking exercise.*
- *Consultation inaccessible – particularly for disadvantaged groups who have the most need to be involved. Need to stop consultation until able to engage with all sectors of society and create a consultation that represents the needs and opinions of the whole of Cardiff.*
- *Consultation process flawed as no face to face events held.*
- *Consultation document not easy to read and a barrier for many people.*
- *Welsh language treated less favourably than English.*
- *Consultations should not be purely by digital means, there needs to be a combination of methods, as some simply can't.*
- *Developing the RLDP requires intensive work across all sectors and with communities.*
- *Take into account the impossibility of respondents judging priorities for land use without more detailed information.*
- *Continue to engage communities in coming to a view on the optimum balance of types of land use in the light of the limited capacity of the City to absorb new development.*
- *Difficulty filling in online consultation. Consultation deadline should be extended. Suggest community engagement in each ward (officer presence).*
- *Document is insular, lacking in substance and unable to decide between moving forward with new ideas or staying in the past. The paper at times appears to acknowledge past and current issues (such as delays in providing the necessary infrastructure) but at other times seems content to continue down the very path that has led to these difficulties.*
- *Disappointed in the online survey. More information is needed for a meaningful response on many issues. It is also questionable for responders to when all of the choices will be needed. The consultation seems designed to achieve the answers that Cardiff wants to receive, rather than to gain a genuine understanding of what people and communities want to see.*
- *To really work with local communities the Council must understand what people want and what they value; please do not assume that the Council, it's officers or developers know what people value the Council must listen, not lecture; not claim to listen and then continue on a pre-decided route. There will be many different voices, with different views, but that does not justify the Council and its officers, ignoring residents as has happened previously.*
- *Engagement needs to build in resources and expertise to engage fully with citizens.*
- *Concern that the document is inaccessible and the lack of consultation in particular the Virtual Consultation Room.*
- *Halt the LDP process until a public engagement programme is provided which sets out the plans for citizen engagement.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Carry out further consultation and public engagement in addition to this initial consultation.*
- *Consultation questions too binary.*
- *Many groups will be underrepresented in this consultation and request the consultation process is stopped until such time that assurance can be provided regarding engaging with diverse groups.*
- *Consultation needs to be more inclusive. Those in need of social housing and are currently homeless will not be able to take part in the online consultation.*
- *I also I request that the consultation deadline for this phase of 23rd be July be extended. Developers have until end of August to submit candidate sites so there would be a logic in that or a later date applying for citizens as well. This would also allow time for Cardiff Council to engage in public meetings and events to discuss and explain the LDP and consultation process in more effective ways than the on-line survey which is not appropriate for this type of consultation.*
- *I would like to strongly request that at this time, the Council halts the LDP process until it is in a position to provide a public engagement programme which sets out Cardiff Council's plans for comprehensive citizen engagement going forward.*
- *The council must “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.” Until the above can be delivered, please pause the LDP process.*
- *If the Council is serious about consultation and involving residents need to broaden approach Process not user friendly and not publicised widely enough and made accessible enough. Online consultation not user friendly need to use libraries and community centres.*
- *Listen and take into account the views of residents*
- *if we are to have any hope of coping with the climate and nature emergency, we have to move beyond the politics that have so far held us back, and into listening, dialogue and towards unity and action.*
- *We therefore believe citizens should be empowered to hold the power.*
- *Inadequate arrangements/shamelessly hidden behind the excuse of covid restrictions. Digital exclusion particularly affects the poorer and older groups discriminating against them. Extend the consultation to hold meetings especially in deprived multi ethnic wards.*
- *Lack of public discussion and engagement and the LDP should not be rushed through.*
- *Language used throughout isn't consistently everyday language and may create barriers to engagement.*
- *Online platform whilst engaging and interactive will be difficult for some to access.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *LDP should emphasise not only the need to positively engage with local communities but also highlight the Council's commitment to work together with stakeholders, including developers in order to deliver high quality sustainable neighbourhoods.*
- *Level of engagement disappointing. Use my privilege to ask that consultation is stopped until proper engagement with diverse groups is assured.*
- *Limitations of the consultation process being a managed online exercise which excludes citizens. Virtual room only contains uploaded documents difficult to print of, room not supported by a chat function or interactive, focus is on a guided online survey which can exacerbate the balance of power where individuals are reduced to numbers and percentages.*
- *Town halls meetings enable citizens to listen to the views of others and challenge those with power and citizens assemblies.*
- *Approach of identifying strategic sites for housing development should be reconsidered. LDP should identify potential sites of varying sizes, for which rapid approval could be given, if and when the need arises, but which should not be assumed to be required until expected growth is more certain. A Placemaking approach (see 3.9.1) should encourage local residents or community groups to suggest locations that might be suitable for housing in their area. Such proposals should not be expected to be of the same standard as the Candidate Site Submission Guidance.*
- *Serious misgivings with the finalised delivery agreement, and the depth and scope of public engagement. Public engagement at this stage has been severely lacking even with consideration for the Coronavirus pandemic. Want this stage extended and present to public in community hubs, Councillors, walk in public meetings and citizens assemblies. Need assurances of a commitment to improved community consultation, including under represented voices. Demand implementation of citizen's assemblies, town hall meetings for the remaining stages of the LDP Review. Would like an Independent Commissioner for planning and a dedicated team to empower the public to challenge planning decisions.*
- *Demand that the replacement LDP process is halted until such a time that clear plans for authentic engagement are published prioritising the public and those least likely to have their voices heard particularly young people instead of favouring the usual suspects and the developers.*
- *Need to make engaging easy and advertise it everywhere.*
- *Online consultation very confusing.*
- *Level of engagement with citizens not enough.*
- *Put the needs of the people and the planet first and declare your accountability to citizens, not developers.*
- *Some of the groups who will be most impacted by planning decisions in the future are excluded from your consultation methodology to date.*

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Ask Cardiff Council to pause this consultation and provide communities with a further three weeks to respond to this current stage and publish a programme of engagement for the rest of the consultation which better befits the development of this important plan by mid-August.*
- *Stop the LDP process until you're able to provide a public engagement programme.*
- *Take note of local groups like Cardiff FoE, Green New Deal, Cardiff Civic Society, Cardiff Extinction Rebellion and Reclaim Cardiff.*
- *Survey very time consuming and not fit for purpose.*
- *Organise real engagement events and relaunch the process.*
- *Suspend consultation and provide a public engagement programme for meaningful public engagement.*
- *The current consultation does not allow for valid representation of public views. We are being pushed into making artificial choices which don't truly reflect how we feel.*
- *Please could you halt the current consultation until you have plans for proper citizen engagement, through a public engagement programme?*
- *There is a disconnect between policy and decision making. Becoming a fairer and more sustainable city needs to underpin every policy in the LDP including all SPG and all decisions and services.*
- *A fairer city means involving those affected by decisions in decision making. Relying solely on online consultation excluded many people from the process. Diversity of the city is unlikely to be represented in the responses. Need a robust plan for citizen's engagement including children and young people.*
- *Need a change in direction in how the Council interacts with citizens and makes its decisions.*
- *There will need to be local people's assemblies and citizens assemblies set up in all local areas with facilitated forums to discuss the issues.*
- *This needs to include fair representation for diverse groups and child care facilities.*
- *Use data mapping (passive existing data and active data made with citizens) as part of the consultation process.*
- *We await with interest the results of this exercise.*
- *Would like to see the highest possible standards in terms of notification to residents of new developments, ease for residents to submit comments and increasing the opportunities to speak to officers and decision makers.*
-

Theme – Candidate Site Process

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

- *Convinced that asking for development sites before declaring the future vision is back to front particularly as it is not acceptable to just reroute traffic through existing residential areas. The constraints map is not forward looking enough.*
- *Note the call for Candidate Sites as currently issued, we are concerned that this means the new LDP will again be led by what Developers are seeking.*
- *We would like to see the option for communities to propose Candidate Sites rather than proposals having to come from owners or potential developers of sites.*

Other Comments

- *Council should promote creation of community land trusts to allow people to buy buildings and green spaces in their neighbourhood they value.*
- *Need to create community land trusts to enable local people to protect what they cherish.*
- *More important than ever that assumptions the LDP is based on are thoroughly researched and reviewed by experts.*
- *LDP needs to be focussed, perhaps shorter, and easier to access.*
- *LDP constraints map designates the trail to the south of the Llanishen and Lisvane Reservoirs as a recreational route and a cycle way. Inconsistent with Objectives 4 and 10 and appendix C of the adopted LDP and the Rights of Way Improvement Plan which shows this as a designated walking route only.*
- *Concern of core cycle routes crossing through 2 woodlands.*
- *Could the existing HMRC site in Ty Glas, Llanishen be considered as a possible site for the new Velindre Cancer Centre and avoid the need for development for the Northern Meadows 'greenfield' site.*
- *The area with which we are concerned includes the Sites of Importance for Nature Conservation 113 Nant Fawr (northern section), 114 Nant Fawr Community Woodlands, 115 Nant Fawr Meadows and 144 Rhyd-y-Pennau Complex. These sites are related to the SSSI 10 Lisvane Reservoir and Site of Importance for Nature Conservation 96 Llanishen reservoir.*

We write with respect to two features in the region we specify above: The Strategic Recreation Route (blue solid line) and the Cycleway (dotted green line) in the Nant Fawr Corridor.

The Strategic Recreation Route appears to be the Nant Fawr footpath which we personally know very well. This is a well-used footpath in a semi-rural setting, offering us and many other people calm, refreshment and recreation within an urban area. We trust that this footpath will be retained for the health and wellbeing of everyone. The

APPENDIX 3 PART 2

Cardiff Replacement Local Development Plan

proposed Dwr Cymru Welsh Water Visitor Centre and paths around Llanishen and Lisvane reservoirs will be valuable additions.

The Cycleway however appears to be a new feature which Cardiff Council is proposing for this Development Plan. We are extremely concerned about the effects of a cycleway in this area for nature conservation.

We believe a cycleway here will have a serious effect on nature conservation. We ask you to reroute the cycleway outside the Sites of Importance for Nature Conservation 113, 114, 115 and 144.

- *The uplift in the value of all land due to planning needs to be subject to CIL which should be levied on the landowners, not developers.*
- *Document contains only one reference to agricultural land and few to allotments. Need to protect agricultural land, allotments and large gardens from development and allocate new areas for allotments in RLDP.*
- *Need to protect the Northern Meadow and reconsider building the hospital. Need to consider brownfield sites to protect this green space.*
- *Development in Cardiff has the appearance of being developer led.*
- *The Covid pandemic has changed the way people work and where they do it.*
- *The design of new housing also needs to be reconsidered.*
- *The other problem faced by the city centre arises from climate change.*
- *Buildings should be designed to be low level not high rise.*
- *Need to compensate for nursery, after school and youth provision lost by redeveloping Howard Gardens.*
- *The area around City Road and Newport Road needs further greening.*
- *The new LDP needs to address the HMO issue in Cathays.*
- *Any future proposals in Cathays should have to demonstrate how they will increase green space.*
- *Llanedeyrn and Pentwyn – well-designed streets offer opportunities for walking and cycling. Green spaces should be used for more fruit trees.*
- *Pentwyn has no town centre and declining amenities – further thought needs to be given to how it could be made a more coherent community with new leisure centre and new shops.*

Cardiff Council & Levett-Therivel

Integrated Sustainability Appraisal of the Cardiff Replacement Local Development Plan: Appraisal of the vision and objectives

August 2021

1. Introduction

Integrated sustainability appraisal (ISA) involves assessing how sustainable an emerging plan's vision, objectives, alternatives, draft policies and sites are. This is done by testing them against an 'ISA framework' of sustainability objectives. Where the emerging plan has gaps or possible negative impacts on these ISA objectives, the ISA proposes ways to fill gaps, reduce negative impacts and enhance positive impacts.

Levett-Therivel have appraised the vision and objectives of the emerging Cardiff Replacement Local Development Plan (RLDP) against an ISA framework put forward in an ISA scoping report of March 2020, and updated in August 2021 (shown at Appendix A). Section 2 presents the appraisal. Section 3 presents suggestions for improving the vision and objectives to make them more sustainable, and the Council's response to those suggestions.

Cardiff Council consulted on the vision and objectives of the emerging RLDP for eight weeks, from March 2021. It is this version of the vision and objectives that has been appraised so that the ISA comments can be considered alongside the LDP consultee comments to enable the LDP team to finalise the plans vision and objectives. Due to the iterative nature of the ISA process the updated version of the vision and objectives will be subject to a further appraisal during Preferred Strategy preparation stages.

2. Integrated sustainability appraisal of RLDP vision and objectives

Table 1 shows the results of appraising the RLDP vision and objectives against the ISA objectives of Appendix A.

Table 1. Appraisal of RLDP vision and objectives

Key:

+	-	+/-	
Positive impact likely	Negative impact likely	Impact could be positive or negative, depending on how the RLDP is implemented	No significant impact likely

APPENDIX 4

ISA objective	1. Equality	2. Air	3. Biodiversity	4. Climate	5. Heritage	6. Economy	7. Health	8. Soils	9. Landscape	10. Resources	11. Water
Plan vision/objective											
To create a fairer and more sustainable city by: <ul style="list-style-type: none"> Responding to the urgent future needs for new homes, jobs and infrastructure; Positively tackling the challenges of climate change and post-pandemic recovery; Creating a greener, more equal and healthier city which is easier to move around and enhances the wellbeing of future generations; Using a placemaking approach, working with local communities to improve neighbourhoods and deliver high quality design; Looking after our natural, historic and cultural assets 	+		+	+	+	+	+				
1. Provide MORE homes to address future housing needs. The Plan will: <ul style="list-style-type: none"> Provide a range and choice of new homes of different tenure, type and location in response to specific housing needs Prioritise opportunities for new homes in sustainable brownfield locations Set targets for the delivery of affordable housing Provide a diverse mix of housing including responding to the needs of older people and other groups who need specialised housing Set out the approach to the sub-division of existing homes. 	+		-				+	+/-			
2. Provide more jobs and maximise Cardiff's role as Capital City of Wales and economic driver of South East Wales to improve the prosperity of the region. The Plan will: <ul style="list-style-type: none"> Ensure a range and choice of employment sites in response to employment needs Facilitate the development of high-value clusters of specialist sectors Ensure the protection of existing employment land which contributes to the required supply of sites to meet employment needs Support the economic recovery of the city post-Covid-19 and respond to the change in work practices through increased working from home and need for new working and meeting hubs throughout the city. 			-	+		+		-	-		
3. Ensure the timely provision of new infrastructure to support future growth. The Plan will: <ul style="list-style-type: none"> Identify key infrastructure required, how and when it will be delivered including: <ul style="list-style-type: none"> Transportation- Different modes, public transport and Metro Affordable, high quality digital infrastructure Social/Community Infrastructure 		+		+		+	+			+?	

APPENDIX 4

ISA objective	1. Equality	2. Air	3. Biodiversity	4. Climate	5. Heritage	6. Economy	7. Health	8. Soils	9. Landscape	10. Resources	11. Water
<p>Plan vision/objective</p> <ul style="list-style-type: none"> ○ Schools, health facilities, sport/recreation, waste facilities, burial provision ○ Environmental - Contributions to combat climate change and creating new accessible greenspace ● Support Cardiff's higher education institutions/ infrastructure in recognition of their key role as part of a learning city and contribution to economic development ● Support measures to improve digital connectivity across the city to meet the demand from increased working from home post covid and facilitate new working meeting hubs across the city. 											
<p>4. Respond to the climate emergency so Cardiff becomes more resilient, reduces its carbon footprint and maximises opportunities for energy-efficient solutions. The Plan will:</p> <ul style="list-style-type: none"> ● Set out how Cardiff can become more resilient and adapt to combat the impacts of climate change including: <ul style="list-style-type: none"> ○ The role of ecosystems in addressing carbon storage, natural flood management, air quality, heat islands and noise pollution ○ Guidelines for the design of resilient new developments ○ Managing flood risk ○ Facilitate the provision of infrastructure for cleaner vehicles ● Set out measures to reduce Cardiff's carbon footprint and mitigate the effects of climate change through reducing energy demand including: <ul style="list-style-type: none"> ○ Locating development in sustainable locations to minimise the need to travel and reduce car dependency ○ Improve energy efficiency and the generation of renewable and low carbon energy in new developments ○ Promoting an increase in tree canopy cover across the city ○ Promote high quality design and environmental performance of new homes. 			+	+			+		+		+
<p>5. Make the city easier to move around with a focus on sustainable and active travel. The Plan will:</p> <ul style="list-style-type: none"> ● Set out how people can move around the city in a more sustainable and integrated manner with new development well located to transport infrastructure 	+	+		+			+			+	

APPENDIX 4

ISA objective Plan vision/objective	1. Equality	2. Air	3. Biodiversity	4. Climate	5. Heritage	6. Economy	7. Health	8. Soils	9. Landscape	10. Resources	11. Water
<ul style="list-style-type: none"> • Reduce the need to travel, reduce reliance on the car, reduce congestion and reduce harmful emissions • Set a modal split target • Promote sustainable forms of transport and the more effective integration of public transport including new transport interchanges • Promote active travel- Walking and cycling • Capitalise on national and regional investment in sustainable transport infrastructure including the Metro. 											
<p>6. Create healthier environments, reduce inequalities and enhance wellbeing. The Plan will:</p> <ul style="list-style-type: none"> • Support the delivery of healthier, accessible environments to help tackle obesity and promote healthier lifestyles • Set out how air quality can be enhanced • Promote the role of greenspaces in delivering wellbeing benefits • Manage waste and control pollution • Support the regeneration of local neighbourhoods, particularly the ‘Southern Arc’ of deprivation • Promote safer environments which reduce the scope for crime • Facilitate equitable access and opportunity to Welsh Medium education in all areas of the city so that the language continues to thrive. • Promote the provision of services and jobs in areas of highest need to reduce inequalities • Promote the role of Soundscapes in controlling noise pollution. 	+	+					+			+	
<p>7. Ensuring a vibrant, mixed-use City Centre and developing Cardiff Bay’s full potential to provide core destinations for Cardiff and beyond, whilst supporting the key role of district and local retail centres as the heart of local neighbourhoods. The Plan will:</p> <ul style="list-style-type: none"> • Maximise the key strategic role of the City Centre as a high density, major financial and service sector hub of national significance and generate the agglomeration effect in attracting further investment • Maximise the potential for high density mixed use development related to the regional sustainable transport hub • Support the ability of the city centre to adapt by encouraging mixed uses and further investment alongside the key retail role 						+		+			

APPENDIX 4

ISA objective	1. Equality	2. Air	3. Biodiversity	4. Climate	5. Heritage	6. Economy	7. Health	8. Soils	9. Landscape	10. Resources	11. Water
<p>Plan vision/objective</p> <ul style="list-style-type: none"> • Continue the regeneration of land south of the regional transport hub • Ensure centres can operate as flexibly as possible where a variety of retail, employment, commercial, community, leisure, health and public sector uses come together in a hub of activity to make them viable as go-to destinations once more by setting out a vision for each centre, establishing boundaries and identifying sites for redevelopment. • Promote a new chapter in the regeneration of Cardiff Bay as a high density, mixed-use destination to identify: <ul style="list-style-type: none"> ○ The provision of supporting sustainable transport infrastructure ○ Enhancements to the Mount Stuart Square area and development of an arena at Atlantic Wharf including linkages to the Bay Waterfront ○ Future phases for the International Sports Village site ○ Regeneration of the Roath Dock/ Roath Basin and Alexandra Head areas. 											
<p>8. Ensure that the city positively adapts to the new challenges posed by the implications of the pandemic. The Plan will:</p> <ul style="list-style-type: none"> • Pick up on lessons learned to ensure that the city is more resilient and adaptable in the event of future pandemics • Support the economic recovery of the city after the pandemic has passed and restrictions eased • Identify wider changes required which also help the decarbonisation agenda, tackle climate change and improve general health and well-being • Identify any required positive permanent changes in places and as part of new development • Respond to the change in work practices post-Covid through increased working from home and need for new working and meeting hubs throughout the city. 		+		+		+	+				
<p>9. To use a placemaking approach which creates sustainable places, maximises regeneration opportunities, enhances the role of public spaces, ensures that future growth can be effectively managed and delivers new developments of high quality design. The Plan will: Use the placemaking principles as an overarching approach in plan-making to ensure:</p>							+	+	+	+	

APPENDIX 4

ISA objective	1. Equality	2. Air	3. Biodiversity	4. Climate	5. Heritage	6. Economy	7. Health	8. Soils	9. Landscape	10. Resources	11. Water
<p>Plan vision/objective</p> <ul style="list-style-type: none"> • People and Community – The needs, health and well-being of all people are considered at the outset • Location - Development is promoted in the most sustainable locations and land is efficiently used with a ‘brownfield first’ priority • Movement - Sustainable and active travel are promoted as part of a more integrated movement network • Mix of Uses - Promote high density mixed-use development • Public Realm - Well designed and connected public spaces • Identity - Features of local distinctiveness are respected in new development • High quality design of new development. 											
<p>10. Protect and enhance Cardiff’s Green and blue Infrastructure, its biodiversity and other natural assets. The Plan will:</p> <ul style="list-style-type: none"> • Identify and set out how key natural assets of the city will be protected and enhanced including: <ul style="list-style-type: none"> ○ Open spaces, parks and allotments ○ The strategically important river valleys of the Ely, Taff, Nant fawr and Rhymney ○ The countryside, including strategically important ‘green backdrop’ formed by the ridge north of the City ○ Cardiff’s rich biodiversity and wildlife resource including designated sites and other features/networks including trees and hedgerows. • Recognise the wider role that green infrastructure can play in contributing to tackling climate change and providing healthy environments • Ensure natural resources are protected including mineral and sand/gravel resources and reserves. 			+	+					+/-	+	
<p>11. Protect and enhance Cardiff’s historic and cultural assets together with supporting sustainable tourism and cultural sectors. The Plan will:</p> <ul style="list-style-type: none"> • Identify and set out how key historic and cultural assets of the city will be protected and enhanced including: <ul style="list-style-type: none"> ○ The city’s Conservation Areas, Listed Buildings, Ancient Monuments, Registered Historic Landscapes and areas of archaeological importance ○ Other non-designated features which make important contributions to Cardiff’s historic and cultural distinctiveness • Maximise Cardiff’s role as an international tourism destination and host city of major events 					+	+					

APPENDIX 4

ISA objective	1. Equality	2. Air	3. Biodiversity	4. Climate	5. Heritage	6. Economy	7. Health	8. Soils	9. Landscape	10. Resources	11. Water
Plan vision/objective <ul style="list-style-type: none"> • Set out how Cardiff's night time economy and music scene can form part of a vibrant and diverse city centre • Set out how the Welsh Language can be protected and enhanced in line with relevant legislation. 											

3. Suggested modifications to the RLDP vision and objectives

Table 2 shows modifications to the RLDP vision and objectives suggested as a result of the appraisal of Table 1. They include gaps (e.g. young people, reuse/recycling, healthy food, Gypsies and Travellers); ways of reducing negative impacts (e.g. prioritising the use of brownfield land for employment as well as housing sites, focus on achieving environmental targets); and clarifications (e.g. ‘Soundscapes’, ‘Southern Arc’). The final column of Table 2 shows changes to the vision and objectives made by the Council in response to the appraisal. Where no changes has been made, an explanation is given about why.

Table 2. Suggested modifications to the RLDP vision and objectives, and Council response

Vision or objective	Suggested modification	Council response
General	The plan objectives are a somewhat-confusing mixture of doing (‘provide’, ‘ensure’, ‘reduce’) and preparing/planning to do (‘investigate’, ‘set out an approach’, ‘set out how’). Do they need to be more consistent, one way or another (e.g. all doing)?	As the plan is at an early stage no preferred approach has been determined for some aspects of the plan. For these issues, the objectives are to ‘investigate’ etc. Where a preferred approach is known, it is stated in the objectives.
	Refer to environmental targets/standards: climate change objectives, achievement of air and water quality standards, biodiversity net gain.	Objective 4 changed to refer to One Planet Cardiff and Objective 6 changed to refer to air and water quality standards. The correct reference in the Welsh context is biodiversity enhancement as referenced in objective 10 and no further changes are therefore required.
Vision	Third bullet point: A “healthier city which is easier to move around” could encourage car-based travel. Better to stress accessibility rather than mobility, e.g. 15 minute neighbourhood approach.	Agree.
Objective 1	Bullet points 1 and 4 seem to duplicate each other.	Agree bullet points 1 and 4 merged.
	Add reference to Gypsies and Travellers.	Reference to Gypsies and Travellers added.
Objective 2	Objective 1 includes reference to prioritising brownfield land for housing, but Objective 2 does not do this for employment land.	Add “Prioritise opportunities for new employment sites in sustainable brownfield locations”.
Objective 3	The list of infrastructure does not include water, wastewater and energy.	Water, wastewater and energy added.
Objective 4	Include reference to the One Planet Cardiff Strategy.	Include “in line with the One Planet Cardiff Strategy to become a carbon neutral city by 2030.” Remove “reduces its carbon footprint” as this is covered by the above.
	Bullet point 2, sub-bullet point 2 limits improvements in energy efficiency etc.	Reference to new developments removed.

APPENDIX 4

Vision or objective	Suggested modification	Council response
	to new developments. Widen this to all developments.	
Objective 5	“Capitalise on national and regional investment in sustainable transport infrastructure including the Metro” sounds odd. Reword to emphasise linking new development to sustainable transport infrastructure rather than capitalising on investment.	Agree amend to read “Integrate new development with national and regional investment in sustainable transport infrastructure including the Metro”.
Objective 6	Refer to access to healthy food.	Add “and access to healthy food” after tackle obesity in bullet point 1.
	Given the Welsh Government emphasis on future generations, refer to young people.	Add “To support strong and cohesive communities which recognises Cardiff’s commitment to make Cardiff a Child Friendly City and Age Friendly City”.
	Refer to reuse and recycling.	Reuse and recycling added.
	Remove reference to Southern Arc of deprivation.	Replace with “communities in the Southern Arc”.
	Access to Welsh Medium education sounds like it would fit better under Objective 11 on culture.	The point of the objective is to provide equality of access to Welsh Medium education, i.e. emphasis is on access so this point should remain under Objective 6.
	Clarify what Soundscapes are.	Replaced with “Promote the role of natural and hard infrastructure to reduce noise pollution”.
Objective 7	Last bullet point: “to identify” doesn’t fit with subsequent bullet points.	Agree amended to “with”. Also for clarity amend second bullet to “Maximise the potential for high density mixed use development related to the sustainable regional transport hub at Central Square”.
Objective 9	Include reference to dealing with need (e.g. for accessible food, green areas) or redressing imbalances.	As set out above, objective 6 amended to add reference to access to healthy food and issue relating to green areas is already covered in objective 6 where reference is made to promoting the role of greenspaces in delivering wellbeing benefits.
Objective 10	Refer to achievement of biodiversity net gain.	The objective is worded correctly in the Welsh context as it refers to biodiversity enhancement.

APPENDIX 4

Appendix A. ISA framework (from ISA scoping report of March 2020, updated in August 2021)

ISA objective	Sub Objectives: Will the vision/objective/alternative/policy...
1. Help deliver equality of opportunity and access for all	<ul style="list-style-type: none"> • Meet the need of Cardiff's population for homes, jobs and community facilities • Address existing imbalances of inequality, deprivation and exclusion • Improve access to education, life-long learning and training opportunities • Improve access to affordable housing and employment opportunities, particularly for disadvantaged sections of society • Improve access to community facilities and services, particularly for young and elderly people • Support the regeneration of deprived areas
2. Maintain and improve air quality	<ul style="list-style-type: none"> • Reduce the need to travel through the location and design of new development, provision of public transport infrastructure and promotion of cycling and walking • Avoid locating new development, including active travel routes, where air quality could negatively impact upon peoples' health • Help to meet air quality standards for people and ecosystems
3. Protect and enhance biodiversity, flora and fauna	<ul style="list-style-type: none"> • Maintain and achieve favourable condition of international and national sites of nature conservation importance (SACs, SPAs and SSSIs) • Maintain extent and enhance the quality of locally designated sites (LNRs and SNCIs) and LBAP priority habitats • Protect and enhance protected species and LBAP priority species • Maintain and enhance connectivity of corridors of semi-natural habitats • Provide opportunities for people to experience wildlife and habitats • Help to provide a net benefit for biodiversity, consistent with Planning Policy Wales 10
4. Reduce emissions of greenhouse gases and adapt to the effects of climate change	<ul style="list-style-type: none"> • Support energy conservation and energy efficient design • Promote renewable energy generation • Promote efficient land use patterns that minimise the need to travel • Promote sustainable modes of transport and integrated transport systems • Reduce vulnerability of the built environment to the effects of climate change • Help Cardiff to achieve the One Planet Cardiff vision to become a carbon neutral city by 2030
5. Protect and enhance historic and cultural heritage, including the Welsh Language	<ul style="list-style-type: none"> • Protect and enhance historic and cultural assets including scheduled ancient monuments, listed buildings, historic parks and gardens, historic landscapes and conservation areas • Encourage access to the historic and cultural heritage • Support local character and distinctiveness through good design • Support the use of the Welsh Language
6. Help deliver the growth of a sustainable and diversified economy	<ul style="list-style-type: none"> • Increase the number and range of employment opportunities • Support and enhance the role of Cardiff as a key economic driver of South East Wales city region • Promote and support city and local centres, local employment opportunities and mixed use development • Support a post-pandemic green recovery

APPENDIX 4

ISA objective	Sub Objectives: Will the vision/objective/alternative/policy...
7. Improve health and well-being	<ul style="list-style-type: none"> • Reduce health inequalities • Encourage and facilitate walking and cycling, particularly in green infrastructure • Protect, and improve access to, open space, the countryside and other opportunities for physical activity • Improve environmental quality by minimising adverse impacts on health and wellbeing from pollution, flooding and waste management disposal • Promote good design that minimises adverse impacts on health and wellbeing from crime and road traffic accidents
8. Use soils and minerals efficiently and safeguard their quality	<ul style="list-style-type: none"> • Re-use derelict and other previously developed land • Remediate contaminated and unstable land • Safeguard soil quality including the best and most versatile agricultural land, and protect and enhance allotments • Safeguard mineral resources and encourage their efficient and appropriate use
9. Protect and enhance the landscape	<ul style="list-style-type: none"> • Protect and enhance the landscape including the countryside, areas of landscape value, river valleys, greenspaces and the undeveloped coastline • Protect and enhance Cardiff's Special Landscape Areas • Promote high quality design in keeping with its landscape context • Increase access to open space
10. Minimise resource use and waste, increase re-use and recycling	<ul style="list-style-type: none"> • Reduce Cardiff's ecological footprint • Promote resource efficiency and the use of secondary and recycled materials • Promote waste reduction, re-use, recycling and recovery
11. Maintain and enhance water quality and resources, and manage flooding	<ul style="list-style-type: none"> • Conserve water resources and increase water efficiency • Improve the water quality of rivers, lakes, groundwaters and coastal areas • Ensure that a precautionary approach is applied, and that the location and design of new development manages the potential risks and consequences of flooding down to an acceptable level. • Ensure new developments have adequate sustainable drainage systems • Help to achieve water quality standards

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Appendix 5: Engagement Plan for Strategic Options and Sites Consultation

Introduction

The next stage in the preparation of the Replacement LDP is consultation on strategic options, which will commence in late November 2021 and run for 10 weeks until early February 2022.

This consultation plan sets out the consultation and engagement we will undertake as part of this next stage under the following headings:

1. Use of Social Media

We will use the Council's Facebook, Twitter and Instagram sites to publicise and explain the consultation process, with a comprehensive and targeted campaign of posts over the 10 week consultation period using the agreed LDP Branding.

2. On-line Survey

We will develop an accessible on-line survey so residents and stakeholders can make their comments on the consultation easily on-line. This will be hosted on the Council's Replacement LDP website and will be publicised via the social media campaign and mail out to residents and stakeholders on the LDP consultation database.

3. Virtual Consultation Room

We will host a fully bi-lingual virtual consultation room on the Council's Replacement LDP webpage, which will include a short film explaining the consultation process and how people can engage in the process, a range of display panels, the on-line survey and copies of the consultation documentation.

4. Launch Event

We will host a launch event at the start of the consultation period. This will be a virtual event and will explain the consultation process and how you can get involved and will be open to residents and stakeholders to attend.

5. A Broad Range of themed Focus Workshops

We will engage directly with stakeholders through a broad range of themed focus workshops and we will work with partner organisations to support these sessions to foster open discussion of issues participants consider the new LDP should address. The themed workshops we proposing are listed below but this is not exhaustive and we are happy to consider further suggestions:

- Focus Workshop 1 – Representatives of Black and Minority Ethnic Groups
- Focus Workshop 2 – Representative of Homeless Groups and those on Council Waiting Lists
- Focus Workshop 2 – Representatives of Environmental Groups

- Focus Workshop 3 - Representatives of Young Peoples Groups
- Focus Workshop 4- Representatives of Older Peoples Groups
- Focus Workshop 5 – Representatives of unemployed Groups
- Focus Workshop 6 – Representatives of disabled and Access Groups
- Focus Workshop 7 – Representatives of Landowner/developer Groups
- Other Groups to be confirmed such as the Cardiff Music Board, Landlord’s Forum, Heritage and Civic Societies

These workshops will be held virtually or via a hybrid approach depending on Covid restrictions at the time of the consultation.

6. Public drop in face to face events

A series of public drop in face to face events will be arranged across the city so residents and stakeholders have an opportunity to talk through the consultation exercise with Officers face to face within the LDP Team. The precise format of these events will depend on the Covid restrictions in place at the time of the consultation. However, steps will be made to ensure the ability to talk direct with Officers be this either in an outside location, pre-arranged appointment system or an indoor drop in event.

7. Engagement with stakeholder groups and networks

Officers will be available to attend meetings of stakeholder groups and networks to brief them on the consultation process and how they can comment and gather feedback to feed into the new LDP preparation process.

8. Engagement with Community Councils

Prior to the launch of the consultation a virtual briefing session will be held with Community Council’s to explain the purpose of the consultation and how they and their local areas can get involved in the process and how they can disseminate information to their local area. Following this Officers in the LDP Team will be available to respond to any queries and provide further information.

9. Engagement with Members

Prior to the launch of the consultation a virtual Member briefing session will be held to explain the purpose of the consultation and how they and constituents can get involved in the process and how they can disseminate information to their local area. Following this Officers in the LDP Team will be available to respond to any queries and provide further information.

10. Scrutiny Process

Prior to the launch of the consultation a process will be agreed with the Chairs of the Scrutiny Committee’s to ensure they can feed their comments into the consultation process.

Replacement LDP Pre-Decision Scrutiny September 2021



Overview of LDP

- Statutory requirement
- Sets out policies and proposals for use of land within city and provides a framework to assess planning applications against
- Current LDP adopted in 2016
- Requirement to review LDP every 4 years
- Council agreed with Welsh Government a 3.5 year timetable for review of the LDP in March 2021
- Preparation of Replacement LDP launched in May 2021

Page 346



Consultation

- First stage in consultation process
- Feedback sought on draft Vision & Objectives & ISA Scoping Report
- 11 draft Objectives responding to issues
- Statutory requirement to appraise potential impacts of LDP through ISA
- ISA 'All in one' approach– All assessments in one bundle

Page 347



Consultation Process

- Measures identified to reach wider audience through user friendly approach
- New bespoke Rep LDP website
- LDP branding- Bespoke, linked to One Planet/Active travel style
- User friendly online survey - future of the city
- Short film, Virtual Consultation Room
- Use of Social Media
- Virtual launch events with Members, Community Councils and Public
- LDP Team available to respond to queries provide more information

Page 348



Consultation Results

Headline results from on-line survey based on 1,215 responses:

- Support for **lower levels of housing growth**
- Strong preference for use of **brownfield sites**
- **Improved access to green space** identified as top priority for improving health and wellbeing
- **Creating 15 minute neighbourhoods, access to green space and active travel** top 3 approaches in responding to the pandemic
- Provision of **community facilities, reducing crime** and providing **good cycling routes** identified as top 3 priorities for improving neighbourhoods
- For the Vision, **Tackling climate change, healthier environments, and protecting green infrastructure** were ranked top 3 in order of importance



September Cabinet Report

- Recommendation for Council to **approve Replacement LDP Vision and Objectives and ISA Scoping Report:**

Page 350

- Appendix 1 :Revised Vision and Objectives taking into account comments received
- Appendix 2: ISA Scoping Report taking into account comments received
- Appendix 3: Summary of consultation and engagement findings
- Appendix 4: Summary of ISA of LDP Vision and Objectives
- Appendix 5: Engagement Plan for next stage of consultation on strategic options



LDP timetable: Next Steps

March 2021	The Council and Welsh Government agree the Delivery Agreement
WE ARE HERE	Consultation on draft vision/issues/objectives & draft Integrated Sustainability Appraisal and Call for Candidate Sites
Nov 2021 - Feb 2022	Consultation on strategic Options
Oct 2022	Consultation on Preferred Strategy
Oct 2023	Consultation on Deposit Plan
March 2024	Submission for Examination
March - Sept 2024	Examination
Sept 2024	Inspectors Report
Oct 2024	Adoption by Council



Targeted Consultation/Engagement Approach

- Next consultation stage on “**strategic options**” in autumn
(subject to restrictions)
- Additional targeted consultation/engagement through:
 - Range of themed Focus Workshops
 - Public drop in face to face events
 - Engagement with stakeholder groups and networks

Page 352



Population and Household Projections

- Produced by WG and a starting point for LPAs to use in preparing LDPs
- Adopted LDP projections project a population of 403,000 in 2026 & latest WG projections project a population of 373,000 in 2026
- Caution must be exercised when making comparisons as projections are based on past trends and therefore inherently uncertain

Downward trend due to lower fertility rates, increased mortality, less rapid increases in life expectancy and net loss through internal migration

- Evidence base work in progress on reviewing these latest WG projections and identifying options for levels of housing need for the replacement LDP
- Consultation on these options planned for autumn 2021



Any questions?

Page 354



**CYNGOR CAERDYDD
CARDIFF COUNCIL**

ENVIRONMENTAL SCRUTINY COMMITTEE

22 SEPTEMBER 2021

ENVIRONMENTAL SCRUTINY COMMITTEE – WORK PROGRAMME 2021/22

Purpose of Report

1. To enable Members of the Committee to agree and approve their Work Programme for 2021-22.

Background

2. The Council's 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. As with other years, the work programme needs to be carefully constructed so that the time available to the Committee is used most effectively in order to maximise the impact of Scrutiny.
3. 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 A**.
4. Scrutiny plays an essential role in promoting accountability, efficiency and effectiveness in the Council's decision-making process and the way in which it delivers services. The main roles of the Scrutiny Committees are:
 - i. Holding to account the Cabinet and officers, as decision-makers.
 - ii. Being a '*critical friend*', questioning how decisions have been made, providing a '*check and balance*' to decision makers and undertaking reviews of services and policy.
 - iii. Providing a voice for citizens.

5. The construction of a work programme involves obtaining information from a range of sources, these may include:
- Information from the relevant Directorates;
 - Relevant extracts from relevant corporate documents - including Cabinet Forward Plan, Capital Ambition, Corporate Plan, Recovery & Renewal Plans, Directorate Delivery Plans, budgetary information, performance information, risk register and audit reports.
 - Forthcoming UK and Welsh Government legislation and policy changes
 - Suggestions and ideas put forward by the Environmental Scrutiny Committee;
 - Member suggestions and observations;
 - Citizen and third party comments and observations;
 - Performance information.

Identification of Potential Items

5. At the July 2021 Committee meeting, Members agreed a number of scrutiny priorities for the remainder of the 2021/22 municipal year and asked the Chair and Principal Scrutiny Officer to create a draft work programme for discussion and potential approval at the September meeting. A copy of the draft work programme detailing the period September 2021 to March 2022 is attached to this report at **Appendix B**.
6. It is important to note at this point that the 'Environmental Scrutiny Committee – Draft Work Programme 2021/22 only nominates items for September, October, November and December 2021. The Environmental Scrutiny Committee have agreed to regularly review their Work Programme and update during the remainder of the municipal year.
7. Each item proposed for scrutiny in **Appendix B** is supported by a suggested date; a title and description of the report; a list of invitees and consultees 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.
8. 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.
9. In setting their work programme, Members have been mindful of Audit Wales advice for scrutiny committees to aim to achieve committee meetings within reasonable timeframes, whilst maintaining robust and appropriate levels of scrutiny across the terms of reference. Key to this is ensuring agendas are of a manageable size, work occurs outside of committee meetings and Members are provided the option to adjourn a committee meeting if more time is required than originally anticipated.
10. This timeframe takes on added significance with meetings held remotely, given advice to keep remote meetings as short as possible. Scrutiny Chairs have discussed the length of meetings and decided to aim to keep meetings to 2.5 hours, where possible.

Forward Work Plan September – December 2021

11. As part of the Council’s response to the Wales Audit Office report ‘*Overview and Scrutiny - Fit for the Future?*’ (July 2018), the Head of Democratic Services has introduced publication of the Committee’s “Forward Work Programme” (FWP) on the Council’s internet site.¹
12. The next published FWP will cover the period September 2021 – December 2021. At this meeting, Members are asked to consider the information set out in **Appendix C** and agree for this to be published, subject to any amendments agreed at this meeting.

¹ Available at: [Scrutiny Forward Work Programmes \(cardiff.gov.uk\)](https://www.cardiff.gov.uk/scrutiny-forward-work-programmes)

Way Forward

13. Members are invited to consider whether any further amendments are required to the draft work programme attached at **Appendix B** and subsequently agree the Environmental Scrutiny Committee Work Programme for 2021-22. Members are reminded of the need to retain some flexibility in the work programme to enable new items to be added during the year as necessary.

Legal Implications

14. 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

15. 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 its Appendices;
- ii. Consider and agree any amendments to the draft work programme; and
- iii. Approve a final work programme for 2021-22.
- iv. Consider and agree the Committee Forward Work Plan attached at **Appendix C**,
for publication on the Council's internet.

DAVINA FIORE

Director of Governance & Legal Services

16th September 2021

Environmental Scrutiny Committee Terms of Ref

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
South East Wales Transport Alliance
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 non-governmental 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.

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ENVIRONMENTAL SCRUTINY COMMITTEE WORK PROGRAMME 2021-22

Meeting Dates	Type of Scrutiny	Title and Description of Report	Invitees & Consultees
22 September 2021 (Cabinet Date - 23 September)	Pre-Decision	Cardiff Replacement Local Development Plan To consider the Vision, Issues and Objectives and Integrated Sustainability Appraisal Scoping Report for the Replacement Local Development Plan along with the outcome of consultation relating to them. The Reports and findings of the consultation will be submitted to Cabinet on the 23rd September 2021 in final approval.	Cllr Caro Wild, Cabinet Member for Strategic Planning & Transport Cllr Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment Representatives from the Planning, Transport & Environment Directorate
22 September 2021	Committee Business	Environmental Scrutiny Work Programme 2021/22	None
05 October 2021 (Cabinet Date - 14 October)	Pre-Decision	One Planet Cardiff To consider the draft final strategy for One Planet Cardiff prior to it being submitted to Cabinet for approval on the 14th October 2021.	Leader Cllr Michael Michael, Cabinet Member for Clean Streets, Recycling and Environment Cllr Caro Wild, Cabinet Member Strategic Planning & Transport Representatives from the Planning, Transport & Environment Directorate
05 October 2021	Monitoring Performance and Progress	LDP Annual Monitoring Report To review the content of the fifth Cardiff Local Development Plan Annual Monitoring Report prior to it being received by Cabinet and submitted to Welsh Government. The item will provide Members with an opportunity to assess the progress made against the current Local Development Plan and consider any future developments.	Cllr Caro Wild, Cabinet Member for Strategic Planning & Transport Representatives from the Planning, Transport & Environment Directorate
05 October 2021	Information Report	Procurement of a car club scheme for Cardiff To review the option, prior to submission to Cabinet, for Cardiff Council to take up corporate membership of the car club scheme, providing access to car club vehicles for Council employees as an alternative to grey fleet usage for work-related travel.	Representatives from the Planning, Transport & Environment Directorate - to provide information report
11 November 2021 (Cabinet Date - 18 November)	Pre-Decision/Monitoring	Draft Recycling Strategy 2021-25: 64% and Beyond plus Recycling Segregation Pilot, Delivery of Services At Recycling Centres And Stopping The Use Of Red & White Bags For Residual Waste To consider the draft Recycling Strategy for Cardiff prior to it being approved by Cabinet for consultation in addition to a proposed pilot for segregated recycling and further changes to the current services at Recycling Centres and to the red and white Residual bags.	Cllr Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment Representatives from the Economic Development Directorate
11 November 2021	Pre-Decision	Local Air Quality Management To consider the Annual Air Quality Progress Report prior to it being presented to Cabinet on the 18 November. The report asks Cabinet to recommend finalisation of the 2021 Annual Progress Report for submission to Welsh Government for approval.	Cllr Caro Wild, Cabinet Member for Strategic Planning and Transport. Cllr Michael Michael, Cabinet Member for Clean Streets, Recycling and Environment. Cllr Susan Elsmore, Cabinet Member for Social Care, Health and Wellbeing. Representatives from the Planning, Transport & Environment Directorate Representatives from Shared Regulatory Services
11 November 2021	Pre-Decision/Information Report	Sustainable Drainage Approval Body (SAB) Adoption and Future Maintenance of Sustainable Drainage (SuDS) Features	Cllr Michael Michael, Cabinet Member for Clean Streets, Recycling and Environment Representatives from the Planning, Transport & Environment Directorate

11 November 2021	Pre-Decision/Information Report	Environmental Enforcement Policy - Public Space Protection Orders and Community Protection Notices Policy To review the proposed changes to the Environment Enforcement Policy prior to it being submitted to Cabinet on the 16th December 2021. The Enforcement Policy needs to support an expansion of current powers and allow delegation to Officers in other Service Areas, such as Housing and Parks in order to tackle the issues such as litter, graffiti, fly posting, dog fouling and fly tipping and improve local environmental quality.	Cllr Michael Michael, Cabinet Member for Clean Streets, Recycling and Environment Representatives from the Planning, Transport & Environment Directorate
11 November 2021	Information Report	Cardiff Intelligent Transport Systems (ITS) Strategy / Control Room – Next Steps To consider the ITS Strategy prior to it being submitted to Cabinet on the 14th October. The strategy will integrate smart parking, facilitate potential future workplace charging and road-user charging/clean air zones, increase journey time reliability, improve bus priority, enable electronic road restrictions, support the Metro and cycleway schemes and provide intelligence to a new network command and control room.	Representatives from the Planning, Transport & Environment Directorate - to provide information report
07 December 2021 (Cabinet Date - 16 December)	Pre-Decision	Coastal Protection Programme – Full business case and tender response	Cllr Michael Michael, Cabinet Member for Clean Streets, Recycling and Environment Representatives from the Planning, Transport & Environment Directorate
07 December 2021	Monitoring Performance and Progress	Waste Collections and Waste Management Full update on Waste Collections to include: - Missed collections overall - Hygiene waste collections - Assisted Lifts - Improvement actions taken and proposed to address issues with waste collections. Plus, responses to the following: - Recommendation and requests from July meeting - Proposed changes to garden waste collections - Proposed changes to cleansing, education and enforcement services - Proposed recycling model – noting that 30% recycling currently goes to the Energy from	Cllr Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment Representatives from the Economic Development Directorate
13 January 2021 (Cabinet Date - 20 January)			
15 February 2021 (Cabinet Date - 17 February)		Corporate Plan	
15-Feb-21		Budget Proposals	
01 March 2021 (Cabinet Date - 17 March)			

Briefings/Reports/ Updates outside of Committee

Date		Title and Description	Contact Officer
Oct-21	Briefing Report	Month 4 - Budget Monitoring Report. Capturing areas relevant to this Committee. Budget monitoring reports to be circulated to Committee Members highlighting the key points relevant to Committee. Purpose – to identify at an early stage pressures, over/under spends, monitor particular areas of interest for the Committee.	
Dec-21	Briefing Report	Month 6 - Budget Monitoring Report. Capturing areas relevant to this Committee.	
Mar-22	Briefing Report	Month 9 - Budget Monitoring Report. Capturing areas relevant to this Committee.	
TBC	Briefing Report	Castle Street Modelling Update since reopening Committee to receive a progress report detailing how the actual activity on Castle Street since its re-opening has compared to the modelling included in the June 2021 Cabinet Report.	Andrew Gregory

Further Items for Scheduling

Potential Date	Type of Scrutiny	Title and Description of Report	Invitees & Consultees
TBC	Pre-Decision	EV Strategy	Cabinet Member, Strategic Planning & Transport Representatives from the Planning, Transport and Environment Directorate
TBC	TBC	Provision and Quality of Disabled Parking - Audit of provision and quality - eg. Enough space for ramps etc	Consultation with disability groups and charities
TBC	Information Report	North Cardiff Household Waste Recycling Centre and the Replacement Recycling Centre - Comprehensive update including confidential information - in order to determine if it requires further scrutiny	None
TBC	Policy Development & Review/Pre-Decision	Cardiff Bus Strategy - Results of Consultation Process and Proposed Final Strategy including information requested previous	Cabinet Member, Strategic Planning & Transport Representatives from the Planning, Transport and Environment Directorate
TBC	TBC	LDP - Best Practice - short Scrutiny on how councillors contribute to LDP – consider LDP best practice from other cities with common aspects. Service area have advised a Strategic Development Plan will be developed – subject to WG guidance. To also include Future Generations, 106 agreements, how other Councils have developed their SPGs.	
TBC - Possibly Nov	Information Report	Coastal Protection Programme- Detail on the plan in place if costs were to increase as well as automatically updated on the following: <ul style="list-style-type: none"> • Cost increase by £500,000 or more • Any changes to the traveller site to that detailed at Committee (regarding the erection of a fence). • An update when a storage location for the rocks is found 	Cllr Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment Representatives from the Planning, Transport and Environment Directorate
TBC - 2022	Pre-Decision	Draft Recycling Strategy for Cardiff: 64% and Beyond - Cardiff's recycling performance. To receive the outcome of consultation prior to it being presented to Cabinet for Final Approval	Cllr Michael Michael, Cabinet Member for Clean Streets, Recycling & Environment Representatives from the Economic Development Directorate

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Environmental Scrutiny Committee – Forward Work Programme September – December 2021

Subject to review due to the ongoing Coronavirus pandemic.

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

22 September 2021

[Cardiff Replacement Local Development Plan](#)

To consider the Vision, Issues and Objectives and Integrated Sustainability Appraisal Scoping Report for the Replacement Local Development Plan along with the outcome of consultation relating to them, prior to these being submitted to Cabinet.

Invitees

Cabinet Member, Strategic Planning & Transport

Cabinet Member, Clean Streets, Recycling and Environment

Representatives from the Planning, Transport & Environment Directorate

[Work Programme 2021-22](#)

For Members to consider the and agree the proposed work programme for 2021-22

Invitees:

None

5 October 2021

[One Planet Cardiff](#)

To consider the draft final strategy for One Planet Cardiff prior to it being submitted to Cabinet for approval on the 14th October 2021.

Invitees

Leader

Cabinet Member, Strategic Planning & Transport

Cabinet Member, Clean Streets, Recycling and Environment

Representatives from the Planning, Transport and Environment Directorate

[Local Development Plan Annual Monitoring Report](#)

To review the content of the fifth Cardiff Local Development Plan Annual Monitoring Report prior to it being received by Cabinet and submitted to Welsh Government.

Invitees

Cabinet Member, Strategic Planning & Transport

Representatives from the Planning, Transport and Environment Directorate

Procurement of Car Club Scheme for Cardiff

Information Report for noting.

Invitees:

None

11 November 2021

Draft Recycling Strategy 2021-25: 64% and Beyond plus Recycling Segregation Pilot, Delivery of Services At Recycling Centres And Stopping The Use Of Red & White Bags For Residual Waste

To consider the draft Recycling Strategy for Cardiff prior to it being submitted to Cabinet for approval for consultation.

Invitees

Cabinet Member, Clean Streets, Recycling and Environment

Representatives from the Economic Development Directorate

Local Air Quality Management

To consider the Annual Air Quality Progress Report prior to it being presented to Cabinet.

Invitees

Cabinet Member, Clean Streets, Recycling and Environment

Representatives from the Planning, Transport & Environment Directorate

Representatives from Shared Regulatory Services

Sustainable Drainage Approval Body (SAB) Adoption and Future Maintenance of Sustainable Drainage (SuDS) Feature

To carry out pre-decision scrutiny of the report to Cabinet.

Invitees

Cabinet Member, Clean Streets, Recycling and Environment

Representatives from the Planning, Transport and Environment Directorate

Environmental Enforcement Policy

To review the proposed changes to the Environment Enforcement Policy prior to it being submitted to Cabinet

Invitees

Cabinet Member, Clean Streets, Recycling and Environment

Representatives from the Planning, Transport & Environment Directorate

Cardiff Intelligent Transport Systems (ITS) Strategy/Control Room – Next Steps

Information Report for noting.

Invitees:

None

07 December 2021

[Coastal Protection Programme](#)

To received the full business case and tender response prior to them being submitted to Cabinet

[Invitees](#)

Cabinet Member, Clean Streets, Recycling and Environment

Representatives from the Planning, Transport and Environment Directorate

[Waste Collections and Waste Management](#)

To receive update on Waste Collections as well as on proposed changes relating to Waste Management.

[Invitees](#)

Cabinet Member, Clean Streets, Recycling and Environment

Representatives from the Economic Development Directorate

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