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## AGENDA

<b>Pwyllgor</b>	PWYLLGOR CRAFFU AMGYLCHEDDOL
<b>Dyddiad ac amser y cyfarfod</b>	DYDD IAU, 15 MEHEFIN 2023, 4.30 PM
<b>Lleoliad</b>	YB 4, NEUADD Y SIR, CYFARFOD AML-LEOLIAD
<b>Aelodaeth</b>	Cynghorydd Owen Jones (Cadeirydd) Y Cynghorwyr Derbyshire, Gibson, Green, Lancaster, Lloyd Jones, Jackie Parry, Proctor a/ac Wood

Tua  
Amser.

### 1 Penodi Cadeirydd ac Aelodau'r Pwyllgor

I nodi bod y Cyngor ar 25 Mai 2023 wedi penodi'r Cynghorydd Owen Jones yn Gadeirydd y Pwyllgor a'r canlynol fel aelodau o'r Pwyllgor, y Cynghorwyr Derbyshire, Green, Lloyd Jones, Proctor, Lancaster, Parry, Wood, Gibson

### 2 Cylch Gorchwyl

Rôl y Pwyllgor hwn yw craffu, mesur a hyrwyddo gwelliant ym mherfformiad y Cyngor o ran cynnig gwasanaethau a chydymffurfio â pholisïau, nodau ac amcanion y Cyngor ym maes cynaliadwyedd amgylcheddol, yn cynnwys:

- Polisi Cynllunio Strategol
- Polisi Cynaliadwyedd
- Polisi Iechyd Amgylcheddol
- Polisi Amddiffyn y Cyhoedd
- Polisi Trwyddedu
- Rheoli Gwastraff
- Prosiectau Gwastraff Strategol
- Glanhau Strydoedd
- Beicio a Cherdded
- Strydlun
- Partneriaeth Trafnidiaeth Strategol
- Cynghrair Trafnidiaeth De-ddwyrain Cymru
- Polisi a Datblygiad Trafnidiaeth
- Atebion Trafnidiaeth Gall
- Trafnidiaeth Gyhoeddus

## Rheoli Parciau

Asesu effaith partneriaethau ar adnoddau a gwasanaethau a ddarperir gan sefydliadau allanol gan gynnwys Llywodraeth Cymru, gwasanaethau llywodraeth leol ar y cyd, Cyrff Cyhoeddus a Noddir gan Lywodraeth Cymru a chyrrff lled-adrannol anllywodraethol ar effeithiolrwydd darpariaeth gwasanaethau'r Cyngor.

### 3 Ymddiheuriadau am Absenoldeb

Derbyn ymddiheuriadau am absenoldeb.

### 4 Datgan Buddiannau

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

### 5 Cofnodion (*Tudalennau 5 - 12*)

Cymeradwyo cofnodion y cyfarfod blaenorol fel rhai cywir.

### 6 Cynllun Cyflawni'r Gyfarwyddiaeth Cynllunio, Trafnidiaeth a'r Amgylchedd (*Tudalennau 13 - 92*) 4.35 pm

Monitro Perfformiad a Chynnydd

### 7 Cynllun Datblygu Lleol Newydd - Strategaeth a Ffefrir (*Tudalennau 93 - 202*) 5.20 pm

Eitem cyn penderfynu

### 8 Busnes y Pwyllgor (*Tudalennau 203 - 226*)

### 9 Eitemau brys (os oes rhai)

### 10 Y Ffordd Ymlaen 6.45 pm

Adolygu'r dystiolaeth a'r wybodaeth a gasglwyd yn ystod y cyfarfod, cytuno ar sylwadau, arsylwadau a phryderon yr Aelodau i'w hanfon at yr Aelod Cabinet perthnasol gan y Cadeirydd.

### 11 Dyddiad y cyfarfod nesaf

Davina Fiore

**Cyfarwyddwr Llywodraethu a Gwasanaethau Cyfreithiol**

Dyddiad: Dydd Gwener, 9 Mehefin 2023

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

## **GWE-DARLLEDU**

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

**Gall aelodau'r wasg a'r cyhoedd hefyd ffilmio neu recordio'r cyfarfod hwn**

**Os ydych yn ymddangos gerbron y pwyllgor ystyrir eich bod wedi cydsynio i gael eich ffilmio. Trwy fynd i mewn i gorff y Siambr neu'r ystafell gyfarfod rydych hefyd yn cydsynio i gael eich ffilmio ac i ddefnydd posibl o'r delweddau a'r recordiadau sain hynny ar gyfer gwe-ddarlledu, gwybodaeth gyhoeddus, sylw i'r wasg a/neu ddibenion hyfforddi.**

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

## ENVIRONMENTAL SCRUTINY COMMITTEE

11 MAY 2023

Present: Councillor Owen Jones(Chairperson)  
Councillors Derbyshire, Gibson, Green, Lancaster, Proctor and Wood

## 84 : APOLOGIES FOR ABSENCE

Councillors De'Ath, Lloyd-Jones and Parry and Shifa Shazad

## 85 : DECLARATIONS OF INTEREST

The following declarations of interest were received:

Councillor Gibson	Item 5	Prejudicial	A close friend and a family member are sub contracted by a School Transport provider
Councillor Derbyshire	Item 5	Personal	Grandchildren and school transport users

## 86 : MINUTES

The minutes of the meeting held on 24 April 2023 were approved as a record and were signed by the Chairperson.

## 87 : HIGHWAY ASSET MANAGEMENT PLAN

The Committee received a report providing an opportunity for Members to consider the draft Highways Asset Management Plan which will inform the Cabinet's recommendations to Council for Revenue and Capital spending in 2024/25 and the medium term financial plan. The document aimed to define a strategic long-term approach to highways and other asset maintenance funding.

Members were advised that when the existing Highways Asset Investment Plan (HAMP) was considered by the Environmental Scrutiny Committee and subsequently adopted by the Council in 2016 a 'steady state' of funding was agreed to maintain resources in their current condition, therefore ensuring no deterioration but also no improvement in the highways asset. It was deemed that this would be the best long-term economic solution at the time. The report indicated that this may not be possible in the current economic climate.

The HAMP is used to formalise strategies for investment in Highways asset groups; define service standards; improve how the Highways asset is managed and ensure the most effective service is delivered within available resources.

The HAMP is also intended to align with the aspirations of the corporate priorities of Stronger, Fairer, Greener (SFG) and support the One Planet Cardiff strategy. To achieve this the HAMP will, where possible, develop a low carbon response to Highway maintenance; maximise the integration of sustainable mode use on the

*This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg*

Highway; and regard the Highways within the wider context of creating high quality public realm, based on placemaking, greening, accessibility, and design quality.

Members were advised that city's assets are inspected on a safety first, risk based approach. However in the city centre of the Capital of Wales areas of status using superior materials may need greater inspections to maintain the area as these materials will be more costly to repair/replace. The costs needed to maintain the approved 'steady state' of maintenance in 2016 were recalculated to take into account the cost-of-living increases that are currently affecting the UK. The Committee was asked to note Table 1 in the report which illustrated that the cost of carriageway and footway build/treatment, per square metre, between 2020/21 and 2022/23 and demonstrates an average increase of around 56%:

The Chairperson welcomed Andrew Gregory, Director of Planning, Transport & Environment, Matt Wakelam, Assistant Director Street Scene and Gary Brown, Head of Highways Infrastructure and Operations to the meeting. The officers were invited to provide a presentation.

The Chairperson opened the debate on this item. Members were invited to comment, seek clarification or raise questions on the information received. The discussions are summarised as follows:

- Members noted the 2012-15 HAMP circulated with the report and the current draft plan. Members asked what plan was in place in the intervening years. Officers stated that an investment strategy was brought forward in 2016 with the intention of informing a revised HAMP. However, a number of challenges resulted in a delay prior to the Covid pandemic. Since the Covid pandemic significant changes associated with cost has caused an additional delay.
- Members sought to clarify whether the existing plan and the current level of funding would result in a 'managed decline' of the highways asset. Members were advised that the aim of the HAMP is to indicate that if existing investment levels are maintained then the service will be managing a decline of the highways asset. The HAMP also enables the authority to develop an investment strategy in the longer term that will result in a steady state position.
- Members asked how much of the increased costs were temporary and may come down over time or were more permanent structural increases. Members also sought to establish whether temporary increases in costs could potentially come down in future years and, therefore, improve the position. Officers indicated that discussions have taken place with contractors to ensure that costs are held at existing prices under the competitive tendering framework. A new framework has been introduced under which prices have increased and the authority will be working under that framework for the foreseeable future. Officers considered that any decrease in costs would be marginal.
- Members asked whether the additional cost of degradation of road surfaces from heavier electric vehicles and the implications of road user charging has

been factored into the draft HAMP. Officers stated that cars have very little impact on road surfaces and it was unlikely electric vehicles will have much impact on the condition of the road. The draft HAMP covered the next 3 years and therefore road user charging has not be taken into consideration for this iteration. Future HAMPs will take account of road user charging, behavioural change and other changes in road usage.

- Members asked for a comparison between the cost of basic pothole repair and a more permanent pothole repair solution. Officers stated that once reported a pothole needs to be made safe within a specified timeframe. There are challenges to making such reactive repairs that can affect longevity, such as weather conditions. The cost would be between £5 and £10 per repair. Permanent reinstatement costs between £50 and £100 per pothole depending on the traffic management requirements.
- Members asked whether the authority was able to set specifications for roads built in new developments to higher standards so that the ongoing cost of repair to those surfaces is lower. Members were advised that all roads and bridges are designed to a specification set out in the Design Manual for Roads and Bridges. The specification is dependent on the volume of traffic and types of vehicles that they are carrying. New road designs are presented to the authority by developers and are validated by officers under Section 278 or Section 38 agreements. Other standards, such as streetlighting, are also imposed under those agreements prior to adoption. Members asked whether there was any scope to exceed the specification set out in the manual. Officers stated that there was scope to increase the specification but developers are also tasked with providing other community facilities such as schools, parks and other local facilities within budget and a balance needs to be found in order to achieve those aspirations.
- Officers were asked to explain what is meant by 'carbon reduction' road surfacing and how it differs from conventional road surfacing. Officers advised that a recent carbon reduction road surfacing used a bi-product from local steel production as an aggregate. The product was stored locally which reduces the impact of transportation of the material. The excavated road surface was recycled by the contractor. Conventional road surfacing uses 'virgin' aggregate which is quarried stone that is transported from around the UK and any excavated materials are disposed of. White lining was undertaken by hand using a cold lay method rather than the hot lay method using large plant machinery. Officers considered that the carbon reduction trial on the A470, which also involved carbon off-setting under the Coed Caerdydd project, had been very successful. Responding to a question from the Committee, officers stated that carbon reduction road surfacing is becoming more mainstream and costs are expected to fall as a result. Contractors are now bringing forward proposals for schemes as part of their research and development to 'green' their industry.

- Members asked whether any consideration was given to potential hazards such as drain covers and detritus build-up when new cycleways are designed. Members were advised that the drainage cover design has improved over time to be more cyclist friendly. The network is cleansed regularly and additional new vehicles have been procured to ensure that cycleways are safe to use.
- Members asked whether developers contribute anything toward the maintenance of the road network in and around the areas where developments are taking place. Officers stated that the road network is designed to facilitate all usage including new developments. Developers are not charged for use of the highway. However, discussions do take place regarding the most appropriate routes for delivery vehicles, etc. Heavy vehicles are also re-routed when there are weight restrictions in place. Developers do provide funding for the maintenance of newly adopted roads for a limited time period.
- A Member asked whether officers were aware of a trial taking place in west Wales using hygiene waste (nappies) as part of their road surfacing. Officers were not aware of the trial. However, trials have taken place in Cardiff using a waste product from the energy from waste plant which would consist of all incinerated waste including nappies.
- Members asked whether the reporting of potholes and other failures on the road network was the responsibility of Councillors and residents. Officers stated that there are inspection regimes in place that cover the entire network. Inspections are undertaken, dependent on the usage of the road. All roads are inspected at a minimum within 12 months but some roads are inspected more frequently. Reports of failures from Councillors and residents are also responded to. The same inspection reports are completed in those circumstances.
- Officers confirmed that contracted and in-house repairs are undertaken. Emergency responses are generally in-house. More permanent programmed works are undertaken by contractors. All works are inspected and quality assured to required standards. Works undertaken by utility providers also need to conform to the same quality assurance regime.
- A Member asked how the draft HAMP compared with previous iterations in terms of the financial pressures to achieve a steady state. Officers stated that previous investment levels were at a level to achieve steady state. It was accepted that the draft HAMP faces considerable additional pressure in terms of cost. Officers considered that the financial position pre-2010 was not comparable as the authority had a much larger internal workforce and the types of carriageway repairs were different at that time. New technology in street lighting has also been introduced which means that street lighting is centrally managed and more efficient.



- Members considered that the public perception is that roads receive the majority of investment whilst pavements are neglected. Members asked whether this was a fair characterisation. Officers stated that roads do receive more investment than the footway but investment is linked to deterioration and usage. Members were asked to note that when large road resurfacing schemes are undertaken, it would cost 3 times the funding to resurface the equivalent surface area of footway.
- Members asked whether consideration has been given to introducing a more proactive drainage and gully clearing regime, given the increasing frequency of extreme weather events leading to flooding. Members were advised that there are over 190,000 gullies in the city and the focus is currently on known flood risk areas. An exercise is being undertaken to ascertain the investment required to achieve the optimal balance between programmed and reactive gully clearance. Officers also considered that older drainage systems were not designed to manage the extreme weather events that are becoming more frequent. However, in the future SUDs drainage systems, which are designed to hold volumes of water safely until it can dissipate naturally, will be used.
- Officers were asked to comment on the insurance claim risk to the authority from road and footway faults. Officers stated that a high number of claims are received, the majority of which are vehicular claims. The cost of vehicular claims are lower than personal injury claims.

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.

## 88 : PASSENGER TRANSPORT PROCUREMENT

*Councillor Derbyshire declared a personal interest in this item as his grandchildren are school transport users.*

*Councillor Gibson declared a prejudicial interest in this item as a close friend and a family member are sub contracted by a School Transport provider. Councillor Gibson left the meeting and took no part in the debate.*

The Committee received a report providing Members with the opportunity to consider the proposed Passenger Transport Procurement framework which outlines the process for tendering and procuring a range of transport requirements for the Council including school transport needs. The framework also seeks agreement to increase the value of the delegated authority in relation to contracts allocated via the Dynamic Procurement System (DPS) from £49m to £139m from 2018 – 2029 (the contract period) due to a number of identified pressures.

The Chairperson welcomed Andrew Gregory, Director of Planning, Transport and Environment, Steve Gerrard, Network Operations Team Leader and Jason Dixon,

Transport Development and Network Manager to the meeting. The officers were invited to deliver a presentation.

The Chairperson invited question on the confidential papers set out in the report.

RESOLVED – The public be excluded for this part of the meeting as the Committee discuss information which is confidential and exempt from publication as contained in paragraph 14 of Part 4 and paragraph 21 of Part 5 of Schedule 12A of the Local Government Act 1972. The public may be excluded from the meeting by resolution of the Committee pursuant to Section 100A(4) of the Local Government Act 1972 during discussion of this item.

The Chairperson then opened the debate on this item. Members were invited to comment, seek clarification or raise questions on the information received.

The discussions are summarised as follows:

- Officers were asked to comment on the age, emissions and general condition of the vehicles used for school transport. Officers stated that different quality standards depending on the classifications of the vehicles. Tendering companies are required to meet those standards in order to join the approved list of contractors. Vehicle age limits are specified and discussions are ongoing with contractors with a view to improving their vehicles to Euro 6 emission standards. Members were asked to note that there are a reduced number of contractors bidding for tenders and these are working at capacity in terms of the number of vehicles available. Furthermore, some school bus services are provided by public bus companies and these will fall outside of the procurement framework. Services that are procured via the framework will receive a higher score during the tendering process for better quality vehicles.
- Members asked whether officers were confident that the services can be provided in the future given the limited number of contractors tendering for contracts. Members were advised that the position is extremely challenging in Cardiff and across Wales. The impact of the Bus Emergency Scheme, where Councils across Wales may be looking to replace public bus services with contracted services, also needs to be factored in. Bus companies have a limited number of drivers available and they are struggling to cover their existing services. These concerns have been raised with the Welsh Government.
- Members asked whether the new schools being built in the city were being built on established bus routes. Officers stated that consultation is undertaken with colleagues in Planning and Education to ensure that schools have good transport links, including bus services and walking and cycling networks.
- Members asked whether the costs of the contracts would reduce in coming years if budgetary pressures such as inflation and fuel costs come down. Members were advised that tendering is undertaken to provide a consistent cost. For example, ALN contracts are 3-year contracts in order to provide stability for the pupils. These include options for inflationary increases.

However, it is difficult to reduce a contract price. Because of the dynamic nature of the service both contractors and the Council need to give 1 months notice to end the contract and contractors are able to withdraw from the contact.

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.

89 : COMMITTEE BUSINESS

The Committee received a report providing in update on the recommendations made by the Committee since 2022.

RESOLVED – That the report be noted.

90 : URGENT ITEMS (IF ANY)

No urgent items.

91 : DATE OF NEXT MEETING

Members were advised that the next Environment Scrutiny Committee is scheduled for 15 June 2023 subject to agreement at Annual Council.

The meeting terminated at 6.30 pm

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CYNGOR CAERDYDD

CARDIFF COUNCIL

ENVIRONMENTAL SCRUTINY COMMITTEE

15 June 2023

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**PLANNING TRANSPORT & ENVIRONMENT – DIRECTORATE DELIVERY  
PLAN 2023-2024**

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**Reason for the Report**

1. To provide Members with an overview of the Planning, Transport & Environment Directorate services within the terms of reference of this Committee and the Directorate's contribution to the Council's Corporate Plan, its key achievements during the previous year and an outline of the future challenges facing the directorate.

**Scope of Scrutiny**

2. This report will provide the Committee with an opportunity to gain an understanding of the operation of the Planning, Transport & Environment Directorate, and its key priorities for this year. It will also enable Members to enquire as to:
  - How were these key priorities identified and what criteria were used?
  - How was it judged that the associated key tasks would help either improve/ make the services provided more effective?
  - Identify the key challenges for the next year.

**Structure of the Papers**

3. To facilitate the scrutiny attached to this cover report at **Appendix 1** is the Planning, Transport & Environment Directorate Delivery Plan for 2023-2024.

**The Council's Strategic Planning Framework**

4. The focus of the Councils Corporate Plan 2023-26 is to deliver a **Stronger, Fairer and Greener** Cardiff:
5. The Council's integrated strategic planning framework *sets out the* "golden thread" in meeting the Council's four key priorities, as illustrated in the diagram below (*page 2 of the Directorate Delivery Plan*)



6. The 7 Well-being Objectives that support Stronger, Fairer, Greener:

- Cardiff is a great place to grow up
- Cardiff is a great place to grow older
- Supporting people out of poverty
- Safe, confident, and empowered communities
- A capital city that works for Wales
- One Planet Cardiff
- Modernising and integrating our public services

**Delivery Plan 2023 - 2024**

7. The Delivery Plan follows a standard format adopted by all Directorates, which is:

- **Introduction** (page 3)

- **Directorate Profile** (pages 5-9) lists the responsibilities of each of the Directorate's service teams – Planning, Transportation, Air Quality, Highways Infrastructure and Operations, Bereavement, Registration Services and Dogs Home, Energy & Sustainability and Business Support.
- **Progress, Challenges and Priorities** for 2023/24.
  - A PESTLE<sup>1</sup> analysis of opportunities and challenges ahead for the Directorate (pages 10 – 13)
  - Analysis of how the Directorate will address the 5 Ways of Working as required by the Well-being of Future Generations Act (pages 14 - 16)
  - Priorities for delivering a stronger, fairer greener Cardiff 2023/24 (page 17)
- **How the Directorate will contribute to relevant Well-being Objectives** (for *Planning Transport and Environment this applies to WBO 4,5 & mainly 6*). Having established the task ahead, the main body of the Plan is dedicated to tables setting out '**What we will do to...** (achieve the Well-being Objective)'. The table sets out the **Steps** that the Directorate will take to make progress in achieving each objective. Each Step indicates the **officer responsible** for its delivery, **key milestones during 2023/24** and links to an equality objective (pages 18 - 45).
- **Directorate Risks** – key identified risks are listed on page 46, with a RAG rating and a Lead Officer taking responsibility for addressing the risk. Readers are referred to the Corporate and Directorate Risk Registers for the Action that needs to be taken to address a risk. Links to these are provided on page 46.
- **Audit Recommendations** – the Plan indicates there are no outstanding external audit recommendations and provides a link to the internal audit tracker to review actions arising from internal audit recommendations (page 47).
- **Scrutiny Recommendations** – a link to the Scrutiny Recommendations Tracker can be found at page 48.
- **Workforce Planning & Development** – a link to the Directorate's Workforce Action Plan is provided on page 49.

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<sup>1</sup> Political Economical Social Technological, Legal, Environmental

- **Directorate Performance Data** The Council has a suite of Corporate Key Performance Indicators (*pages 49 -50*) and the Directorate must report their **performance** over the last 3 years and set a target for 2022/23. Please note N/A for previous years data (i.e. 2019/20 and 2020/21) means the data is 'not available', for reasons such as the data was not collected at that time. In relation to targets, N/A is 'not applicable'. This information is provided from the Corporate center and not the Directorate
  - **Race Equality Task Force Recommendations** – the directorates progress can be found on *pages 51 - 53*
  - **Corporate Safeguarding** Requirements – the action plan developed following Directorate self-assessment and the associated performance indicators can be found on *pages 54 & 55*
  - The Plan assesses its compliance with delivering the **Welsh Language Standards and lists enforcement action required by the Welsh Language Commissioner** (*page 56*).
  - **Information Governance** – *page 57* provides information in relation to the Directorates performance and compliance.
  - **Citizen Satisfaction** – Directorates are able to provide any information that they may have to support their work and as this is a new heading included in the DDP they state that this will be developed over the year.
8. A number of the headings contain performance indicators that state are to be provided by the Corporate Performance Team which at the time of receipt have not been included in the Plan



## **Way Forward**

9. At the meeting, Councillor Dan De'Ath (Cabinet Member for Transport and Strategic Planning) and Councillor Caro Wild (Cabinet Member for Climate Change) may wish to make statements. They will be supported by officers from the Planning, Transport & Environment Directorate who will brief the Committee on the work undertaken by the service and the key challenges facing the Directorate during the coming year
10. Members may wish to explore the following areas:
  - How the Directorate is supporting delivery of Stronger, Fairer, Greener and Cardiff's 7 Well-Being Objectives via the commitments detailed in the Directorate priorities section;
  - How the Directorate's priorities were identified and what criteria were used;
  - Whether the Steps, Milestones and Timescales for achieving priorities are appropriate and achievable;
  - What the arrangements are for monitoring the implementation of the Delivery Plan priorities;
  - Whether the performance measures are appropriate and fit for purpose;
  - The Directorates' resource levels and whether these are sufficient to resource the Directorate Priorities;
  - The key challenges facing the Directorate and how they are planning for the future; and,
  - The Directorate's key achievements during 2022/23.
  - The Cabinet Member and Director's views as to how the Committee can assist the Directorate by timely work programming of identified challenges.

## **Legal Implications**

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

12. 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**

The Committee is recommended to:

- i. Consider the information in this report and presented at the meeting;
- ii. Determine whether they would like to make any comments, observations, or recommendations to the Cabinet on this matter;
- iii. Identify issues to take forward when considering the 2023/24 work programme.
- iv. Decide the way forward for any future scrutiny of the issues discussed.

**DAVINA FIORE**

**Director of Governance & Legal Services**

**9<sup>th</sup> June 2023**

# Planning, Transport & Environment

## Directorate Delivery Plan 2023 -2024



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# 1. Introduction

## Golden Thread



## PTE Directorate Delivery Plan 2023-24 Version 1.0 - 10th May 2023

- 1.1 The Council's Corporate Plan sets out how the Administrations Priorities for Cardiff will be achieved, providing clarity on what will be delivered and by when. The plan also satisfies the requirements of the Well-Being of Future Generations Act, by setting Well-being Objectives, the steps we will take to achieve them and how we will measure our progress.

The Council has adopted seven well-being objectives which, by working towards their achievement, will ensure the delivery of Stronger, Fairer, Greener. These are:

- Cardiff is a great place to grow up
- Cardiff is a great place to grow older
- Supporting people out of poverty
- Safe, confident and empowered communities
- A capital city that works for Wales
- One Planet Cardiff
- Modernising and integrating our public services

For each well-being objective, a number of high level "steps" and performance indicators have been identified to measure progress.

Directorates across the Council play a critical role in enabling the Council to achieve its priorities and Directorate Delivery Plans (DDP) which set out actions, milestones and key performance indicators are the key vehicle for this. Directorates are responsible for identifying the Well-Being objectives and associated steps to which they contribute, and for developing milestones which state the actions they will take. Key performance indicators must also be identified to measure progress, alongside any risks, auditor recommendations which must be managed and responded to. DDPs must be written within the context of good resource management, for example, workforce development and financial management and must include an assessment of progress and challenges to identify appropriate priorities.

### The Golden Thread

**Stronger, Fairer, Greener:** Sets out the political priorities of the Council's Administration

**The Corporate Plan:** Sets out how Capital Ambition will be translated into deliverable organisational steps, including milestones and targets.

**The Local Well-Being Plan:** Sets out on how the Capital Ambition priorities which require collaboration with public service partners will be delivered.

**Directorate Delivery Plans (DDP):** Sets out the directorate's contribution towards delivering the Corporate Plan, as well as any other priorities which may include responding to any identified business needs, risks or audit recommendations

**Service / Team Plans:** Where appropriate, the Directorate may choose to have service plans to support the DDP

**Personal Objectives:** Set to capture individual's objectives to help achieve the Service and Directorate objectives, which contribute overall to the aims and objectives of the Council.

**Well-being Objective:** Sets out what the Council wants to achieve

**Steps:** What the Council will do, and by when, to help achieve each Well-being Objective

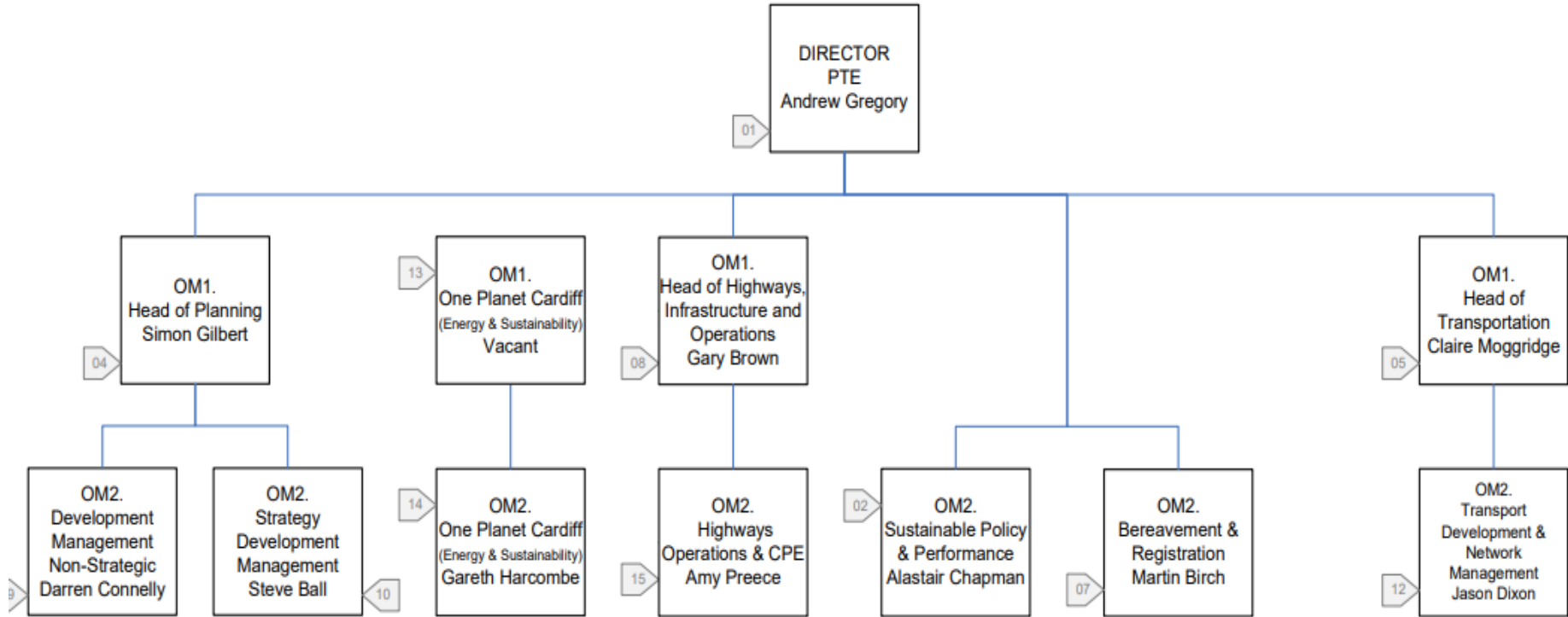
**Key Performance Indicators (KPIs):** Indicators of operational performance that indicate if the steps the Council are taking are effective

**Target:** Sets out a numerical value on Key Performance Indicators to be achieved

2. Directorate Profile

Directorate Management Team Structure

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## Outline of Core Directorate Teams

Simon Gilbert, Head of Planning, OMs Steve Ball & Darren Connelly (56 staff) - Operating through Hybrid working:

- Implementing and Monitoring the Local Development Plan (LDP) for Cardiff
- Undertake a review of the LDP and prepare a Replacement LDP for Cardiff
- Delivering sustainable development, associated community infrastructure and good urban design through Placemaking
- Preserving and enhancing the built environment
- Delivering biodiversity and resilience of ecosystems to tackle declared climate and nature emergencies
- Contributing to regional planning collaborative working through the Southeast Wales Strategic Planning Group and other Initiatives
- Contributing to emerging Strategic Development Plan for Cardiff Capital Region
- Preparation of Supplementary Policy Guidance to support the LDP
- Minerals planning
- Delivering the Council's Development Management and Planning Enforcement functions
- Investigating alleged breaches of planning through the enforcement functions
- Building Control

Claire Moggridge, Head of Transportation, OM Jason Dixon (88 staff) - Operating from County Hall

- Regional and City Transport Planning and Policy
- Statutory Functions for Transport Planning process associated with LDP and Planning Applications
- Active and Sustainable Travel lead
- Detailed Design / Project Management and Contract Management /Contract Management Landscape Design
- Instigating delivery of S278 / S38 Agreements / Highway works
- Street Referencing
- Transport investigation & Assessments
- Transport Concept Development, Feasibility and Consultation
- Parking Policy and kerb side space management, to include Taxis strategy, EV on-street charging, on-street secure cycle parking and car club provision
- Traffic Regulation Orders – permanent and temporary
- Network Management / Control Room (UTC)

- Street Works including facilitation in terms of the regulatory function in support of all highway restrictions for all planned & unplanned works, Works in partnership with colleagues in the Police, Health Board and other emergency services in support of challenges of protests and current pandemic
- Logistical support in terms of Highway management for all Major Events
- Highway Licensing and Enforcement
- Road Safety & technical standards
- Road Safety Education & Training including School Crossing Patrols
- Passenger and Public Transport
- Providing support to Transport for Wales and Welsh Government in terms of the new Central Transport Interchange, Core Valley Line works and Metro enhancements

Jason Bale (via funding arrangement) – Operating from City Hall and Vale of Glamorgan Council

- Manage, monitor and administer the Clean Air Plan to ensure compliance with EU Limit Value for NO2 and lead contact with Welsh Government for the Plan.
- Manage and deliver the Council's statutory responsibilities for Local Air Quality Management in partnership with SRS

Gary Brown, Head of Highways, OM Amy Preece (200 staff) - Operating from County Hall, Brindley Road Depot, and Hybrid working

- Highway Maintenance Operations – the frontline maintenance of highway assets - Street lighting / Drainage / High Speed Route / Public Rights of Way (PROW) / Footways and Carriageway repair
- Service maintenance provision for internal council and external third-party clients
- Highway Winter Maintenance Service
- Twenty-Four Hour Emergency highway service
- Asset Management - Policy / PROW statutory control and management / Highway Assessments / Highway Safety Inspection / Claims Management / Major and Minor Highway Improvement Programmes
- Water & Flood Risk Management – management of coastal and surface water flood risk, design, statutory consultation, control, lead local flood authority (LLFA)
- Sustainable Drainage Approval Body (SAB) - statutory regulation and approval of sustainable drainage systems for new development
- Structures & Tunnel Management – control, operation and maintenance of the council's bridge stock, major highway structures, culverts and the Butetown Tunnel

- Electrical Management – Management, design and control of Intelligent Transport Systems (excluding the control room) / Traffic Signals / CCTV and fibre network / Street Lighting.
- Civil Parking Enforcement including management of on street pay and display parking and car parks / Moving Traffic Offences.
- Civil Parking Enforcement Appeals Service

Martin Birch, OM Bereavement, Registration Services and Dogs Home (77 staff), Operating from Thornhill Crematorium, City Hall, various Cemeteries and Westpoint Industrial Estate

- Provision of Burial, Cremation and Memorialisation Services to address the loss of human life
- Provision of Exhumation services
- Partnership working with other authorities to provide burial services
- The registration of births, deaths, marriages, civil partnerships and still births that occur in the Cardiff Registration District.
- Taking notices of marriage and civil partnership for Cardiff residents and for those requiring a “Designated Office” and conducting marriage and civil partnership ceremonies in Cardiff
- Issuing certificates of birth, death, marriage and civil partnership from archived records in the custody of the Superintendent Registrar
- Undertaking Nationality Checking Service and conducting Citizenship ceremonies.
- Provision of Cardiff Dogs Home & the rehoming of dogs.
- Provision of outreach and volunteer programmes and training placements at Cardiff Dogs Home
- Promotion of Animal Welfare in line with Nationally recognised standards

Gareth Harcombe, OM Energy & Sustainability (6 staff), Operating from County Hall

- Develop and deliver the Council’s Carbon Neutral and Climate Emergency response through the “One Planet Cardiff” Strategy
- Monitor and progress Carbon emissions reductions across the Council’s estate.
- Develop and deliver the Council’s programme of renewable energy, and energy innovation projects.
- Develop and deliver the Council’s programme of energy efficiency and energy retrofit activity across the Council’s residential estate and beyond.
- Develop and Deliver the Council’s statutory and local responsibilities, policies and actions for Sustainable Development and the Climate Emergency

Alastair Chapman, OM - Business Support Teams (27 staff including Director & Secretary) – Operating from County Hall

- Monitoring directorate performance, Business Planning, Performance Systems; ISO 9001:2015 etc, Health & safety, Correspondence Support, Programme Support
- Support integration of One Planet Cardiff policy and sustainability objectives across the directorate and council
- Undertake budgetary control and monitoring of the revenue and capital expenditure & income, co-ordination of Grant bids & Claims for the directorate.
- Directorate Business support including cabinet Reporting and forward plan, Recruitment support, Workforce Planning, Projects and Contracts, Senior Management Support; Sickness Absence, PDRs, Data Protection etc.

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3. Progress, Challenges and Priorities for 2023/24

3.1 Summary of Self-Assessment – PESTLE Analysis



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<b>Factors</b>		<b>Opportunities</b>	<b>Challenges</b>
<b>P</b>	<b>Political</b>	<ul style="list-style-type: none"> <li>• Longer Term aspirations and planning for the City.</li> <li>• Benefits from Cardiff Capital Region City Deal.</li> <li>• Corporate Joint Committees and regional working.</li> <li>• Road User Charging forms part of integrated, active and low carbon transport system and to support the needs of future generations.</li> </ul>	<ul style="list-style-type: none"> <li>• Welsh Government Direction issued on Cardiff relating to the air quality plan for improving nitrogen dioxide levels within a prescribed timeline.</li> <li>• Welsh Government ambition and Council policy for Carbon Neutrality in Council operations by 2030.</li> <li>• Implementing and demonstrating the Future Generations Act 5 Ways of Working.</li> <li>• Regional working arrangements of Corporate Joint Committees.</li> <li>• Supporting and Training for Planning Committee Members.</li> <li>• Managing increasing levels of correspondence / implementation of new HALO Software.</li> </ul>
<b>E</b>	<b>Economical</b>	<ul style="list-style-type: none"> <li>• Outcomes and benefits from City Deal.</li> <li>• Further progress for the integration of directorate budgetary processes.</li> <li>• Dogs Home relocation &amp; potential expansion of services provided to meet current &amp; future needs.</li> </ul>	<ul style="list-style-type: none"> <li>• Mitigating the delays and budgets pressures that may emerge.</li> <li>• Ensure all major budgetary savings / income programmes have resource to ensure timely delivery.</li> </ul>

		<ul style="list-style-type: none"> <li>• Digitalisation to promote efficient and effective service delivery.</li> <li>• Support low carbon and green jobs sector.</li> <li>• Review the Local Development Plan (LDP) to facilitate and sustain the city’s projected level of population and employment growth.</li> </ul>	<ul style="list-style-type: none"> <li>• Delivering current and future balanced budget position.</li> <li>• Increasing volume of work within existing resources.</li> <li>• Robust programme and project management to deliver key strategic outcomes.</li> <li>• Competitions &amp; Marketing Authority Funeral Markets Study which is looking at the cost of funerals including Local Authority charges.</li> <li>• Dogs Home relocation &amp; potential expansion of services provided to meet current &amp; future needs.</li> <li>• Maximising developer contributions from S106 agreements towards social, environmental and transport infrastructure.</li> </ul>
<p><b>S</b></p>	<p><b>Social</b></p>	<ul style="list-style-type: none"> <li>• Delivering LDP commitments - sustainable development, resilience and inclusiveness, including engagement in replacement LDP at key stages.</li> <li>• Ongoing support from the Welsh Government for the Bus Industry including Bus Bill White Paper.</li> <li>• Combining energy conservation, carbon reductions and cost of living benefits.</li> <li>• Supporting Active travel.</li> </ul>	<ul style="list-style-type: none"> <li>• Delivery of the Clean Air Strategy interventions</li> <li>• Securing community infrastructure, including affordable housing, from new developments through Section 106 agreements.</li> <li>• Managing expectations in relation to projections that Cardiff being Britain’s fastest growing core city.</li> <li>• Reduced bus patronage and reduced bus funding as the Welsh Government Bus Emergency Scheme ends.</li> <li>• Demonstrating the productivity of services to Local Members and citizens.</li> <li>• Introduction of the Medical Examiner role.</li> <li>• Delivering the Sustainable Drainage Approval Body (SAB) function for all new developments to ensure an effective sustainable solution to</li> </ul>

			surface water management and related flood risk is provided.
<b>T</b>	<b>Technological</b>	<ul style="list-style-type: none"> <li>• Digital and business improvement through the delivery of key digital systems.</li> <li>• Working with emerging technology.</li> <li>• On-line diary system provides a full marriage package for increased digital platform for both staff and customer to interact together providing increased efficiencies.</li> <li>• ITS initiatives such as upgrading of the Real-time Passenger Information Systems and Smart Corridors.</li> <li>• Electric Bus Vehicle Scheme funded by the Welsh Government.</li> </ul>	<ul style="list-style-type: none"> <li>• Identifying, implementing and integrating new technology.</li> <li>• Ensuring the service and staff are ready to adapt to new technologies.</li> <li>• Linking system to current internal financial platforms.</li> </ul>
<b>L</b>	<b>Legal</b>	<ul style="list-style-type: none"> <li>• Development of powers and structures to enable enforcement to tackle highways related issues.</li> <li>• Additional resources for Planning Enforcement and Compliance functions.</li> <li>• Pending changes to producer responsibility and deposit return schemes.</li> <li>• Changes to the marriage law extending civil partnerships to heterosexual couples.</li> </ul>	<ul style="list-style-type: none"> <li>• Implementation of Future Generations Act.</li> <li>• Potential changes to the Development Planning framework.</li> <li>• Delivery of the Sustainable Drainage Approval Body (SAB).</li> <li>• Changes to the marriage law extending civil partnerships to heterosexual couples.</li> <li>• Applying resource to meet the demands of being a Sustainable Drainage Approval body and a Lead Local Flood Authority (LLFA).</li> </ul>
<b>E</b>	<b>Environmental</b>	<ul style="list-style-type: none"> <li>• Supporting Active and low carbon travel.</li> <li>• Delivering Programme of energy/carbon saving projects.</li> <li>• Development of Resilience Strategy.</li> <li>• Deliver safer neighbourhoods.</li> <li>• Horizon scanning for low carbon solutions.</li> <li>• Tackling declared Climate and Nature Emergencies.</li> </ul>	<ul style="list-style-type: none"> <li>• Achieving target of a 76:24 modal split between sustainable (cycling, walking, public transport) and non-sustainable (car) forms of transport by 2030.</li> <li>• Progression of the replacement Local Development Plan (LDP) in line with agreed Vision and Objectives.</li> </ul>

		<ul style="list-style-type: none"> <li>• Delivering Phase 1 of a low carbon heat network by 2024.</li> </ul>	<ul style="list-style-type: none"> <li>• Reviewing Council’s Biodiversity and Resilience of Ecosystems Duty and Forward Plan.</li> <li>• Carbon Neutrality in Council Operations by 2030.</li> <li>• Reducing Pollution.</li> <li>• Retaining Green Dragon accreditation.</li> <li>• Applying the principles of Sustainable Drainage Systems (SuDS) through the SAB to ensure that environmental improvements are presented and delivered.</li> </ul>
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### 3.2 Summary of Self-Assessment - Future Generations 5 Ways of Working Analysis



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Way of Working	Examples of actions taken / to be taken
<p style="text-align: center;"><b>Long-term</b></p> <p style="text-align: center;">Thinking far enough ahead so that today's solutions are not tomorrow's problems</p>	<ul style="list-style-type: none"> <li>• 76:24 modal split between sustainable and non-sustainable transport by 2030.</li> <li>• Developing the new mass public transport system, with the delivery of the Metro Crossrail Phase one linking Central Station to Bay.</li> <li>• The One Planet Cardiff Strategy sets out a 10-year ambition for carbon reduction and climate change mitigation for both the Council and, in partnership, the city.</li> <li>• Development of Resilience Strategy; clean air, zero carbon renewal fuels, retrofitting and solar projects.</li> <li>• Workforce planning to become more representative of the communities we serve</li> <li>• Sustainable investment in Infrastructure Assets to support the delivery on maintenance above steady state levels.</li> <li>• LDP integration to help manage impact of predicted growth in the city over the next 15 Years.</li> <li>• Master-planning and infrastructure planning approach to secure high quality new Developments.</li> <li>• Longer term bereavement strategy – future burial space requirement.</li> <li>• Longer term financial planning.</li> <li>• Cardiff Bay transformation.</li> <li>• UK Best Practice Cycle Network – 18% travel to work.</li> <li>• Longer term bereavement strategy – future burial space requirement with objectives aligned to meet the Capital Ambition &amp; Well-being of Future Generation Act priorities.</li> <li>• Chapel refurbishment to meet current and future customer expectations.</li> <li>• Dogs Home relocation &amp; potential expansion of services provided to meet current &amp; future needs.</li> </ul>

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	<ul style="list-style-type: none"> <li>• On-line diary system provides a full marriage package for increased digital platform for both staff and customer to interact together providing increased efficiencies.</li> <li>• Consideration to non-statutory wedding ceremonies e.g. – outdoors. ‘Your wedding – your way!’</li> <li>• Explore and deliver ways to generate renewable energy and clean heat from the Council’s land assets.</li> <li>• Install energy retrofit measures in all tenures of residential property to protect against increasing cost of living challenges and to help reduce the city’s reliance on fossil fuels.</li> </ul>
<p><b>Prevention</b> Acting to stop problems happening in the first place, or getting worse</p>	<ul style="list-style-type: none"> <li>• Delivering the Coastal Risk Management Programme.</li> <li>• Phased programme of well-maintained highway asset and public realm.</li> <li>• Innovative design and asset management solutions for highway and transportation Infrastructure.</li> <li>• Schemes and initiatives that support behavioural change in favour of sustainable modes of travel.</li> <li>• Working with schools to develop Active Travel Plans and ensuring Band B schools have infrastructure and facilities etc necessary to support active travel to schools.</li> <li>• Working towards a climate change resilient and low carbon energy capital.</li> <li>• Income growth to protect against loss of grant funding.</li> <li>• Grant funding opportunities for the refurbishment of war memorials.</li> <li>• Business development of the Register Office.</li> <li>• Provision of ‘private ambulance’ for the conveyance of Public Health Funerals and direct cremation services to the chapel.</li> </ul>
<p><b>Integration</b> Considering how our actions may impact on others</p>	<ul style="list-style-type: none"> <li>• Use of new technology to support delivering leaner and more effective services such a LED programme and Central Management Systems to control lighting.</li> <li>• Spatial master-planning and transport proposal master-plans for Cardiff Bay and City Centre.</li> <li>• Starting to address Well-being of Future Generations Act through priorities and commitment in Cabinet and Officer Decision reports.</li> <li>• On-line diary system provides a full marriage package for increased digital platform for both staff and customer to interact together providing increased efficiencies.</li> <li>• Digitalisation of services to support improvements in customer facing services.</li> <li>• Partnership working arrangements to deliver schemes and initiatives.</li> </ul>

<p><b>Collaboration</b> Acting together with others</p>	<ul style="list-style-type: none"> <li>• Consultation through Cardiff Capital Region Transport Authority, Southeast Wales Directors of Environment and Regeneration, South East Wales Strategic Planning Group, Association of Public Service Excellence etc.</li> <li>• Established a Climate Emergency Board including public sector, academic and utility partners in the city for positive collaboration and project delivery on climate change and carbon reduction.</li> <li>• Where we can collaborate with other departments &amp; local authorities we do. Always look for new opportunities to income generate.</li> <li>• Cardiff Dogs Home collaboration with PDSA concerning provision of Veterinary services &amp; training for new dog owners around responsible dog ownership.</li> <li>• Cardiff Dogs Home, works very closely with South Wales Police on a number of dog related Initiatives.</li> <li>• Collaborative approach as part of Replacement LDP process.</li> <li>• Collaboration with Welsh Government, Transport for Wales, Burns Delivery Unit, Cardiff City Region, Neighbouring Local Authorities, Public Services Board Organisations, Public Transport Operators and FOR Cardiff.</li> <li>• Produce a holistic Local Area Energy Plan for the city to identify opportunities and challenges for future decarbonisation and sustainable development.</li> </ul>
<p><b>Involvement</b> The importance of involving people in what we do</p>	<ul style="list-style-type: none"> <li>• Cycle Liaison Group.</li> <li>• Cardiff Access Forum.</li> <li>• Consultation exercises across major strategies, policies and plans.</li> <li>• “Amplifying voices” through the replacement LDP process.</li> <li>• Staff engagement sessions rolled out.</li> <li>• Equality Impact Assessments.</li> <li>• Service provision – react to questionnaire feedback to ensure continual improvement of the services we offer.</li> <li>• Workforce development plan and delivery of the associated action plan.</li> <li>• Employment of apprentices, graduates and trainees.</li> <li>• Working with schools to develop Active Travel Plans.</li> <li>• Numerous stages of consultation and engagement in preparing Replacement LDP.</li> <li>• Host a Climate Summit event to engage private sector and third sector stakeholders on the city’s decarbonisation challenges.</li> </ul>



*Key: CP – Corporate Plan Step, SFG – Stronger, Fairer, Greener Commitment, DDP – Directorate Delivery Plan Objective that supports CP & SFG*

### 4.1 Supporting Well-being Objective 4: Safe, confident and empowered communities

#### Building new Council homes and investing in community facilities

Ref	Steps	Member / Responsible Officer	Key Milestones during 2023/24		* <a href="#">Link to Equality Objective</a>
CP S4.06	Further enhance Bereavement & Registration Services through modernising service delivery, improving access to services for all, making digital improvements, identifying new and additional burial space to meet community need throughout the city and introducing new services for the benefit of our residents.	Cllr Dan De’Ath M Birch	Q1	Submit updated strategy for Cabinet Member approval and agree actions.	7. Build strong and cohesive communities where people feel safe, and able to celebrate Cardiff’s diversity
			Q2	Implement actions in strategy.	
			Q3	Monitor progress and update Action Plan as required.	
			Q4	Review any outstanding actions from 20.23/24 and prepare action plan for 2024/25.	
SFG	Deliver a significantly enhanced and modern dogs home; <ul style="list-style-type: none"> <li>Move Cardiff Dogs Home to a sustainable and footing through production of a detailed business case to develop the service around and produce a scheme to deliver a facility that will provide new commercial opportunities.</li> </ul>	Cllr Dan De’Ath M Birch	Q1	Consult with Rescue Hotel and volunteer organisations around works to be carried out at site and agree programme and draft business case.  Review and agree reuniting Dogs Home and Pest Control Services together.	7. Build strong and cohesive communities where people feel safe, and able to celebrate Cardiff’s diversity
			Q2	Identify any funding shortfall for building works and work with Strategic Estates and Procurement to ensure project can be completed.  Realign budgets and staff for Pest Control back to PT&E Produce updated Business Case to move service to a break-even position.	
			Q3	Begin Building Works on site.	

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				<p>Move Pest Control admin to Dogs Home. Identify and establish secure storage for Pest Control Technicians supplies.</p> <p>Seek Cabinet Member and Finance approval of revised Business Case.</p>	
			<b>Q4</b>	<p>Complete building works.</p> <p>Introduce Business Case and establish new income schemes for 2024/25.</p>	
DDP	Produce a dedicated strategy document for the Modernisation and Improvement of Registration Services in Cardiff.	<b>Cllr Dan De’Ath</b> M Birch	<b>Q1</b>	Submit updated strategy for Cabinet Member approval and agree actions.	7. Build strong and cohesive communities where people feel safe, and able to celebrate Cardiff’s diversity
			<b>Q2</b>	Implement actions in strategy	
			<b>Q3</b>	Monitor progress and update Action Plan as required.	
			<b>Q4</b>	Review any outstanding actions from 2023/24 and prepare action plan for 2024/25.	

Ref	Key Performance Indicators	2020/21 Result	2021/22 Result	2022/23 Result	2023/24 Target	Owner
K4.02	Total number of new affordable housing units (Council and Housing Association) completed per annum	No Result	No Result	Awaited	300	S Williams

## 4.2 Supporting Well-being Objective 5: A capital city that works for Wales

### Leading a recovery programme in Cardiff

Ref	Steps	Member / Responsible Officer*	Key Milestones during 2023/24		* <a href="#">Link to Equality Objective</a>
CP S5.07	<p><b>Establish Cardiff as a Smart City</b>, where digital technologies and data are seamlessly used to enhance the lives of people and support recovery, by:</p> <ul style="list-style-type: none"> <li>Adopting the new Smart City roadmap by March 2024;</li> </ul> <p>(The Smart City roadmap will use new and emerging technology and Intelligent Transport Systems to manage the road network more efficiently and safely, improve air quality, reduce congestion, support people in planning their journeys and improve public transport information.)</p> <ul style="list-style-type: none"> <li>Exploring opportunities to better share and take advantage of Council sources of open data.</li> </ul>	<p><b>Cllr Dan De’Ath</b> J Dixon</p>	Q1	Implementation of Smart Corridor trials and living lab sites.	<p>5. Provide support to those who may experience barriers to achieving their full potential</p>
			Q2	Monitoring of Smart Corridors.	
			Q3	Evaluation of results of living lab sites that were implemented for a period of 6 months.	
			Q4	Evaluation of results of Smart Corridors and development of future opportunities for deployment.	

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### 4.3 Well-Being Objective 6: One Planet Cardiff

#### Decarbonising the city and leading a green recovery

Ref	Steps	Member / Responsible Officer*	Key Milestones during 2023/24		* <a href="#">Link to Equality Objective</a>
CP S6.01	<b>Report on the progress of delivering the One Planet Cardiff strategy by:</b> <ul style="list-style-type: none"> <li>Annually setting out the Council's carbon emissions;</li> <li>Establishing clear governance and oversight arrangements</li> </ul>	<b>Cllr Caro Wild</b> G Harcombe	Q1	Collation of Emissions data.	5. Provide support to those who may experience barriers to achieving their full potential
			Q2	Review and analysis of emissions data.	
			Q3	OPC Annual Report.	
			Q4	Annual SWOT analysis review of governance arrangements.	
CP S6.02	<b>Take bold leadership on climate change:</b> <ul style="list-style-type: none"> <li><b>Across the organisation</b> by driving down emissions per directorate and ensuring carbon is fully accounted for in decision-making.</li> <li><b>Across the city</b> by working with Welsh Government on changing citizen behaviour in areas such as waste, energy use and transport.</li> <li><b>Hold the first 'Climate Summit'</b> to bring together organisations and accelerate the partnership approach to moving to net-zero across Cardiff.</li> </ul>	<b>Cllr Caro Wild</b> G Harcombe	Q1	Identify key systems and prioritise process of working with systems to take account of carbon emissions.	5. Provide support to those who may experience barriers to achieving their full potential
			Q2	Climate change summit to take place.	
			Q3	Working with CEB to develop good practice case studies for partners to utilise.	
			Q4	Evaluate lessons learnt from pilot approaches and set out action plan for work in other corporate areas.	
CP S6.03	<b>Deliver the Design and Build contract for Phase 1 of the Cardiff Heat Network</b> as per the procured programme, with the first customer connections in 2024.	<b>Cllr Caro Wild</b> G Harcombe	Q1	Continue to deliver the Scheme construction in line with contractual programme.	5. Provide support to those who may experience barriers to achieving their full potential
			Q2	Continue to deliver the Scheme construction in line with contractual programme.	



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			<p><b>Q3</b> Continue to deliver the Scheme construction in line with contractual programme.</p> <p><b>Q4</b> Continue to deliver the Scheme construction in line with contractual programme.</p> <p>Ensure practical completion for relevant Phase 1 sections of the network and commence testing and commissioning.</p>	
CP S6.04	<p><b>Take a strategic approach to energy by:</b></p> <ul style="list-style-type: none"> <li>Bringing forward detailed business cases for large-scale renewable energy generation projects on Council land for approval by February 2024;</li> <li>Establishing a forum where directorates can co-ordinate and integrate activities in relation to low-carbon energy;</li> <li>Examining the benefits and options for a regional energy prospectus of large and small renewable energy schemes</li> </ul>	<p><b>Cllr Caro Wild</b> G Harcombe</p>	<p><b>Q1</b> Establish cross directorate energy forum.</p> <p>Undertake a scoping Exercise for energy prospectus and assess options.</p> <p><b>Q2</b> Commence consultation and engagement with internal and external stakeholders on the emerging Local Area Energy Plan.</p> <p><b>Q3</b> Present options for Energy prospectus in partnership with Strategic Estates and planning.</p> <p><b>Q4</b> Complete feasibility studies for large scale renewable and make recommendations for investment (where appropriate).</p>	5. Provide support to those who may experience barriers to achieving their full potential
CP S6.05	<p><b>Increase energy efficiency and reduce carbon emissions through a Housing Energy Efficiency Retrofit programme</b> across all tenures of housing, reaching 2,000 domestic retrofit measures per year by 2024 and including measures delivered through Housing Revenue Account funding, Government and energy company funding, facilitated via our Affordable Warmth Partnership, and via engagement with landlords and letting agents to ensure</p>	<p><b>Cllr Caro Wild</b> <b>Cllr Dan De’Ath</b> <b>Cllr L Thorne</b> G Harcombe E Lambert</p>	<p><b>Q1</b> Approval of Cardiff LA Flex Statement of Intent and MOU with energy supplier.</p> <p>Commence resident engagement for BISF retrofit project.</p> <p><b>Q2</b> Targeted Nest mailout to private tenure households.</p> <p><b>Q3</b> Engage with new WG Warm Homes Programme.</p> <p><b>Q4</b> Present options for a new “basic measures” scheme in partnership with the Cardiff City Region team.</p>	5. Provide support to those who may experience barriers to achieving their full potential

	compliance with Minimum Energy Efficiency Standard (MEES) Regulations.				
CP S6.07	<b>Set out an electric vehicle infrastructure road map by March 2024</b> to provide a strategy for public and private sector investment.	<b>Cllr Caro Wild</b> A Chapman	<b>Q1</b>	Examine potential business and delivery model approaches.	5. Provide support to those who may experience barriers to achieving their full potential
			<b>Q2</b>	Consider future market development and technology scenarios.	
			<b>Q3</b>	Identify preferred business model(s). Develop Spatial/Type/Character policy approaches.	
			<b>Q4</b>	Publish roadmap and action plan.	
CP S6.08	<b>Promote healthy, local and low-carbon food</b> through delivering the Cardiff Food strategy, and supporting the Food Cardiff partnership bid to become the first Gold Sustainable Food Place in Wales, including: <ul style="list-style-type: none"> <li>Developing a plan to increase local food production opportunities (commercial and community-based) and integrate into local supply chains including delivery of the Cardiff Capital Region Food Challenge by September 2025;</li> <li>Working with the Education directorate to develop plans to ensure that school meals are healthy and rely on more sustainable and lower carbon supply chains;</li> <li>Developing a land use strategy to address inequality of access to healthy fresh food across the city by integrating into the Replacement Local Development Plan process and working with partners to review</li> </ul>	<b>Cllr Dan De’Ath</b> <b>Cllr Julie Sangani</b> E Lambert	<b>Q1</b>	Council bus shelter advertising contract revision to restrict food products high in fats, salts and sugars.  CCR Sustainable Food Challenge feasibility phase complete.  Undertake ongoing planning evidence base and policy review in discussions with partners.	
			<b>Q2</b>	Award of CCR Sustainable Food Challenge demonstrator phase.  Growing Plan phase 1 internally agreed and local communities consulted.  Complete planning evidence base and policy review.	
			<b>Q3</b>	Contribute to Cardiff’s Sustainable Food Places Gold award submission.  Growing Plan phase 1 Cabinet approval.  Review findings and set out policy recommendations for Replacement LDP/SPG.	
			<b>Q4</b>	Pilot school’s curriculum food sustainability resources.	

	measures to manage access to unhealthy fast-food outlets near schools.			Feed recommendations into Replacement LDP Deposit Plan/SPG.	
CP S6.09	Lead the debate on the potential for renewable energy in the Severn Estuary through the Western Gateway's Independent Commission.	<b>Cllr Huw Thomas</b> A Gregory	<b>Q1</b>	Initial statement and/or representation to the Commission.	
			<b>Q2</b>	Monitor and engage with commission as appropriate.	
			<b>Q3</b>	Monitor and engage with commission as appropriate.	
			<b>Q4</b>	Review and summarise Councils involvement with the commission and current situation.	

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Ref	Key Performance Indicators	2020/21 Result	2021/22 Result	2022/23 Result	2023/24 Target	Owner
New	The number of energy efficiency measures installed in Council-owned domestic properties	New	New	New	<b>750</b>	E Lambert
New	The citywide annual PM10 concentrations recorded at all monitoring locations where PM10 data is obtained <i>(PM10 is particulate matter which is less than 0.01mm in diameter.)</i>	New	New	New	<b>&lt;15 µg/m<sup>3</sup></b>	J Bale
K6.01	The Citywide Annual Average Nitrogen Dioxide (NO <sub>2</sub> ) concentrations at roadside monitoring locations	22.00 µg/m <sup>3</sup>	23.00 µg/m <sup>3</sup>	Awaiting	<b>&lt;25µg/m<sup>3</sup></b>	J Bale
K6.02	Nitrogen Dioxide (NO <sub>2</sub> ) concentrations within Air Quality Management Areas (AQMA's)	28.00 µg/m <sup>3</sup>	29.00 µg/m <sup>3</sup>	Awaiting	<b>&lt;30µg/m<sup>3</sup></b>	J Bale
K6.03	Nitrogen Dioxide (NO <sub>2</sub> ) concentrations on Castle Street <i>(The modelled concentration submitted to Welsh Government in the Council's Clean Air Plan.)</i>	25.00 µg/m <sup>3</sup>	26.00 µg/m <sup>3</sup>	Awaiting	<b>&lt;28µg/m<sup>3</sup></b>	J Bale
EVFLEET-01	The number of Council vehicles which are electric	New	110	Awaiting	<b>100</b>	J Lewis

## Transforming Cardiff's public transport and active travel systems

Ref	Steps	Member Responsible Officer*	Key Milestones during 2023/24		* <a href="#">Link to Equality Objective</a>
CP S6.10	Work in partnership with Welsh Government, Transport for Wales and the Burns Transport Commission Delivery Unit to <b>design and deliver a Cardiff and Regional (Metro) Tram network</b> , which will include: <ul style="list-style-type: none"> <li>Phase 1 Cardiff Crossrail City Centre to Cardiff Bay Metro by 2026;</li> <li>Major service frequency improvements to Coryton and Radyr by 2028;</li> <li>New stations at Crwys Road, Butetown, Cardiff Parkway, Ely Mill, Roath Park, Gabalfa, Newport Road and Pierhead Street by 2028;</li> <li>Phase 2 Bay to Newport Road by 2030.</li> </ul>	<b>Cllr Dan De'Ath</b> G Shields	<b>Q1</b> Mobilisation of Crossrail including preparation of full business case. Outcome of CVL Enhancements Package study including operation assessment work by TfW using Railsys.	5. Provide support to those who may experience barriers to achieving their full potential	
			<b>Q2</b> Appoint Programme Management Team and Programme Board for CrossRail Phase 1.  Produce 1 <sup>st</sup> Stage High Level Programme for CrossRail Phase 1.  Complete 1 <sup>st</sup> Stage Cost Analysis for CrossRail Phase 1.		
			<b>Q3</b> Completion of Newport Road Station Feasibility Study.  Complete and Confirm Design Option for Callaghan Square Public Realm, highway network and Tramline.		
			<b>Q4</b> Review cost and programme for 2024/25.		
CP S6.11	Continue to <b>progress transport and clean air improvements in the city centre</b> including: <ul style="list-style-type: none"> <li>City Centre East Phase 1 by October 2023;</li> <li>Castle Street by January 2025;</li> </ul>	<b>Cllr Dan De'Ath</b> G Shields	<b>Q1</b> Complete Central Sqaure scheme.	5. Provide support to those who may experience barriers to achieving their full potential	
			<b>Q2</b> Start Detail Design and Tender Process for Castle Street (subject to funding).		
			<b>Q3</b> Complete City Centre East Phase 1.		

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	<ul style="list-style-type: none"> <li>Boulevard de Nantes by December 2025.</li> </ul>		<p>Complete Design work for Boulevard de Nantes.</p> <p><b>Q4</b> Construction start Castle Street.</p> <p>Funding bid and tender preparations for Boulevard de Nantes.</p>	
CP S6.12	<p><b>Ensure good air quality by:</b></p> <ul style="list-style-type: none"> <li>Updating the Clean Air Strategy and Action Plan and implementing further measures to improve air quality; (JB)</li> <li>Reviewing real-time air quality data to assess and identify trends in pollution to assess further interventions that will further reduce air pollution; (JB)</li> <li>Continuing to support both bus and taxi sectors to accelerate towards achieving 'Zero Tailpipe' emission fleets in advance of 2028. (GH/AC)</li> </ul>	<p><b>Cllr Caro Wild &amp; Cllr Dan De'Ath</b> J Bale G Harcombe A Chapman</p>	<p><b>Q1 Air Quality</b> Undertake initial review of all actions included in previous CASAP, and assess trends in air quality data since publication of CASAP in 2018. <b>Air Quality Data</b> Q1 &amp; 2 - Commence initial reporting on Real-time sensors following initial period of stabilisation following full installation  Publish monthly reports on SRS website providing public with access to data from City</p> <p><b>Q2 Air Quality</b> Q2 &amp; 3 - Assess existing AQMAs in terms of their continued need or whether any boundary changes are deemed necessary, and whether any specific actions for individual AQMAs are required. Identify and initially assess updated options for inclusion in update CASAP</p> <p><b>Q3 Air Quality Data</b> Include full review of real time data as part of LAQM</p> <p><b>Q4 Air Quality</b> Produce initial draft updated CASAP which would be subject to public consultation with a view that a final plan is taken to Cabinet in Q1 24/25 (TBC) <b>Air Quality Data</b> Include data review as part of Clean Air Strategy Update</p>	<p>5. Provide support to those who may experience barriers to achieving their full potential</p>
CP S6.13	<p><b>Support public transport aspirations in the Transport White Paper by:</b></p>	<p><b>Cllr Dan De'Ath</b></p>	<p><b>Q1</b> Complete outline Bus Priority Strategy.</p> <p><b>Q2</b> Present Bus Strategy to Cabinet.</p>	<p>5. Provide support to those who may</p>

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	<ul style="list-style-type: none"> <li>• Preparing a Bus Strategy for Cardiff by June 2023;</li> <li>• Developing the Strategic Bus Corridors Programme by progressing business cases and design work for the delivery of the East-West Sustainable Transport Corridor and the Northern Bus Corridor by 2026;</li> <li>• Developing the Localised Bus Network Programme which will deliver city-wide improvement projects to tackle problem areas, improve bus priority and journey times where required over the next five years.</li> </ul>	G Sheilds		<p>Complete WeITAG 2 for Norther Bus Corridor.</p> <p>Complete WeITAG 2 for East-West Corridor.</p> <p>Create outline Programme for Bus Priority Schemes attached to the Bus Strategy.</p>	experience barriers to achieving their full potential
			Q3	Source funding and submit bids for 1 <sup>st</sup> Phase of Projects.	
			Q4	Complete WeITAG 3 for Northern Bus Corridor.	
				Complete WeITAG 3 for East-West Corridor. Review costs and programme for 2024/25.	
CP S6.14	<b>Programme the delivery of the bridge crossing scheme at Llanrumney</b> , subject to planning approval, as part of a wider regeneration scheme, planning permissions anticipated by June 2023 and work on site commencing December 2023.	<b>Cllr Dan De’Ath &amp; Cllr Lynda Thorne</b> S Gilbert	Q1	Complete Officer consideration of planning application.	
			Q2	Current application for Park and Ride site presented to Planning Committee.	
			Q3		
			Q4		
CP S6.15	Continue to invest in a <b>segregated cycle network</b> across the city and deliver: <ul style="list-style-type: none"> <li>• Improvements to the Taff Trail, and explore design options for a new Blackweir bridge with Cardiff University, by March 2024;</li> <li>• Cycleway 5 from city centre to Lawrenny Avenue by August 2025;</li> <li>• City centre to Roath Park Cycleway by March 2026;</li> </ul>	<b>Cllr Dan De’Ath</b> G Sheilds	Q1	Completion of Cycleway 1.2.  Start Blackweir Bridge Feasibility.	5. Provide support to those who may experience barriers to achieving their full potential
			Q2	Confirm preferred option for Newport Road - to include a public consultation.  Confirm preferred option for City Centre-Roath – to include a public consultation.  Pre-Planning Application for Cycleway 4.2.	

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	<ul style="list-style-type: none"> <li>• Cycleway 4.2 from A48 to Llandaff by March 2026;</li> <li>• A Cardiff to Newport network connection by 2030;</li> <li>• A full city-wide network by 2030;</li> <li>• A demand-led programme of cycle hangers by 2025.</li> </ul>		<p>Roath Park Cycleway out to Tender.</p> <p><b>Q3</b> Progress Detailed Design for Newport Road and Roath Cycleways Full Planning Application for Cycleway 4.2</p> <p><b>Q4</b> Tender Phase 1 Newport Road Start construction Roath Park Cycleway Review programme and costs for 2024/25</p>	
CP S6.16	Progress a programme of work to <b>fulfil the Council's statutory duty under the Active Travel Act</b> including investigation and assessment of routes for inclusion in the next edition of Cardiff's Active Travel Network Map	<b>Cllr Dan De’Ath</b> M Price	<p><b>Q1</b> Prepare briefs and commence procurement for consultancy services for the following studies:</p> <ul style="list-style-type: none"> <li>• Trowbridge routes to schools study</li> <li>• North Cardiff and Radyr cycle routes studies</li> <li>• Investigation into routes to address severance from A48 between Llanrumney / Rumney and Llanedeyrn / Pentwyn</li> </ul> <p>Engage with RCTBC on scope for additional cross boundary routes.</p> <p><b>Q2</b> Complete route audits of active travel routes completed in 2022/23 and make amendments to existing routes layer on DataMapWales as appropriate.</p> <p>Complete annual reports and submit to Welsh Government.</p> <p>Appoint consultants and initiate studies for the following studies:</p> <ul style="list-style-type: none"> <li>• Trowbridge routes to schools study</li> <li>• North Cardiff and Radyr cycle routes studies</li> </ul>	5. Provide support to those who may experience barriers to achieving their full potential

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				<ul style="list-style-type: none"> <li>Investigation into routes to address severance from A48 between Llanrumney / Rumney and Llanedeyrn / Pentwyn</li> </ul>	
			<b>Q3</b>	<p>Undertake local engagement as appropriate and any further information gathering as required to inform ongoing studies for the following projects:</p> <ul style="list-style-type: none"> <li>Trowbridge routes to schools study</li> <li>North Cardiff and Radyr cycle routes studies</li> <li>Investigation into routes to address severance from A48 between Llanrumney / Rumney and Llanedeyrn / Pentwyn</li> </ul>	
			<b>Q4</b>	<p>Studies for the following projects to be completed:</p> <ul style="list-style-type: none"> <li>Trowbridge routes to schools study</li> <li>North Cardiff and Radyr cycle routes studies</li> <li>Investigation into routes to address severance from A48 between Llanrumney / Rumney and Llanedeyrn / Pentwyn</li> </ul>	
CP S6.17	<p><b>Nurture a strong active travel culture in every Cardiff school by 2027</b> by:</p> <ul style="list-style-type: none"> <li>Engaging with all schools to support the implementation of their Active Travel Plans and enable the proportion of school journeys made by walking, scooting and cycling to be maximised;</li> <li>Delivering infrastructure schemes to facilitate active journeys to schools;</li> </ul>	<p><b>Cllr Dan De’Ath</b> M Price</p>	<b>Q1</b>	<p>Establish new Park and Stride at Pentyrch Primary.</p> <p>Progress School Bike Fleet Phase 4.</p> <p>Progress installation of new bike shelters and engage with schools to identify site locations for new bike shelters.</p> <p>Provide Cycle Coaching and Ride Leadership courses to school staff at 22 schools so staff can train pupils and take them out on rides utilising the bike fleets as well as pupils’ own bikes.</p>	<p>5. Provide support to those who may experience barriers to achieving their full potential</p>



	<ul style="list-style-type: none"> <li>Introducing measures to deter car travel to school including School Streets and additional parking restrictions.</li> </ul>		<p>Provide 15 nursery schools with additional scooters and trikes, funded by the All Wales Play Opportunity Grant.</p> <p>Launch the Little Feet programme to encourage active travel at 24 nursery settings.</p> <p>Commence preparation of Traffic Regulation Orders for Parking Controls at Eastern High School and Howardian Primary School.</p> <p>Progress delivery of grant-fund infrastructure schemes including;</p> <ul style="list-style-type: none"> <li>Canton Active Travel Schools – Sanatorium Road/Broad Street/Atlas Road schemes</li> <li>Fairwater Campus (Pre-delivery)</li> <li>Field Way Access Improvement for Ton Yr Ywen Primary School</li> <li>Cyncoed Road / Llanederyn Road</li> <li>Meadowlane Primary</li> </ul> <p>Continue roll out of Streetwise and Child Pedestrian Training teaching at primary schools.</p> <p>Continue delivery of National Standards Cycle Training to Primary Schools.</p> <p>Tender for works for upgrades to signage for existing School Street schemes (Ysgol Melin Gruffydd, Lansdowne Primary, Tredegarville Primary and Willowbrook Primary).</p>	
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			<p>Member engagement for introducing a School Street on Lawrenny Avenue (Ysgol Pwll Coch and Fitzalan High School).</p> <p>Progress ETRO for Lawrenny Avenue.</p> <p>Begin feasibility work for proposed Roath Park Primary School Street.</p> <p>Ongoing monitoring of existing School Streets.</p>	
		<p><b>Q2</b></p>	<p>Progress installation of new bike shelters and engage with schools to identify site locations for new bike shelters.</p> <p>Progress School Bike Fleet Phase 4.</p> <p>Implement School Streets at St Paul’s Church in Wales Primary / Kitchener Primary.</p> <p>Implement upgrades to signage for existing School Street schemes (Ysgol Melin Gruffydd, Lansdowne Primary, Tredegarville Primary and Willowbrook Primary).</p> <p>Progress ETRO for Lawrenny Avenue.</p> <p>Progress preparation of Traffic Regulation Orders for Parking Controls at Eastern High School and Howardian Primary School.</p>	

			<p>Progress delivery of grant-fund infrastructure schemes including;</p> <ul style="list-style-type: none"> <li>• Canton Active Travel Schools – Sanatorium Road/Broad Street/Atlas Road schemes</li> <li>• Field Way Access Improvement for Ton Yr Ywen</li> <li>• Canton Active Travel Schools – Sanatorium Road/Broad Street/Atlas Road schemes</li> <li>• Fairwater Campus (Pre-delivery)</li> <li>• Field Way Access Improvement for Ton Yr Ywen Primary School (Completion in Q2)</li> <li>• Cyncoed Road/Llanederyn Road</li> <li>• Meadowlane Primary School (Completion in Q2)</li> <li>• Primary School (Completion)</li> </ul> <p>Progress feasibility work for proposed Roath Park Primary School Street.</p> <p>Continue roll out of Streetwise and Child Pedestrian Training teaching at primary schools.</p> <p>Continue delivery of National Standards Cycle Training to Primary Schools</p>	
			<p><b>Q3</b> Progress installation of new bike shelters and engage with schools to identify site locations for new bike shelters.</p> <p>Implement SS on Lawrenny Avenue</p>	

			<p>Permanent TROs sealed for Rhiwbeina Primary and Ysgol Coed y Gof School Streets.</p> <p>Begin feasibility work for potential Pen y Bryn Primary School Street.</p> <p>Progress preparation of Traffic Regulation Orders for Parking Controls at Eastern High School and Howardian Primary School.</p> <p>Progress delivery of grant-fund infrastructure schemes including;</p> <ul style="list-style-type: none"> <li>• Commence construction of Canton Active Travel Schools – Sanatorium Road/Broad Street scheme</li> <li>• Atlas Road/Beda Road (Completion in Q3)</li> </ul> <p>Progress feasibility work for proposed Roath Park Primary School Street.</p> <p>Continue roll out of Streetwise and Child Pedestrian Training teaching at primary schools.</p> <p>Continue delivery of National Standards Cycle Training to Primary Schools.</p>	
		<p><b>Q4</b></p>	<p>Complete installation of new bike shelters and engage with schools to identify site locations for new bike shelters.</p> <p>Complete School Bike Fleet Phase 4.</p>	

				<p>Progress feasibility work for potential Pen y Bryn Primary School Street.</p> <p>Implement Traffic Regulation Orders for Parking Controls at Eastern High School and Howardian Primary School.</p> <p>Progress delivery of grant-fund infrastructure schemes including;</p> <ul style="list-style-type: none"> <li>• Complete Canton Active Travel Schools – Sanatorium Road/Broad Street scheme</li> </ul> <p>Progress feasibility work for proposed Roath Park Primary School Street.</p> <p>Prepare permanent TRO for Lawrenny Avenue (subject to outcomes of ETRO).</p> <p>Ongoing monitoring of existing School Streets Confirm programme for 2024-25 and submit WG funding application.</p> <p>Continue roll out of Streetwise and Child Pedestrian Training teaching at primary schools.</p> <p>Continue delivery of National Standards Cycle Training to Primary Schools.</p>	
CP S6.18	Prepare an Intelligent Transport System Strategy by June 2023 to <b>establish a programme of Smart City improvements to the transport network and support the modal shift to sustainable travel.</b>	<b>Cllr Dan De’Ath</b> J Dixon	<b>Q1</b>	Implementation of Smart Corridor trials and living lab sites. Roll-out of upgrade to Real-time Passenger Information System in bus shelters.	
			<b>Q2</b>	Report on outcome of ITS Strategy consultation and review programme. Monitoring of Smart Corridors.	

			<b>Q3</b>	Evaluation of results of living lab sites that were implemented for a period of 6 months.	
			<b>Q4</b>	Evaluation of results of Smart Corridors and development of future opportunities for deployment.	
Tudalen 54	CP S6.19	<b>Make streets safer and greener</b> by working with partners and communities to improve road safety along with the roll-out of the Wales 20mph default speed limit in Cardiff which will be delivered by September 2023.	<b>Cllr Dan De’Ath</b> M Price	<b>Q1</b>	Commence Traffic Regulation Order (TRO) processes including public consultation and begin amendment of signage where appropriate subject to the outcome of the consultation.
				<b>Q2</b>	Completion of TRO processes and sealing of order identifying exceptions to 20mph. Continue to undertake signage amendments
				<b>Q3</b>	Completion of installation of 30mph signage by 17th September and removal of existing 20mph signage
				<b>Q4</b>	Completion of signage amendments where appropriate. Monitoring and enforcement of new limits in conjunction with Welsh Government and GoSafe.
Tudalen 54	CP S6.20	<b>Consider and review road user charging options</b> to identify opportunities and benefits for Cardiff residents and deliver transport improvements.	<b>Cllr Dan De’Ath</b> J Dixon	<b>Q1</b>	Seek Cabinet approval to proceed with WelTAG study work, consultation and engagement. Complete WelTAG Stage 1.
				<b>Q2</b>	Commission WelTAG Stage 2 Study.
				<b>Q3</b>	Undertake public consultation on WelTAG Stage 2 options.
				<b>Q4</b>	Seek Cabinet approval on the preferred option to progress to WelTAG Stage 3 preparation of full business case.
Tudalen 54	SFG	Make our communities healthier and safer by adopting a people-first preventative approach to road safety by making all residential areas 20mph and exploring new enforcement approaches.	<b>Cllr Dan De’Ath</b> M Highgate	<b>Q1</b>	Complete Detailed Design for Default 20mph Tender Default 20mph scheme.
				<b>Q2</b>	Complete 20mph TRO Process.  Construction of 20mph Default Scheme.
				<b>Q3</b>	Complete switch to Default 20mph.

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			<b>Q4</b>	Monitor impacts of 20mph.  Work with South Wales Police to assess enforcement options.	
SFG	Consider and review road user charging options to identify opportunities and benefits for Cardiff residents and deliver transport improvements.	<b>Cllr Dan De’Ath</b> J Dixon	<b>Q1</b>	Seek Cabinet approval to proceed with WelTAG study work, consultation and engagement. Complete WelTAG Stage 1.	
			<b>Q2</b>	Commission WelTAG Stage 2 Study.	
			<b>Q3</b>	Undertake public consultation on WelTAG Stage 2 options.	
			<b>Q4</b>	Seek Cabinet approval on the preferred option to progress to WelTAG Stage 3 preparation of full business case.	
SFG	Identify opportunities for secure cycle parking across key local centres.	<b>Cllr Dan De’Ath</b> M Price / Tom Brinn	<b>Q1</b>	Feasibility and review of potential locations and cycle parking products.  Identify 2 Key Locations.	
			<b>Q2</b>	Complete Standard Detail Design for Key Locations  Consultation on Trial Scheme.	
			<b>Q3</b>	Commence Detailed Design of Trial Scheme.	
			<b>Q4</b>	Commence tender and delivery process for Trial Scheme.	
SFG	Develop a city-wide campaign to promote active travel.	<b>Cllr Dan De’Ath</b> M Price	<b>Q1</b>	Confirm budget, work with key stakeholders to develop scope of activities and brief for specialist consultants	
			<b>Q2</b>	Procurement of consultants	
			<b>Q3</b>	Campaign development	
			<b>Q4</b>	Commence roll out leading into spring 2024	
SFG	Develop park and ride sites across the city.	<b>Cllr Dan De’Ath</b> S Gerrard	<b>Q1</b>	Identify potential locations.	
			<b>Q2</b>	Business case development.	
			<b>Q3</b>	Identify sites to be progressed / identify funding.	

			<b>Q4</b>	Programme for implementation.	
DDP	Review and establish viable Bus services including Schools transport	<b>Cllr De’Ath</b> <b>Cllr Merry</b> S Gerrard	<b>Q1</b>	Seek an understanding from bus operators what their proposals are.	
			<b>Q2</b>	Seek agreement from Cabinet and tender agreed supported bus services including school transport.	
			<b>Q3</b>	Work with bus operators to establish bus services.	
			<b>Q4</b>	Review bus services including school transport.	



Ref	Key Performance Indicators	2020/21 Result	2021/22 Result	2022/23 Result	2023/24 Target	Owner
K6.05	Modal Split for All Journeys: Proportion of people travelling to work by sustainable transport modes <i>(2030 Target 76%)</i>	No Result*	No Result*	Awaiting	<b>58%</b>	G Pelley
	Proportion of work journeys made by:					
K6.06	• Walking	No Result*	No Result*	Awaiting	<b>18%</b>	G Pelley
K6.07	• Cycling	No Result*	No Result*	Awaiting	<b>17%</b>	G Pelley
K6.08	• Public Transport	No Result*	No Result*	Awaiting	<b>23%</b>	G Pelley
K6.09	The number of schools supported to implement their Active Travel Plan	110	127	127	<b>84 cumulative</b>	M Price

## Putting sustainability and wellbeing at the heart of the city's growth

Ref	Steps	Member Responsible Officer*	Key Milestones during 2023/24		* <a href="#">Link to Equality Objective</a>
CP S6.21	<b>Conduct a full review of the Local Development Plan (LDP) by mid-2025</b> in accordance with the Delivery Agreement timetable and engage in dialogue on regional strategic planning arrangements.	<b>Cllr Dan De'Ath</b> S Gilbert	Q1	Undertake Annual Housing Monitoring to inform Draft Preferred Strategy.	3. Support wide citizen consultation and engagement with the Council and the decisions it makes
			Q2	Formal Public Consultation on Preferred Strategy.	
			Q3	Review Findings of Preferred Strategy Consultation and Evidence Base.	
			Q4	Prepare Draft Deposit Plan Evidence Base.	
CP S6.22	<b>Create better places through the delivery of new, high-quality, well-designed, sustainable and well-connected communities by:</b> <ul style="list-style-type: none"> <li>Applying good place-making principles to the city centre, major new settlements and developments, as well as existing communities;</li> <li>Developing a great destination city centre – defined by the City Centre Recovery Action Plan;</li> <li>Supporting the vitality and viability of district and local centres and delivering the '15-minute city' approach to all major centres;</li> <li>Utilising our powers to protect and celebrate local buildings such as pubs, community spaces and music venues, particularly those rich in the city's working-class history;</li> <li>Maximising developer contributions from new</li> </ul>	<b>Cllr Dan De'Ath</b> S Gilbert	Q1	Update City Centre Land Use and Floorspace Survey and associated Monitoring Data.	3. Support wide citizen consultation and engagement with the Council and the decisions it makes
			Q2	Commence Review of Local List of Buildings of Merit and identify range of powers to protect locally important buildings.	
			Q3	Update and Review Strategic LDP Sites Monitoring Documents and Publish on Website.	
			Q4	Prepare Annual Review of Planning Obligations and Development Activity.  Prepare Annual Design Review Report.	

	developments to deliver community infrastructure, affordable housing and wider improvements within local areas.				
CP S6.23	<b>Deliver the Council's Green Infrastructure Plan,</b> including: <ul style="list-style-type: none"> <li>Updating the Biodiversity and Resilience of Ecosystems Duty (BRED) Forward Plan to respond to the One Planet Cardiff objectives and Action Plan, and the nature emergency by September 2023;</li> <li>Ensuring the upcoming Replacement LDP process fully addresses green infrastructure matters and includes engagement upon potential policy approaches.</li> </ul>	<b>Cllr Dan De'Ath</b> S Gilbert	<b>Q1</b>	Prepare updated draft BRED Forward Plan and Action Plan.	3. Support wide citizen consultation and engagement with the Council and the decisions it makes
			<b>Q2</b>	Council to approve BRED Forward Plan and Action Plan.	
			<b>Q3</b>	Establish Council Green Infrastructure Officer Group with cross-Directorate representatives to monitor BRED Action Plan and associated projects.	
			<b>Q4</b>	Integrate, strengthen and embed Green Infrastructure Policies in draft Deposit LDP.	
SFG	Protect the green wedge around Cardiff.	<b>Cllr Dan De'Ath</b> S Gilbert	<b>Q1</b>	This commitment is being considered as part of the LDP review (Corporate Step S6.21 above).	
SFG	Protect local spaces for nature – especially in urban areas – through stricter planning guidance and identification of local land for local growing projects.	<b>Cllr Dan De'Ath</b> S Gilbert	<b>Q1</b>	This commitment is being considered as part of the LDP review (Corporate Step S6.21 above).	
SFG	Adopt much stricter controls on Houses of Multiple Occupation (HMOs) and press for reform of the Planning Inspectorate System,	<b>Cllr Dan De'Ath</b> S Gilbert	<b>Q1</b>	Regular Meetings with Local Members and senior Officers including Planning, SRS and Waste Management to ensure consistency of decision making and enforcement actions where there are any breaches.	

	engaging with Welsh Government and Planning and Environment Division Wales.		<b>Q2</b>	Prepare Updated Policy Position Paper to capture all aspects of HMOs including Planning, Licensing, Waste Management and Enforcement.		
			<b>Q3</b>	Commence Policy Review as part of Replacement LDP and early preparation of draft Supplementary Planning Guidance.		
			<b>Q4</b>	Include and embed stronger planning policies for HMOs, co-living and student accommodation in draft Deposit LDP.		
Tudalen 60	SFG	Protect and celebrate local buildings such as pubs, community spaces and music venues – particularly those rich in the city’s working-class history – by strengthening our planning regulations and continuing to lobby the Welsh Government for stronger powers.	<b>Cllr Dan De’Ath</b> S Gilbert	<b>Q1</b>	This work is included in Corporate Step S6.22 above.	
	SFG	Broaden participation and accessibility in city planning and ensure there are appropriate platforms for engagement and community voice in the design of the city.	<b>Cllr Dan De’Ath</b> S Gilbert	<b>Q1</b>	This work is largely captured in the LDP review, wider engagement and working with stakeholders.	
	SFG	Integrate great design, placemaking, greening and sustainability principles into all proposals for development and public spaces.	<b>Cllr Dan De’Ath</b> S Gilbert	<b>Q1</b>	This work is included in Corporate Step S6.22 above as well as Policy Review in LDP and the DDP Objective below.	
	DDP	Prepare an annual Design Review document to identify how the Planning service has delivered good urban design and placemaking whilst adding value to new developments.	S Gilbert / R Cannon / M Biddulph	<b>Q1</b>	Regular weekly/bespoke Design Review Meetings to consider and add value to current development proposals.	
				<b>Q2</b>	Regular weekly/bespoke Design Review Meetings to consider and add value to current development proposals.	

			<b>Q3</b>	Regular weekly/bespoke Design Review Meetings to consider and add value to current development proposals.	
			<b>Q4</b>	Prepare Annual Design Review Report.	
DDP	Update on the website “Major Development Monitoring” documents including sites in the City Centre and Cardiff Bay Areas as well as Local Development Plan (LDP) Strategic Sites.	S Gilbert / S Ball / M Barnett	<b>Q1</b>	Monitor and Maintain development monitoring data, including planning applications, consents, construction and completions and associated S106 Agreements.	
			<b>Q2</b>	Monitor and Maintain development monitoring data, including planning applications, consents, construction and completions and associated S106 Agreements.	
			<b>Q3</b>	Update LDP Strategic Site Development Monitoring and public on Council Website.	
			<b>Q4</b>	Prepare Annual Review of Planning Obligations and Development Activity.	

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Ref	Key Performance Indicators	2020/21 Result	2021/22 Result	2022/23 Result	2023/24 Target	Owner
K6.10	The percentage of householder planning applications determined within agreed time periods	78.34%	78.07%	Awaiting	>85%	D Connelly
K6.11	The percentage of major planning applications determined within agreed time periods	94.29%	94.59%	Awaiting	>85%	S Ball
K6.12	The percentage of affordable housing at completion stage provided in a development on greenfield sites over the last two years <i>(In line with the Local Development Plan 2006 – 2026)</i>	No Results due to Covid	14.61%	Awaiting	30%	S Williams
K6.13	The percentage of affordable housing at completion stage provided in a development on brownfield sites over the last two years <i>(In line with the Local Development Plan 2006 – 2026)</i>	No Results due to Covid	39.90%	Awaiting	20%	S Williams
K6.14	Affordable housing units completed per annum as a percentage of all housing	No Results due to Covid	25.14%	Awaiting	20%	S Williams

## Enhancing Cardiff's flood defences

Ref	Steps	Member Responsible Officer*	Key Milestones during 2023/24		* <a href="#">Link to Equality Objective</a>
CP S6.24	<b>Develop a draft sustainable water, flood and drainage strategy for Cardiff by October 2023</b> To be completed and published by March 2024, including completion of stage 2 of the regional strategic flood consequence assessment by 30 <sup>th</sup> November 2023.	<b>Cllr Caro Wild</b> G Brown	<b>Q1</b>	Undertake consultation of flooding across Cardiff.	5. Provide support to those who may experience barriers to achieving their full potential
			<b>Q2</b>	Creation of draft flood strategy.	
			<b>Q3</b>	Completion of strategy – progress approval.	
			<b>Q4</b>	Approval and Publication of strategy.	
CP S6.25	<b>Complete coastal defence improvements in Cardiff East by 2026</b> , with enabling works commencing by June 2023 and construction work commencing by December 2023.	<b>Cllr Caro Wild</b> G Brown	<b>Q1</b>	Completion of all agreements and approvals between WG/CC/Appointed Contractor – start of construction phase.	5. Provide support to those who may experience barriers to achieving their full potential
			<b>Q2</b>	Ongoing construction – progress report for Q2.	
			<b>Q3</b>	Ongoing construction – progress report for Q3.	
			<b>Q4</b>	Ongoing construction – progress report for Q4.	
CP S6.26	Deliver phase 1 of the <b>new Canal Quarter</b> scheme by June 2023, with concept design for phase 2 to be completed by the end of 2023, and construction, subject to funding, targeted for 2024.	<b>Cllr Dan De'Ath</b> G Shields	<b>Q1</b>	Phase 1 – Continue construction works. Phase 2 – Complete early feasibility studies.	5. Provide support to those who may experience barriers to achieving their full potential
			<b>Q2</b>	Phase 1 – Complete construction. Phase 2 – Decide on final option.	
			<b>Q3</b>	Phase 2 – Cost analysis, funding identification and Cabinet Decision Point.	
			<b>Q4</b>	Phase 2 – Begin Detailed Design.	

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**Building resilience into our highway network**

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Ref	Steps	Member Responsible Officer*	Key Milestones during 2023/24		* <a href="#">Link to Equality Objective</a>
CP S6.27	Continue to deliver the programme to <b>replace all 24,000 residential lighting to low-energy LED lighting</b> by December 2023.	Cllr Caro Wild G Brown	Q1	Ongoing installation – last 20% of LED lighting units.	5. Provide support to those who may experience barriers to achieving their full potential
			Q2	Substantial completion of scheme.	
			Q3	Final completion of scheme.	
			Q4	Completed.	
CP S6.28	Continue to deliver an <b>extensive programme of localised improvements to our roads and footways</b> to remove defects such as potholes.	Cllr Dan De’Ath G Brown	Q1	Report Quantity of Localised Improvements delivered in Q1.	5. Provide support to those who may experience barriers to achieving their full potential
			Q2	Report Quantity of Localised Improvements delivered in Q2.	
			Q3	Report Quantity of Localised Improvements delivered in Q3.	
			Q4	Report Quantity of Localised Improvements delivered in Q4.	
CP S6.29	<b>Target the deployment of civil parking enforcement activity through the effective utilisation of data and technology.</b>	Cllr Dan De’Ath G Brown	Q1	Report on enforcement activity during Q1.	5. Provide support to those who may experience barriers to achieving their full potential
			Q2	Report on enforcement activity during Q2.	
			Q3	Report on enforcement activity during Q3.	
			Q4	Report on enforcement activity during Q4.	
DDP	Update the Highway Policy to incorporate and provide a strategic management approach to asset management for all highway asset groups	Cllr Dan De’Ath G Brown	Q1	Highway Asset Management Plan to be presented to Cabinet.	5. Provide support to those who may experience barriers to achieving their full potential
			Q2	Highway Maintenance Policy update progression.	
			Q3	Highway Maintenance Policy update completed.	
			Q4		

Ref	Key Performance Indicators	2020/21 Result	2021/22 Result	2022/23 Result	2023/24 Target	Owner
K6.15	The percentage of principal (A) roads that are in overall poor condition	2.61%	2.77%	Awaiting	<5%	A Greener
K6.16	The percentage of non-principal/classified (B) roads that are in overall poor condition	4.08%	3.31%	Awaiting	<7%	A Greener
K6.17	The percentage of non-principal/classified (C) roads that are in overall poor condition	4.55%	4.62%	Awaiting	<7%	A Greener

#### 4.4 Cross-Directorate Improvement Objectives

##### Improving the workforce and operational processes

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Ref	Improvement Objectives	Responsible Officer	Key Milestones during 2023/24		<a href="#">*Link to Equality Objective</a>
DDP	Review Workforce plan to support development of a more diverse and inclusive workforce representative of the communities we serve.	A Chapman	Q1	Baseline and existing situation	5. Provide support to those who may experience barriers to achieving their full potential
			Q2	Objectives and future requirements/demands	
			Q3	Forces of Change and Resource Planning	
			Q4	Revised workforce action plan	
DDP	Support service areas within directorate to assess carbon emissions from service delivery and develop low carbon action plans	A Chapman	Q1	Develop scope and engage with service areas	5. Provide support to those who may experience barriers to achieving their full potential
			Q2	Provide support to undertake reviews in 4 service areas	
			Q3	Develop actions plans for service areas	
			Q4	Review process and outcome and map next steps for future DDP's	



## 5. Directorate Risk

The Directorate must ensure that it has arrangements in place for managing directorate risks and any corporate risks which relate to that Directorate.

Any actions being taken forward to mitigate against Red Risks within the Directorate Risk Register or Corporate Risk Register should be included in the table below, identifying a Lead Officer and date for the action to be completed by. Please follow the link to the Directorates Risk Registers that outline core risks, mitigations, actions and lead officers etc <\\Filestore1.cardiff.gov.uk\CityOperations\Corporate\RISK\22-23\Q3>

## 6. Audit Recommendations

### External Audit Recommendations

Directorates must ensure that they respond to any and all Audit Recommendations from external Auditors, including WAO, Estyn, CIW. To view the audit tracker, please select the following [Link](#) You will be able to search and view any audit recommendations relevant to PTE.

Name of Audit	Audit Recommendations	Action	Lead Officer	Action Date
		Recommendations stemming from the WAO Transport Vision accessed via the above link have now been closed		

### Internal Audit Recommendations

Directorates must ensure that they respond to any and all Audit Recommendations from internal Auditors. Please select the following Link <\\Filestore1.cardiff.gov.uk\CityOperations\Corporate\Audit\2022-23\4. PTE - Open Audit Recommendations Jan 23.xlsx> where you will be able to view any internal audit recommendations relevant to PTE.

Name of Audit	Audit Recommendations	Action	Lead Officer	Action Date
		Recommendations stemming from internal audits can be accessed via the above link		

### Directorate Performance Data: Audit (Results awaited from the Corporate Performance Team)

Ref	Key Performance Indicators	2020/21 Result	2021/22 Result	2022/23 Result	2023/24 Target	Owner
	Percentage of audit recommendations completed within the agreed timescale					

## 7. Scrutiny Recommendations

Directorates must ensure that they respond in a timely manner to the recommendations arising from any Scrutiny Task and Finish Report and any Strategic Recommendations included within Scrutiny letters which have been either accepted or partially accepted by the Cabinet. To view the scrutiny recommendations tracker please select the following [link](#). You will be able to search and view any scrutiny recommendations relevant to your directorate.

Scrutiny Committee/ Task & Finish Report	Scrutiny Recommendations	Action	Lead Officer	Action Date
		Open recommendations can be accessed via the above link, these are actively reviewed with a view of closing		

## 8. Workforce Planning & Development

Workforce Planning helps the Council identify the capacity and capability it needs within the workforce to effectively deliver services.

A mandatory workforce planning process forms part of the corporate planning cycle and must be completed to inform the development of the Directorate Delivery Plan. It is aligned with the Council's business and financial plans to ensure that the Council has the right people with the right skills in the right place at the right time and at the right cost. Workforce data can be found via the Management Dashboard, to view the dashboard please select the following [link](#).

Any actions identified as part of the workforce planning exercise should be included below. Detailed guidance on workforce planning is available on the Council's [intranet](#).

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Workforce Planning Actions	Lead Officer	Action Date
The Directorate's Workforce Plan is current under review and will be developed in line with the Action below:		
Review Workforce plan to support development of a more diverse and inclusive workforce representative of the communities we serve.	A Chapman / K Palmer	June 23

Directorate Performance Data: Sickness Absence and Wellbeing **(Results awaited from the Corporate Performance Team)**

Ref	Key Performance Indicators	2020/21 Result	2021/22 Result	2022/23 Result	2023/24 Target	Owner
	The number of working days/shifts per full-time equivalent (FTE) local authority employee lost due to sickness absence					
	% Sickness Absence Short-term				N/A	
	% Sickness Absence Long-term				N/A	

Training and Personal & Professional Development **(Results awaited from the Corporate Performance Team)**

Ref	Key Performance Indicators	2020/21 Result	2021/22 Result	2022/23 Result	2023/24 Target	Owner
	Personal Review Compliance: Percentage of staff that have completed a Personal Review (excluding school staff)				100%	
	Personal Review Quality: % of Reviewees providing 50 or less characters as part of Personal Review and no attachment.				No Target	
	Personal Review Quality: % of Reviewers providing 50 or less characters as part of Personal Review and no attachment.				No Target	
	Personal Review Output: % Overachieving				No Target	
	Personal Review Output: % Achieving				No Target	
	Personal Review Output: % Developing				No Target	
	Personal Review Output: % Underachieving				No Target	
	% of staff completing mandatory training modules: Dementia Friendly				85%	
	% of staff completing mandatory training modules: Violence Against Women				85%	

Directorate Performance Data: Apprenticeships and Trainees

The Council continues to provide numerous opportunities for Apprentices and Trainees in a range of services. As part of developing the 2023/24 Corporate Plan it has been agreed that Directorates will include target in their Directorate Delivery Plans for new opportunities provided in year. This does not need to be a definitive number and could be a range based on the size and nature of the directorate, which will be monitored on a quarterly basis.

HR will review all targets set by Directorates against the overall target for apprenticeships and trainees as set in the Corporate Plan.

Ref	Key Performance Indicators	2020/21 Result	2021/22 Result	2022/23 Result	2023/24 Target	Owner
	The number of new apprenticeship and trainee placements provided within the Directorate within the year			9	8	A Gregory

## 9. Race Equality Task Force Recommendations

In July 2020, Cabinet agreed to establish a Race Equality Taskforce to work with the Council and public sector partners to identify practical opportunities for change that would improve race equality in Cardiff and find new ways to improve outcomes for Ethnic Minority residents. The Taskforce published its final report in March 2022 which made 28 recommendations across the 5 thematic areas.

The recommendations of the Taskforce were [considered by the Cabinet in December 2022](#). Each recommendation relating directly to the Cabinet has been accepted in full and is supported by [clear implementation arrangements](#).

Cabinet also agreed that the Council's response to the Race Equality Task Force Recommendations, and any associated performance measures, would be embedded within the Directorate Delivery Plans. Please include below any Task Force Actions relevant to your directorate.

Ref	Race Equality Task Force Recommendation	Council Response	Lead Officer	Delivery Date
3.6	<p><b>As outlined in the Clear Implementation Arrangements link above.</b></p> <p>Broaden participation and accessibility in city planning and ensure there are appropriate platforms for engagement and community voice in the design of the city</p>	<p><b>Response: Recommendation Accepted.</b></p> <p><b>Progress to Date:</b></p> <p>A programme of future engagement has been designed by the Council's Planning Team in response to this recommendation, which was approved by the Taskforce in December 2021.</p> <p>Planning have committed to implementing further creative methods such as developing short films or animations and expanding the use of their 'virtual room' on their website with easily accessible guides to their vision and objectives. This will be developed and utilised further as the Replacement Local Development Plan (LDP) progresses.</p> <p>The team have also agreed to research best practice methods in England &amp; Wales, by utilising existing networks, such as Core Cities, speaking with other local authorities, and Wales wide forums. It is hoped that by exploring other methods, Planning will be able to learn and implement positive engagement practices within a Cardiff context.</p> <p>Furthermore, Planning have agreed to develop a public survey to assess public</p>	S Gilbert	Autumn 2023

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		<p>knowledge of planning within the city and explore any misunderstandings regarding planning processes and the way decisions are made. Using the survey findings, accessible guides and messaging will be created, led by public needs. This may include, for example, specific user-friendly guides and key information about the Council’s Local Development Plan.</p> <p>Beyond the Local Development Plan itself, the Planning team are committed to improving their visibility and community engagement methods, and explore holding direct stakeholder engagement sessions, working with community groups and elected Members to establish better relationships with communities across the city. This includes dedicated outreach efforts to ensure Cardiff’s ethnic minority communities are included in important conversations about the design and future of the city.</p> <p>For example, in May 2022, officers attended an event at the Grangetown Pavilion; with a particular focus on raising awareness in the local community of the replacement LDP and Housing regeneration schemes. We are also continuing to engage with colleagues at 34 Cardiff University and utilising networks to ensure our LDP community engagement strategy is targeted and representative of all communities.</p> <p>The Planning Department are keen to facilitate a similar “meet the Planners” session in Butetown in the next 6 months.</p> <p>Commitment:</p> <ul style="list-style-type: none"> <li>• Ensure Planning encourage ethnic minority communities to engage in LDP and planning policy and embed effective community engagement processes, including further direct stakeholder engagement sessions and focus groups and face to face drop in events in local communities and closer working with community groups and elected members.</li> </ul>		
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## 10. Corporate Safeguarding Requirements

Safeguarding is keeping children and adults at risk safe from abuse- whether it is sexual, physical, emotional, financial or neglect- and other kinds of harm, such as exploitation and radicalisation.

All Directorates are responsible for safeguarding and must therefore ensure that:

- The Corporate Safeguarding Self Evaluations (CSSE) is completed annually for each Directorate. The self-evaluation process and guidance on how to complete it can be found in Appendix 5 of the Corporate Safeguarding Policy Corporate Safeguarding Information (sharepoint.com)
- When it is determined that a specific Services Are must complete the Corporate Safeguarding Self Evaluations (CSSE), a nominated lead must be identified and that the evaluation is completed annually.
- Safeguarding operational procedures are in place and that these support the development of safeguarding practices



**PTE Safeguarding Action Plan is outlined below**

Ref	Corporate Safeguarding Actions identified as part of the Directorate Corporate Safeguarding Self Evaluations	Lead Officer	Action Date
2.2	<b>Name of person Safeguarding Lead:</b> Permanent Safeguarding Champion to be nominated	SG	Completed March 23
2.6	<b>All members of staff are aware of who the safeguarding lead is to discuss in their service area/directorate:</b> Further work needs to be done to champion the role that the Safeguarding Lead in the Service Area enabling a more proactive role across the Directorate - ensuring that all staff know who to contact and discuss relevant issues with.	SG	Completed March 23
2.12	<b>Your Directorate shares the results of any related audits with the Corporate Safeguarding Board where multi-agency learning, patterns and trends can be identified:</b> Audits need to be put in place for all teams within its directorate and share outcomes with CSB.	SG	June 23
OFl	Briefings and inductions need to be held with the 3 appointed cabinet members - highlighting the potential safeguarding risks within their portfolio areas so that they are fully aware of their responsibilities and risks.	SG	Completed March 23
3.0	<b>Staff roles and responsibilities in respect of children (including vulnerable, exploited, missing / trafficked children and extremist / radicalised individuals) and vulnerable adults within your Directorate are identified:</b> Further work needs to be done as there are a number of roles within the directorate that don't have this in their current JDs at present which is an oversight. (It is considered that some Planning, Bereavement and Highway Operation roles need to be reviewed - ensuring consistency).	SG	Dec 23
3.1	<b>Safeguarding responsibilities are clearly identified in relevant individual job descriptions, and these are understood by staff:</b> Further work needs to be done on this as there are a number of roles within the directorate that don't have this in their current JDs at present which is a gap that needs to be closed. (It is considered that some Planning, Bereavement and Highways Operation roles need to be reviewed – ensuring consistency).	SG	Dec 23
3.2	<b>All staff and volunteers working with vulnerable people have the level of DBS appropriate to their role:</b> Further work needs to be done on this as there are a few roles within the directorate that don't have this at present which needs to be addressed. (To ensure consistency, colleagues in Planning, Bereavement (Dogs Home) will be asked to complete the Self-Assessment forms as used by Road Safety Education colleagues for example when they have volunteer support).	SG	Sept 23
3.3	<b>How often are DBS checks updated:</b> (HR do checks on new staff appointments (once). Fundamentally, no new checks are undertaken unless an employee's circumstance(s) change, as every employee has a duty to declare any changes in their circumstances that may affect their DBS status.) Need to check what Road Safety Education are doing in relation to volunteers (can Self-Assessment	SG	Completed March 23

## Directorate Performance Data: Safeguarding (Results awaited from the Corporate Performance Team)

Ref	Key Performance Indicators	2020/21 Result	2021/22 Result	2022/23 Result	2023/24 Target	Owner
	% of staff completing mandatory training modules: Corporate Safeguarding				85%	
	Number of referrals from directorates into Children's services					
	Number of referrals from directorates into adult services					
	Number of Professional Concerns reported into CS					
	Number of Professional Concerns reported into AS					

### 11. Delivering the Welsh Language Standards

Each Directorate must ensure compliance with the [Welsh language standards](#), the commitments of the [Welsh Language Skills Strategy](#) and any issues raised by the Welsh Language Commissioner. Each directorate will therefore ensure that:

- Any recommendations or improvement plan actions issued by the Welsh Language Commissioner are responded to within the agreed timescales
- Every Customer Facing posts must be Welsh Desirable
- All service areas have an appropriate complement of Welsh Speakers to guarantee a service in Welsh.
- Undertake an Annual Welsh Language Assessment

**Any Recommendations or Improvement Plan Actions issued by the Welsh Language Commissioner relating to the Directorate are set out below: *Awaited from Welsh Language Team***

WLC Investigation Number	Description of Enforcement Action	Responsible Officer	Date for completion presented by the WLC	Actual completion date	Date of evidence of completion presented to WLC

Directorate Performance Data: Welsh Language ***Awaited from the Corporate Performance Team***

Ref	Key Performance Indicators	2020/21 Result	2021/22 Result	2022/23 Result	2023/24 Target	Owner
	% of staff completing training modules: Welsh language e-learning module					
	% of staff attending beginners Welsh course					

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## 12. Information Governance

Provided below, for monitoring performance and compliance, are details relating to information governance within the Directorate. (Results awaited from the Corporate Performance Team)

Ref	Key Performance Indicators	2020/21 Result	2021/22 Result	2022/23 Result	2023/24 Target	Owner
	Percentage of Freedom of Information Requests & Environmental Information Regulation Requests responded to within the statutory timescales				85%	
	Percentage of Individual Rights Requests responded to within the statutory timescales (Formerly Data Protection Requests)				85%	
	Number of data breaches				No target	
	% of staff completing mandatory training modules: Bob's Business				85%	

**13. Citizen Satisfaction** (section to be developed over 2023/24)**This section may include:**

- Ask Cardiff questions (where appropriate)
- Service User Specific Surveys
- Complaints and compliments (including “Total Number of Complaints by Service Area” and “% of Complaints Responded to on time by Service Area”)



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# **Environmental Scrutiny Committee 15<sup>th</sup> June 2023**

## **Planning, Transport & Environment**

### **Directorate Delivery Plan 2023-24 Overview**

**Director: Andrew Gregory**

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# Directorate Delivery Plan Sections



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**In effect, the Planning, Transport & Environment Directorate Delivery Plan comprises 4 main sections:**

1. Introduction & Directorate: setting the scene and outline of teams and services
2. Summary of Self-Assessment: PESTLE and Future Generations Act Analysis
3. Action Plan of Wellbeing Objectives, Corporate Steps & Supporting Objectives: including timescales, milestones, responsibilities and key measures
4. Directorate Delivery Plan Appendices: Risk & Audit Management, Safeguarding Action Plan, Workforce Planning etc



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# Context of Directorate Delivery Plan



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The Delivery Plan sets out commitments to make Cardiff a greener city which, through the One Planet Cardiff programme, takes a lead on responding to the climate emergency; which celebrates and nurtures biodiversity, with high-quality open spaces within easy reach for rest and play; and which is connected by convenient, accessible, safe sustainable transport options.

In response to the Climate Emergency, the Council has set out the One Planet Cardiff Strategy which proposes a wide range of ambitious actions across energy, housing, transport, food and water that form the basis of a delivery plan to achieve carbon neutrality and mitigate against the impact of rising sea levels and more frequent extreme weather events. It aims to do this in a way that supports new green economies and greater social wellbeing in the city.

Transforming how people move about the city remains central to decarbonising the city, requiring a major programme of improvement to the public transport and active travel network. As road traffic is one of the city's biggest contributing factors to air pollution, influencing travel behaviour by accelerating a shift towards sustainable and active travel will also lead to improvements in air quality. More broadly, our city's communities – old and new - must be well-planned and well-connected, with infrastructure and public services that are fit for the future.



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# Context of Directorate Delivery Plan (continued)

The Planning, Transport & Environment’s Directorate Delivery Plan supports the delivery of the Council’s Corporate Plan Wellbeing Objectives and Priorities as set out below:

## **Wellbeing Objective 4: Safe, confident and empowered communities**

- Priority: Building new Council homes and investing in community facilities

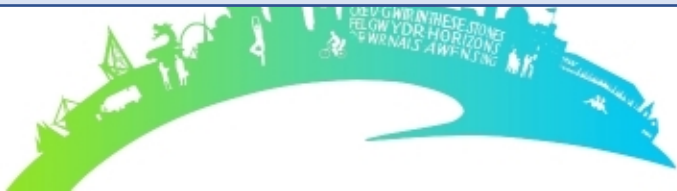
## **Wellbeing Objective 5: A capital city that works for Wales**

- Priority: Leading the economic recovery in Wales (supporting transport and city centre investment priorities)

## **Wellbeing Objective 6: One Planet Cardiff**

- Priority: Decarbonising the city and leading a green recovery
- Priority: Transforming Cardiff’s public transport and active travel systems
- Priority: Putting sustainability and wellbeing at the heart of the city’s growth
- Priority: Enhancing Cardiff’s food defences
- Priority: Building resilience into our highway network

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# Directorate Delivery Plan Corporate Steps

PTE's Directorate Delivery Plan includes 32 Corporate Steps as set out below:

**Wellbeing Objective 4: Safe, confident and empowered communities; Priority: Building new Council homes and investing in community facilities**

- **Corporate Step:** Further enhance Bereavement & Registration Services through modernising service delivery

**Wellbeing Objective 5: A capital city that works for Wales; Priority: Leading the economic recovery in Wales (supporting transport and city centre investment priorities)**

- **Corporate Step:** Establish Cardiff as a Smart City; Adopting the new Smart City roadmap by March 2024; (shared Step with Economic Development)

**Wellbeing Objective 6: One Planet Cardiff**

**Priority: Decarbonising the city and leading a green recovery:**

**Corporate Steps:**

- Report on the progress of delivering the One Planet Cardiff strategy
- Take bold leadership on climate change
- Deliver the Design and Build contract for Phase 1 of the Cardiff Heat Network
- Take a strategic approach to energy

# Delivery of Corporate Steps (continued)



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## Priority: Decarbonising the city and leading a green recovery: (continued)

### Corporate Steps:

- Housing Energy Efficiency Retrofit programme
- Support the transition to clean vehicles
- Set out an electric vehicle infrastructure road map by March 2024
- Promote healthy, local and low-carbon food
- Lead the debate on the potential for renewable energy in the Severn Estuary



# Delivery of Corporate Steps (continued)

**Priority: Transforming Cardiff's public transport and active travel systems:**

## **Corporate Steps:**

- Metro Programme
- Transport and clean air improvements in the city centre
- Ensure good air quality (strategy and action planning)
- Support public transport aspirations in the Transport White Paper
- Programme the delivery of the bridge crossing scheme at Llanrumney
- Continue to invest in a segregated cycling network across the city
- Progress a programme of work to fulfil the Council's statutory duty under the Active Travel Act
- Nurture a strong active travel culture in every Cardiff school by 2027
- Implementing the Intelligent Transport System Strategy
- Make streets safer and greener
- Consider and review road user charging options





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## Delivery of Corporate Steps (continued)

**Priority: Putting sustainability and wellbeing at the heart of the city's growth:**

**Corporate Steps:**

- Conduct a full review of the Local Development Plan (LDP) by mid-2025
- Create better places through the delivery of new, high-quality, well-designed, sustainable and well-connected communities
- Deliver the Council's Green Infrastructure Plan

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# Delivery of Corporate Steps (continued)

## Priority: Enhancing Cardiff's food defences:

### Corporate Steps:

- Develop a draft sustainable water, food and drainage strategy for Cardiff by October 2023
- Complete coastal defence improvements in Cardiff East by 2026
- Deliver phase 1 of the new Canal Quarter scheme by June 2023

## Priority: Building resilience into our highway network:

### Corporate Steps:

- Delivering the LED Programme
- Delivering the programme of localised improvements to our roads and footways
- Target the deployment of civil parking enforcement activity through the effective utilisation of data and technology



# Typical example of Corporate Step Action Plan



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FAIRER  
GREENER**



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Ref	Steps	Member / Responsible Officer	Key Milestones during 2023/24		<a href="#">*Link to Equality Objective</a>
CP S4.06	<b>Further enhance Bereavement &amp; Registration Services</b> through modernising service delivery, improving access to services for all, making digital improvements, identifying new and additional burial space to meet community need throughout the city and introducing new services for the benefit of our residents.	<b>Cllr Dan De’Ath</b> M Birch	Q1	Submit updated strategy for Cabinet Member approval and agree actions.	7. Build strong and cohesive communities where people feel safe, and able to celebrate Cardiff’s diversity
			Q2	Implement actions in strategy.	
			Q3	Monitor progress and update Action Plan as required.	
			Q4	Review any outstanding actions from 20.23/24 and prepare action plan for 2024/25.	



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# Supplementary Objectives

**The Directorate Delivery Plan (DDPs) also includes a host of supporting objectives and commitments:**

Supporting DDP Objectives which outline additional key pieces of work to be delivered, for example:

- Review and establish viable Bus services including Schools transport
- Update the Highway Policy to incorporate and provide a strategic management approach to asset management

**Stronger Fairer Greener Commitments (SFGs) that don't feature in the Corporate Plan, for example:**

- Deliver a significantly enhanced and modern dogs home
- Develop park and ride sites across the city.





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# Examples of Key Measures (KPIs)

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Area / Measure	Target for 2023/24
<b>One Planet Cardiff</b> The number of energy efficiency measures installed in Council-owned domestic properties	750 (new measure)
<b>Transport</b> The number of schools supported to implement their Active Travel Plan	84 (achieved 127 over past 3 years)
<b>Planning</b> The percentage of householder planning applications determined within agreed time periods	>85% (achieved 77.8% last year)
<b>Highways</b> The percentage of principal (A) roads that are in overall poor condition	<5% (achieved 2.9% last year)



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# Key Challenges & Risks



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## Key Challenges:

- **Workforce issues** – challenges recruitment/retention/equalities development
- **Financial** / budgetary loss of resilience / project limitation
- **Welsh Gov Funding** – LUF/Grant cut backs
- **Key decision points** on major transport projects Castle Street delivery/ Environmental Levy/LDP
- **Embedding Climate Actions** Council/partners/city - ensuring greater climate/general resilience
- **Managing asset/system** backlogs/deterioration
- **Ensure Stable Budgetary** Response – delivering ambitious programme

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## Key Risks:

- **Climate Change** - Cardiff is not able to manage the effects of climate change and energy security due to lack of future proofing for key (social and civil) infrastructure and business development.
- **Air Quality** - Air quality in Cardiff does not meet statutory requirements set by legislation and continues to have a detrimental impact on health for residents and visitors to Cardiff.
- **Coastal Erosion** - Breach of current defences resulting in widespread flooding.
- **Budgets/Funding** – Inflation/ Diminishing revenue to support /develop service or infrastructure improvement bids. Availability/Delivery of capital funding grants
- **Workforce resilience**

Mae'r dudalen hon yn wag yn fwriadol

**CARDIFF COUNCIL**  
**CYNGOR CAERDYDD**  
**ENVIRONMENTAL SCRUTINY COMMITTEE**

15<sup>th</sup> JUNE 2023

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**CARDIFF REPLACEMENT LOCAL DEVELOPMENT PLAN 2021 – 2036:  
PREFERRED STRATEGY FOR CONSULTATION**

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**REASON FOR THE REPORT**

1. To allow Members pre decision scrutiny of the Draft Preferred Strategy for Cardiff's Local Development Plan (LDP), before it is considered by Cabinet.

**STRUCTURE OF THE PAPERS**

2. Attached to this report are:
  - **Appendix A** - Cabinet Report
    - Appendix A1** – Cardiff Local Development Plan 2021 -2036 Preferred Strategy.

**BACKGROUND** (*Cabinet Report points 2 – 7*)

3. The current Local Development Plan was adopted in January 2016 by the Council and set out the proposed planning and development for the city between 2006 and 2026 and has led to the regeneration of current neighbourhoods and the growth of new communities on the outskirts of the city.
4. Section 69 of the Planning & Compulsory Order Act 2004 requires the Council to carry out a full review of the adopted LDP at least every 4 years following adoption.
5. Following the establishment of Corporate Joint Committees (CJCs) and their role in regional development the replacement LDP that is currently being developed will be the last the Council produces before Strategic Development Plans (SDPs) are written. The LDP is a crucial strategic document that supports several corporate strategies including One Planet Cardiff, Transport White Papers and the education vision outlined in Cardiff 2030. It is a key driver for investment, competitiveness, growth and environmental protection in Cardiff and will have implications for the wider city region up until 2036.

6. The replacement LDP is being written in line with the Welsh Government approved Delivery Agreement. So far, the following have been completed:
  - Consultation/ Approval of RLDP vision and objectives - September 2021;
  - Call for Candidate Sites - Summer 2021;
  - Consultation on the Integrated Sustainability Appraisal Scoping Report - summer 2021;
  - Consultation on Strategic Options for level of growth and spatial options- winter 2021/22;
  - Building up a robust evidence base to inform the plan; and
  - Undertaking numerous assessments on the proposed plan content
7. Following Cabinet approval of the Draft Preferred Strategy, between July and September there will be a period of formal consultation, which will include a wide variety of methods to try to engage as many groups and individuals as possible, including those usually underrepresented.
8. The outcomes of the consultation will support the development of the Deposit/Full Plan which will provisionally be considered by Cabinet in June 2024. This Deposit Plan will also be the focus of a formal consultation period after being approved by Cabinet during summer 2024.
9. A Joint Task and Finish Group consisting of members from all five Scrutiny Committees has been established. At its first meeting group members were given the background to the development of the RLDP and the authorised timeframes agreed with Welsh Government going forward. The second meeting of the group is due to take place on 7<sup>th</sup> July to consider the Key Policies and to prioritise where scrutiny can add value to the development of the full LDP

**DRAFT PREFERRED STRATEGY CONTENTS** (*Cabinet Report points 8 – 22*)

10. The Draft Preferred Strategy is a 'high-level' considered document that outlines broadly plans for the city, to 2036.
11. The draft Preferred Strategy document will set out the agreed [vision and objectives](#) for the LDP, the overall proposed level of growth in housing & jobs as well as areas that are to be protected. The document considers three growth options:
  - A. 19,000 new homes (1,267 pa/0.8% growth) and 30,000 new jobs
  - B. 24,000 new homes (1,600 pa/1% growth) and 30,300 new jobs

C. 30,500 new homes (2,033 pa/1.3% growth) and 43,000 new jobs

12. Each of these options was assessed against a range of factors including:
  - Welsh Government Projections
  - Future Wales & Cross-boundary/city/region implications
  - 'Cardiff Well-being Plan' and 'Stronger, Fairer, Greener'
  - Delivery of Economic needs
  - Delivery of social/housing needs
  - Climate change implications
  - Deliverability & Capacity of each option
13. Following these assessments, the preferred strategy concludes that Option B, 1% growth, is backed by the greatest data and is the most realistic choice in term of deliverability.
14. The report also looks at suggested preferences to help provide the number of houses and jobs identified, which are:
  - [1] Further extension of existing Strategic Site commitments
  - [2] Urban intensification based on a brownfield only strategy
  - [3] Renewal and regeneration based on brownfield mixed use sites
  - [4] Growth based around district and local centres in line with the city of villages concept
  - [5] Growth based around transport nodes
  - [6] Strategic public transit growth corridors
  - [7] Dispersed greenfield growth areas
  - [8] Dispersed combination of brownfield and greenfield
15. These options were consulted on and the 'positives' and 'negatives' evaluated and as a result a hybrid option is preferred that includes some of the features from the eight options. This 'sustainable growth' option will use brownfield sites and the current landbank of greenfield sites to deliver the identified houses and jobs.
16. The Preferred Strategy also lists a number of strategic policies under the themes stronger, fairer and greener:
  - STRONGER
    - Providing for sustainable growth

- Sustaining Economic growth and resilience
- Ensuring a Masterplanning approach
- Securing a good quality and sustainable design
- Securing new infrastructure
- Securing planning obligations
- Supporting the Central and Bay business areas
- Supporting the role of Cardiff Port
- Tourism
- Maintaining a supply of minerals
- FAIRER
  - Delivering sustainable neighbourhoods, social cohesion and affordable housing
  - Securing health and wellbeing resilience
  - Protecting and enhancing built heritage and culture
- GREENER
  - Protecting the setting of the city through a green wedge
  - Managing spatial growth through settlement boundaries
  - Delivering sustainable transport and active travel
  - Securing new transport infrastructure
  - Securing climate resilience, de-carbonisation and renewable energy in new developments
  - Protecting, compensating and enhancing green infrastructure
  - Minimising impacts on natural resources
  - Managing waste

17. These are the strategic policies that the Joint RLDP Task and Finish group will be looking to prioritise and select three for further work to be done to support the development of the final deposit plan.

18. The timetable for the preparation of the Strategy is detailed in **points 24 - 29** and include the table below, The explanation for the revised timetable is to ensure that the preferred strategy refers to and contains the most current information available

<b>Key Stage</b>
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<b>Anticipated</b>		<b>From</b>	<b>To</b>
1	<b>Draft Review Report and Delivery Agreement</b> Consultation and submission of Final Review Report to Welsh Government	Jan 2021	Mar 2021
2	<b>Evidence Base Preparation</b> Call for Candidate Sites Consultation on ISA Scoping Report	Dec 2020 May 2021 May 2021	Mar 2024 Aug 2021 Jul 2021
3	<b>Pre-Deposit Participation</b> Consultation on draft vision/issues/objectives Consultation on strategic options	Mar 2021 May 2021 Nov 2021	Jun 2023 Jul 2021 Feb 2022
4	Consultation on Preferred Strategy and ISA Initial Report	Jul 2023	Sep 2023
5	Consultation on Deposit Plan and Final ISA Report	Jul 2024	Sep 2024
<b>Indicative</b>		<b>From</b>	<b>To</b>
6	Submission for Examination	May 2025	
7	Examination	May 2025	Oct 2025
8	Inspectors Report	Oct 2025	
9	Adoption of LDP	Nov 2025	

19. The draft Preferred Strategy is scheduled to be finalised by the Council's Cabinet on 22 June 2023, and will be considered for approval by Full Council on 29 June 2023

### **Legal Implications**

20. **Points 31 – 39** set out the legal requirements in relation to the that that council needs to take into consideration which include:
- Specifically, duties under **Part 6** of the **Planning & Compulsory Purchase Act 2004** (the Act) to produce a Local Development Plan;
  - Also **Section 69** of the Act to undertake reviews;
  - Replacement Local Development Plans need to be planned in line with the **Town and Country Planning (Local Development Plan) (Wales) Regulations 2005**

- And **paragraph 26** states the need to keep a timetable of the process and to ensure this is kept up to date with any amendments to this need to comply with **regulation 9**
- **Well- Being of Future Generations (Wales) Act 2015**
- And in general duties with regard to the **Equality Act 2010**, the, **Welsh Language Measure (Wales) 2011** and Welsh Language Standards.

### **Financial Implications**

21. **Points 40- 42** determine that there are no direct financial implication and that the development of the RLDP, including consultation on the Preferred Strategy, will be met from within existing resources. However, this will need to be reviewed fo future years.

### **HR Implications**

22. None

### **Property Implications**

23. None

### **RECOMMENDATIONS TO CABINET**

24. Cabinet is recommended to:
- approve the Replacement Local Development Plan Preferred Strategy (as set out in Appendix 1) for consultation purposes and forward it to Council for consideration and approval.
  - approve the revised timetable for preparation of the Replacement Local Development Plan set out above and forward it to Council for consideration and approval so it can be formally submitted to Welsh Government for their consideration and agreement.

### **WAY FORWARD**

25. Cllr Dan De'Ath, Cabinet Member for Transport & Strategic Planning and Andrew Gregory, Director of Planning Transport & Environment and relevant Officers have been invited to make a statement and answer Member's questions. They have been asked to make a brief presentation followed by Member's questions.

## **LEGAL IMPLICATIONS**

26. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct 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 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 of behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

## **FINANCIAL IMPLICATIONS**

27. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not 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**

28. The Committee is recommended to:
- note the contents of this report, and to agree nominees from the Committee to take part in the task and finish group.

**DAVINA FIORE**

**Director of Governance & Legal Services**

**9 June 2023**

Mae'r dudalen hon yn wag yn fwriadol

***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:**

**22<sup>nd</sup> June 2023**

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**CARDIFF REPLACEMENT LOCAL DEVELOPMENT PLAN 2021 TO 2036: PREFERRED STRATEGY FOR CONSULTATION**

**CABINET PORTFOLIO: TRANSPORT & STRATEGIC PLANNING  
(Councillor De'Ath)**

**AGENDA ITEM:**

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**Reason for this Report**

1. To enable the Cabinet to consider:
  - A Preferred Strategy for the Cardiff Replacement Local Development Plan (RLDP), as tabled in Appendix 1 of this report, and recommend its approval by the Council; and
  - A revised timetable for preparation of the RLDP, as set out in paragraph 26 of this report and recommend its approval by the Council prior to submission to Welsh Government for their agreement.

**Background**

2. 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. The adopted LDP has delivered a planning framework that has both enabled the regeneration of existing communities within the city and provided a strategic framework for the development of several new communities around the edge of the city. These new communities have been delivered through comprehensive master plans that provide for the necessary infrastructure including schools, transport links and open

## APPENDIX A

space. Collectively this has enabled the delivery of approximately 6,000 new homes across the city since the adoption of the plan in 2016, including the delivery of approximately 1,500 affordable homes to meet the urgent need for such accommodation.

3. An up-to-date LDP is an essential part of the plan-led planning system in Wales and statutory measures are in place to manage the Plan review process. In this respect, the Council is required under Section 69 of the Planning and Compulsory Purchase Act 2004 to undertake a full review of the adopted LDP at intervals not longer than every 4 years from the date of adoption.
4. The Replacement LDP is a critical document for the Council as it is probably the last strategic land use plan the Council will prepare before the new regional system of Strategic Development Plans (SDPs) prepared by the regional Corporate Joint Committees (CJCs) comes into place. Importantly it will build on the achievements of the adopted LDP and establish the development context for the city for the next 13 years to 2036 and will set a growth target for city and allocate green and brownfield land to meet this target. It will also underpin the Council's corporate strategies, including the One Planet Strategy, Transport White Paper and the education vision set out in Cardiff 2030.
5. The Replacement LDP is being prepared in accordance with the process and timetable set out in the Delivery Agreement agreed by Welsh Government in March 2021. To date, the following milestones have been achieved, and have contributed to the Preferred Strategy:
  - Consultation/ Approval of RLDP Vision and Objectives (September 2021)
  - The Call for Candidate Sites (Summer 2021)
  - Consultation on the Integrated Sustainability Appraisal Scoping Report (Summer 2021)
  - Consultation on Strategic Options for the Level of Growth and Spatial Options (winter 2021/22)
  - Preparing a robust evidence base to inform the plan; and
  - Undertaking numerous technical assessments on the proposed Plan content
6. Approval of the Preferred Strategy will be followed by a formal consultation and engagement exercise between July and September 2023. This will include on-line consultation and surveys, face to face meetings and use of social media to publicise the details of the consultation. The intention of this exercise is to reach as many groups and individuals as possible, and to seek to actively and specifically engage with those groups and communities who traditionally are under-represented in LDP preparation. The results of this consultation will help

inform the preparation of the Deposit Plan or “Full Plan”, which is anticipated to be considered by Cabinet and Council in June 2024.

7. The Deposit Plan will contain far more detail than the Preferred Strategy in relation to both policies and proposed sites. The Deposit Plan will also be subject to a formal consultation process, which is anticipated to be undertaken over the summer of 2024.

**Preferred Strategy contents**

8. The Preferred Strategy sets out a Strategic Plan for the city to 2036 setting out:
  - The Vision and Objectives of the plan.
  - The planned level of growth in housing and jobs.
  - The spatial strategy to deliver this growth.
  - The areas within the city to be protected, and
  - A comprehensive series of “Key Policies” to deliver the Vision and Objectives of the plan. These policies will be further informed by the consultation responses to the Preferred Strategy and included in the Deposit Plan.
9. It is important that the Preferred Strategy meets evidenced social, economic and cultural needs whilst respecting environmental factors and delivers sustainable neighbourhoods as part of a sustainable city.
10. In addition, since the preparation and adoption of the current LDP in 2016, there have been some significant legislative, policy and contextual changes for the Preferred Strategy. These include, but are not limited to:
  - Stronger, Fairer, Greener
  - The Well-being of Future Generations (Wales) Act 2015
  - Future Wales: The National Plan 2040
  - Climate Emergency Declaration
  - One Planet Cardiff
  - Nature Emergency Declaration
  - Biodiversity and Resilience of Ecosystems Duty
  - Socio-Economic Duty
  - Cardiff Economic Strategy
  - Transport White Paper and Clean Air Plan
  - Child Friendly Cardiff
  - Cardiff Older Persons Housing Strategy
  - City Recovery Strategy

11. These have been taken into account in preparing the Preferred Strategy and the key elements are summarised below.
12. **Meeting Future Needs:** Meeting the future need for jobs and homes by setting out a strategy to deliver 32,300 new jobs and 26,400 new dwellings over the Plan period to 2036 (equivalent to a 1% level of growth per annum). In determining this level of growth three different growth options were considered including a low growth option (20,900 new dwellings or 0.6% level of growth per annum) and a high growth option (33,500 new dwellings or 1.6% growth per annum). Following a thorough assessment of these three options and taking into account the comments received during the consultation on the options it is considered that the proposed growth level represents the most realistic and reliable option. Planning for such a level of housing completions will help the city deliver its corporate priorities, recover from the pandemic, provide much needed affordable housing and be a fundamental component of future economic growth. It will also help achieve Welsh Government's aspirations for the city (set out in Future Wales) as a national growth area and an economic driver for the city region.
13. **New Homes:** The Preferred Strategy proposes that all the existing "landbank" of homes (i.e. sites with planning permissions) and adopted LDP housing allocations will be developed by 2036. This means that there is no need to identify land for any additional dwellings. This would demonstrate a 50:50 brownfield/greenfield split and ensure a good range and choice of new housing opportunities with different dwelling sizes, tenures and locations. The Preferred Strategy will also enable the potential provision for 5,000 to 6,000 affordable homes.
14. **New Jobs:** The Preferred Strategy supports and complements the Council's Economic Strategy. It proposes a range and choice of new job opportunities through protecting existing employment sites which perform an important economic role in the city and taking forward the existing LDP employment allocations alongside mixed-use urban regeneration areas on a range of sites and locations across the city. These include the Cardiff Central Enterprise Zone, Roath Basin, North of Junction 33, North-West Cardiff, Cardiff Parkway and other sites.
15. **Sustainable Neighbourhoods:** The Preferred Strategy aims to ensure that new homes and jobs form part of well-planned, mixed-use communities which help deliver new and improved facilities and infrastructure which support the regeneration of the city. The strategy sets out key principles for new development responding to key sustainability factors and providing a well-designed, safe, inclusive, accessible and healthy environment for all. The need to sustainably manage waste, reduce emissions and maximising renewable solutions are also highlighted. The strategy also sets out ways to tackle deprivation and improve the quality of life for residents such as through supporting existing centres, delivering affordable homes, creating healthier environments and enhancing community facilities.
16. **Sustainable Transport and Active Travel:** The Preferred Strategy aligns with the Transport White Paper and Clean Air Plan and sets out an approach aimed at minimising car travel, maximising access by



sustainable transport and active travel modes and improving connectivity between Cardiff and the wider region. This can be achieved by making the best use of the current network, reducing travel demand where possible and widening travel choices. The aim is to achieve a target of 76% of all journeys made by walking, cycling and public transport by 2030. This will be achieved through several ways including:

- Reducing travel demand and dependence on the car through location and design.
  - Enabling and maximising sustainable and active travel modes.
  - Providing high-quality walking and cycling infrastructure.
  - Integrating travel modes and maintaining and improving the efficiency and reliability of the transport network.
  - Supporting and facilitating new transport infrastructure projects including the North-West Corridor, North and South Corridors, South-West Corridor and Northern Corridor.
  - Improving safety and accessibility for all.
17. **Climate Change, De-carbonisation and Renewable Energy:** The Preferred Strategy aligns with One Planet Cardiff and aims to tackle climate change through securing low carbon development and energy efficient design, protecting and increasing carbon sinks, increasing the supply of renewable energy and preventing development that increases flood risk.
  18. **Protecting Biodiversity and Resilience of Ecosystems:** The Preferred Strategy aims to ensure all development maintains and achieves a net gain in biodiversity and promotes the resilience of ecosystems.
  19. **Protecting Cardiff's Environment:** The Preferred Strategy has been developed to minimise impact upon Cardiff's environmental assets. The strategically important ridge to the north of the M4 will be protected and continue to form a highly important green backdrop to the city along with other areas of countryside around the city. Importantly, open spaces and river valleys within the urban area are protected. In total, well in excess of 5,500 hectares of countryside and strategic river valleys running through the urban area will be protected from development. Cardiff's rich and diverse heritage assets have also been fully taken into account in preparing the strategy which seeks to protect, manage and enhance these interests to maintain and enhance Cardiff's unique distinctiveness.
  20. The RLDP must be subject to an Integrated Sustainability Appraisal (ISA) incorporating Strategic Environmental Assessment (SEA) as required by the Planning and Compulsory Purchase Act 2004, and the SEA Regulations. These are tools to ensure that policies in the LDP are appropriately assessed to reflect the sustainable development principle and take into account the significant effects of the plan on the natural environment. The Council has adopted an integrated approach to the appraisal and assessment in which economic and social issues are considered alongside environmental elements. The Initial Integrated Sustainability Appraisal Report is available as a background document to

this Report.

21. The Council is also required to undertake a Habitats Regulations Assessment (HRA) of the LDP under Part IVa of the Conservation (Natural Habitats, &c.) (Amendment) (England and Wales) Regulations 2007. The HRA will determine the likely significant effects of the plan on European Sites of nature conservation importance and, if applicable, scope what needs “appropriate assessment” (AA) and how it will be undertaken. A Scoping Report for Habitats Regulations Assessment of the LDP is available as a background document to this Report.
22. In addition to these assessments, a Joint Scrutiny Committee Task & Finish Group reporting to the Environmental Scrutiny Committee considered the strategic and delivery options and set out evidence and key findings which have been used to inform the Preferred Strategy. Furthermore, a Health Impact Assessment, Equalities Impact Assessment and Welsh Language Impact Assessment have also been undertaken to assess potential impacts and feed into the Integrated Sustainability Appraisal. Reports from these assessments are available as background documents to this Report.

### **Resources**

23. An RLDP budget is in place for the present financial year and is considered able to meet the current financial implications of undertaking consultation on the Preferred Strategy and preparing the Deposit Plan against the proposed timetable. Further monitoring will be undertaken to assess expenditure against budget as the RLDP progresses and the RLDP budget for future financial years will need to reflect resources required to enable progression in accordance with the Delivery Agreement.

### **Revisions to preparation Timetable**

24. The Council is required to keep the timetable for preparing the RLDP under review and agree any slippage beyond 3 months in the timetable for preparing the plan with Welsh Government.
25. The Preferred Strategy is the first formal stage in Plan preparation and is a key stage in the development of the Plan. Welsh Government guidance relating to the preparation of LDPs requires them to be founded on a robust and up to date evidence base. Given this, it is important that the Preferred Strategy is informed by the latest evidence. This requirement is also a “test of soundness” which will be considered by an appointed Inspector during the independent examination of the plan.
26. Given this, it is important that the development of the Preferred Strategy is informed by latest evidence relating to housing need and revised population figures following the release of the 2021 Census findings, and an updated Local Housing Market Assessment completed in accordance with the revised Welsh Government methodology issued last year.

## APPENDIX A

27. To allow sufficient time to fully consider these matters, the timetable for consultation on the Preferred Strategy is beyond the three-month allowance, where a revised timetable for preparation of the RLDP has been prepared in consultation with Welsh Government. This is set out below and it is recommended to formally submit the revised Delivery Agreement to Welsh Government for their consideration and agreement. Once this timetable is agreed, the Delivery Agreement can be amended to include revised dates for preparation.

### Revised Timetable for Preparation of Cardiff Replacement LDP

<b>Key Stage</b>			
<b>Anticipated</b>		<b>From</b>	<b>To</b>
1	<b>Draft Review Report and Delivery Agreement</b> Consultation and submission of Final Review Report to Welsh Government	Jan 2021	Mar 2021
2	<b>Evidence Base Preparation</b> Call for Candidate Sites Consultation on ISA Scoping Report	Dec 2020 May 2021 May 2021	Mar 2024 Aug 2021 Jul 2021
3	<b>Pre-Deposit Participation</b> Consultation on draft vision/issues/objectives Consultation on strategic options	Mar 2021 May 2021 Nov 2021	Jun 2023 Jul 2021 Feb 2022
4	Consultation on Preferred Strategy and ISA Initial Report	Jul 2023	Sep 2023
5	Consultation on Deposit Plan and Final ISA Report	Jul 2024	Sep 2024
<b>Indicative</b>		<b>From</b>	<b>To</b>
6	Submission for Examination	May 2025	
7	Examination	May 2025	Oct 2025
8	Inspectors Report	Oct 2025	
9	Adoption of LDP	Nov 2025	

28. These revised timescales have also enabled the Council to consider fully how the plan can effectively deliver the corporate priorities set out in the

“Stronger, Fairer, Greener” vision and respond to the impact of COVID, cost of living and housing crisis and the Council’s declared climate and nature emergencies. It has also allowed sufficient time for the various assessments of the Preferred Strategy required by Welsh Government guidance outlined above to be completed and fully considered.

29. Importantly, the revised timetable set out above will ensure the preparation of a robust plan, aligned to the Council’s Corporate priorities and based on the latest evidence.

### **Reason for Recommendations**

30. To enable Cabinet to consider a Preferred Strategy for consultation purposes, a revised timetable for preparation of the RLDP, and recommend their approval by Council.

### **Legal Implications**

31. A Local Planning Authority (LPA) has a statutory duty to produce a Local Development Plan (LDP). The LPA’s statutory duties under the LDP system are contained within Part 6 of the Planning and Compulsory Purchase Act 2004 (“the Act”).
32. 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.
33. The Replacement Local Development Plan (RLDP) has to be prepared in accordance with the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005 (as amended). The process and the documents required under those Regulations are discussed within the body of the Report. Proper account of those Regulations must be taken at each stage so as to avoid the risk of a challenge to the Council’s process.
34. The Council is also required to keep the timetable for preparing the RLDP under review and the revised timetable set out in paragraph 26 will need to be considered and approved by the Council prior to submission to Welsh Government for their agreement to the amendments and to comply with Regulation 9 of the Town and Country Planning Act (Local Development Plans) (Wales) Regulations 2005.
34. The decision about the report’s recommendations has to be made in the context of the Council’s public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties) – the Public Sector Equality Duties (PSED). These duties require the Council to have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of ‘protected characteristics’. The ‘Protected characteristics’ are: • Age • Gender reassignment • Sex • Race – including ethnic or national origin, colour or nationality • Disability • Pregnancy and maternity • Marriage and civil partnership • Sexual orientation • Religion or belief – including lack of belief.

35. When taking strategic decisions, the Council also has a statutory duty to have due regard to the need to reduce inequalities of outcome resulting from socio-economic disadvantage ('the Socio-Economic Duty' imposed under section 1 of the Equality Act 2010). In considering this, the Council must take into account the statutory guidance issued by the Welsh Ministers (WG42004 A More Equal Wales The Socio-economic Duty Equality Act 2010 (gov.wales) and must be able to demonstrate how it has discharged its duty.
36. 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.
37. 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 2023-26 ([Here](#)). 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.
38. 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. 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:
  - Look to the long term
  - Focus on prevention by understanding the root causes of problems
  - 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.
  - The decision maker must be satisfied that the proposed decision accords with the principles above; and due regard must be given to the Statutory Guidance issued by the Welsh Ministers, which is accessible using the link: <http://gov.wales/topics/people-and-communities/people/future-generations-act/statutory-guidance/?lang=en>

## APPENDIX A

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

### **Financial Implications**

40. The report seeks Cabinet approval for the Replacement Local Development Plan (RLDP) Preferred Strategy and proposed timetable prior to forwarding to Council for consideration and approval and before formal submission to Welsh Government.
41. The report sets out the overall objectives, strategies and key issues for the RLDP. It is essential that the RLDP continues to align with the Council's strategies and priorities, financial objectives, available resources and service requirements.
42. There are no direct financial implications arising from this report with existing budgets deemed sufficient to meet the current financial implications of undertaking consultation on the Preferred Strategy and preparing the Deposit Plan against the proposed timetable. The full costs of preparation of the RLDP are likely to be significant and funding for proceeding years will need to be considered as part of future budget settlements.

### **Human Resources Implications**

43. There are no HR implications arising directly from this report.

### **Property Implications**

44. None

## RECOMMENDATION

1. The Cabinet is recommended to approve the Replacement Local Development Plan Preferred Strategy (as set out in Appendix 1) for consultation purposes and forward it to Council for consideration and approval.
2. The Cabinet is recommended to approve the revised timetable for preparation of the Replacement Local Development Plan set out above and forward it to Council for consideration and approval so it can be formally submitted to Welsh Government for their consideration and agreement.

<b>SENIOR RESPONSIBLE OFFICER</b>	<b>Andrew Gregory</b>
	June 2023

The following Appendices are attached:

**Appendix 1:** Cardiff Local Development Plan 2021-2036: Preferred Strategy for Consultation.

The following Background Papers have been taken into account:

1. *Appendices to Cardiff Local Development Plan 2021-2036: Preferred Strategy for Consultation*
2. *Cardiff Local Development Plan 2021-2036: Preferred Strategy – Initial Sustainability Appraisal Report*
3. *Cardiff Local Development Plan 2021-2036: Preferred Strategy – Health Impact Assessment Report*
4. *Cardiff Local Development Plan 2021-2036: Preferred Strategy – Equalities Impact Assessment Report*
5. *Cardiff Local Development Plan 2021-2036: Preferred Strategy – Habitats Regulations Assessment: Scoping Report*
6. *Cardiff Local Development Plan 2021-2036: Preferred Strategy – Scrutiny Joint Task and Finish Group – Replacement Local Development Plan – Strategic and Delivery Options Findings*
7. *Cardiff Local Development Plan 2021-2036: Preferred Strategy – Summary of Consultations undertaken to date*
8. *Cardiff Local Development Plan 2021-2036: Preferred Strategy – Summary of Stage 1 Candidate Site Assessment*

Mae'r dudalen hon yn wag yn fwriadol



# **Cardiff Replacement Local Development Plan**

**2021 to 2036**

**Draft Preferred Strategy for Consultation**

**June 2023**

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2. Compatibility Assessment
3. Review of Adopted Local Development Plan Policies
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## 1. Foreword

[To be inserted]

## 2. Introduction

2.1 The Council is responsible for preparing and keeping up to date the Local Development Plan (LDP). The LDP sets out planning policies and allocates sites for different types of development. The Council is also responsible for development management which involves processing and determining planning applications, with the LDP providing the framework for consistent and clear decision making. In meeting the above responsibilities, we are in the process of preparing a Replacement LDP. Once adopted, the Replacement LDP will provide a policy framework for assessing planning applications, but its content will continue to be monitored and reviewed to ensure the Plan remains relevant and is working as intended.

2.2 The LDP has a direct and meaningful effect on the people and communities of Cardiff and on the people who work in or visit the city. It will shape the future development of the city and its environmental qualities, influencing it economically and socially. The LDP will respond to the needs of a growing nationally and regionally important economy, making provision for new jobs, homes, infrastructure and community facilities. It also ensures the well-being of its communities is maintained, and the impacts of development and use of land are managed sustainably. It will guide funding and investment programmes, other plans and strategies, communities and landowners, whilst providing for the enhancement and protection of our environment. In doing so, it provides a measure of certainty and confidence about what kind of development will, and will not, be permitted and at what locations during the plan period.

### 3. What is the Preferred Strategy?

3.1 This Preferred Strategy is part of a set of documents which the Council is required to prepare in the process of producing the Replacement LDP for Cardiff. It represents an early, but important, stage in the preparation of the Plan and follows earlier informal consultation stages on the vision and objectives in summer 2021, and on strategic growth and spatial options in autumn 2021.

3.2 The purpose of the Preferred Strategy is to set the long-term vision for the city and the strategic objectives, and the strategic land use policies to deliver that vision. It will provide the strategic direction for the development and use of land until 2036. It also tells us how much development is needed and broadly where this is likely to be. However, the Preferred Strategy is not the full LDP, rather it sets out broad strategic principles for development in our area. The full Plan is called the Deposit LDP and will contain detailed and specific policies as well as settlement boundaries, areas for protection and site-specific allocations.

3.4 The Sustainability Appraisal of the Preferred Strategy has been published as a separate document along with the Habitat Regulations Assessment Screening Report. Both these documents are available on the [LDP website](#) for consultation with comments welcomed on their content.

3.5 Further information on the stages in preparing the LDP is available within the [Delivery Agreement](#) or on the [LDP website](#).

## 4. Influences on the Plan

4.1 Whilst the LDP plays a key role in shaping decision making and the location and nature of developments within the city, it is prepared and operates within the national framework set Welsh Government through [‘Future Wales: The National Plan 2040’](#) and legislation, and by [Planning Policy Wales](#) and accompanying Technical Advice Notes.

4.2 The process for the preparation of the LDP is set within statutory regulations, with further procedural guidance contained within the LDP Manual as prepared by the Welsh Government. The preparation and content of the LDP will be assessed against three tests of soundness namely:

1. Does the Plan fit?
2. Is the Plan appropriate?
3. Will the Plan deliver?

4.3 The preparation of the Plan will culminate with the Planning Inspector (as appointed by the Welsh Government). The Inspector will examine the LDP against these three tests to assess its soundness. The findings of the Examination will be published in the Inspector's Report, and its content and recommendations are binding on the Authority.

4.4 As the Council plans for the future, we must also work closely with, and respond to, various partners, other agencies, funding bodies and decision makers to inform, guide and implement programmes and proposals.

4.5 Several important documents and strategies set out below relate to Cardiff. We have and will, where applicable, prepare the Plan to reflect such documents and plans of other organisations, including our neighbouring planning authorities, and national and regional policies and strategies. We will work with our neighbours and others in the preparation of the LDP as appropriate.

4.6 There have been several significant contextual changes in Welsh legislation since the adoption of the current LDP. These include the publication of the Planning (Wales) Act 2015, Environment (Wales) Act 2016, Historic Environment (Wales) Act 2016 and Public Health Wales (Act) 2017. Perhaps most significant however, is the publication of the Well-being of Future Generations (Wales) Act 2015 and Future Wales: The National Plan to 2040.

4.7 The Well-being of Future Generations (Wales) Act 2015 represents a substantial change, with the Plan required to contribute to its aims of improving the economic, social, environmental and cultural well-being of Wales as part of carrying out sustainable development. The Plan will look to the national well-being goals and objectives as well as the Council's own well-being objectives in its policies and proposals.

4.8 The Welsh Government published the final version of Future Wales on 24<sup>th</sup> February 2021. This document replaces the Wales Spatial Plan and sets out a 20-year spatial framework for land use in Wales. Future Wales is a key part of the development plan system in Wales and sits at the top of the development plan hierarchy. It provides a framework for the provision of new infrastructure/growth and seeks to address key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong

ecosystems and improving the health and wellbeing of our communities. The Replacement LDP will need to be in conformity with Future Wales and the spatial framework and key national priorities will need to be considered through the LDP revision process.

4.9 The Replacement LDP will also need to consider emerging national and regional considerations including the impact of Brexit and Covid and emerging work on preparing Strategic Development Plans.

4.10 The Replacement LDP will need to consider several Council strategies including “Stronger, Fairer, Greener” which sets out the Council’s vision and priorities over the next five years under the following headings:

- **A Stronger Cardiff:** Attracting new investment and businesses into the city, boosting economic productivity, creating good-quality jobs in Cardiff’s high-value and foundational sectors, and boosting our resilience to climate change and associated environmental threats.
- **A Fairer Cardiff:** Delivering excellent education, training, into work and social services, as well as transport connectivity, to ensure that all citizens are able to benefit from Cardiff’s growth and the new opportunities it creates.
- **A Greener Cardiff:** Delivering a robust network of active travel and public transport, making Cardiff a ‘15-minute city’, generating renewable energy and enhancing local biodiversity, ensuring that growth is sustainable and aligned with our commitment to becoming a Carbon Neutral City by 2030.

4.11 The Council’s One Planet Cardiff Strategy provides a response to the climate emergency declared by the Council in 2019. The strategy contains a vision that:

- Sets out the Council’s 10-year ambition to be carbon neutral in its own activities;
- Calls on the whole city, all citizens, young and old, schools, key partners, employers and stakeholders to positively work with us to develop a city-wide road map and action plan for a carbon neutral city by 2030;
- Identifies opportunities that could reframe the Cardiff economy in a way that is resilient, robust and long-term, ensuring that Cardiff is one of the leading UK green cities; and
- Defines the immediate programmes and opportunities that we urgently need to address.

4.12 The Council’s One Planet Cardiff Strategy is supported by the Transport White Paper which sets out a 10-year plan to tackle the climate emergency, reduce congestion and improve air quality in the city.

4.13 The Replacement LDP will need to also respond to the city-wide nature emergency declared by the Council in 2021. In addition to declaring a nature emergency in Cardiff the Council resolved to:

- Place biodiversity with equal prominence to climate change at the heart of decision making in Cardiff Council.
- Make representations to the Welsh and UK Governments, as appropriate; to provide the necessary powers, resources and technical support to local authorities in Wales to help them successfully achieve this aim.

- Continue to work with partners across the county, region and nationally to develop and implement best practice methods that can protect Wales' biodiversity. Including seeking a joint approach with neighbouring authorities.
- Work with local stakeholders including Councillors, residents, young people, businesses and other relevant parties, to develop a strategy aligned with One Planet and Coed Caerdydd with a target of no net loss of biodiversity. This will also explore ways to maximise the local benefits of these actions in other sectors such as employment, health, agriculture, transport and the economy.

4.14 This Preferred Strategy also reflects the Integrated Sustainability Appraisal (ISA) Scoping Report giving full and careful consideration of all the relevant factors it identified. As we continue the process of preparing the Replacement Plan, the ISA and the requirements for producing the Habitat Regulations Assessment (HRA) will help us to develop the LDP in a way which ensures it takes on board those sustainability and environmental values.

4.15 Such contextual changes, the findings of the [Final Review Report](#) which sets out the extent of likely changes to the existing LDP and changes in evidence will be important in informing how the Plan is prepared, and its direction both strategically through this Draft Preferred Strategy, but also at a detailed policy level.

4.16 Extensive work and liaison has, and is, being undertaken to build and raise awareness and communication with a wide range of organisations and individuals. The information, issues and evidence emerging from such communications has been invaluable in the work undertaken to date and will continue in ensuring the preparation of the LDP is as informed and consensual as possible.



## 5. Cardiff - Strategic Context

### The Cardiff Context

5.1 Cardiff is the capital and largest city of Wales and is the eleventh largest city in the UK. It is in the south east of Wales and in the Cardiff Capital Region. Cardiff was a small town until the early 19<sup>th</sup> century, its prominence as a port for coal when mining began in the region helping its expansion. Cardiff ranked as a city in 1905 and in 1955 it became the capital of Wales.

5.2 Cardiff is located on the coastal plain of the Severn Estuary. The southern rim of the South Wales Coalfields in Caerphilly and Rhondda Cynon Taf provide a strong imposing backdrop to the north of the city, dramatically broken by the River Taff at Tongwynlais. The Rivers Ely and Rhymney converge on the city from the west and east, respectively. To the southwest the Leckwith escarpment in the Vale of Glamorgan provides another strong backdrop. By contrast, the flat land to the southeast, adjacent to the Severn Estuary and Newport, forms part of the Gwent Levels. This undeveloped coastline contrasts with the developed coastline further west which includes Cardiff Bay and the Barrage and associated freshwater lake. This setting has, and continues to, influence the city's development with its distinctive urban form.

5.3 Cardiff is the main commercial centre of Wales as well as the base for the Senedd, the seat of Welsh Government. The latest mid-year population estimate showed the city had a population of 369,202. The economy of the city is important nationally and is the key driver of the city-region economy in southeast Wales which has a total population of 1.54 million.

5.4 Cardiff covers some 54.2 square miles, and approximately 53% of the county is urban with the remaining 47% formed by countryside and strategic river valleys which embraces a diverse pattern of landscapes and wide range of resources.

5.5 Cardiff has well connected east to west transport links being located on the M4 corridor and main London to South Wales railway line and link to the valleys to the north through the A470 and Metro railway network.

5.6 Cardiff benefits from a wide and diverse range of retail, cultural, further education and sporting facilities.

## 6. Issues Identification

6.1 The issues, challenges and opportunities facing Cardiff have directly informed the development of the Replacement LDP Vision, Objectives and Preferred Strategy and these are listed in full in the [Vision, Issues and Objectives Consultation Paper \(May 2021\)](#). A summary of the key issues, challenges and opportunities is provided below, grouped by topic areas:

### Economic

- Cardiff is the economic driver of the city-region of 1.5 million people and plays a vital role in creating jobs and attracting investment to the region. Given this, it is important that the Replacement LDP **provides for an appropriate level of new jobs** to meet the aspirations of the Council and the wider Cardiff Capital Region. The Plan will need to consider whether existing employment land is suitably located and fit for purpose for appropriate growth sectors, along with the potential increase in agile and home working, and the impact this may have on employment land demand/requirements.
- The redevelopment of Cardiff Bay has seen the revitalisation of old docklands with new business, residential, hotels, retail, and leisure and entertainment facilities. It is crucial that the Replacement LDP provides a policy framework which **continues this regeneration of Cardiff Bay** and supports a number of key regeneration projects over the plan period to 2036.
- The operational port in Cardiff performs a significant role in terms of freight movement and the Replacement LDP must **protect and enhance this role of the operational port**.
- Cardiff has significant, good quality limestone mineral resources and reserves which are an important source of aggregates for the region. The Replacement LDP will need to **safeguard known mineral resources and make provision for sufficient mineral reserves** to meet the agreed apportionment of mineral reserves for the region over the plan period to 2036.

### Social

- The population of the city has increased steadily over the last 20 years and Welsh Government projections indicate that Cardiff will continue to experience growth up to 2036. Continued growth in the city's population means there is a need to make provision for new homes and the Plan will need to **provide an appropriate level of new housing with a range and choice of new homes** and related infrastructure.
- The city is now the second least affordable local authority in Wales just behind the Vale of Glamorgan and well above the Wales average. There are over 7,600 households on the combined housing waiting list and homelessness is continuing to rise. The draft Cardiff Local Housing Market Assessment (which is pending the Welsh Government approval process) estimates an average annual overall additional net affordable housing need of 1,098 per annum over the 15 year plan period to 2036. This estimate is split between 790 per annum social rent and 308 per annum intermediate rent/Low Cost Home Ownership. Given this, the **need to provide more affordable housing** is a key issue for the Plan to consider. The Replacement LDP will need to ensure a range

and choice of homes are incorporated within new developments and identify affordable housing-led sites.

- There is a significant need within the city for new Gypsy and Traveller pitches to accommodate the growth at the existing sites within the city. The Replacement LDP will **need to identify appropriate Gypsy and Traveller sites** to meet this evidenced need.
- Large inequalities exist within the city with deprivation in terms of housing, physical environment, employment, income, educational achievements and health generally concentrated in the 'southern arc' – an area stretching from Ely in the west to St Mellons in the east with a population of around 155,000 people. The Replacement LDP will need to provide a policy framework that **reduces inequalities across the city** over the plan period to 2036.
- Cardiff has a diverse cultural background and ethnic minorities comprise 15.3% of Cardiff's population. This is much higher than the Welsh average of 4.4%, and by far the highest of the Welsh local authorities. There is also increasing diversity in the city's young population: in Cardiff, 22.4% of those aged 0-19 identify as belonging to an ethnic minority group. The Replacement LDP will need to **take into account the specific needs of ethnic minorities** when designing new developments.
- Cardiff residents have healthier lifestyles than the Wales average: they eat more fruit/vegetables, do more physical activity, and are less likely to smoke. However, more than half of Cardiff's population is overweight, obese or underweight; and almost one-third do less than 30 minutes of physical activity per week. The Replacement LDP will need to **promote healthier lifestyles and increased physical activity**.
- Although overall recorded crime levels have dropped significantly within the city over the last 15 years, there has not been an equivalent fall in the fear of crime due to antisocial or drunken behaviour, dangerous drivers and lack of dedicated infrastructure for cyclists. The Replacement LDP will need to **help address crime and the fear of crime**.
- Cardiff city centre is the main shopping centre for Southeast Wales and is supported by a range of district and local centres which provide local shopping, community facilities and valuable services for residents. Prior to the pandemic, retailers were already facing tough trading conditions; restrictions due to the pandemic accelerated this trend resulting in several physical store closures amid company restructures, administrations and liquidations, leading to increased levels of vacancies across the centres. The Replacement LDP will need to provide a policy framework to **revitalise the city centre and recognise the importance of the provision of accessible district and local centre shopping facilities** and services that provide local jobs for residents as well as maintaining thriving and vibrant communities.
- The population of the city is getting older. By 2037 the number of people aged 65 to 84 is projected to increase by 42% and the number of those aged 85 and over to nearly double. An older population changes the kind of housing and services (such as health and care) our communities will need, but also reduces the number of people using and financially supporting businesses and services. The policy framework in the Replacement LDP will need to **respond to the needs of an older population**.

## Cultural

- The Welsh language, culture and heritage are important to Cardiff's social and cultural fabric and community identity. Census results from 2021 show that 12.2% of Cardiff residents are able to speak Welsh, up 1.1% from 2011; with Cardiff having the greatest increase in Welsh-speakers of all local authorities. Much of this increase is attributable to young children. In terms of numbers as opposed to proportion, Cardiff has the highest number of Welsh speakers in Wales. The policy framework in the Replacement LDP will need to **promote the use of the Welsh Language within the city** through creating favourable conditions for a thriving Welsh language.
- Cardiff has a rich cultural heritage. In December 2019 Cardiff was declared the UK's first music city and its Music Strategy **aims to place music at the heart of Cardiff's future**. The policy framework in the Replacement LDP must complement this aim.
- Cardiff's tourism and leisure sector generates significant economic and cultural benefits to the city and wider region. The Replacement LDP will need to consider measures to **support the sector and help it bounce back from the impacts of the pandemic**.
- Cardiff has a strong and rich built heritage and many designations have been made to identify heritage assets in Cardiff. Stronger, Fairer, Greener includes a commitment to protect and celebrate local buildings such as pubs, community spaces and music venues – particularly those rich in the city's working- class history – by strengthening our planning regulations. The policy framework in the Replacement LDP will need to respond to this and **protect these built heritage assets**.

## Environmental

- There is a need to tackle climate change and reduce carbon emissions. The Council has declared that we are in a climate emergency and has committed to strive to be a carbon neutral city by 2030. The Replacement LDP will need to provide a policy framework to **support and enable renewable energy generation and establish requirements for low carbon developments and other sustainable development principles such as active travel and green infrastructure**.
- Cardiff has a diverse and widespread collection of species and habitats of local, UK and European biodiversity importance which need to be protected. The city has declared a nature emergency and the Replacement LDP will need a robust policy framework which maintains and enhances **biodiversity, promotes the resilience of ecosystems but also enables a 'net benefit' in terms of biodiversity to be secured** on new development sites.
- Cardiff is located on the coast and at the convergence of three major rivers and is at increased risk of flooding due to rising sea levels and more frequent extreme weather events. The frequency and severity of flooding is increasing and is expected to increase further because of climate change. The Replacement LDP will need to provide a policy framework to **ensure flood risk and new development are managed effectively** taking into account the latest evidence and guidance.

- Cardiff is already achieving one of the best recycling rates in the world, but we are currently performing poorly when compared to other Welsh Local Authorities and we need to build further on this progress to meet the Welsh Government target of 70% by 2025. The policy framework in the Replacement LDP will **need to help the drive to higher recycling rates** and foster the circular economy.
- As Cardiff continues to grow, new sustainable transport infrastructure will be needed alongside new homes and jobs. The Replacement LDP will need to provide a policy framework which **reduces reliance on the car** thereby reducing congestion and harmful emissions and **seeks to promote a modal shift to sustainable forms of travel such as buses and trains and active travel such as walking and cycling.**
- Electric vehicle ownership is forecast to rise to a 60% market share by 2030 so the Replacement LDP will need to provide a policy framework **that provides the necessary charging infrastructure.**
- Cardiff's setting is very distinctive with the ridge to the north, Leckwith escarpment to the west, low-lying Gwent Levels to the east, Severn Estuary to the south, and three river valleys running through the city. Landscape studies have recognised the value of areas of countryside within the city and Cardiff's three river valleys of the Taff, Ely, and Rhymney (including Nant Fawr) play an important strategic role as wildlife and recreation corridors linking the urban area with the countryside. The Replacement LDP will need to provide a policy framework which **protects this diverse pattern of landscapes.**
- Trees provide a valuable visual and environmental resource, providing a buffer to sound pollution, improving air quality, shading, cooling the air, providing shelter from the elements, retaining soil, intercepting and storing rainfall, providing a home, and feeding place for a wide variety of wildlife. Trees and woodland can also provide areas for informal play. Stronger, Fairer, Greener includes a commitment to raising the city's tree canopy and biodiverse areas from 19% to 25% of total land use. The Replacement LDP will need to respond to this and provide a policy framework which **maintains and enhances a diverse urban forest.** This will ensure Cardiff remains both attractive and liveable, particularly in the context of climate change, which will see increased risk of flooding, development of a less temperate climate and increased pressure on fragile soil resources.
- Green and blue infrastructure are important at a series of scales, such as individual buildings, streets, neighbourhoods or at a landscape scale. They help wildlife to flourish, and deliver a wide range a range of economic, health, social and community and environmental benefits including reducing the impacts of climate change, enhancing biodiversity habitat and species creativity, providing greater opportunities for sports and recreation, contributing to communities' health and well-being, and creating a more visually pleasing setting. This was reinforced during the Covid-19 pandemic with lockdowns emphasising the value and importance of placemaking and the provision of locally accessible open spaces for health, well-being, and recreation. It is important that the Replacement LDP provides a policy framework **which ensures that new development considers the benefits which arise from green and blue infrastructure,** and that the impacts of development upon those benefits are considered at the appropriate scale.

- Soil is a fragile and essentially non-renewable resource that can perform many beneficial services, including the storage of carbon, supporting the growth of plants including economic crops, providing a home to a vast range of wildlife, storing, filtering and controlling the flow of water, and supporting buildings. The Replacement LDP will need a policy framework which **avoids the unnecessary destruction of or loss of functionality of soils in new developments**.
- Despite improvements in discharge of sewage in Cardiff and further upstream, the water quality of the Ely, Taff and Rhymney Rivers still falls below the requirements of the Water Framework Directive measures; for example, the river Ely is in a 'bad condition' and Rivers Taff and Rhymney are in a 'moderate condition'. Given this the Replacement LDP will need a policy framework that **protects and enhances water quality** when new development is proposed which could impact these rivers.
- As Cardiff continues to grow, high quality design and placemaking, which take local distinctiveness into consideration, will need to be promoted. Good design is more than just appearance. It is about how buildings relate to their surroundings, in terms of urban design, landscaping, tree planting, local views and the local pattern of activity. The policy framework in the Replacement LDP will need to **ensure that Cardiff's local distinctiveness is not undermined through insensitive new development but reinforced through high quality design solutions**.
- The city has the highest NO<sub>2</sub> and Particulate Matter (PM2.5 and PM10) pollution levels in Wales. Air pollution is a major cause of avoidable ill health and deaths, with petrol and diesel-fuelled transport a major contributor. Poor air quality also adversely effects the natural environment and woodlands such as the Cardiff Beechwoods located in the north west of the city. The Replacement LDP will need to provide a policy framework that **mitigate any impacts on air quality from new developments**.

## 7. Vision and Objectives

7.1 The Replacement LDP needs to be underpinned by a concise, long-term vision and strategy outlining how the city is planned to develop, change or be conserved up to 2036.

7.2 The Replacement LDP vision was consulted on during summer 2021 and approved by Council on 30<sup>th</sup> September 2021. Whilst there is no vision to directly draw upon from the Cardiff's Wellbeing Plan 2023 to 2028, the Replacement LDP vision reflects its seven well-being objectives which are **(1) A capital city that works for Wales (2) One Planet Cardiff (3) Safe, confident and empowered communities (4) Cardiff is a great place to grow up (5) Supporting people out of poverty (6) Cardiff is great place to grow older and (7) Modernising and integrating our public services.**

### Vision

To create a fair, healthy, more liveable, sustainable and low carbon city by:

- **Creating a greener, fairer, and stronger 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;**
- **Protecting and enhancing our natural, historic and cultural assets;**
- **Placing Cardiff at the forefront of cities showing leadership and bold action to tackle climate change.**

7.3 The current adopted LDP's strategic objectives were used as a starting point for the identification of strategic objectives for the Replacement LDP.

7.4 The emergence of a range of contextual and policy drivers since the adopted LDP was prepared, most notably Future Wales, the Well-Being of Future Generations Act, declaration of climate and nature emergencies, and the need to respond to the impacts of the pandemic mean that the adopted LDP strategic objectives needed review. There was also a need to ensure that the Replacement LDP strategic objectives were interwoven with the Replacement LDP key issues and vision.

7.5 Whilst not directly identified as revised Replacement LDP strategic objectives in themselves, the Council's Wellbeing Objectives, as outlined within the Corporate Plan have played an important

informing role. Appendix 2 contains compatibility assessments between the Revised Replacement LDP strategic objectives, the Wellbeing Objectives, Key Planning Principles and National Sustainable Placemaking Outcomes set out in Planning Policy Wales and Future Wales.

7.6 The Revised Replacement LDP strategic objectives are sufficiently aspirational and ambitious but are also deliverable within a spatial planning context. They respond and deliver upon the key issues, challenges and opportunities facing Cardiff and provide a platform for delivering its vision. Importantly, they provide a platform for a sound Plan, notably in terms of their fit, appropriateness and deliverability.

7.7 The Replacement LDP strategic objectives are below grouped under three main headings.

## 1. Responding to our future need

**Objective 1: To provide a variety of quality low carbon homes to address the housing crisis and future housing needs.**

The Plan will:

- Prioritise the building of affordable homes and set targets for the delivery of affordable housing;
- 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;
- Deliver for Gypsies and Travellers and other groups who need specialised housing;
- Seek opportunities for new homes in city and local centres and sustainable brownfield locations; and
- Require new homes to be zero carbon by 2025.

**Objective 2: To provide space for more jobs and maximise Cardiff's role as the capital city of Wales and the 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; and
- 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 the need for new working and meeting hubs throughout the city.

**Objective 3: To ensure the adequate and timely provision of new infrastructure to support communities and future growth.**

The Plan will:

- Identify the key infrastructure required, and how and when it will be delivered including:



- Rebalancing transport infrastructure to support public mass-transit as part of the Metro project, and comprehensive cycle and pedestrian infrastructure;
- Social and community infrastructure to support the concept of 15-minute neighbourhoods;
- Schools, health facilities, sport/recreation, waste facilities, burial provision, water wastewater, and 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 and meeting hubs across the city; and
- Consider a Community Infrastructure Levy (CIL) as a mechanism to secure infrastructure investment associated with new qualifying developments.

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

**Objective 4: To 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 and Council with key partners by 2030 and beyond, and seek ways 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;
  - Ensuring 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;
  - Improving energy efficiency and the generation of renewable and low carbon energy;
  - Ensuring 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; and
- Ensure high quality design and environmental performance of new homes.

**Objective 5: To 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;
- Secure the delivery of bus and cycling infrastructure;
- Ensure that district and local centres and the city centre become more viable and accessible;
- Ensure a high-quality pedestrian environment and public realm;
- Ensure the delivery of a modal split and active travel target aligned with the Transport White Paper targets;
- Integrate 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; and
- Integrate new development with national and regional investment in sustainable transport infrastructure including the South Wales Metro.

### **Objective 6: To create healthier environments, reduce inequalities and improve wellbeing.**

The Plan will:

- Positively contribute towards the equality of opportunity and access for all through addressing imbalances of inequality, deprivation and exclusion;
- Support the needs of homeless, unemployed, people with disabilities, people who identify as belonging to an ethnic minority, and people in housing need;
- Promote Cardiff's role as a City of Sanctuary as a welcoming and inclusive place to live;
- Support 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; and
- Set out how air quality and water quality standards can be achieved;
- Promote the role of green spaces, 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 in areas of higher deprivation;
- 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; and
- Promote the role of natural and hard infrastructure to reduce noise pollution.

### **Objective 7: To ensure a vibrant, thriving mixed-use city centre and develop Cardiff Bay's full potential as a core destination for Cardiff and beyond, whilst ensuring vibrant and thriving district and local retail centres at 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;
- Protect and enhance the role of district and local centres with a range of uses serving local communities, accessible by public transport, walking and cycling;
- 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 related to the regional sustainable transport hub at Central Square;
- Support the ability of the city centre and expansion areas to adapt by ensuring a presumption for 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;
- Bring forward the Canal Quarter development to create a major new city centre destination, connect the city to its riverfront, and create 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; and
- Continue the regeneration of Cardiff Bay 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 in the city, Lloyd George Avenue, the Bay, Ocean Way, Splott and Newport Road areas;
  - The regeneration of Lloyd George Avenue and the surrounding area;
  - The enhancement 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;
  - The regeneration of Cardiff Docklands, including the Roath Dock/ Roath Basin and Alexandra Head areas.

**Objective 8: To 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;
- Support the post-pandemic recovery of the city;
- Identify wider changes required which also help the decarbonisation agenda, tackle climate change and improve health and well-being; and
- Identify any required positive permanent changes in places and as part of new development; and
- Respond to the change in work practices post- Covid through increased working from home and the need for new working and meeting hubs throughout the city.

**Objective 9: To use the placemaking approach to create sustainable places, improve the city centre and neighbourhoods, maximise regeneration opportunities, enhance the role of public spaces, ensure that future growth can be effectively managed and deliver developments of high quality design.**

The Plan will:

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

- Ensure high quality architecture, landscape design and placemaking are a priority for all new development, housing, buildings, places, streets and green spaces;
- Consider the needs, health and well-being of all people at the outset;
- Promote development in the most sustainable locations and the efficient use of land with a 'brownfield first' priority;
- Promote sustainable and active travel as part of a more integrated movement network;
- Promote high density mixed-use development;
- Deliver well designed and connected public spaces;
- Define features of character and local distinctiveness in new development; and
- Establish strict controls for the sub-division of existing homes, including flat conversions and HMOs.

### **3. Looking after our natural, historic and cultural assets**

**Objective 10: To 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 the 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 role that green infrastructure can play in tackling climate change;
- Provide net benefit for biodiversity and ecosystem resilience, promoting well-being and creating healthy environments; and
- Ensure natural resources are protected including mineral and sand/gravel resources and reserves.

**Objective 11. To 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.
- Set out how the Welsh language can be protected and enhanced in line with relevant legislation including new infrastructure, developments, interpretation and signage;
- Set out how Cardiff's night time economy and music scene can form part of a vibrant and diverse city centre; and
- Maximise Cardiff's role as an international tourism destination and host city of major events.

## 8. Strategic Growth and Spatial Options

### Strategic Growth Options

8.1 An important part of the plan-making system in Wales is the need to consider different options as an integral element of plan preparation. Different growth options have therefore been assessed relating to potential future levels of growth over the plan period. Guidance states that options must be realistic and sustainable. This rules out a 'zero growth' option as people are living longer, births are currently increasing and due to economic progression, people will continue to migrate to the county. Furthermore, the LDP must reflect the vision and provide for Cardiff's social and economic needs.

8.2 To inform the future direction of population and household growth within the city three potential growth options were prepared in autumn 2021 and subjected to a consultation process over winter 2021/22. The three options identified the links between population growth and estimated employment growth and provided clearly different scenarios. It was made clear during the consultation that the final chosen option could be one of these or a different figure if that were considered more appropriate. The consultation findings together with wider work undertaken such as technical studies and Integrated Sustainability Appraisal have enabled consideration of the advantages and disadvantages of the options to determine the most appropriate level of growth for Cardiff.

8.3 The three options considered are set out below:

- **Option A:** Based on the Council's target for economic growth over the plan period to 2036 - the Plan will provide for about 19,000 new homes and 30,000 new jobs.
- **Option B:** Based on a policy dwelling led target of 1,600 dwellings per annum over the plan period to 2036 – the Plan will provide for about 24,000 new homes and 32,300 new jobs.
- **Option C:** Based on 2014 population and household projection figures and equivalent to continuing the growth levels in the adopted LDP over the plan period to 2036 – the Plan will provide for about 30,500 new homes and 43,000 new jobs.

8.4 In order to inform the consideration of growth and spatial options a consultation exercise was undertaken in winter 2021/22. This included an online survey and a summary of the results of this are set out in Table 1 below.

**Table 1 Responses to growth options**

	Number of Responses	% in favour
<b>Option A – 19,000 new homes and 30,000 new jobs</b>	200	48.0
<b>Option B – 24,000 new homes and 32,300 new jobs</b>	51	12.2
<b>Option C – 30,500 new homes and 43,000 new jobs</b>	62	14.9
<b>Other</b>	104	24.9
	<b>417</b>	<b>100.0</b>

8.5 Full results of the survey including the reasons why different options were favoured together with a summary of other comments received during the consultation can be found in the Initial Consultation Report which is available on the [LDP website](#).

8.6 In summary, those who chose a higher level of housing growth recognised the need to provide for new homes generated by the natural population growth of the city and those moving into the city to live and work together with meeting the urgent and evidenced need for new affordable housing for those experiencing homelessness and on the Council's waiting list. There was also a recognition that growth will provide job opportunities for the city and the region, reduce unemployment and tackle inequalities across the city. The majority of the responses to the online survey support Option A or lower. Reasons for supporting Option A or lower were based on possible negative consequences of higher levels of growth in terms of environmental impact and loss of green spaces and the need to bring back empty homes into use and need to spread growth regionally rather than concentrate it in cities.

8.7 Whichever option is progressed, the message emerging from the consultation responses which the plan strategy must address is how the desired level of growth can be effectively delivered in a sustainable way that does not have a negative impact upon the existing qualities of Cardiff. This is a key issue which must form an intrinsic part of the Preferred Strategy so that the plan as a whole represents a framework to deliver sustainable development: enhancing the economic, social, cultural and environmental wellbeing of people and communities and achieving a better quality of life for our own and future generations.

### **Assessment of Options**

8.8 At the outset, it must be stressed that the existing "land bank" comprising homes under construction, with planning permission or awaiting the signing of a legal agreement is substantial. This known supply of housing combined with adjustment factors such estimates of windfall sites emerging during the plan period means that a large part of the housing growth in all three options is already identified or committed.

8.9 The three options have been considered and a summary of findings is outlined below. Guidance states that the Welsh Government population and household projections should form the starting point for setting levels of growth in LDPs and makes it clear that any departure from these figures should be fully justified by demonstrable evidence. This section therefore considers the options initially against the degree to which they meet the Welsh Government projections and then assesses against other factors based on national guidance as listed below:

- Accordance with Future Wales and cross-boundary/ city-region implications;
- Accordance with the Corporate Plan, 'Cardiff Well-being Plan' and 'Stronger, Fairer, Greener'
- Extent to which evidenced economic needs are delivered;
- Extent to which evidenced social/housing needs are delivered;
- Environmental and climate change implications;
- Deliverability and capacity factors; and
- Consultation findings (outlined above).

## Accordance with the Welsh Government Projections

8.10 The latest Welsh Government population and household projections are from 2018 and were issued in 2019. These projections suggest that about 13,500 homes are needed over the plan period to 2036. However, these figures are based on the last 10 years when we have seen an under-provision of houses to meet our housing needs. Also, when compared with the existing “land bank” of sites outlined above, using these projections would effectively result in a “zero growth” strategy for the plan meaning the city would not be able to meet its social and economic needs as outlined above.

8.11 It is also important to note that Cardiff is considered by Welsh Government to be in a National Growth Area in Future Wales. Future Wales also recognises that Cardiff is set to remain the primary settlement in the region, its growth shaped by strong housing and employment markets. Given this, it is considered that there are strong reasons for departing from the level of growth set out in the latest Welsh Government projections.

8.12 In order to explore what level of growth above these projections is appropriate, the Council commissioned Edge Analytics who are independent experts of acknowledged UK standing to produce three alternative growth scenarios. These are set out below:

- **Option A:** Based on the Council’s target for economic growth over the plan period to 2036 – the Plan will provide for about 19,000 new homes (1,267 pa/0.8% growth) and 30,000 new jobs.
- **Option B:** Based on a policy dwelling led target of 1,600 dwellings per annum over the plan period to 2036 – the Plan will provide for about 24,000 new homes (1,600 pa/1% growth) and 32,300 new jobs.
- **Option C:** Based on 2014 population and household projection figures and equivalent to continuing the growth levels in the adopted LDP over the plan period to 2036 – the Plan will provide for about 30,500 new homes (2,033 pa/1.3% growth) and 43,000 new jobs.

8.13 Edge Analytics have updated these alternative growth scenarios to take into account the 2021 census results which were published in June 2022. These updated figures result in minor changes to the population figures and migration rates for options A and B and also the dwelling requirement for option A. These updated changes are included in the brackets below.

8.14 Option A is based on the Council’s target for economic growth of 1,600 jobs per annum and proposes a growth in population of 26,829 (28,191) or 7.4% (7.6%) over the plan period to 2036. This equates to an additional 17,017 (18,111) households and a dwelling completion rate of 1,179 (1,254) per annum. This scenario projects that net migration would be 737 (740) persons per year.

8.15 Option B is a policy driven dwelling led target of 1,600 dwellings per year. This scenario would result in a population growth of 39,373 (39,742) or 10.9% (10.7%) over the plan period to 2036. This equates to an additional 23,103 households and a net migration into the city of 1,460 (1,390) persons per annum.

8.16 Option C is based on the Welsh Government 2014-based population projections and proposes a growth in population 56,154 or 14.9% over the plan period to 2036. This equates to an additional 29,363 households and a dwelling completion rate of 2,034 per annum. This scenario projects that net migration would be 1,129 persons per year.



8.17 In terms of the most appropriate growth scenario to take forward in the Replacement LDP, it is considered that Option C is unrealistic given the high level of growth proposed over the plan period. This option proposes a growth in population more than twice the latest Welsh Government projections and therefore departs significantly from latest evidence on demographic growth. Option A is more in line with the latest Welsh Government projections representing a 64% uplift but does not provide sufficient growth to meet the Welsh Government aspirations in terms of Cardiff being in a National Growth Area and the Council's social and economic needs as outlined above. Given this it is considered that the policy dwelling-led target scenario of 1,600 dwellings per annum represents the most realistic and reliable option as it demonstrates the impact of a return of a more positive outlook in terms of housing completions. Planning for such a level of housing completions will help the city recover for the pandemic, provide much needed affordable housing and be a fundamental component of future economic growth together with achieving Welsh Government's aspirations for the city as a national growth area and economic driver of the city region.

#### **Accordance with Future Wales and Cross-boundary/city-region implications**

8.18 Future Wales places Cardiff in a National Growth Area and recognises that Cardiff is set to remain the primary settlement in the region, its growth shaped by strong housing and employment markets. It also recognises the need for a more fully integrated transport system in south east Wales to deliver its wider objectives. The need to provide more sustainable communities is supported along with valuing the environment and respecting distinctiveness.

8.19 In terms of the policy direction set out in Future Wales, there are concerns that Option A does not set out a sufficiently high level of growth for Cardiff to maximise its role as a National Growth Area and at the centre of the city-region. However, the level of growth proposed in Option C is of such a scale that there are serious concerns that it may result in too much investment being focused just in Cardiff which would prejudice the ability of other local authorities in the region to achieve their regeneration opportunities by diverting growth into the coastal belt. Additionally, it would place greater strain on a regional transportation system which is already experiencing capacity problems.

8.20 As set out above Option A is considered to fall short of providing the necessary stimulus. Option B proposes a level of growth which is considered to strike the appropriate balance. It maximises Cardiff's role as a National Growth Area and the centre of the city-region, providing a sufficiently strong 'economic powerhouse,' but not to the extent that may result in investment being too focused on Cardiff at the expense of other areas.

#### **Accordance with 'Cardiff Well-being Plan' and 'Stronger, Fairer, Greener'**

8.21 The 'Cardiff Well-being Plan' and 'Stronger, Fairer, Greener' set out a range of high-level objectives. The Well-being plan objectives include (1) A capital city that works for Wales and (2) One Planet Cardiff and 'Stronger, Fairer, Greener' seeks a stronger Cardiff through attracting new investment and businesses into the city, boosting economic productivity, creating good-quality jobs in Cardiff's high-value and foundational sectors, and boosting our resilience to climate change and associated environmental threats.

8.22 Overall, Option B is considered to be most aligned to these policy documents. Whilst it provides fewer jobs and homes than Option C, it is not considered to possess the negative cross-boundary impacts associated with Option C in terms of drawing in too much growth to Cardiff at the expense of the region. Option A falls short of delivering these high-level objectives and meeting evidenced social and economic needs.

#### **Extent to which evidenced economic needs are delivered**

8.23 There is compelling evidence of the need for Cardiff to provide a wide range and choice of jobs over the plan period. This is supported by strategic policies set out in Future Wales together with, the Council's Well-Being Plan and 'Stronger, Fairer, Greener' - which aspire for Cardiff to be at the heart of a thriving city-region. The strong economic performance of Cardiff compared to the wider city-region also underlines the importance of Cardiff continuing to drive prosperity for the benefit of south east Wales as a whole.

8.24 In conclusion, Option C has the advantage of setting out the provision for more jobs but the provision of jobs in excess of the provision of housing could result in unsustainable levels of commuting. Option A provides jobs but does not provide sufficient new housing to support this jobs growth. Option B strikes a more realistic balance and still provides enough jobs to provide a full range and choice of job opportunities.

#### **Extent to which evidenced social/ housing needs are delivered**

8.25 Cardiff needs to provide significant numbers of new houses, particularly affordable and family accommodation. Option A is not considered to set out sufficient provision to meet housing need over the plan period given the need for affordable housing and the position of Cardiff in a National Growth Area. Option C sets a level of provision which best meets the high levels of needs. However, it runs the risk of setting out a level of growth which could undermine other local authority areas meeting their housing targets and divert the market to the coastal belt.

8.26 Option B is considered to represent a level of growth which can provide a wide range and choice of housing opportunities which recognises Cardiff's position in a National Growth Area and responds well to housing needs but at an overall level which does not negatively impact upon the effective provision of housing sites across south east Wales. Given that current needs far exceed previous demand, it is entirely appropriate that a higher level of housing completions will be required.

#### **Environmental and climate change implications**

8.27 As set out above, a considerable amount of the growth proposed in each of the three options is already committed on a range of brownfield and greenfield sites. However, given the finite brownfield capacity to provide land for homes and jobs, it is inevitable that some options may necessitate releases of greenfield land. This will potentially have an impact upon Cardiff's environment and wider implications for climate change factors. However, whilst any loss of countryside to development would have some impact, different parts of Cardiff's countryside possess different intrinsic values, constraints and qualities. Brownfield sites can also possess high environmental value representing well used and popular local amenities within easy reach of homes. The priority of maximising the supply of suitable brownfield sites must therefore be carefully undertaken as insensitive selection of brownfield sites may have significant negative consequences for surrounding communities and the environment.

8.28 Whichever level of growth is selected, the plan will need to set out how impact upon the environment can be minimised and appropriate mitigation and enhancement measures incorporated into the overall strategy. In terms of the growth options being considered, the details of sites selected and possible mitigation measures would inform the detailed environmental consequences. It is therefore inappropriate to directly link growth with harm as the Replacement LDP provides the mechanism to manage impacts and effectively mitigate against potential harm.

8.29 In conclusion, the full consideration of environmental implications will inevitably reflect the site-by-site analysis which is set out in more detail in the following section. This ensures environmental factors fully contribute to the consideration of options as more detailed site-based analysis provides evidence on the suitability of sites which, in turn, help inform capacity considerations considered below.

### **Deliverability and capacity factors**

8.30 The ability to practically deliver the required number of jobs and homes included in the selected growth option is a relevant consideration in assessing growth levels as deliverability is a key test of soundness for the acceptability of the plan. Linked to this is the capacity of the area to accommodate the additional levels of growth including the timely provision of necessary supporting infrastructure, particularly transportation solutions.

8.31 Given the impacts of the pandemic, rising construction and material costs and interest rates, current economic conditions are not favourable for bringing forward new homes and creating new jobs in high numbers. However, the LDP must make provisions for the whole plan period and not make short-term decisions based on prevailing market conditions. Indeed, planning policy can play a key role in helping to provide a framework to tackle the current conditions and enable the future provision of jobs and homes needed in Cardiff.

8.32 Option C would involve completing 2,034 homes per annum for the plan period to 2036. This contrasts to the past 15-year rate (2006 to 2021) of 1,070 per annum and the highest ever year in recent times of housing completions of 2,368 in 2006/07 (where approximately 70% were flats). This option would therefore represent a particularly high level of growth over a comparatively short period of time which raises deliverability concerns.

8.33 In contrast, Options A and B are considered capable of being delivered over the plan period. It is recognised that the level of housing completions in Option B is markedly higher than longer term past build rates (some 1,600 dwelling completions per annum for the remainder of the plan period) but this does not mean that it is not deliverable. As set out above, a considerable amount of the sites for these levels of growth is already committed and most of the strategic housing sites allocated in the current LDP are now underway with completions increasing on an annual like for like basis. This balanced range and choice of sites will greatly assist delivery of provision over the plan period which can be controlled by setting out a trajectory of provision in the plan. They also both represent levels of growth which can be accommodated in terms of existing capacities. New developments will also provide the opportunity to bring forward new infrastructure not only to address on-site provision but also to help address the strategic provision of physical and social infrastructure which will bring wider benefits.

## Overall Conclusions

8.34 Overall, Option B is supported by the strongest evidence. Importantly the analysis set out above demonstrates that Option B can reasonably be considered overall to represent the most appropriate and balanced option compared to the other two options which both have significant drawbacks going right to the heart of the plan strategy.

8.35 There are compelling reasons not to support Options A and C. Option C is unrealistic given the high level of growth proposed over the plan period. This option proposes a growth in population more than twice the latest Welsh Government projections and therefore departs significantly from latest evidence on demographic growth. This level of growth within the plan period is considered to raise major environmental and capacity issues, particularly relating to transportation. Moreover, there are fundamental concerns regarding the practical delivery of such a high level of growth. In contrast, Option A's fundamental drawback is that it falls well short in delivering the evidenced need for new homes and jobs together with not delivering Future Wales and policy aspirations of Cardiff playing a key role as the centre of a thriving city-region.

8.36 Given this it is considered the policy dwelling-led target scenario of 1,600 dwellings per annum represents the most realistic and reliable option as it demonstrates the impact of a return of a more positive outlook in terms of housing completions. Planning for such a level of housing completions will help the city recover for the pandemic, provide much needed affordable housing and be a fundamental component of future economic growth together with achieving Welsh Government's aspirations for the city as a national growth area and economic driver of the city region.

8.37 The issues discussed in reaching this conclusion are also of wider relevance to the preparation of the whole Replacement LDP. It is important that the Replacement LDP sets out a strategy which not only indicates the appropriate level of growth but also provides an overall package of allocations and policies which provide for this growth in a managed and sustainable way. The strategy should also effectively address issues such as impact on the environment, delivering sustainable transportation solutions, together with representing a quantum of development which can be realistically delivered over the plan period.

## Spatial Options

8.38 This section sets out proposed spatial options to accommodate the levels of growth for houses and jobs in Cardiff to meet identified need during the plan period to 2036. As outlined above, there is a substantial number of commitments including greenfield sites allocated in the current adopted LDP that are yet to be built.

8.39 As these sites are commitments and benefit from planning permission they are brought forward into the new plan, and although yet to be built, they form a significant element of the new housing provision for the Replacement LDP.

8.40 To provide for housing growth eight alternative Spatial Options have been identified and these are set out below. All options seek to:

- Support Cardiff as a key driver for growth, as part of a National Growth Areas as set out in Future Wales;

- Focus on sustainable development and the place making principles;
- Align with the One Planet Cardiff approach – to decarbonise the city and become a Carbon Neutral City by 2030, whilst creating economic opportunities and promoting social well-being.

- **Option 1: Further extension of existing Strategic Site commitments**
- **Option 2: Urban intensification based on a brownfield only strategy**
- **Option 3: Renewal and regeneration based on brownfield mixed use sites**
- **Option 4: Growth based around district and local centres in line with the city of villages concept**
- **Option 5: Growth based around transport nodes**
- **Option 6: Strategic public transit growth corridors**
- **Option 7: Dispersed greenfield growth areas**
- **Option 8: Dispersed combination of brownfield and greenfield**

8.41 In developing the spatial options, regard has also been had to the Candidate Sites submitted, the Well-Being of Future Generations (Wales) Act 2015 and the Cardiff wellbeing objectives. It should be noted that option generation is an important requirement of the Strategic Environmental Assessment directive. The strategic options have been assessed against the SA/SEA within the Initial Sustainability Appraisal – Strategic Environmental Assessment Report. This forms a key component in the process of selecting the most suitable strategic option for Cardiff.

8.42 Each spatial option has been subject to consultation and engagement to assess and evaluate their appropriateness with a view to establishing or developing a preferred option. Their content reflects the need to have regard to legislation, national planning policy, local and regional strategies whilst recognising the specific characteristics, assets and issues which are prevalent in Cardiff and form a strategic approach which delivers on the vision, and which promotes and guides development for the city.

8.43 The options identified assume that infrastructure improvements need to be aligned with new development, including improvements to transport networks, utilities, green infrastructure, health, education and social facilities. Consequently, the term 'development' used in the Spatial Options for Growth refers to the balance of housing, employment opportunities and the accompanying infrastructure.

8.44 No single option is necessarily considered preferable in their preparation and discussion, and there is scope and flexibility for the options to be adapted to take account of additional factors. It is acknowledged that the preferred option could combine elements from more than one option.

8.45 The tables below provide an explanation of each of the spatial options as considered. This is followed by an identified Preferred Spatial Option for consideration as part of this Preferred Strategy.

<b>Option 1 – Further extension of existing Strategic Site Commitments</b>
<b>Description</b>

<p>Growth and development focused on greenfield land around existing Strategic Housing Sites identified in the adopted Local Development Plan which were previously determined to be the most sustainable location for strategic scale growth. Further assessment would be required to identify the scale of growth possible in specific locations.</p>
<p><b>Consultation findings</b></p> <p>8% of respondents chose this option and felt it would usefully add to the existing pattern of development and planned infrastructure and deliver more affordable housing due to the lower costs associated with greenfield development.</p>
<p><b>Summary Assessment</b></p> <p>This option focusses growth around existing greenfield Strategic Housing Sites identified in the adopted LDP. In doing so, this option adds to the existing pattern of development and planned infrastructure investment such as public transport improvements and new school provision.</p> <p><b>Positives</b></p> <ul style="list-style-type: none"> <li>• Provides a higher percentage of affordable housing due to the lower costs associated with developing greenfield land.</li> <li>• Would enable new development to piggyback on planned new infrastructure investment such as public transport improvements and new school provision.</li> <li>• Provides a greater range and choice of housing types.</li> </ul> <p><b>Negatives</b></p> <ul style="list-style-type: none"> <li>• Would result in the loss of greenfield land.</li> <li>• Does not sufficiently take into account market demand.</li> <li>• Increases the number of journeys and journey distances.</li> <li>• Strategic housing allocations in the current LDP have delivered lower rates than envisaged meaning a significant amount of housing land is already available to 2036.</li> <li>• Places pressure on communities in those areas that have historically taken most development.</li> </ul>
<p><b>Conclusions</b></p> <p><b>This option represents a growth based around the existing greenfield Strategic Housing Sites identified in the adopted LDP. These sites have delivered lower levels of housing completions than anticipated in the adopted LDP Strategy and already have sufficient housing land committed during the plan period to 2036. Given this any additional land beyond these commitments would be difficult to justify and could be undeliverable during the plan period.</b></p>

<p><b>Option 2 – Urban intensification based on a brownfield only strategy.</b></p>
<p><b>Description</b></p> <p>Growth and development focused within the settlement boundary maximising the capacity of the urban area and encouraging higher densities in appropriate locations.</p>
<p><b>Consultation findings</b></p> <p>44% of respondents chose this option and felt it would protect greenfield areas outside the settlement boundary, secure brownfield development and enhance sustainable transport and existing infrastructure.</p>
<p><b>Summary Assessment</b></p> <p>This option focusses growth within the settlement boundary. In doing so it maximises the capacity of the urban area and encourages higher densities in appropriate locations.</p> <p><b>Positives</b></p> <ul style="list-style-type: none"> <li>• Protects greenfield areas outside the settlement boundary.</li> <li>• Would enable the regeneration of brownfield land.</li> <li>• Would enhance sustainable transport as builds on existing transportation infrastructure.</li> <li>• Would help deliver sustainable neighbourhoods as sites are located near existing retail and community facilities.</li> <li>• Would help tackle deprivation within urban areas of the city with opportunities to provide affordable and older people’s housing in local communities.</li> </ul> <p><b>Negatives</b></p> <ul style="list-style-type: none"> <li>• Deliver less affordable housing due to the higher development costs of remediating brownfield land.</li> <li>• Provides less range and choice of housing types.</li> <li>• Would need to ensure that green infrastructure and related corridors within urban areas are protected.</li> <li>• Would need to ensure that heritage assets are protected</li> </ul>
<p><b>Conclusions</b></p> <p><b>This option would maximise the use of brownfield land within the existing urban area and has significant positives. It would reduce the reliance on greenfield sites to deliver housing growth, tackle deprivation within urban areas through regeneration of brownfield sites and provision of affordable and older people’s housing in local communities, and help deliver sustainable neighbourhoods where the use of existing sustainable infrastructure is maximised, and new development is located near existing retail and community facilities.</b></p>

In taking forward this option, it would be important to ensure that existing green spaces and corridors within the urban area are protected and enhanced on the back of regeneration schemes. There would also need to be recognition that heritage assets should be protected. Furthermore, this option would lead to less affordable housing coming forward from development sites due to the higher remediation costs and the type of housing provided would be higher density development.

### **Option 3 – Renewal and regeneration based on brownfield mixed use sites**

#### **Description**

As with Option 2 strong focus on growth and development within the settlement boundary maximising the capacity of the urban area and encouraging higher densities in appropriate locations but also direct growth to supporting the regeneration of large-scale mixed-use brownfield sites and renewal projects.

#### **Consultation findings**

39% of respondents chose this option and felt it would protect greenfield areas outside the settlement boundary, support urban renewal and public transport improvements, secure brownfield regeneration, enhance sustainable transport and existing infrastructure and support a mixed economy by balancing housing and jobs growth

#### **Summary Assessment**

As with Option 2 strong focus on growth and development within the settlement boundary. In doing so maximising the capacity of the urban area and encouraging higher densities in appropriate locations but also direct growth to supporting the regeneration of large-scale mixed-use brownfield sites and renewal projects.

#### **Positives**

- Protects greenfield areas outside the settlement boundary.
- Supports urban renewal and regeneration of brownfield land.
- Would enhance sustainable transport as builds on existing transportation infrastructure.
- Opportunities for transport improvements such as new railway stations on the back of large-scale urban regeneration schemes.
- Would help deliver sustainable neighbourhoods as sites are located near existing retail and community facilities.
- Would help tackle deprivation within urban areas of the city with opportunities to provide affordable and older people's housing in local communities.
- Supports mixed economy by balancing housing and jobs growth.

#### **Negatives**



- Deliver less affordable housing due to the higher development costs of remediating brownfield land.
- Provides less range and choice of housing types.
- Would need to ensure that green infrastructure and related corridors within urban areas are protected.
- Would need to ensure that heritage assets are protected

### Conclusions

As with Option 2 this option would maximise the use of brownfield land within the existing urban area but also direct growth to supporting the regeneration of large-scale mixed-use brownfield sites and renewal projects. As with Option 2 it has significant positives. It would reduce the reliance on greenfield sites to deliver housing growth, tackle deprivation within urban areas through regeneration of brownfield sites and provision of affordable and older people's housing in local communities, and help deliver sustainable neighbourhoods where the use of existing sustainable infrastructure is maximised, and new development is located near existing retail and community facilities. Given the scale of the regeneration and renewal schemes, there would be opportunities to locate employment and housing uses together to support a mixed economy and also secure transportation improvements through new railway stations.

In taking forward this option it would be important to ensure that existing green spaces and corridors within the urban area are protected and enhanced on the back of regeneration schemes. There would also need to be recognition that heritage assets should be protected. Furthermore, this option would lead to less affordable housing coming forward from development sites due to the higher remediation costs and the type of housing provided would be higher density development.

### **Option 4 – Growth based around district and local centres in line with the city of villages concept**

#### **Description**

As with Option 2 but the focus of growth and development in the existing network of district and local centres within the settlement boundary providing a more mixed use, walkable and sustainable city

#### **Consultation findings**

28% of respondents chose this option and felt it would protect greenfield areas outside the settlement boundary, support strengthened community services and facilities in the most

accessible locations, strengthen the existing role of district and local centres, enhance sustainable transport and existing infrastructure, support brownfield development and regeneration, and support the provision of sustainable neighbourhoods.

### Summary Assessment

As with Option 2 but the focus of growth and development in the existing network of district and local centres within the settlement boundary. In doing so providing a more mixed use, walkable and sustainable city.

### Positives

- Protects greenfield areas outside the settlement boundary.
- Strengthens the role of district and local centres and supports strengthened community services and facilities in these locations.
- Supports the provision of sustainable neighbourhoods.
- Supports urban renewal and regeneration of brownfield land.
- Would enhance sustainable transport as builds on existing transportation infrastructure.
- Would help tackle deprivation within urban areas of the city with opportunities to provide affordable and older people's housing in local communities.

### Negatives

- Deliver less affordable housing due to the higher development costs of remediating brownfield land.
- Provides less range and choice of housing types.
- Would need to ensure that green infrastructure and related corridors within urban areas are protected.
- Would need to ensure that heritage assets are protected.

### Conclusions

**As with option 2 this option would maximise the use of brownfield land within the existing urban area but also direct growth around existing district and local centres. As with Option 2 it has significant positives. It would reduce the reliance on greenfield sites to deliver housing growth, strengthen the role of district and local centres and support strengthened community services and facilities in these locations, support the delivery of sustainable neighbourhoods where the use of existing sustainable infrastructure is maximised and new development is located near existing retail and community facilities and tackle deprivation within urban areas through regeneration of brownfield sites and provision of affordable and older people's housing in local communities**

**In taking forward this option, it would be important to ensure that existing green spaces and corridors within the urban area are protected and enhanced on the back of regeneration schemes. There would also need to be recognition that heritage assets should be protected.**

Furthermore, this option would lead to less affordable housing coming forward from development sites due to the higher remediation costs and the type of housing provided would be higher density development.

### **Option 5 – Growth based around transport nodes**

#### **Description**

As with Option 2 but focus of growth and development in areas with good public transport links and facilities

#### **Consultation findings**

28% of respondents chose this option and felt it would protect greenfield areas outside the settlement boundary, supports opportunities for public transport improvements such as new railway stations, and supports brownfield development and regeneration.

#### **Summary Assessment**

As with Option 2 but focus of growth and development in areas with good public transport links and facilities. In doing so the emphasis is on the existing public transport network and securing development that is well placed to meet the needs of existing and future communities to be well connected to a sustainable travel network.

#### **Positives**

- Protects greenfield areas outside the settlement boundary.
- Would enhance sustainable transport as builds on existing transportation infrastructure and supports public transport improvements such as new railway stations.
- Supports the provision of sustainable neighbourhoods.
- Supports urban renewal and regeneration of brownfield land.
- Would help tackle deprivation within urban areas of the city with opportunities to provide affordable and older people's housing in local communities.

#### **Negatives**

- Delivers less affordable housing due to the higher development costs of remediating brownfield land.
- Provides less range and choice of housing types.
- Would need to ensure that green infrastructure and related corridors within urban areas are protected.
- Would need to ensure that heritage assets are protected.

## Conclusions

As with Option 2 this option would maximise the use of brownfield land within the existing urban area but also direct growth to areas with good public transport links. As with Option 2 it has significant positives. It would reduce the reliance on greenfield sites to deliver housing growth, support the delivery of sustainable neighbourhoods, maximise the use of existing sustainable infrastructure, support opportunities for public transport improvements and new development located near existing retail and community facilities and tackle deprivation within urban areas through regeneration of brownfield sites and provision of affordable and older people's housing in local communities.

In taking forward this option, it would be important to ensure that existing green spaces and corridors within the urban area are protected and enhanced on the back of regeneration schemes. There would also need to be recognition that heritage assets should be protected. Furthermore, this option would lead to less affordable housing coming forward from development sites due to the higher remediation costs and the type of housing provided would be higher density development.

## Option 6 – *Strategic public transport growth corridors*

### Description

Growth and development focused on greenfield sites along new public transit corridors leading out of the city to the wider region.

### Consultation findings

8% of respondents chose this option and felt it would support the delivery of public transport improvements, enhance sustainable transport and build on existing infrastructure, deliver more affordable housing, and a greater range and choice of housing sites and types.

### Summary Assessment

Growth and development focused on greenfield sites along new public transit corridors leading out of the city to the wider region.

### Positives

- Supports the delivery of public transport improvements such as new rail links and railway stations.
- Enhances sustainable transport and builds on existing infrastructure.
- Provides a higher percentage of affordable housing due to the lower costs associated with developing greenfield land.
- Provides a greater range and choice of housing types.

<p><b>Negatives</b></p> <ul style="list-style-type: none"> <li>• Would result in the loss of greenfield land.</li> <li>• Does not sufficiently take into account market demand and deliverability.</li> <li>• Increases the number of journeys and journey distances.</li> <li>• Places pressure on communities in those areas that have historically taken most development.</li> </ul>
<p><b>Conclusions</b></p> <p><b>This option represents a growth focused on greenfield sites along new public transit corridors leading out of the city to the wider region. This option seeks to bring forward more greenfield land in areas which have already seen large greenfield housing allocations in the adopted LDP. These sites have delivered lower levels of housing completions than anticipated in the adopted LDP Strategy and already have sufficient housing land committed during the plan period to 2036. Given this any additional land beyond these commitments would be difficult to justify and could be undeliverable during the plan period.</b></p>

<p><b>Option 7 – <i>Dispersed greenfield growth areas</i></b></p>
<p><b>Description</b></p> <p>Growth and development focused outside the settlement boundary on a range of dispersed greenfield growth areas.</p>
<p><b>Consultation findings</b></p> <p>5% of respondents chose this option and felt it would deliver more affordable housing and a greater range and choice of housing sites and types.</p>
<p><b>Summary Assessment</b></p> <p>Growth and development focused outside the settlement boundary on a range of dispersed greenfield growth areas.</p> <p><b>Positives</b></p> <ul style="list-style-type: none"> <li>• Provides a higher percentage of affordable housing due to the lower costs associated with developing greenfield land.</li> <li>• Provides a greater range and choice of housing types.</li> </ul> <p><b>Negatives</b></p>

<ul style="list-style-type: none"> <li>• Would result in the loss of greenfield land.</li> <li>• Does not sufficiently take into account market demand and deliverability.</li> <li>• Increases the number of journeys and journey distances.</li> <li>• Places pressure on communities in those areas that have historically taken most development.</li> <li>• Does not enhance sustainable transport and build on existing infrastructure.</li> </ul>
<p><b>Conclusions</b></p> <p>This option represents a growth dispersed on a range of greenfield sites around the city. This option seeks to bring forward more greenfield land in areas which have already seen large greenfield housing allocations in the adopted LDP. These sites have delivered lower levels of housing completions than anticipated in the adopted LDP Strategy and already have sufficient housing land committed during the plan period to 2036. Given this any additional land beyond these commitments would be difficult to justify and could be undeliverable during the plan period.</p>

<p><b>Option 8 – Dispersed combination of brownfield and greenfield growth areas</b></p>
<p><b>Description</b></p> <p>Growth and development are focused on a range of dispersed brownfield and greenfield growth areas within and outside the settlement boundary.</p>
<p><b>Consultation findings</b></p> <p>9% of respondents chose this option and felt it would deliver more affordable housing and a greater range and choice of housing sites and types and result in less loss of greenfield land.</p>
<p><b>Summary Assessment</b></p> <p>Growth and development are focused on a range of dispersed brownfield and greenfield growth areas within and outside the settlement boundary.</p> <p><b>Positives</b></p> <ul style="list-style-type: none"> <li>• Provides a higher percentage of affordable housing due to the lower costs associated with developing greenfield land.</li> <li>• Provides a greater range and choice of housing types.</li> </ul> <p><b>Negatives</b></p> <ul style="list-style-type: none"> <li>• Would result in the loss of some greenfield land but less than options 1, 6 and 7.</li> <li>• Does not sufficiently take into account market demand and deliverability.</li> </ul>

- Increases the number of journeys and journey distances.
- Places pressure on communities in those areas that have historically taken most development.
- Does not enhance sustainable transport and build on existing infrastructure

### Conclusions

**This option represents a growth dispersed on a combination of greenfield and brownfield sites around the city. This option seeks to bring forward more greenfield land in areas which have already seen large greenfield housing allocations in the adopted LDP. These sites have delivered lower levels of housing completions than anticipated in the adopted LDP Strategy and already have sufficient housing land committed during the plan period to 2036. Given this any additional land beyond these commitments would be difficult to justify and could be undeliverable during the plan period.**

## Identifying the Preferred Spatial Option

8.46 The development of the preferred option has emerged from the consideration of the spatial options and other considerations, including but not limited to:

- the well-being objectives;
- the content of the Annual Monitoring Reports and Review Report;
- the engagement processes; and
- the Integrated Sustainability Report findings.

8.47 In identifying the preferred option, there was always an acceptance that there would be potential variations on the strategic options identified, including an option which would consider a mix of the positive outcomes from a number of those options. In considering the above, and having reference to the issues, objectives and vision discussed earlier in the Preferred Strategy, and the comments received from the engagement process, a hybrid option, which reflects some of the characteristics of the eight spatial options, emerged as the most appropriate approach to delivering a balanced and sustainable spatial strategy for the city.

### Preferred Option - Sustainable Growth Strategy

8.48 This hybrid option builds on the approach highlighted through the brownfield strategic options 2, 3, 4 and 5. The strategy is essentially a brownfield strategy and seeks to meet the majority of housing land required during the plan period to 2036 through a range of brownfield sites within the existing settlement boundary. Such sites will be major regeneration and renewal areas, located within or adjacent to district or local centres or on transport nodes within the urban areas. These sites in combination with the substantial existing landbank of sites on greenfield sites around the edge of the city will provide for a range and choice of housing types and locations across the city.





## 9. Preferred Strategy

9.1 The Preferred Strategy sets out to deliver the vision and strategic objectives and address the key issues which have been identified. The Replacement LDP will, as it progresses through to adoption, set out how the changes within the city over the plan period will be managed and planned for. Through its policies and proposals, the Replacement LDP will seek to provide for these changes and the respective levels of growth and identify where such growth will be acceptable by identifying sites for specific land uses whilst protecting and enhancing the city's environmental, landscape and built historic interests. These detailed elements will be contained within the Deposit LDP.

9.2 The preparation of this Preferred Strategy has been informed by national and regional guidance with plans and strategies at all levels contributing, where appropriate, to the development of an emerging evidence and knowledge base. Engagement has also played a significant role in preparing this Preferred Strategy (including issues generation and the strategic options).

### Spatial Approach

9.3 The strategy seeks to provide balanced growth centred on the delivery of a range of brownfield sites within the settlement boundary in addition to existing commitments on greenfield sites around the edge of the city. Such an approach supports the needs and the delivery of the region and the Council's strategic and regeneration objectives.

9.4 The Replacement LDP will provide the opportunity to deliver 24,000 homes over the plan period. This is the equivalent of 1,600 homes per year from 2021 to 2036. This would allow for new homes to be provided in a sustainable manner which supports the aspirations of our communities and provides appropriate flexibility to respond to the city's affordable housing objectives.

9.5 In delivering the number of homes set above, this Preferred Strategy includes an additional flexibility as part of its supply (uplift) to ensure the delivery of sustainable growth and to overcome any potential unforeseen deliverability issues. A 10% flexibility through a further 2,400 homes is included. This equates to a housing supply of 26,400 dwellings to deliver the 24,000 homes.

9.6 Such an approach will be supported through a strong economic environment with the delivery of a minimum of 32,300 jobs over the plan period a key component. This reflects the growth and job creation objectives within the Council's Economic Strategy 'Building More and Better Jobs', and through the Cardiff City Region Deal.

### Sustainable Development, Well-being and Climate Change

9.7 In planning for a sustainable future for Cardiff, this Preferred Strategy seeks to reflect and promote the principles of Sustainable Development and to embed the duties set through the Well-being of Future Generations Act 2015. The planning system has a long-standing track record in the promotion of sustainable development and in this respect, this Preferred Strategy and the LDP as it progresses through to adoption will seek to enhance the economic, social, cultural and environmental well-being of communities. It will also as part of this agenda play its part in tackling the causes and effects of climate change reflecting the contribution of the planning system as a whole.

9.8 The LDP seeks to put a policy framework in place which tackles the causes and effects of climate change within the city through the adoption of sustainable principles and development.

9.9 The LDP will promote the principles of sustainability by:

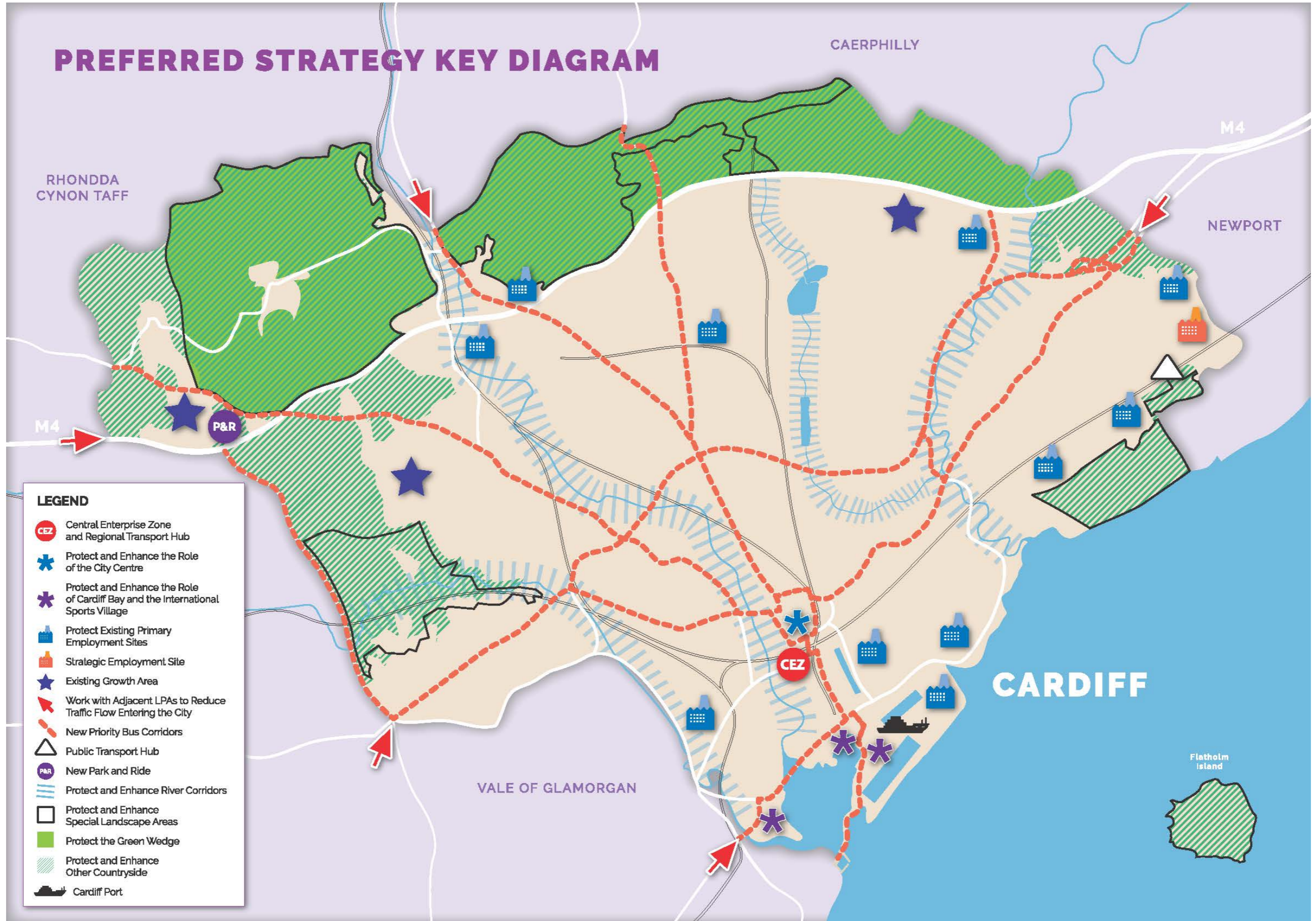
- Protecting and enhancing biodiversity, townscapes and landscapes;
- Minimising energy demand and consumption by facilitating the delivery of carbon neutral buildings and homes, including the promotion of the efficient use of resources including directing development to previously developed land wherever possible;
- Reducing unwarranted reliance of the private motor car, promoting sustainable and 'green' travel alternatives, building on advances in technology and promoting accessibility to alternative means of travel;
- Promoting sustainable waste management;
- Promoting sustainable water management (including ensuring a sustainable supply of water resources and water quality, promoting sustainable drainage modes and addressing flooding issues). This includes reducing the vulnerability of communities by ensuring that development is not located in flood risk areas;
- Promoting the enhancement of wellbeing and social inclusion by supporting healthy, accessible and cohesive communities;
- Supporting the development of a resilient economy and facilitating appropriate future growth; and
- Promoting and safeguarding of the Welsh language and culture.

## Preferred Strategy - Key Components

9.10 The key components of the strategy are as follows:

- Provide for 26,400 (including 10% flexibility allowance) new homes during the plan period 2021 to 2036;
- Provide opportunities to deliver a minimum of 32,300 new jobs during the plan period 2021 to 2036 in the city to support the strategic economic and employment ambitions within the city and region;
- Provide sufficient employment land to support economic growth and job creation;
- Potential to deliver 5,000 to 6,000 affordable homes depending on make-up of sites;
- Provide a good range and choice of housing with a 50:50 brownfield/greenfield split;
- Deliver infrastructure, community facilities and sustainable travel objectives;
- Respect and enhance the rich and diverse environmental qualities of the city;
- Recognise the cultural and linguistic character of the city;
- Contribute to the delivery of physical and social regeneration opportunities which provide for and reflect a range of diverse and cohesive communities across the city;
- Focus retail change on established centres;
- Recognise the contribution of 'previously developed land' and utilises it as appropriate;
- Provide opportunities to cater for the city's visitor economy;
- Protect and enhance the natural, historic and built conservation qualities of Cardiff and its high value landscapes; and

- Contribute to an integrated transport network both within the city and the region and promote opportunities to use and access alternative means of transport including walking and cycling.



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## 10. Strategic Policies

10.1 The following section sets out the Strategic Policies which form the framework for implementing and delivering the Replacement LDP. The policies seek to support the delivery of the Plan's vision and objectives, the Council's aims set out in the strategy "*Stronger, Fairer Greener*" and also provides high level links and broad conformity with the Well-Being Objectives. Appendix 2 contains compatibility assessments between the Revised Replacement LDP strategic objectives, the Wellbeing Objectives, Key Planning Principles and National Sustainable Placemaking Outcomes set out in Planning Policy Wales and Future Wales.

10.2 The Preferred Strategy focuses on creating sustainable and inclusive places that recognise the well-being of individuals, their families and communities and is part of a connected approach across all the themes allowing for long term solutions to ensure opportunities are available to maintain and enhance well-being.

10.3 It recognises that sustainable places are created from a balance of environmentally friendly, economically vibrant, and socially inclusive characteristics, which aim to benefit not only current inhabitants but also future generations.

10.4 It should be noted that specific policies will be developed as part of the Deposit LDP and will as appropriate be identified within the context of the relevant theme.

### 1. STRONGER

#### SP1: PROVIDING FOR SUSTAINABLE GROWTH

**To effectively meet evidenced economic and social needs whilst maintaining and enhancing Cardiff's natural resources, the plan sets out a strategy to make provision for 26,400 (including a 10% flexibility allowance) dwellings and 32,300 new jobs over the plan period.**

10.5 As set out above various growth options have been considered and consulted on and expert advice sought. The level of growth set out within this Policy is considered to best reflect an analysis of all relevant factors. Importantly, it is based on the most up-to-date information takes account of all relevant National planning policy guidance as set out in Planning Policy Wales and summarised below.

10.6 No other material factors are considered to possess sufficient weight to warrant departure from this level of growth which is considered to:

- Accord with Future Wales: The National Plan 2040 which identifies the city as a National Growth Area;
- Accord with the Council's vision and LDP objectives;
- Effectively respond to the clear evidenced need to provide for a considerable number of new homes and jobs. The Plan makes provision to deliver the official projections and is considered to strike the right balance having regard to the full range of factors;
- Deliver necessary homes and jobs, but in a managed and controlled manner protecting key elements of Cardiff's environment;

- Meet deliverability and capacity factors - the LDP contains proposals and mechanisms which justify how deliverability and capacity matters can be adequately addressed.
- Respond in an evidence-based manner to the divergence of views expressed during the consultation on strategic options.

10.7 The detailed breakdown of how it is intended to provide for the 26,400 new homes over the Plan period is shown in Table 2 below.

Table 2: Cardiff LDP Housing Requirement (2021-36)			
Housing Provision	1	Dwelling Requirement (figure derived from growth scenario)	24,000
	2	10% Flexibility Allowance	2,400
	3	<b>Total Housing Provision 2021 to 2036</b> (LDP must accommodate this number of homes)	<b>26,400</b>
Completions & Landbank	4	Homes Completed 1st April 2021 to 31st March 2023	2,596
	5	Homes currently under construction (as at 1st April 2023)	2,158
	6	Homes with planning consent but not implemented (as at 1st April 2023)	12,740
	7	Homes with planning consent, subject to signing of a Legal Agreement (at 31 March 2023)	2,883
	8	Current 'Landbank' (i.e. rows 5,6 & 7)	17,781
	9	<b>Completions &amp; Current 'Landbank' sub total</b>	<b>20,377</b>
Adjustments for changes in existing dwelling stock	10	Demolitions during Plan period (net loss)	Assumes demolitions will continue at similar levels to the past 10 years (i.e. 540 between 2013/14 to 2022/23) for the remainder of Plan period. -702
	11a	Change of use from residential to other uses (net loss)	Assumes similar levels of existing housing stock will be lost to other uses to that experienced over the last 10 years (i.e. 46 between 2012/13 to 2021/22) -60
	11b	Change in stock - chargeable second homes	Assumes similar levels going forward to those experienced over the last 6 years on record (i.e. average of 85 p.a.) -1,105
	11c	Change in stock - holiday home/non-domestic council tax rating	Assumes similar levels will continue at similar levels to those experienced over the last 5 years on record (i.e. average of 22 p.a.) -286
	12	Residential conversions - positive net change	Assumes similar levels of residential to residential conversions (e.g. sub-division of property) will take place to past 10 years (i.e. 85 between 2013/14 to 2022/23) 111
	13	<b>Adjustments sub total</b>	<b>-2,042</b>
Allowances	14	Large windfall sites (10 or more units)	Assumes delivery rates approx. 75% of past 10 years (i.e. 4,733 between 2013/14 to 2022/23). First two years post adoption omitted. 3,905
	15	Small windfall sites (under 10 units)	Assumes delivery rates approx. 75% of the past 10 years (i.e. 835 between 2013/14 to 2022/23) 814
	16	Change of use windfalls	Assumes these come forward at a similar level to the past 10 years (i.e. 1,141 between 2013/14 to 2022/23) 1,483
	17	<b>Windfall Allowance</b>	<b>6,202</b>
	18	<b>Non-delivery Allowance</b>	Element of uncertainty but considered reasonable to assume 20% reduction in homes contained in the landbank (i.e. 20% of rows 6 & 7) for possible reduced dwelling yield and/or some sites not coming forward <b>-3,125</b>
	19	<b>Allowances sub total</b>	<b>3,078</b>
Allocations	20	Strategic Sites	
	a		
	b		
		Site A	2,500
		Site B Ferry Road	500

c		Site D J33 (Residual)	500
d		Site E South Cregiau	650
e		Site F North East Cardiff (residual)	891
			<b>5,041</b>
21	Non-Strategic Sites		
a		Rookwood Hospital	90
b		Land at Areas 9-12	150
			<b>240</b>
<b>22</b>	<b>Allocations sub total</b> (Currently only includes previously allocated strategic sites)		<b>5,281</b>
<b>23</b>	<b>Total Housing Supply</b>		<b>26,693</b>
<b>24</b>	<b>Residual Balance</b> (Supply minus Plan Provision)		<b>293</b>



10.8 In terms of the provision of new homes, as set out above in Table 2 there is a substantial landbank of new homes already committed on a range and choice of brownfield and greenfield sites across the city (20,377 as at April 2023). In addition to this, the existing allocations in the adopted LDP (several of which are currently subject to large planning applications which are currently being determined) will deliver a further 5,281 dwellings. This means that there is no need to identify land for any additional dwellings over the plan period to meet the level of growth proposed in the Preferred Strategy. Given this it is considered that no new greenfield releases are necessary, and further housing growth during the plan period will be through a range of brownfield sites within the existing settlement boundary.

10.9 This would demonstrate a 50:50 brownfield/greenfield split and will provide for market and affordable housing on a range and choice of housing types and locations across the city.

10.10 In a similar way to the provision of new homes, there is a need to provide for a range and choice of new job opportunities. It is important to ensure that a range and choice of employment land and business premises are provided to maintain and improve the competitiveness of the city, promote, and protect indigenous business and attract inward investment.

10.11 This approach responds to Cardiff's role as the main economic driver of the city-region in South East Wales. At the heart of this approach is recognition that the Cardiff city-region clearly forms a natural economic area, and it has consistently made a major positive contribution to the economic growth of Wales. In core city analysis, Cardiff performs well and there is an opportunity to build further on this through continuing to enhance Cardiff's role and improve linkages and connectivity within the city-region. It is also recognised that there are significant benefits for adjoining areas from Cardiff's success in achieving economic growth. The Cardiff Parkway new rail station and associated provision of B use class employment land and premises will play a vital role in this respect.

10.12 The Plan provides a framework for delivering a wide range and choice of employment sites in different locations and for different sectors including the key market sectors of ICT, energy and environmental technologies, advanced materials and manufacturing, creative industries, life sciences and financial and professional services. The range of sites ensures that Cardiff can provide for the stated level of growth for new jobs. Importantly, different sites will perform different roles in the strategy. In addition to the traditional employment sites located in south and east of the city, there are a number of out-of-centre business parks to the north and east connected to the strategic highway network. Furthermore, land for employment is provided within the residential led developments at Junction 33, northwest Cardiff, and northeast Cardiff. The Strategy supports the regeneration of land and property for employment purposes including land at Forest Farm, Longwood Drive, Coryton for a Life Science Park. A key component of this framework is the protection of existing employment land from alternative uses, alongside maximising opportunities for refurbishment and higher density redevelopment.

10.13 The geographical spread of the 'Cardiff offer' also addresses the need to provide jobs in accessible locations. In this respect, Cardiff Central Enterprise Zone and Regional Transport

Hub represents a highly sustainable and accessible location, close to areas of high unemployment in the city but also readily accessible to the wider region via sustainable modes of transport.

## **SP2: SUSTAINING ECONOMIC GROWTH AND RESILIENCE**

**Provision will be made for a range and choice of employment sites for different types of employment and in different geographical locations which will effectively contribute towards the delivery of the level of growth set out in the plan. This will be supported by a strong framework to protect the future role of the city's employment land, through the designation of strategically and locally important employment land and premises. These areas will be identified on the proposals map and will continue to be required for employment purposes. Such areas will need to be safeguarded from alternative forms of development, in order to effectively meet future supply in relation to both office/research and development floorspace, as well as industrial and warehousing land, over the plan period.**

10.14 In terms of providing for new employment land, the Strategy sets a framework for delivering a wide range and choice of employment sites in different locations and for different sectors including the key market sectors of ICT, energy and environmental technologies, advanced materials and manufacturing, creative industries, life sciences and financial and professional services. These sites will contribute towards the delivery of the stated level of growth for new jobs. Importantly, different sites will perform different roles in the strategy.

10.15 The provision of employment land as part of wider housing-led comprehensive developments at North West Cardiff and North East Cardiff, provides an important role in terms of the overall supply and mix of employment land offering a good range and choice of small out of centre employment sites, including offices, creative industries, small workshops, and starter units. This will be essential to ensure the continued provision of local employment opportunities and address the geographical employment disparities across the county.

10.16 The geographical spread of the 'Cardiff offer' also addresses the need to provide jobs in accessible locations. In this respect, the key strategic proposal relating to the Cardiff Central Enterprise Zone and Regional Transport Hub represents a highly sustainable and accessible location, close to areas of high unemployment in the city but also readily accessible to the wider region via sustainable modes of transport. The established Cardiff Central Enterprise Zone is centred on the Cardiff Central Railway Station and is the only Enterprise Zone in the UK dedicated to attracting and growing the financial and professional services sector.

10.17 Cardiff's prime office core known as Central Square comprises Grade A office space including the new headquarters for BBC Cymru Wales and The Interchange, a mixed-use commercial and residential scheme and transport hub. Directly next to Cardiff Central is the new Central Quay Development, a large mixed-use development currently under construction which is proposed to include hotels, offices, luxury apartments and a university campus.

10.18 The Council resolved to grant planning permission (application 21/00076/MJR) for Land south of St Mellons Business Park (Cardiff Parkway). That remains its position. The application

has been called in by Welsh Government and is still pending a decision. If approved, this development will provide a strategic employment site capable of attracting inward investment opportunities for high value service and knowledge-based sectors. This is an important employment site which contributes to the necessary range and choice of types of employment opportunities in the city. Its location is particularly well placed to provide accessible job opportunities to areas of known deprivation. The proposed development aims to become a catalyst for growth, contributing to the regeneration of East Cardiff and the wider Cardiff Capital Region. The development of a new business park will provide up to 90,000 sqm. of business space and has the potential to support around 6,000 jobs, as well as becoming a transport hub that helps people to access other employment opportunities across the region.

10.19 Cardiff Council appointed Hardisty Jones Associates (HJA) in partnership with Owen Davies Consulting and NP Linnells Property to undertake an Employment Land and Premises Study (ELPS) (March 2022).

10.20 The future employment land requirement for Cardiff has been assessed taking into account:

- labour supply projections, reflecting the population projections;
- historic take-up of employment land; and
- employment sector projections.

10.21 The Study contributed further to the LDP Review evidence base by not only identifying employment land requirements for the replacement LDP period (2021-2036), but also assessing the suitability of the existing employment land supply to meet these needs.

10.22 In quantitative terms the existing supply of office and research and development (R&D) floorspace across the range of contributing areas (current stock of vacant premises, confirmed pipeline and strategic site allocations) is more than sufficient to meet core requirements.

10.23 The surplus of supply provides for a range of typologies and locations, including substantial provision within the Central Business Area and Cardiff Bay Area, as well as out of town/business park provision.

10.24 There is also potential for reduced demand, or additional releases from the existing stock if higher levels of hybrid working are retained in the medium-long term. Furthermore, there is potential for higher levels of stock refurbishment in response to the need to reduce carbon emissions.

10.25 Identified Industrial and Warehousing supply falls below the lowest estimate of future requirements. The industrial market has exceptionally low rates of vacancy at present, and there is strong levels of reported market demand. Stakeholders have stated that limited supply has constrained growth in this sector.

10.26 Analysis suggests the LDP should provide for approximately 300,000 sqm of industrial and warehouse space. This is substantially greater than the available supply within the current pipeline and strategic site allocations. The requirement is in the order of 140,000 sqm of floorspace, equivalent to an estimated 35 hectares in land terms.

10.27 Given the predicted future employment land requirements, it is fundamental that the Strategy seeks to protect strategically and locally important existing business and industrial and warehousing land (B1b/c, B2 and B8 uses). There will also be a strong presumption in favour of retaining existing high quality and accessible office accommodation (B1a uses).

10.28 The loss of employment land can be incremental with the loss of one site setting the precedent for the loss of a series of others in a similar location, leading to a gradual erosion of an employment area. Sometimes alternative uses can also fragment a larger business area or sever links between employment uses in an area. Over time pressure for alternative uses result in a cumulative loss of employment sites to the detriment of the local economy. In addition, many existing industrial areas are located within the 'southern arc' of deprivation in areas of greatest need for jobs and it is important to retain employment in these locations due to their accessibility.

10.29 A strong employment protection policy will ensure their continued important contribution to providing accessible sources of employment in the city. However, consideration will be given to the change of use to alternative uses (including housing) of lower quality office and industrial premises, which do not perform an important strategic or local role in terms of the overall range and choice of premises.

10.30 Where alternative use of land is considered appropriate, priority will be given to mixed-use development comprising employment, housing and community facilities or, where that is not feasible, housing. (This policy position will also help to support future windfall provision over the Plan period). Other proposals will need to demonstrate why a mixed-use of housing and employment schemes cannot be achieved on a site.

10.31 The evidenced employment provision required over the Plan period will be met through the following approach:

- An increase in light industrial B1(c) provision can be delivered through currently identified strategic sites.
- Considering all suitable candidate sites submitted for B1, B2, B8 employment purposes.
- Reinstate Ipswich Road as a Locally Protected Employment site to safeguard this land for industrial and light industrial purposes and include in the supply over the plan period (up to 10 ha).
- The area has developed an employment led mixed use function and incorporates a range of uses including retail, business and industrial. The retail uses are mainly located adjacent to Colchester Avenue. The remainder of the site is predominantly employment orientated with a number of office buildings, together with industrial and

business uses. Uses include MOT Test centres, car body repair workshops and builder's yards. There are also a number of car sales showrooms. With relatively low vacancy rates, this site represents an important employment site and should be retained as such.

- It will be important to deliver a higher level of redevelopment and extensive refurbishment of stock within existing employment areas across the city.

This will maximise their contribution to providing jobs from existing sites and promote the more efficient use of employment land. The strategy seeks to encourage the intensification and refurbishment of existing employment land and premises which are under used, vacant or in decline. The Strategy supports the regeneration of land and property for employment purposes including land at Forest Farm, Longwood Drive, Coryton for a Life Science Park. This scheme is supported by the Cardiff Capital Region (CCR).

- Explore the potential for adjusting the development focus of already identified employment sites.
- Adopt a flexible policy approach to support employment proposals on land not identified for employment use, to support additional employment windfall sites coming forward over the plan period.
- Consider scope for any unmet employment need for industrial and warehousing land to be accommodated within the wider city region.

**SP3: ENSURING A MASTERPLANNING APPROACH**

**A master planning approach will be required for both existing and future strategic sites or development including more than 100 homes, or any project involving more than one phase of development.**

**Plans for development sites which conform to these criteria should accord with:**

- i. **The following masterplanning general principles:**
  - a) **Masterplans will be prepared that encompass the whole of a development area regardless of land ownership patterns;**
  - b) **Schemes shall be planned in a comprehensive and integrated manner reflecting partnership working involving all relevant parties;**
  - c) **Higher density residential and mixed-use development shall be focused along public transport corridors and in neighbourhood centres with lower densities provided elsewhere to deliver an overall range and choice of housing to meet different needs; and**
  - d) **The submission will include a Design and Access Statement (DAS) reviewing the site context and opportunities and constraints of development and illustrating the evolution of the urban and landscape design thinking. These should:**

- i. Concentrate a full range of social and community facilities within mixed use neighbourhood centres located along public transport corridors and easily accessed by walking and cycling;
  - ii. Include the minimum and maximum heights of buildings necessary to deliver the highest practicable density which is suitable to maintain or enhance the character of the context of the development;
  - iii. Set out the arrangement and hierarchy of any green and urban public spaces, including what they may contain to deliver the public space requirements arising from the development;
  - iv. Reference key features of the planned urban form, townscape and landscape;
  - v. Reference areas of character, illustrated with precedents;
  - vi. Set out the provision of necessary infrastructure and utilities;
  - vii. Include an indicative masterplan framework illustrating a potential future layout;
  - viii. Include a more detailed design code and green infrastructure management strategy in a format to be agreed with the Local Planning Authority; and
  - ix. Set out the phasing of the entire development.
- ii. **Guidance set out in site-specific master planning frameworks, where prepared, and any subsequent design codes.**

10.32 To more effectively manage the form, uses, transportation solutions, phasing and appearance of major new developments, this policy sets out a 'masterplanning approach'. This will provide greater certainty to developers, the public, and all other interested parties. The overall aim will be for the Council to set out a broad framework at the outset which will provide an overarching context for more detailed design and implementation work to follow. This Policy relates to all strategic sites and any other major new developments which may emerge over the Plan period.

10.33 This policy, in conjunction with other relevant policies, will provide the masterplanning framework for landowners and developers to prepare Parameter Plans and Master Plans for major new development proposals, which will inform the Development Management process.

#### **SP4: SECURING GOOD QUALITY AND SUSTAINABLE DESIGN**

**All new development will be required to be of a high quality, sustainable design and make a positive contribution to the creation of distinctive and healthy communities, places and spaces by:**

- i. **Character: Development must be designed to maintain or enhance the character of places. Schemes should grasp the opportunities to sustain or enhance the quality and function of any townscape and landscape setting. Schemes will ensure that the layout, scale and massing, roof form, height, density, visual appearance, materials and any detailing result in good design;**

- ii. **Legibility:** Development must provide continuity and enclosure of existing and new streets and public spaces to maintain, enhance or provide legible routes through development which result in places that feel safe, are easy to get around, understand and therefore navigate;
- iii. **Mixed use sustainable neighbourhoods:** Providing a diversity of land in the city, district- and local centres to establish and maintain a mix of mutually supportive neighbourhood uses close to people's homes. Land uses will also be located and designed to contribute to neighbourhood vitality, business viability, active commercial frontages and maintain or establish an interesting townscape;
- iv. **Accessibility and Permeability:** Development must be within acceptable walking and cycling distances of key local uses, open spaces, facilities and services, or a public transport service that reasonably links to them. Development must also result in a permeable network of distinct streets and other public routes that are appropriate for people moving by foot, cycle, public transport or other vehicles both within a development and to the context, including how the new development responds to local deficiencies and provides good connectivity to adjoining areas informed by feedback from existing communities;
- v. **Community safety:** Development must create public spaces that feel safe as a result of passive or community surveillance. Routes must be overlooked where possible and lit to ensure that they are safe and well used;
- vi. **Density:** Development must promote the efficient use of land, developing at the highest practicable density which is suitable to maintain or enhance the character of any context. Higher densities, tall buildings and mixed-use development will be supported in areas that are highly accessible to public transport and where it is responsive to any established local character, so long as all other design matters are dealt with appropriately;
- vii. **Inclusive design** Development must create inclusive environments in which buildings and resulting streets and spaces are accessible to all users throughout the day and, where possible, adaptable to future changes in health and social, economic, technological and environmental requirements;
- x. **Reuse of existing notable buildings:** Development must exploit the potential for sensitive and sustainable re-use of existing buildings where they form local landmark buildings that make a positive contribution to the character and appearance of the area, either individually and/or as part of a group;
- xi. **Multi-functional and connected green open spaces:** from the site's water, topography, trees and other features of the site's ecology include multi-functional and connected green spaces that deliver biodiversity benefit, create strategically important links to

surrounding areas and provide routes for people and wildlife as well as open spaces for sports, recreation and play;

- xii. **Sympathetically integrate the existing landscape, biodiversity and historic features of the site into the development, taking opportunities to protect, enhance and manage important features along with mitigation and enhancement measures to provide satisfactory compensation;**
- xiii. **Support for energy efficient and climate responsive development: Developments must be energy efficient and be designed to be climate responsive, so they maximise renewable energy generation, provide sustainable waste and water management solutions that protect water quality, minimise emissions from transport, homes and industry and reduce the impact of climate related impacts such as heat and flooding; and**
- xiv. **Resident Amenities: Developments must ensure no undue effect on the amenity of neighbouring occupiers and connect positively to surrounding communities.**

**Proposals will align with or exceed any minimum standards and should seek to accord with guidance set out separately in relevant SPGs.**

10.34 High quality sustainable design is vital if Cardiff is to meet the objectives set out in the Vision and develop as a world-class capital. More specifically, good design plays a number of significant roles: tackling climate change; protecting and enhancing Cardiff's natural and built environment; protecting local distinctiveness; attracting investment and promoting social inclusion, health and quality of life.

10.35 Good design therefore goes beyond traditional aesthetic considerations and should be an aim for all development proposals within Cardiff, regardless of their scale. Together with the masterplanning approach set out in Strategic Policy SP3, above, and relevant detailed policies, it is considered that the Plan provides a sound policy framework to ensure the best possible design solutions are secured as the Plan is implemented. Implementation of this Policy, which is aimed in part at improving water resource use efficiency, will ensure adequate water supply without adverse impacts on the Severn Estuary SAC, thereby helping to avoid the likelihood that this Plan will have a significant effect upon European designated sites. Implementation of this Policy will also reduce emission of air, water and ground pollutants, thereby offsetting increases in pollution arising from implementation of other policies in the Plan. This would contribute to avoiding significant effects upon European Sites.

10.36 A range of design related SPG for different forms of development. will be updated and consolidated to provide full guidance on the detailed interpretation of this Policy.

#### **SP5: SECURING NEW INFRASTRUCTURE**

**New development will make appropriate provision for, or contribute towards, all essential, enabling and necessary infrastructure required as a consequence of the development in accordance with Planning Policy Guidance. Such infrastructure will be delivered in a timely**



manner to meet the needs of existing and planned communities and includes the following aspects which may be required having regard to the nature, scale and location of the proposed development and any current under-provision:

**Essential / Enabling Infrastructure:**

- **Transportation and highways including access, circulation, parking, Public transport provision, walking and cycling;**
- **Utility services;**
- **Flood mitigation / defences;**

**Necessary Infrastructure:**

- **Affordable Housing;**
- **Schools and education;**
- **Health and social care;**
- **Community buildings and facilities including District and Local Centre improvements;**
- **Local employment and training including replacement employment opportunities where relevant;**
- **Community safety initiatives;**
- **Open space, recreational facilities, playgrounds, allotments;**
- **Protection, management, enhancement and mitigation measures relating to the natural and built environment;**
- **Sustainable Urban Drainage Systems (SuDS)**
- **Public realm improvements and public art;**
- **Waste management facilities including recycling and services;**
- **District heating and sustainable energy infrastructure.**

10.37 This Policy seeks to ensure that new developments, irrespective of their size, location, or land use, make appropriate provision for infrastructure. Specific infrastructure requirements will vary in different locations and be dependent upon the scale and nature of proposed development. Infrastructure may be required to facilitate development (essential/enabling) or can be required to make a from the list contained as part of the Policy, which is not exhaustive, but gives an indication of the potential scope of infrastructure which may be required.

- **Category 1: Essential / Enabling Infrastructure (to facilitate development) - Those items which will need to be delivered prior to, or from the commencement of the relevant phases of development (e.g. transportation / highways infrastructure, utility services and flood mitigation / defences);**
- **Category 2: Necessary Infrastructure (to make development acceptable) - Items which need to be phased and implemented alongside new development, to ensure that areas are served with appropriate facilities overtime (e.g. schools and recreational open space).**

10.38 The list serves to give a general indication only as each topic may have complex requirements. For example, transportation infrastructure could include elements of the following:

- Routes and facilities for walking and cycling comprising both on-road and off-road improvements;
- Rapid transit corridors, including heavy rail, light rail, tram train and bus rapid transit;
- Key bus corridors and the wider bus network including bus priority measures and passenger facilities;
- The rail network and rail services including new rail stations, station improvements and facilities for rail freight;
- Transport interchanges to support integration between modes including, bus and rail stations, facilities for bus and rail-based park and ride, park and share, passenger drop off, taxis, park and cycle, coach parking, overnight lorry parking and water transport;
- Designated freight routes and freight transfer facilities;
- The road network, particularly measures to make better use of existing highway capacity;
- Transport by river (including Cardiff Bay); and
- Port and shipping facilities.

10.39 An Infrastructure Plan will be prepared to support the Replacement LDP. This will identify the potential costs of infrastructure provision and potential funding mechanisms / sources of funding. Within larger sites, which are the subject of detailed masterplanning and phasing, it is likely that necessary infrastructure can be delivered as part of comprehensive mixed-use development through planning obligations or by direct intervention from service/infrastructure providers. In all cases, the early identification of infrastructure requirements and a commitment from developers and service providers to work in partnership will help ensure that all necessary infrastructure can be planned, delivered and managed in an orderly and timely manner.

10.40 The provision of flexible, multi-functional buildings and places will allow for essential services to be provided, whilst allowing communities define and re-define their infrastructure requirements over time. A strong commitment to shared community buildings, services, their management and maintenance will ensure that facilities are at the heart of the community, whilst reducing overall costs to both developers and service providers. The principle of community buildings integrated within multi-function “hubs” (for example, the @Loudoun development in Butetown) is a trend which is set to continue.

### **SP6: SECURING PLANNING OBLIGATIONS**

**Planning obligations will be sought to mitigate any impacts directly related to the development and will be assessed on a case-by-case basis in line with Planning Policy Guidance.**

10.41 Planning obligations are attached to planning permissions and are commitments by developers to undertake necessary works or make financial contributions that cannot be

secured by condition or other statutory means and a means of overcoming obstacles to the grant of planning permission.

10.42 New development often generates additional demands upon existing services, facilities, infrastructure and the environment. Planning obligations are a means of seeking contributions from developers towards these demands, as well as negotiating benefits that improve the standard of development proposals by providing necessary infrastructure and community benefits.

10.43 The legislative and policy framework governing the use of planning obligations is provided in Planning Policy Wales, Community Infrastructure Levy Regulations 2010 (as amended) and Welsh Office Circular 13/97 'Planning Obligations' (or subsequent versions).

10.44 The CIL Regulations require there to be no overlap between infrastructure funded from CIL and what can be delivered through planning obligations. To avoid duplication, and to provide clarity to developers, the Authority will publish a list (Regulation 123 List) of the infrastructure which will be funded through the CIL. For infrastructure not included on the Regulation 123 List, it may be appropriate to secure necessary infrastructure through planning obligations.

10.45 Obligations will be sought from a developer to:

- Restrict the development or use of land;
- Require land to be used in a specific way;
- Require operations or activities to be carried out; or
- Require payments to be made to the authority.

10.46 They will be sought where they are:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

10.47 Obligations are normally negotiated under Section 106 of the 1990 Town and Country Planning Act. Agreements can also be entered into under Section 278 of the 1980 Highways Act. These prescribe the highway works required as a result of proposed developments. SPG will be prepared to provide further guidance on the use of planning obligations.

### **SP7: SUPPORTING THE CENTRAL AND BAY BUSINESS AREA**

**The following uses are considered appropriate within the Central and Bay Business Areas:**

- i. New offices, Commercial leisure uses within the Central and Bay Business Areas;**
- ii Residential uses above ground floor level and/or where it does not result in the loss of a ground floor commercial unit within the Central and Bay Business Areas.**
- iii. Enhanced retail, leisure and complementary facilities within the Central Retail and Commercial Area; and**

**iv. Other uses most appropriately located in city centres, including uses that support the night time economy and music scene.**

10.48 This Policy describes the range of uses appropriate within the Central and Bay Business Areas. It identifies those uses most appropriately located in centres accessible by public transport to large numbers of people from within Cardiff and the wider region and encourages a mix of complementary uses to maintain and enhance the vitality, attractiveness, and viability of such centres. Identified within the Central Business Area (CBA) is the Central Retail and Commercial Area where new and improved retail uses together with non-retail services, businesses, cultural, leisure and community facilities are most appropriate to maintain a vibrant and vital retail and commercial area. These areas will be identified on the Proposals Map which accompanies the next stage in the Replacement LDP preparation the Deposit Plan.

10.49 The CBA is the administrative and business heart of the city, and the established focus for major office and commercial leisure developments. The CBA contains the Central Retail and Commercial Area, confirming Cardiff's position at the head of the regional shopping hierarchy. The civic centre is home to the National Museum of Wales and Cardiff University which, along with Cardiff Castle and Bute Park to the north, provide the historic setting for the city centre. The area has the diversity and attractiveness befitting a European capital city.

10.50 The Bay Business Area (BBA) is the focus for government, tourism, and leisure development; with the Senedd, the Wales Millennium Centre and other landmark buildings redefining the architectural quality and attractiveness of the waterfront and its environs. Future development will continue the transformation of the Bay Business Area with proposals for a new 17,000-seater indoor arena and proposals to revitalise and protect historic buildings. The Cardiff Bay Barrage has created a 200-hectare freshwater lake and 13km of waterfront providing opportunities for further tourism and water-based recreation as well as attracting significant inward investment in an attractive waterfront location.

10.51 New and improved leisure, recreation and tourist facilities are important for the future development of Cardiff. These uses are major employers in the city centre and generate significant benefits to the local economy. By improving the quality and range of sporting, recreation and leisure facilities, the area is made a more attractive place in which to live, work and visit, thereby helping to attract inward investment and regeneration. These attractions are also important for city marketing and the branding of Cardiff as a major cultural, sporting and leisure destination. Furthermore, it is recognised that these facilities are an important factor in improving the well-being and quality of life of our local communities.

10.52 The Central and Bay Business Areas also contain a significant number of residential premises including high-rise apartment blocks, student accommodation and residential uses above commercial premises. Although the city centre and bay areas have experienced a large increase in residential development over the past 20 years, there remains a need to provide

a wider mix of housing types and more flexible accommodation to help make city centre living more accessible to families and a broader range of people. New residential development within the Central and Bay Business areas will support the delivery of balanced, mixed-use areas where, by virtue of their proximity to public transport, leisure, employment, and community facilities, can create sustainable urban neighbourhoods and contribute to the daytime and evening economy.

10.53 To respond to the Greener, Fairer, Stronger City Recovery and Renewal Strategy (November 2021), Key Mission 1: Reimagine the City Centre a City Centre Recovery Action Plan has been approved which outlines key initiatives and programmes that the Council and partners will work towards over the next 5 years to create long-term prosperity, including completion of the Central Square Transport Interchange and upgrade the Cardiff Central (Metro Central), Queen Street and Cathays railway station; a new Metro tram link between the city centre and the bay, including the provision of new station facilities at Cardiff Central and Pierhead Street, as the first phase of the development of Cardiff Crossrail with phase 2 continuing to Pierhead Street; a masterplan to develop the new Canal Quarter interlinking Bridge Street, David Street, Charles Street, Tredgar Street, Guilford Crescent and Barrack Lane to develop high density, mixed use development for new homes, hotels, hospitality, offices, leisure and retail; and continuation of major development at Central Quay and Callaghan Square.

### **SP8: SUPPORTING THE ROLE OF CARDIFF PORT**

**Cardiff Port shall be protected to continue its primary role through the provision of traditional port specific employment activities. Further employment generating activities, including the provision of industrial and logistical uses, and green energy generation will be supported. There will also be flexibility to allow leisure, residential and mixed uses, within appropriate areas provided they are compatible with surrounding (port-related) uses.**

10.54 The Port covers an area of approximately 292ha (including 98ha seaward) to the south of Cardiff, with shipping access via the Bristol Channel. The Port includes Queen Alexandra Dock, Roath Dock, Roath Basin and associated land, buildings, and infrastructure. ABP also owns Bute East Dock to the north, physically separated from the Port (by approximately 380m) but an important aspect of the Port's infrastructure over approximately 10ha.

10.55 The Port remains one of the Wales's major ports and trading hub for businesses in Wales and elsewhere in the UK. The operational port and docks are an important commercial asset, providing jobs and business opportunities that contribute towards economic regeneration and international trade. Today, the Port of Cardiff supports 2,600 jobs nationally and contributes around £180 million to the economy every year.

10.56 The Port has good transport links, located 14 miles south from Junctions 29 and 30 of the M4 and direct links to the national rail network. The Port is also less than two and a half miles from the city centre. The Port's existing facilities include transit and distribution

warehouses, open hard-standing storage areas and appropriate infrastructure, including overhead gantry cranes. The Port has three berths approved for cruise liner calls and two sand and minerals wharves. However, the Port has a number of vacant land parcels across the site, representing opportunities for rationalisation and the release of land for redevelopment.

10.57 It is fundamental to ensure the Port will maintain its role as an economic driver for Cardiff and the region in the 21st century, Recent investments in Cardiff includes over £4 million for warehouse improvements and handling equipment to support customers in the steel, forest products and general cargo sectors. However, there is a need to respond to changing demand over the Plan period.

10.58 ABP has identified that there are many opportunities to develop and grow new businesses for the future and undertake complementary development through careful business planning and site-wide masterplanning activities. ABP's publication 'Future ports: Wales vision' recognises that its Welsh ports are going to be hugely important assets in helping Wales make the strategic realignments demanded by decarbonisation and digitisation. ABP sees opportunities for its ports, land and infrastructure to decarbonise energy generation, in manufacturing and logistics while also offering opportunity to create growth environments for communities, and businesses across a wide range of land uses.

10.59 It is important to recognise over the plan period that non-port uses are possible at some locations at Cardiff Port, with land available to anchor new investments into the local communities. As well as industrial and logistic uses, other mixed-use development should be considered positively, where appropriate, including (but not limited to) residential, leisure and green energy generation. Allowing the delivery of broader uses to include wider employment and job generating uses on port land, not just port-related uses, will help harness innovation. However, the operation of the port and ancillary uses should take precedence and any mixed-use residential schemes will need to be properly master planned to ensure there are no negative impacts on the operational use of the port or the future occupants of the residential development.

10.60 The site is the subject of a planned station for South Wales Metro, capitalising upon the existing rail infrastructure serving the Port. This offers significant future potential for sustainable travel to/from the site.

10.61 Future proposals will need to have regard to the Severn Estuary SSSI/SAC/SPA and Ramsar site and where they are likely to have a significant effect on an international site, an appropriate assessment of the proposal will need to be undertaken.

### **SP9 TOURISM**

**Appropriate sustainable tourism developments to build upon Cardiff's role as a Capital City and a major tourist, arts, cultural and sporting destination will be supported and promoted where proposals meet with all other relevant LDP policies.**

**Tourism development linked to regeneration initiatives will be promoted including:**

- **A new 17,000-seater Indoor Arena in Cardiff Bay.**

- **Redevelopment of Metro Central and Central Quay.**
- **Redevelopment of the Canal Quarter, including reopening the canal and creating new public and commercial spaces on Churchill Way.**
- **A new velodrome as part of a new phase of development in the Sports Village.**

10.62 Future Wales emphasises the importance of tourism as part of the foundational economy, which is considered ‘integral to the well-being of places, communities and people and which deliver people’s everyday needs. Whilst making an important contribution to the economy, there is a positive link between tourism and the physical and mental well-being of communities. This is especially enabled through active, green, and cultural forms of tourism.

10.63 The Replacement LDP recognises the significance of tourism in these multifaceted respects, whilst appreciating how central the tourist industry is to the economy of Cardiff.

10.64 Tourism has the potential to increase economic activity, assist regeneration and conservation, and raise general health and well-being. There can also be some negative impacts of tourism, as a result of visitor pressure, in terms of traffic congestion, harm to sensitive natural environments (for example in undeveloped coastal areas and protected areas), and to local communities. Policies in the Replacement LDP aim to direct tourism development to locations to avoid such impacts or seek to control development to reduce negative impacts.

10.65 Tourism is a vital part of the Welsh and Cardiff economy. In 2021 the visitor economy was worth £728 million to Cardiff’s economy from 0.98 million overnight trips and some 8.88 million day visitors. In 2021 tourism directly supported over 7,000 full time jobs in the city.

#### **SP10: MAINTAINING A SUPPLY OF MINERALS**

**Cardiff will maintain a steady and adequate supply of minerals and contribute to regional aggregate supplies by:**

- i. Promoting and supporting the efficient use of minerals and use of alternatives to naturally occurring minerals including the re-use of secondary aggregates;**
- ii. Protecting existing mineral reserves and safeguarding potential resources of limestone and sand and gravel from development that would preclude their future extraction;**
- iii. Maintaining a minimum 10-year land bank of permitted crushed rock aggregate reserves in line with national guidance;**
- iv. Supporting appropriate applications for sand and gravel extraction;**
- v. Safeguarding wharves from development that would prevent their use for landing marine dredged sand and gravel; and**
- vi Ensuring the reinstatement of the site to a condition fit for an appropriate after-use supported, where relevant, by adequate after-care proposals.**

10.66 Minerals are a valuable but finite resource. An adequate and steady supply of minerals is essential to the national, regional and local economy and their exploitation makes a

significant contribution to our economic prosperity and quality of life. Cardiff is one of the largest producers and consumers of minerals in the region and those minerals worked in Cardiff at present provide the essential raw materials for our buildings, infrastructure and maintenance. Natural minerals include quarried hard rock (carboniferous limestone and dolomite) and dredged sand landed in Cardiff Docks.

10.67 Crushed rock production averages at around 1 million tonnes (mt) per annum, which is broadly similar to the rate of consumption in the County. In addition, approximately 0.3mt of sea dredged sand is landed at Cardiff Docks every year. The majority of natural mineral production is used in the construction industry as crushed rock aggregates. Secondary materials, such as construction and demolition waste are also used as substitutes for natural aggregates. Cardiff is also an important source of dolomitic and high purity limestone for industrial use in the local steelmaking process.

10.68 This Policy recognises that Cardiff is an important regional provider of minerals and provides for the continuation of its present contribution to meeting regional demand. The Regional Technical Statement 2<sup>nd</sup> Review (September 2020) produced by the North and South Wales Regional Aggregates Working Parties states that Cardiff should make provision for 1.411 million tonnes of crushed rock aggregates per year. Taking into account the existing landbank, there is a shortfall of 7.475 mt. which should be met by 2041. A current application is likely to provide an additional 4 mt.

10.69 The Policy promotes the increased use of alternatives to naturally occurring minerals. The re-use or recycling of construction and demolition material and industrial wastes serves not only to reduce the amount of waste produced but also conserves scarce non-renewable natural mineral resources and minimises environmental damage.

10.70 However, allowing for improvements in recycling and re-use, there will remain a need for primary materials. It is recognised that natural mineral resources can only be replenished over geological timescales and that they need to be protected for future generations. As minerals can only be worked where they exist, it is important to protect them from inappropriate development which could effectively sterilise them. The Policy precludes inappropriate development on mineral reserves and resources themselves and allows for buffer zones within which sensitive development will be prevented.



## 2.FAIRER

### SP11: DELIVERING SUSTAINABLE NEIGHBOURHOODS, SOCIAL COHESION AND AFFORDABLE HOUSING

To ensure liveable, efficient, well balanced and cohesive communities, with improved quality of life and access to employment opportunities and affordable housing, the creation of sustainable neighbourhoods will be promoted and enhanced. This will be achieved through:

- i. Providing a range of dwelling sizes, tenures, types and locations that meet the full range of housing needs, particularly affordable accommodation, accommodation that meets the needs of an ageing population, and family units to meet the needs of children and young people. Provision will also be made for the accommodation needs of Gypsy and Travellers;
- ii. Supporting the vitality, viability and attractiveness of existing District and Local Centres and their regeneration, including retail and other commercial development and housing of an appropriate scale;
- iii. Encouraging the provision of a full range of social, health, play, leisure and education facilities and community infrastructure for both existing and new communities that are accessible to all by walking and cycling and public transport;
- iv. Supporting the regeneration of deprived communities within the city and maximising the additional benefits that new communities can bring to adjoining or surrounding communities;
- v. Encouraging the enhancement of communities through better equality of access to services for all, providing facilities that support the Welsh Language, promoting cultural and wider diversity for all groups in society, and creating places that encourage social interaction and cohesion;
- vi. Designing out crime and creating communities which are safer and feel safer; and
- vii Establishing strict controls for the sub-division of existing homes, including flat conversions and HMOs.

10.71 In accordance with Planning Policy Wales a key part of the successful progression of the city will be to develop sustainable neighbourhoods, ensure strong and cohesive communities, tackle deprivation, reduce inequalities, and improve the quality of life for all. In delivering sustainable communities, the Council will seek to ensure a range of dwelling sizes, types and affordability is provided in terms of both market and affordable housing to meet identified needs (including supported and sheltered housing and other special needs where appropriate), in safe neighbourhoods. In Cardiff, in line with national trends, average household size has been declining and in general this has been reflected in an increasing proportion of 1 and 2 bedroom flats in schemes with residential consent.

10.72 Whilst the provision of flats does cater for those seeking smaller units of accommodation, and this may free up other larger units of existing housing, there will still be a need for a range of dwelling types and sizes to be provided on sites that come forward during the Plan period. Whilst flats may be appropriate on some sites, the Council will seek to ensure, particularly in larger schemes, that a range of dwelling types and affordability is provided.

10.73 The draft Cardiff Local Housing Market Assessment (which is pending the Welsh Government approval process) estimates an average annual overall additional net affordable housing need of 1,098 per annum over the 15 year plan period to 2036. This estimate is split between 790 per annum social rent and 308 per annum intermediate rent/Low Cost Home Ownership. The delivery of sites through the planning system is only one of a variety of means to achieving a supply of affordable housing.

10.74 It will also be important to manage the impacts of large concentrations of HMOs on local communities and where appropriate it is proposed that strict controls on HMOs, including flat conversions are introduced. The approach taken will be informed by evidence on harm caused by such concentrations and approaches taken by other Local Planning Authorities across the UK.

10.75 The Plan also supports the viability and attractiveness of District and Local Centres which form an important part of Cardiff's retail hierarchy and of its social, economic and physical fabric. In addition to their primary function of providing local shopping facilities they also accommodate a range of accessible services facilities and employment. This Policy aims to support the retention and provision of local shopping facilities, which remains the primary role of centres and underpins their vitality, attractiveness and viability. Such facilities are also accessible to the local community by public transport, walking and cycling thereby supporting the sustainable transportation objectives set out in the Plan. Furthermore, the Policy also seeks to encourage investment and renewal of the physical fabric of centres.

10.76 Providing a range of community, health, religious and educational facilities which are accessible to as many people as possible is an essential requirement in order to secure sustainable communities. Such facilities are significant local employers and can contribute towards the regeneration of local areas. Additionally, these services are essential to maintain and improve the quality of life of people living and working in Cardiff.

10.77 The masterplanning approach which has been adopted to provide a framework for the development of strategic sites fully recognises the potential benefits that new development can bring to adjoining areas. Opportunities can be taken to deliver the aims of this Policy by new development enhancing the quality and range of existing provision of a range of facilities and services.

10.78 In order to further support the regeneration of deprived communities within the city the LDP will support implementation of the Council's Neighbourhood Renewal Schemes programme, which aims to close the gap between the most deprived neighbourhoods and the city as a whole.

10.79 In order to secure sustainable communities and recognise Cardiff's commitment to make Cardiff a Child Friendly City and Age Friendly City it is important that the LDP helps promote a culture in which diversity is valued and equality of opportunity is a reality. This will be achieved through a combination of policies within the Plan, particularly those creating places that encourage social interaction and cohesion.

## **SP12: SECURING HEALTH AND WELLBEING AND RESILIENCE**

**Cardiff will be made a healthier place to live and will seek to reduce health inequalities through creating accessible and healthy environments, encouraging healthy lifestyles, addressing the social determinants of health, providing accessible health care facilities and supporting the post pandemic recovery. This will be achieved by supporting developments which take a placemaking approach, including providing for active travel, community spaces, a range of housing according to population need, accessible and useable green and blue spaces, and food growing spaces such as allotments.**

10.80 This Policy accords with the aim in Planning Policy Wales to '*create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly*' (Planning Policy Wales Para. 2.3) through ensuring that health and well-being is considered in new developments. It also assists achievement of a number of key Planning Policy Wales planning principles including facilitating accessible and healthy environments and creating and sustaining communities. The effect of development on people's health is a key element of sustainable development and its consideration will raise any significant issues which need to be taken into account.

10.81 Implementation of this Policy supports the objectives of the Cardiff Local Well-Being Plan 2023-2028, the Move More Eat Well Plan 2020-2023 (Regional Partnership Board), Healthy Weight: Healthy Wales obesity strategy (Welsh Government, 2019) and contributes to the delivery of a number of the well-being goals in the Well-being of Future Generations (Wales) Act 2015.

10.82 Overall, these policies and guidance conclude that the built and natural environment together with lifestyle behaviours contribute to improving health. Key measures to improve the health of the population include providing and maintaining:

- Active travel opportunities such as walking and cycling;
- Neighbourhoods with good access to local facilities, education and retail;
- Spaces with good air quality and reduction in harmful pollutants;
- Spaces for communities to connect;
- Safe, quality, appropriate housing which enables people to live in their homes for longer;
- Access to well-maintained open spaces for physical activity and food growing; and
- Access to health care facilities.

10.83 Such measures will assist in:

- Achieving and maintaining a healthy weight;
- Reduced risk of disease;
- Reduction in chronic illness;
- Improving and protecting mental health.

### SP13: PROTECTING AND ENHANCING BUILT HERITAGE AND CULTURE

**Cardiff's distinctive heritage assets will be protected, managed and enhanced, in particular archaeological remains and the character and setting of its Scheduled Ancient Monuments; Listed Buildings; Registered Historic Landscapes, Parks and Gardens; Conservation Areas; Locally Listed Buildings and other features of local interest that positively contribute to the visual and cultural distinctiveness of the city.**

10.84 This Policy affords strategic policy protection for Cardiff's historic environment as required by legislation and Planning Policy Wales. The historic environment is a finite, non-renewable and shared resource that enriches people's lives and the visual appearance of the city. It reflects the diversity and culture of the communities that have formed it over time, provides evidence of Cardiff's past and helps define its present identity and character. An understanding of the historic and cultural significance of the city can provide a context for managing change and creates a backdrop for innovation in the design of new development to shape the future of the city.

10.85 There are currently 32 Scheduled Monuments in Cardiff. This Policy affords appropriate protection to these monuments and others that may be scheduled over the Plan period, as well as other important archaeological remains identified within the Historic Environment Record. The Archaeology and Archaeologically Sensitive Areas SPG provides further guidance, with a particular focus on four areas of the city where significant finds have been recorded.

10.86 There are currently almost 1,000 buildings in Cardiff on the statutory List of Buildings with Special Architectural or Historic Interest, designated by Cadw on behalf of the Welsh Government. Along with the legislation referred to above, this Policy affords appropriate protection to these statutory listed buildings and others that may be added to the list by Cadw over the Plan period.

10.87 The Council also holds a Local List of Buildings of Merit. This Policy identifies the significance of these locally listed buildings (and others that may be added to the list by the Council over the Plan period) have in forming the character of the area. Planning Policy Wales *Technical Advice Note 24: The Historic Environment* and the associated guidance *Managing Lists of Historic Assets of Special Local Interest in Wales* identify the weight their designation may have in the assessment of development proposals.

10.88 There are currently 27 conservation areas in Cardiff, as identified on the Constraints Map. Along with the legislation referred to above. This Policy affords appropriate protection to these and other areas that may be designated by the Council over the Plan period. The

Policy should be read in conjunction with the adopted Conservation Area Appraisal prepared for each area. A Built Heritage SPG will be prepared within the plan-period.

10.89 Finally, there are currently 18 historic sites on Cadw's (now statutory) Register of Historic Parks and Gardens. In addition, the Wentloog Levels (partially in Cardiff) are on Cadw's advisory Register of Historic Landscapes in Wales. This Policy affords appropriate protection to these and other historic parks, gardens and landscapes that may be added to the register by Cadw over the Plan period.

### 3.GREENER

#### SP14: PROTECTING THE SETTING OF THE CITY THROUGH A GREEN WEDGE

**To strategically manage the urban form of Cardiff and to protect the setting of the urban area, a Green Wedge is proposed on land North of the M4. Within this area development which prejudices the open nature of this land will not be permitted. Positive biodiversity, landscape, climate change mitigation and informal recreational management and enhancement measures will be encouraged in this area to further enhance the long-term role of the area as a key natural resource benefiting the city.**

10.90 Together with Key Policy SP15 this Policy seeks to strategically manage the future built form of Cardiff's urban area. The designated area forms land North of the M4 in Cardiff as shown on the Key Diagram. This land unquestionably forms a distinctive, prominent and well-known green backdrop to the city forming a strategically important setting to the urban area. The land is also generally well contained by the strong physical boundary of the M4 Motorway to the south.

10.91 Planning Policy Wales provides specific guidance on the consideration of planning applications within the Green Wedge designation.

#### SP15: MANAGING SPATIAL GROWTH THROUGH SETTLEMENT BOUNDARIES

**To strategically manage the spatial growth of Cardiff, settlement boundaries are proposed. In all areas outside the defined settlement boundaries, otherwise referred to as countryside, there will be a corresponding presumption against inappropriate development.**

10.92 Settlement boundaries are a key mechanism for helping to manage growth by defining the area within which development would normally be permitted, subject to material planning considerations. This Policy compliments the Green Wedge Strategic Policy SP14 set out above. The policy will impose a strict control on development of all countryside in Cardiff outside the identified settlement boundaries. These settlement boundaries will be shown on the Proposals Map which accompanies the next stage in the Replacement LDP preparation the Deposit Plan.

10.93 Cardiff's countryside is a valuable and finite resource which is under increasing pressure from all kinds of development due to its proximity to the urban area, including farm diversification and equine-related proposals, and because of the large number of properties and small parcels of land in different ownerships spread throughout the countryside. Whilst it is necessary to encourage sensitive proposals that support a working countryside, Cardiff's countryside is particularly vulnerable to the cumulative impact of insensitive new developments that may harm its character and appearance together with 'suburbanising' attractive landscapes.

**SP16: DELIVERING SUSTAINABLE TRANSPORT AND ACTIVE TRAVEL**

Development in Cardiff will be integrated with transport infrastructure and services in order to increase active travel. Developments will be expected to help to:

- i. **Achieve the target for 64% and 76% of all journeys to be made by walking, cycling and public transport by 2025 and 2030 as detailed in the Cardiff Transport White Paper;**
- ii. **Improve the wellbeing of Cardiff residents by creating developments in accordance with the goals in the Wellbeing of Future Generations (Wales) Act 2015, Llwybr Newydd: the Wales Transport Strategy 2021, the Active Travel (Wales) Act 2013 and Cardiff Local Wellbeing Plan;**
- iii. **Reduce travel demand and dependence on the car;**
- iv. **Enable and maximise use of sustainable and active modes of transport;**
- v. **Integrate travel modes;**
- vi. **Provide for people with particular access and mobility requirements;**
- vii. **Improve safety for all travellers;**
- viii. **Improve the place making function of transport infrastructure and new developments are carbon neutral.**
- ix. **Maintain and improve the efficiency and reliability of the transport network;**
- x. **Improve air quality;**
- xi. **Support the movement of freight by rail or water; and**
- xii. **Manage freight movements by road, minimise their impacts and where possible transfer long-haul freight to smaller vans or e-cargo bikes for last-mile deliveries via multi-modal hubs.**

10.94 As the capital city, Cardiff is a focus for employment, retail, leisure, culture and tourism. Cardiff has the ambition to become a world class cycling and sustainable travel city with improved air quality, reduced congestion and enhanced public realm. The Cardiff Transport White Paper sets the target for 64% and 76% of all journeys to be made by walking, cycling and public transport by 2025 and 2030. To achieve this ambition in locations with limited road space, there is a need to re-prioritise road space in order to promote sustainable modes of movement, walking, cycling and public transport.

10.95 Cardiff Council, in its capacity as Local Planning and Highway Authority, has a key role to deliver change to the movement network through place shaping. Although other strategic transport decisions being taken by Welsh Government, Transport for Wales, the rail industry, and bus operators, the Local Development Plan has an important role in helping to implement and support transport projects and the principles of sustainable travel. It can have an important impact on movement in Cardiff through its policies on density, design and location of new development, parking and requirements for infrastructure provision from new developments, in particular improvements to sustainable travel.

10.96 The growth and development proposed in this plan is supported by Cardiff Councils Transport White Paper 2019 which lays out an ambitious 10-year plan to tackle the climate emergency, reduce congestion and improve air quality in the Welsh capital, Cardiff Councils Transport Strategy, One Planet Cardiff and Future Wales: The National Plan 2040.

10.97 The Transport White Paper includes:

- Expanding on the Metro plans for new tram-train routes and stations
- Introducing new Bus Rapid Transit services and Park & Ride sites, and making bus travel far cheaper; and
- Re-prioritisation of streets to give more space to people walking and cycling.

10.98 This will deliver a step-change in travel choices for diverse movements within and into the Cardiff and is further detailed in the transport policies within this plan.

10.99 The following movement specific objectives are important to ensure people are provided with efficient, attractive, and sustainable ways to move throughout the Cardiff:

- Prioritise walking and cycling and use of public transport, and reallocating road space according to the hierarchy of modes in the Welsh Transport Strategy;
- Support additional demand management measures alongside existing measures, which may include traffic restrictions;
- Changing traffic management, which could include the re-allocation of road space, whereby road space would be dedicated for segregated cycle routes, bus priority and the provision of wider footways and an enhanced public realm in accordance with the Active Travel Wales Act and Cardiff Transport White Paper;
- Allowing penetration of frequent public transport services and stops as close as possible to the city centre, district centres and employment and new residential sites, as well as improving interchange between modes; Optimising the capacity of the city centre and district centres for walking and cycling by creating a comprehensive and legible network and improved public realm;
- Reducing congestion levels to ensure buses have minimum possible delay, to improve service to passengers, reduce pollution and remove the need for long schedule recovery times to provide a reliable city wide service;
- Enabling growth in public transport passenger numbers, through more efficient “Bus Rapid Transit (BRT)” operating principles, infrastructure and vehicles, and;
- Ensuring servicing and deliveries can be managed efficiently with particular focus on looking for alternatives to the first mile/last mile deliveries, for example cycle couriers.

10.100 These key objectives seek to enhance the experience for people travelling to, from and within Cardiff. Such measures would lead to a reduction in air and noise pollution, and a more inclusive environment with improved road safety. Proposals for innovative forms of sustainable travel that would help deliver these objectives will be supported.

10.101 Inclusive design requires that the needs of all disabled people are considered from the outset of any transport and pedestrian infrastructure, including maintenance, schemes, so that, for example, tactile paving surfaces provided for vision impaired people do not create trip hazards or cause undue discomfort to people with conditions such as arthritis. The design and location of bus stops, footways, parking cycling facilities should be designed in an inclusive way with the needs of people with disabilities in mind.

10.102 In 2019 Cardiff Council announced a Climate Change Emergency. It’s vital everyone plays their part in addressing climate change. Research shows the public’s concern about



climate change is at an all-time high. In Cardiff, 81.2% of people who took part in the Ask Cardiff Survey said they were either “very” or “fairly concerned” about climate change<sup>1</sup>. The science is clear - urgent action is needed to cut carbon emissions. The high use of single-person car journeys into and around Cardiff only adds to the city’s carbon figures. Bringing services and goods closer to people through a joined-up development plan and use of the 20-minute and 15-minute city concepts will reduce the need to travel in Cardiff. Building a network of environmentally conscious sustainable transport alternatives that encourage people out of cars will reduce the impact transport has on the environment. The climate emergency adds urgency to the decisions needed to be made, for our children’s futures. Cardiff is not only working towards the UK’s net zero emissions by 2050 target, but we also want to get there faster.

10.103 Following city wide consultation, the One Planet Strategy reflects the priorities of city-wide stakeholders and our actions to deliver the ambition 2030 Carbon Neutral City and Council target, supporting the ambition to keep global warming to less than 1.5°C.

10.104 Road traffic is also the main cause of air pollution. The health effects of air pollution have been extensively researched and are well documented. Along with physical inactivity it is one of the biggest health issues of our time. Cardiff has some of the highest levels of Nitrogen Dioxide (NO<sub>2</sub>) pollution in Wales. In fact, levels exceed the EU and national limits for NO<sub>2</sub> in some areas. Cardiff has a Clean Air Plan which aims to address NO<sub>2</sub> levels in the short term, but we want to get the air we breathe in the city as clean as it can be. Improvements to sustainable travel options such as electric buses and increasing the number of journeys made by active travel (walking and cycling) is a key part of this plan. The impacts of poor air quality are clear, for Cardiff and Vale University Health Board area, the number of equivalent deaths due to long-term air pollution are estimated to be in the range of 178-227 per year. Improving air quality and increasing levels of physical activity doesn't just protect our health, it can help to reduce the level of spending required on health services.

10.105 Creating Safe and Healthy Communities Transport has a major role to play in making where we live safer, happier and more attractive. It is easy to forget that the most common cause of death for children between the ages of five and 14 years is being hit by a vehicle. Fear of moving traffic and the cars clogging up our streets have put a stop to children playing outside and limited their independence across much of our city. Recent research shows that two thirds of drivers feel that it is often not safe for children to walk or cycle because of traffic in UK cities. Streets which are safe for children are streets which are good for all of us. By having a transport network that focuses on people, as well as vehicles, our streets, neighbourhoods, and public spaces will be safer, cleaner, and quieter. Creating places where people choose to spend time with family and friends. Having safe communities and attractive public spaces is also crucial to promoting active travel (walking and cycling). Not only is it the greenest way to get around - generating less pollution and helping to tackle climate change - it also helps keep us fit while saving us money.

10.106 New developments have a crucial role in designing safe spaces for all modes. The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022 legislation means speed limits on most restricted roads will reduce from 30mph to 20mph from September 2023. This is a key

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<sup>1</sup> Ask Cardiff Survey 2018

step to reduce the number of collisions, make streets safer and help to improve our health and wellbeing.

### **SP17: SECURING NEW TRANSPORTATION INFRASTRUCTURE**

**Developments that support the delivery of the following new infrastructure projects in Cardiff will be supported:**

- **Regional express bus project - A new express, direct bus service with transport hubs and interchanges connecting main regional towns and areas – including Maerdy, Blackwood and Pontypridd - to Cardiff by 2024.**
- **North West Corridor – This may include a Bus Rapid Transit and tram-train connecting the communities of Llantrisant, Talbot Green and Cardiff. This includes a new transport interchange incorporating park and ride at J33 of the M4. Interchange opportunities for J34 are also being explored, together with the possibility of a new road link which would support the delivery of bus priority measures.**
- **North and South East Corridors - Options are being explored to improve transport links, including infrastructure for walking and cycling.**
- **South West Corridor - To reduce congestion between Penarth and Cardiff, a number of options are being explored. These include a pilot electric bike scheme; interchange facilities at Cogan train station; investigations into the feasibility of walking and cycling facilities around the Penarth headland; and a Cardiff Barrage bus link between Penarth and Cardiff.**
- **Northern Corridor - A SMART Corridor uses extensive real-time data to intelligently manage the movement of traffic, public transport, pedestrians and cyclists into the city.**

10.107 There has been considerable success in delivering major transport improvements in Cardiff in recent years, not least the recent upgrade to Castle Street, development of Cycleway 1 and Greener Grangetown. These schemes which, as well as improving sustainable travel options and safety around the city, has also provided large improvements to the local environment and townscape. However, with the continued growth of Cardiff, more investment is needed to ensure that transport infrastructure needs are met.

#### **Regional Express Bus Project**

10.108 Cardiff is proposing to implement a new express, direct bus service connecting main regional towns and areas – including Maerdy, Blackwood and Pontypridd - to Cardiff by 2024. These will be regular, affordable bus services on modern buses with USB and Wi-Fi. Changing between different modes and services would be easy at transport hubs and interchanges.

#### **North West Corridor**

10.109 Better connections from Cardiff to the communities of Llantrisant, Talbot Green and Cardiff. This may include Bus Rapid Transit and tram-train. Work has already started to deliver a new transport interchange incorporating park and ride at J33 of the M4 that will give people transport choices at this key corridor gateway. Interchange opportunities for J34 are also being explored, together with the possibility of a new road link which would support the delivery of bus priority measures.

**Northern Corridor**

10.110 A SMART Corridor uses extensive real-time data to intelligently manage the movement of traffic, public transport, pedestrians and cyclists into the city. It will also influence travel behaviour by helping people to make better informed travel decisions, supporting mode shift. This would help to:

- Better manage strategic corridors to control queuing and mitigate the impacts of reallocating road space to sustainable modes of travel;
- Improve air quality;
- Provide real-time travel information to encourage sustainable travel;
- Prioritise walking, cycling and public transport. A pilot scheme is being developed for a major section of the A470 corridor between Coryton and Gabalfa. If successful, the same principles could be rolled out and applied to other corridors. North and South East Corridors Options are being explored to improve transport links - walking and cycling routes, public transport and highway improvements - in the South East of the city which will benefit some of our least connected communities. Bus rapid transit could also improve links between Cardiff and Newport.

10.111 The plans will support growth as well as boosting the regional economy by:

- Providing new transport capacity and reducing journey times;
- Improving connectivity across the region to give better access to a wider range of jobs;
- Supporting the growth of business clusters in the larger cities;
- Improving well-being and access to opportunities.

**South West Corridor**

10.112 The Penarth Cardiff corridor is critical for access from the Vale of Glamorgan but suffers from high levels of congestion and unreliable transport services. A number of options for improving active and sustainable travel provision are being developed and reviewed, including a pilot electric bicycle scheme, interchange facilities at Cogan Station, a Penarth Headland Link for active travel and a Cardiff Barrage bus link to deliver quicker and more reliable bus services which will help encourage modal shift.

**SP18: SECURING CLIMATE RESILIENCE, DE-CARBONISATION AND RENEWABLE ENERGY IN NEW DEVELOPMENTS**

To mitigate against the causes of climate change and to adapt to the effects of climate change, development proposals should show how they have worked towards:

- i. Reducing carbon emissions and preventing development that places an additional de-carbonisation burden on the city;**
- ii. Protecting and increasing carbon sinks through protection of soils and vegetation and increasing tree planting;**
- iii. Adapting to the implications of climate change at both a strategic and detailed design Level;**
- iv. Increasing energy efficiency and the supply of renewable energy; and**
- v. Avoiding areas susceptible to flood risk in the first instance in accordance with the sequential approach set out in national guidance; and**
- vi. Preventing development that increases flood risk.**

10.113 A core function of the Plan is to ensure that all development in the city is sustainable, taking full account of the implications of reducing resource use and addressing climate change. This Policy provides a framework for sustainable growth by promoting development that mitigates the causes of climate change and which is able to adapt to its likely effects. This long-term approach is vital if Cardiff is to realise the economic, environmental and social objectives set out in the Vision.

10.114 In the first instance, a reduction in carbon emissions will be achieved by means of controlling the energy demand associated with development through maximising energy efficiency. Secondly, sustainable sources of energy should be incorporated, without reliance on fossil fuels.

10.115 Carbon sinks act as a means of off-setting carbon emissions by natural means. Trees and soils act as substantial reservoirs of carbon, sequestering atmospheric carbon, and contributing substantially to soils, which accrete carbon faster under tree cover than other forms of vegetation. This stored carbon will usually be emitted as a greenhouse gas if trees are removed or damaged, or soils removed, covered or disturbed (by compaction or contamination) during the construction process.

10.116 As far as practicable, trees should be retained and protected, and land kept as functioning vegetated soil open to the fall of organic matter, with new trees and shrubs provided by developers wherever possible. Where trees and shrubs cannot be surrounded by open soil, hard surfaces should not be used unless there is an overriding need, and areas that are not needed for pedestrian or vehicle use should be retained for soft landscape. Cardiff's open spaces, trees and soils play a crucial role in mitigating the effects of climate change at the local level. Open vegetated soils absorb rainfall and runoff.

10.117 Adapting to the implications of climate change will require buildings which are able to cope with the likely increased temperature ranges, more frequent and severe flooding and increased extreme weather events. Buildings and related infrastructure should be designed

to be flexible not only to climatic change but also to accommodate a variety of uses over their lifetime rather than being suitable for one sole application. Landscape will be a critical issue with trees providing protection both by shading and active cooling. This cooling will be required particularly in the city centre and District Centres, and where the young children, older people, and people with mobility impairments gather.

10.118 The Council will require high standards of energy efficiency in new development. Implementation of this Policy, which promotes incorporation of renewable energy generation, will also reduce emission of aerial pollutants, thereby offsetting increases in aerial emissions arising from implementation of other policies in the Plan. This would contribute to avoiding significant effects upon European Sites.

10.119 Avoiding unnecessary flood risk will be achieved by strictly assessing the flood risk implications of development proposals within areas susceptible to tidal or fluvial flooding and preventing development that unacceptably increases risk. In accordance with TAN15: Development and Flood Risk no highly vulnerable development will be permitted in development advice zone C2. Development will only be considered in other areas at high risk of flooding where it can be demonstrated that the site can comply with the justification and assessment requirements of *TAN15: Flood Risk (2004 – Section 6, 7 and Appendix 1)*.

**SP19: PROTECTING, COMPENSATING AND ENHANCING GREEN INFRASTRUCTURE AND BIODIVERSITY**

**Green (to include blue and aerial) infrastructure provides nature-based solutions to a range of environmental and societal issues, such as the climate emergency, nature emergency, flooding, air pollution, urban heat island, public health and mental well-being. Green infrastructure/ biodiversity assets are key to Cardiff's character, value, distinctiveness, and sense of place. Cardiff's green infrastructure assets include:**

- i. **Undeveloped countryside and coastline.**
- ii. **Non-statutory to statutorily protected sites.**
- iii. **Priority/protected habitats and species, and the general range of species across Cardiff.**
- iv. **Landscape, geological and heritage features which contribute to the Cardiff's setting.**
- v. **Hydrological networks including strategically important river valleys of the Ely, Taff, Nant Fawr and Rhymney, streams, lakes and ponds.**
- vi. **Trees, woodlands and hedgerows.**
- vii. **Soils.**
- viii. **Roadside verges, roundabout islands and screen planting along roads.**
- ix. **Strategic recreational routes, cycleways and the public rights of way network.**
- x. **A range of active and disused railway lines, providing habitat connectivity throughout.**
- xi. **Parks, playing fields, green play areas and open spaces.**
- xii. **Growing spaces including allotments, community orchards and private gardens.**
- xiii. **Freshwater habitats such as Cardiff Bay, Llanishen and Lisvane Reservoirs, and a network of ponds throughout the city, and**
- xiv. **Holistic integrated surface water management systems.**

**Development will be expected to protect and enhance the integrity, extent, diversity, quality and connectivity of green infrastructure assets; provide multi-functional green spaces; provide “Net Benefits for Biodiversity”; and ensure the resilience of ecosystems can be maintained. Development that compromises the integrity of green infrastructure/ biodiversity assets, and the overall green infrastructure network will not be permitted. A Green Infrastructure Assessment will be required for all significant development proposals.**

10.120 The policy aims to ensure that Cardiff’s green infrastructure assets are strategically planned and delivered through a green infrastructure network. The green infrastructure network is important for its own sake and for its contribution to the wider quality of life, including the value that people attach to it. It provides a range of economic, social and environmental benefits including reducing impacts of climate change, enhanced biodiversity habitat and species connectivity, providing greater opportunities for sports and recreation, contributing to the communities’ health and wellbeing and providing visual benefits for all.

10.121 It is important that biodiversity and resilience of ecosystems considerations are taken into account at an early stage when considering development proposals. In accordance with the Biodiversity and Resilience of Ecosystems Duty (Section 6 Duty) introduced by the Environment (Wales) Act 2016 all reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider and economic and social needs of business and communities.

10.122 Where development is permitted, planning conditions and/or obligations will be used to protect or enhance the green infrastructure network. New developments should incorporate new and / or enhanced green infrastructure of an appropriate size, type and standard to ensure no fragmentation or loss of connectivity. They should also demonstrate how the development will achieve net biodiversity benefit and promote the resilience of ecosystems.

10.122. The implementation of policies designed to provide and protect public open space throughout Cardiff would also serve to offset any increase in recreational pressure on the Cardiff Beech Woods SAC, thereby helping to avoid likely significant effect upon that site.

10.123 Management of Cardiff’s green infrastructure network should be in place prior to development, and appropriate planning obligations sought. The Green Infrastructure SPG outlines the extent of Cardiff’s green and blue infrastructure and how this policy will be implemented in more detail.

## **SP20: MINIMISING IMPACTS ON NATURAL RESOURCES**

**In the interests of the long-term sustainable development of Cardiff, development proposals must take full account of the need to minimise impacts on the city’s natural resources and minimise pollution, in particular the following elements:**

- i. Protecting the best and most versatile agricultural land;**
- ii. Protecting the quality and quantity of water resources, including underground surface and coastal waters;**
- iii. Minimising noise and air pollution from industrial, domestic and road transportation sources and managing air quality; and**
- iv. Remediating land contamination through the redevelopment of contaminated sites.**

10.124 The best and most versatile agricultural land (Grades 1, 2 and 3a of the Agricultural Land Classification) is a finite resource. Once lost to development it is rarely practicable to return such land to best quality agricultural production. There is no up-to-date definitive map of agricultural land quality for Cardiff as a whole, but the best and most versatile agricultural land is known to exist in parts of the west, north and east of Cardiff. The Policy aims to protect such land from development, where the loss is not justified by other considerations.

10.125 Cardiff's rivers, lakes, ponds and water bodies are important for a wide range of uses and users. Development has the potential to affect water quality and quantity. It is important that development is only allowed where there would be no unacceptable harm to the quality and quantity of water resources and where provision can be made for any infrastructure required to safeguard water quality and quantity. New developments should have an adequate water supply and sewerage system to serve the development. This policy, which is aimed in part at improving water resource use efficiency, will ensure adequate water supply without adverse impacts on the Severn Estuary SAC, thereby helping to avoid the likelihood that this LDP will have a significant effect upon European designated sites.

10.126 Poor air quality can affect people's health, quality of life and amenity and can impact upon nature conservation and built heritage interests. Development has the potential to cause air pollution, or sensitive developments can be affected by existing air quality problems in an area. In Cardiff, transport emissions are one of the main contributors to poor air quality. Development will not be permitted if it would cause or result in unacceptable harm due to air pollution. Implementation of this Policy will also help to counteract any increase in atmospheric pollution as a result of the Plan, thereby helping to avoid the likelihood that this LDP will have a significant effect upon internationally designated sites.

10.127 The redevelopment of sites with land contamination allows such land to be brought back into beneficial use, prevents dereliction and reduces the need to develop greenfield sites. Developers will be required to demonstrate that any actual or potential contamination can be overcome, thereby ensuring that the land is suitable for the development proposed.

## **SP21: MANAGING WASTE**

**Waste arisings from Cardiff will be managed by:**

- i. Supporting waste prevention and reuse and the provision of facilities that use recycled or composted products.**

**ii. Promoting and supporting additional sustainable waste management facilities in a manner that follows the waste hierarchy and the principles of an integrated and adequate network of waste installations; nearest appropriate installation; self-sufficiency and protection of human health and the environment;**

**iii. Encouraging the provision of in-building treatment facilities on existing and allocated areas of general industry; and**

**iv. Supporting the provision and maintenance of sustainable waste management storage and collection arrangements in all appropriate new developments;**

10.128 It is important for the Council to manage the land use implications of the waste produced within the County in an environmentally acceptable and sustainable way. The Council is moving towards more sustainable waste management practices in line with European and national guidance, by minimising the amount of waste produced and maximising high quality reuse, recycling and recovery, with the aim of minimising the amount of waste sent for disposal.

10.129 In accordance with TAN 21 'Waste' (2014) and the aims of 'Towards Zero Waste' (2010) and 'Beyond Recycling' (2021), the Council will work with others within the South East Wales region to monitor waste arisings and capacity requirements. It will respond to identified needs by contributing towards the provision of an integrated and adequate network of waste management facilities across the region. Additional waste management, treatment and recovery facilities are likely to be required within Cardiff during the Plan period.

10.130 All appropriate new development should include provision for the storage, recycling and management of waste. This will encourage waste reduction, recycling, composting and separation at source in order to contribute towards meeting waste management targets.





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# Replacement LDP

## Preferred Strategy

Environment Scrutiny Committee

15<sup>th</sup> June 2023

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# A Critical Document...



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- Probably last Cardiff LDP before Regional Plan ‘takes over’
- Establishes the development context for Cardiff for 15 yrs.
- Will fix the growth target & green/brownfield land allocation
- Supports our Economic Strategy
- Underpins One Planet/Transport/Education/ policies



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# Adopted LDP Achievements



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- Facilitated the regeneration of existing communities within the city
- Enabled the development of several new communities around the edge of the city
- Ensured these new communities are supported by the necessary infrastructure including transport links, schools and open space
- Enabled the delivery of some 6,000 new homes including 1,500 new affordable homes since plan adoption
- Enabled the delivery 8,000 new jobs in the city since the adoption of the plan
- Facilitated sustainable transport and active travel across the city
- Enabled good quality and sustainable design and mitigation and adaption to the impacts of climate change
- Protected the countryside and Green Wedge from inappropriate development

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# Policy Background



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- LDP is a statutory requirement
- LDP must conform with PPW and Future Wales: The National Plan 2040
- Delivery agreement for Replacement LDP agreed by WG in **May 2021**
- Vision Issues and Objectives consultation and agreed by Council **Sept 2021**
- Integrated Sustainability Appraisal process agreed
- Call for Candidate Sites (c. 62 submitted)
- Strategic Growth Options Consulted **Nov 2021 to Feb 2022**
- Community and stakeholder engagement

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# Approach/Evidence

*Linked to Vision and Objectives and “Strategic Options” (based on current stats)*

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GROWTH OPTION	% POPULATION GROWTH	NEW HOMES	NEW JOBS	LAND BANK/SUPPLY	ADDITIONAL ALLOCATIONS
LOW	0.6	20,900	30,000	24,616	Nil
MEDIUM	1.0	26,400	32,300	24,616	Nil
HIGH	1.6	33,550	39,600	24,616	6,857



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# Preferred Strategy



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- Option B: circa 1% level of growth p/a
- 26,400 new homes, 32,300 new jobs.
- All existing landbank and adopted LDP housing allocations developed by 2036
- **Evidence suggests no need for additional land to meet this level of growth**
- Met through brownfield urban regeneration/action areas
- Focuses new development around city centre and Bay areas
- Good range and choice – 50:50 brownfield/greenfield split
- Would deliver Council's Economic Aspirations for 30,000+ new jobs
- Would deliver infrastructure and sustainable travel objectives
- Potential to deliver circa 6,000 affordable homes depending on make up of sites

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# Pros/Cons of Preferred Option



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## PROS:

- Strikes the **right balance** and aligns with plan objectives and Corporate Policy, promotes regeneration and sustainable transport tackles deprivation and provide community infrastructure.
- Provides **scope for additional housing** above commitments compared to no scope in low option. High option would provide more housing but would raise significant deliverability issues.
- Delivers **additional affordable housing** compared to low option. High option would deliver more affordable housing but again would raise significant deliverability issues.
- Delivers Council's **Economic aspirations** in a balanced way. Low growth does not provide for new homes to match jobs growth and high growth could result in excess jobs and unsustainable levels of commuting.
- Strikes the right balance and accords with Future Wales and designation of Cardiff as **National Growth Area**. Low growth option does not provide growth and high option may result in too much growth being focussed in the city at the expense of other areas.

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## CONS:

- Could raise **deliverability and capacity issues** given completions over the first 2 years of plan period have been 1,300 pa meaning we will need to deliver 1,800 pa over the remaining 13 years. More significant for high growth option – 2,400 pa.
- Relies on large greenfield sites to be delivered in next 13 years. Again a more significant issue for the high growth option with additional greenfield sites.
- Preferred Option received less support in **consultation** 12% compared low option 48% and high option 15%.
- Represents a 78% uplift from the last **Welsh Government projections** compared to 64% for low option and 126% for high growth option.



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# Strategic Policies



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## Stronger

- Providing for **sustainable growth**
- Sustaining **economic growth** and resilience
- Ensuring a **masterplanning** approach and securing **good and sustainable design**
- Securing **new infrastructure** and planning obligations
- Supporting the **Central and Bay Business Area** and the role of **Cardiff port**
- Supporting **Tourism**
- Maintaining a supply of **minerals**

## Fairer

- Delivering **sustainable neighbourhoods, social cohesion** and **affordable housing**
- Securing **health and wellbeing** and resilience
- Protecting enhancing **built heritage and culture**

## Greener

- Protecting the setting of the city through a **Green Wedge** and managing spatial growth through **settlement boundaries**
- Delivering **sustainable transport and active travel** and securing new transport infrastructure
- Securing **climate resilience, de-carbonisation** and **renewable energy** in new developments
- Protecting, compensating and enhancing **green infrastructure** and **biodiversity**
- Minimising impacts on **natural resources**
- Managing **waste**

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# Next Steps...



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- Community Engagement – July to September 2023
- Variety of engagement methods
  - Public drop in face to face events
  - Engagement with stakeholder groups and networks
  - Virtual consultation room/online survey
  - Use of social media
  - Use of user friendly consultation material
- Development of Deposit or “Full” plan – September 2023 to April 2024

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# Revised Timetable



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- Consultation on Preferred Strategy July/Sept 2023
- Deposit Plan – May 2024 Cabinet/Council
- Consultation on the Deposit Plan July/Sept 2024
- Examination – May to October 2025
- Adoption – November 2025

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**CYNGOR CAERDYDD**

**CARDIFF COUNCIL**

**ENVIRONMENTAL SCRUTINY COMMITTEE**

**15 JUNE 2023**

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**COMMITTEE BUSINESS – SCRUTINY ANNUAL REPORT 2022/23**

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**Purpose of Report**

1. This report seeks Committee's approval for the combined Scrutiny Annual Report 2022/23, attached at **Appendix A**, prior to consideration by Full Council on 29 June 2023.
2. For Committee Members to note the proposed schedule of Environmental Scrutiny Committee meeting dates for September 2023 – May 2024.

**Scrutiny Annual Report 2022-23 Background**

3. Cardiff Council's Constitution requires all Scrutiny Committees to report annually to the Council on their work during the past year and make recommendations for future work programmes.
4. The key drivers for a change in approach to reporting the activity of the Council's five scrutiny committees have been:
  - A recommendation following an Internal Audit report of Scrutiny Services;
  - The Local Government and Elections (Wales) Act 2021 emphasis on participation and engagement;
  - Recognition of the need to target a wider audience with a faster, more appealing, read;
  - Integration with improvements to the scrutiny pages of the Council's website.
5. The Report attached at **Appendix A** captures the work of all five Scrutiny Committees, highlighting key areas of achievement in 2022/23. It focuses on the difference made to residents, visitors, staff and businesses. The Report aims to highlight how Scrutiny has influenced the way Council services are delivered; improve stakeholder understanding and interest in Scrutiny; explain how Scrutiny

facilitates engagement and encourages public participation; and highlight the value of Member-led/ stakeholder informed decision making.

6. If agreed by Council the report will be available for download bi-lingually from the Council's website, in standard or large print version.
7. The report will also offer a translation in other minority languages if requested.

#### **Proposed Dates of Committee Meetings**

8. At the Annual General Meeting (AGM) of Council on 25 May 2023, Members considered provisional dates for all committee meetings, subject to further consultation with Chairs and Committees. There are nine scheduled meetings for this Committee between September 2023 and May 2024, as follows:

- Thursday 14<sup>th</sup> September 2023
- Thursday 12<sup>th</sup> October 2023
- Thursday 16<sup>th</sup> November 2023
- Thursday 07<sup>th</sup> December 2023
- Thursday 11<sup>th</sup> January 2024
- Tuesday 27<sup>th</sup> February 2024 – Budget Proposals 2024/25
- Thursday 14<sup>th</sup> March 2024
- Thursday 18<sup>th</sup> April 2024
- Thursday 9<sup>th</sup> May 2024

9. Members are asked to note the following:
  - a. Committee meetings are generally scheduled on a Thursday commencing at 4.30pm.
  - b. The February 2022 Committee meeting, which is dedicated to scrutiny of budgetary proposals is currently programmed to commence at 10:00am, rather than at 4.30pm

#### **Way Forward**

10. During the meeting, Members may wish to consider the Scrutiny Annual Report 2020/21, attached at **Appendix A**, and provide any suggested amendments required to the draft document prior to its consideration by Council on 29 June 2023.

## **Legal Implications**

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

12. 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 consider, if necessary, amend, and approve the draft Scrutiny Annual Report 2020/21, attached at **Appendix A**, to be laid before Council and to note the provisional committee dates, detailed in point 8 of this Report.

**Davina Fiore**

**Director of Governance & Legal Services**

**9 June 2023**

Mae'r dudalen hon yn wag yn fwriadol



APPENDIX A

# Scrutiny Annual Report 2022/23

Scrutiny ... engaging today ... shaping tomorrow



CARDIFF  
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## Welcome to Cardiff's Scrutiny Annual Report 2022/23

This Scrutiny Annual Report captures the achievements of Scrutiny in 2022/23. The past year, following the local government elections in May 2022, the Council has welcomed 4 new Scrutiny Chairs, and a raft of newly elected Members, co-optees and Youth Council representatives to scrutiny. During this time, the Committees have set their priorities and settled into their work. Though challenging times have continued, the Council has adapted to a world of recovery and renewal, continuing to learn from delivering services in a time of crisis. Scrutiny has played its part as the challenging voice, continuing a full programme of remote online meetings and in-depth inquiries, to ensure full accountability.

Within Cardiff Council our critical friend work, expressing multiple stakeholder voices to test the delivery of key Council commitments, is very much valued. This report marks the first year of the new administration elected in May 2022.

The reader may be forgiven for asking what is Scrutiny? Despite its vital role in modern local government over many years, Cardiff Council has five scrutiny committees offering locally elected councillors an opportunity to represent their communities and convey their experience of council services as

an important part in the Council's decision-making processes. Where it is effectively delivered, Scrutiny has proved both critical to the policy-making process, and to the successful implementation of those policies that make a real difference to the lived experiences of Cardiff's residents, businesses, visitors, and commuters. Scrutiny is a strong voice within the Council. We continue to seek improvement in connecting with all who use council services and we want to hear more from you (pages 7/8).





## Scrutiny Chairs - Our Perspective



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“As the only Scrutiny Chair returning to the role following the local government elections, 2022/23 has been a busy year. It’s been great in working with the new Chairs and sharing my experience with them. In addition, it’s been a pleasure to welcome new elected Members, co-opted Members and Emily, our Youth Council representative onto the Committee.

My focus for 2022/23 was to bring the new committee together, agreeing a set of priorities and settling into our role in the new administration. As Chair, I continued to promote an inclusive and supportive role with Cabinet Members and Directorates, whilst remaining a “critical friend” and challenging them when required.

2022/23 was again a very busy year for the Committee. We have been very active in considering a number of multi-million-pound School Organisation Planning Proposals; the continuing implications in relation to Covid-19 Recovery in schools; the introduction of the new Curriculum; Children’s Services Strategy; and continued to monitor improvements in the Youth Justice Service and Children’s Services performance. We commenced our EOTAS Task & Finish Group Inquiry; and played a key role in the scrutiny of the Council’s Corporate Plan, 2023/24 Budget proposals and Replacement Local Development Plan.

We have also taken the time to speak to a number of schools directly, as well as partners such as the Central South Education Consortium.

Looking forward, the Committee will continue to work through its priorities, particularly around engagement and consultation with children & young people; youth services and other provision across the city; and looking at the effectiveness of a number of innovations in Children’s Services. We will also continue our Inquiry into those educated other than at school (EOTAS); and will be broadening our desire to speak to young people and people delivering services “on the ground”, to ensure that their voices are heard.

Central to everything we do is ensuring that we work with Cabinet Members, Officers, children and young people (and their families) and partners in ensuring that we provide the very best services for them and ensuring that our most vulnerable achieve better outcomes and life chances. It is my belief that scrutiny is at its most valuable in working together to achieve this.”

**Councillor Lee Bridgeman, Chair, Children & Young People Scrutiny Committee**

## Scrutiny Chairs - Our Perspective



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“Scrutiny done well, can help support good decision making. It brings more voices into the decision-making process and raises public awareness of the council’s response to pertinent issues. Throughout the year, CASSC Members have kept these principles at the fore. They have strived to explore current topics affecting many, if not all of Cardiff residents’, and have ensured the voice of those with lived experiences, or those front-line delivering services, are integral to our work.

As a result of the 2022 local government elections, CASSC now benefits from a mix of experienced Councillors with an institutional memory of what has gone before, combined with new Members, who bring new insights and experience. Throughout the year, CASSC Members have shown a real commitment to their role in ensuring effective scrutiny in the governance process.

Outside of formal meetings, they actively undertook visits, attended training sessions and received informal briefings. They have strived to ensure the service areas who report to us, remain accountable and transparent, effective and efficient. We have questioned and provided challenge to decision-makers, whilst also recognising and celebrating key achievements to support our fundamental objective of driving continuous improvement.

Looking ahead, I know CASSC will remain committed to examining areas that matter most to residents’. Ensuring transparency in the council’s governance arrangements, and creating a clear, accessible route for members of the public who wish to get involved.

I have sincerely enjoyed my time chairing CASSC, and I wish to pass on my heartfelt thanks to committee members, the executive, and external organisations who engaged with the committee this year. For their support, commitment, and positive working relationships.”

**Cllr Bablin Molik, Chair, Community & Adult Services Scrutiny Committee**



## Scrutiny Chairs - Our Perspective



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“My first year as Chair of the Economy & Culture Scrutiny Committee has been interesting and varied, covering a wide range of topics and meeting with a number of local and national stakeholders. I am fortunate that the Committee consists of a good mix of experienced scrutineers and new members who bring expertise and fresh eyes, and to have Zack Hellard from Cardiff’s Youth Council who ably represents the views of his peers and ensures young people’s needs are considered.

Our scrutiny has benefited from this experience and commitment, particularly when we have scrutinised issues of importance to the citizens of Cardiff and the future of our city, such as the future of St David’s Hall and the International Sports Village. We have also benefited from hearing from the public on these issues and others, via emails to Scrutiny Viewpoints and committee members, a petition, and contributions from a number of representative stakeholders.

Our Inquiry this year focused on hearing from stakeholders about where they thought the Council should target its efforts to support Cardiff’s economy post-pandemic; we heard from a range of micro and small businesses, residents and sector experts and explored the 15-minute city concept, looking to learn lessons from how this has been applied elsewhere. Our Inquiry report has been presented to Cabinet and we await their response to our nineteen recommendations.

We have recently commenced work scoping an Inquiry into the Museum of Cardiff, which again will put stakeholder engagement front and centre.

In addition, we have undertaken site visits to the International Sports Village, Cardiff Bay Yacht Club, and Bute Park Visitor Centre - I would like to thank Cabinet Members and officers for supporting these and Cardiff Bay Yacht Club members for their time and warm welcome.

Our work programme for 2023-24 is already filling up, with further reports due on major projects, Roath Park Dam, Pentwyn Leisure Centre and Cardiff Harbour Authority; however, we would welcome hearing your suggestions for other items to scrutinise.

I would like to close by thanking all my committee colleagues for their time and commitment to ensuring robust scrutiny of often- challenging areas, Cabinet Members and officers for their attendance and assistance in informing our scrutiny, and stakeholders, for their invaluable contributions and insights, enabling the committee to gain a wider perspective than would otherwise be possible. In the fast-changing, challenging world we live in, good scrutiny provides an opportunity to pause, reflect, consult and consider, helping to drive improvement, boost democracy and, ultimately, use our scarce resources to best advantage.”

**Cllr Peter Wong, Chair, Economy & Culture Scrutiny Committee**

## Scrutiny Chairs - Our Perspective



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“Having sat on the Environmental Scrutiny Committee since being elected in 2017, I am privileged to be writing this statement in my first year of being its chair. It is a great honour and a role from which I am committed to ensuring the voices of backbenchers of all parties are heard.

We are well represented on Environment. A mix of expertise and backgrounds with every Cardiff constituency having a voice and all elected parties are featured. It has been great to welcome back some familiar faces to the committee but also to welcome newly elected Members too, who are already showing a keen interest and commitment to driving improvement in the key areas we scrutinise. We are also fortunate to have the benefit of a representative of the Youth Council, Shifa, on the Committee.

Scrutiny is essential in ensuring that local government is transparent, accountable and open, leading to improved public policies and services; therefore, successful Scrutiny needs engagement and commitment from Cabinet Members, Councillors and Officers at every step of the process to ensure Scrutiny adds value to the work of the organisation in its role as ‘critical friend’.

This Committee challenges some of the areas that are of great interest to our citizens. The ones that often spark the most heated debates on social media, services that every resident uses, include recycling and waste services and the Council’s transport plans, policies and highways. The Committee also oversees how the Council is responding to the Climate Emergency through the delivery of the One Planet Cardiff strategy and the Nature Emergency.

Throughout our scrutinies, we have questioned proposals to make sure they are fit for purpose and meet the needs of our residents; we have also invited stakeholders and experts to share their views and knowledge with us to inform our recommendations.

Impressively, Committee Members have also produced three babies in the municipal year, which must be a record! Croeso to babies Taran, Mali and Nye.”

**Cllr Owen Jones, Chair, Environmental Scrutiny Committee**



# Scrutiny Chairs - Our Perspective



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“As the new Chair of the Policy Review and Performance Scrutiny Committee it gives me great pleasure to showcase the work of Cardiff’s Scrutiny service in this Annual Report for 2022/23.

Over the year I have steered the Committee’s work to include a mix of seeking assurance on important internal functions; such as financial strategy and management, Council performance, and how effectively we collaborate with our Public Service Board partners; to highlighting issues of great public interest, such as financing St David’s Hall and decision-making arrangements for Maindy Park Charitable Trust.

All Members of this Committee are elected local leaders, conveying the views of their communities, and adding valuable real-time knowledge to inform decision-making. With strong questioning skills, my committee has shone a light on the Council’s Communications and External Relations service. We have influenced work underway to produce the Council’s Participation Strategy and we have welcomed the organisation’s response to our research on Hybrid Working. How the Council prepares to support its workforce in the future will be a key interest in the coming year.

I believe Scrutiny can be an advocate for change, bringing all parties together to deliver a 360-degree effective and independent voice to influence the work of the Cabinet. Scrutiny represents an excellent model of governance in local decision-making. Its members deliver

formal recommendations for service improvements to Cabinet. We don’t stop there, we closely monitor how they respond!

My sincere thanks to Committee Members for their commitment, to Cabinet Members and to senior officers whose co-operation with Scrutiny makes our task one that benefits both the organisation and the citizens of Cardiff. I commend this report as evidence that Cardiff continues to deliver effective Scrutiny.”

**Cllr Joel Williams, Chair, Policy Review & Performance Scrutiny Committee**



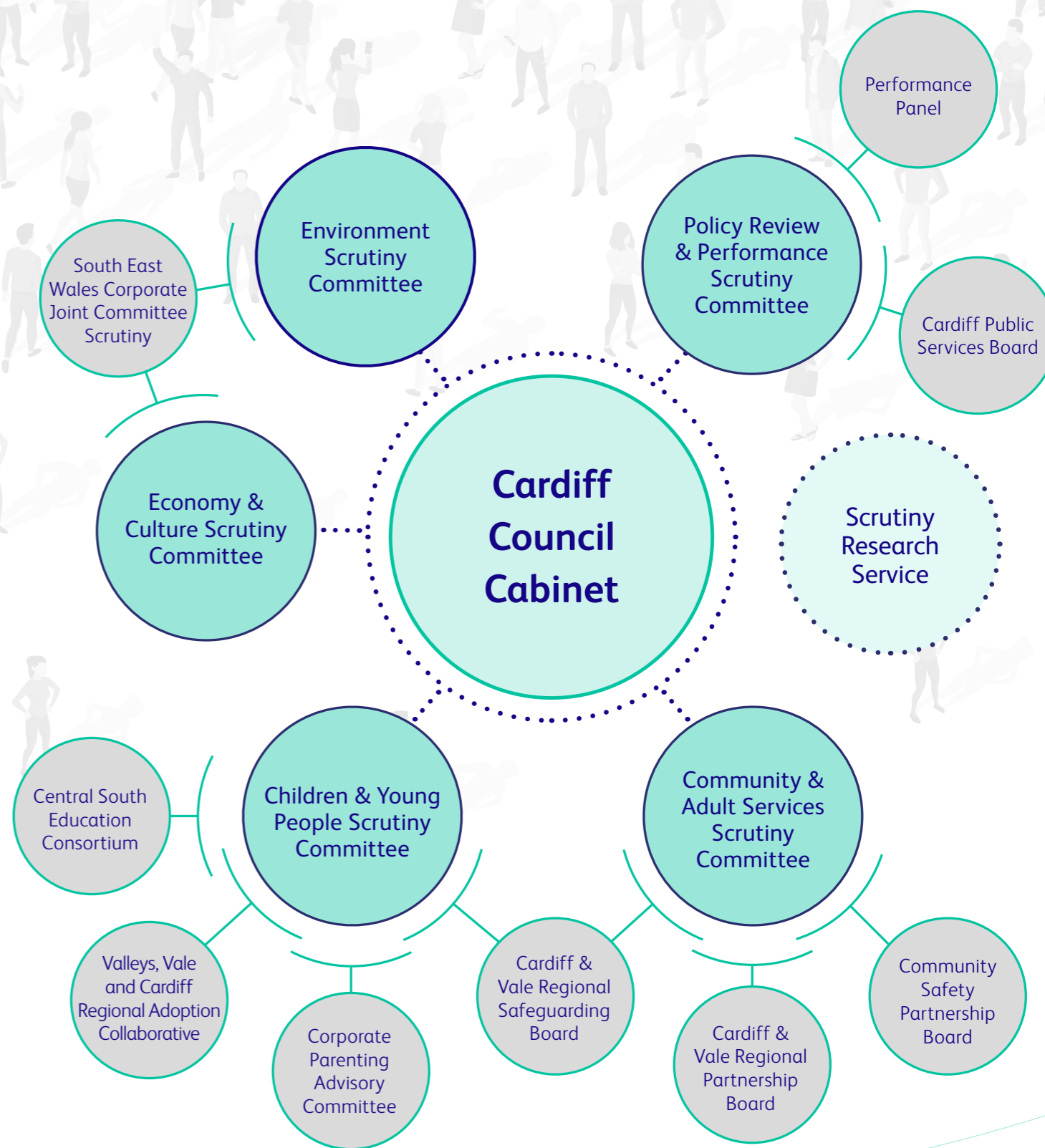
## Our governance role

Cardiff Council's five Scrutiny Committees fulfil a statutory responsibility placed on local authorities by UK and Welsh Governments to review and scrutinise decisions and actions taken by the Cabinet in relation to the delivery of services, to improve the wellbeing of residents. We also have various statutory responsibilities for the scrutiny of important partnerships established under Welsh Government legislation. In short we shine a light on the effectiveness of local partnership working in which the Council plays a leading role.

The Policy Review and Performance Scrutiny Committee has statutory responsibility for scrutiny of Cardiff's Public Services Board. The Community and Adult Services Scrutiny Committee has responsibility for scrutiny of both the Cardiff & Vale Regional Partnership Board and a statutory duty to scrutinise decisions made, or other action taken, on Crime and Disorder matters, engaging with the Community Safety Partnership Board.

Welsh Government legislation introduced in April 2021 has led to the Cardiff Capital Region City Deal becoming the South-East Wales Corporate Joint Committee. The body has powers to aid regional economic wellbeing and is responsible for regional transport and strategic development plans. A joint scrutiny committee representing 10 local authorities will hold to account its decisions and link with the Council's Economy & Culture and Environment Scrutiny Committees to oversee progress.

Each Scrutiny Committee is made up of 9 elected Members. However the Children and Young People Scrutiny Committee additionally has four co-opted members comprising two parent governor representatives, a Roman Catholic representative and a Church-in-Wales representative. Both the Economy and Culture and the Children and Young People Scrutiny Committees offer a seat to a representative of the Cardiff Youth Council, enabling young voices to challenge decision-making.



## Hearing from you...

Scrutiny Committee members are keen to hear the opinions and concerns of those who live or work in Cardiff. Hearing from residents, workers and employers helps to inform scrutiny and improve outcomes, ensuring that the Council and its partners deliver the right policies and services to benefit Cardiff's citizens.

We do this by:

- Having 'Contact Us' forms on the Council's Scrutiny webpages, so you can share your views and experiences and suggest a topic for future scrutiny, available [here](#)
  - Seeking to understand the views and experiences of customers, service users and carers, using workshops, focus groups and survey results to gather feedback.
  - Inviting partners, representatives, and external experts to contribute evidence to broaden our understanding and inform our discussions.
  - Having an independent, dedicated research service to collect robust stakeholder and/ or document-based evidence to inform our work.
  - Having co-optees on our Children & Young People Scrutiny Committee, representing parent governors, Catholic Dioceses, Church in Wales, and Cardiff Youth Council co-optees on this Committee and the Economy & Culture Scrutiny Committee.
  - Questioning decision makers, managers, and experts.
  - Ensuring transparency, by webcasting our committee meetings – please use this [link](#) to access webcasts.
- Some examples of our work involving stakeholders in 2022/23 include:**
- To support the Shaping Post Pandemic Economic Recovery Task Group FSB Cymru undertook a bespoke, targeted survey of 25 of their Cardiff members, to inform their evidence session and the Inquiry work.
  - Scrutiny Research also undertook a bespoke survey targeting remote workers, small businesses, and city centre, local and district centre traders. In total, 34 respondents completed the survey on-line. This includes 19 remote workers, 3 individuals making use of co-working spaces and 12 small business owners and traders.
  - Scrutiny Services paid for questions relevant to this Inquiry to be included in the Council's Ask Cardiff survey, available for all residents to complete. Response rates varied by question, from 1,035 responses to 3,588 responses
  - 20 submissions via Scrutiny Viewpoints from members of the public were received regarding the St David's Hall proposals .
  - As part of CASSC's Cost of Living Inquiry, 9 key external stakeholders were invited to contribute to the investigation by attending a detailed roundtable exploring the current council offerings and public awareness of the council support available. In addition, a number of front line staff, and line managers also fed their views on service offerings and areas for improvement to Committee Members.
  - Eight key stakeholders were invited to contribute to an Inquiry into Street Homelessness in the city 2 external organisations were invited but could not attend – instead they engaged with the meeting by providing written submissions for the meeting's papers. 2 individuals (members of the public) engaged with the committee by providing interviews of their experience with street homelessness – these interviews were included in the meeting papers.
  - Stakeholders attending committee to contribute to discussions on preventing serious violent crime in Cardiff, improving physical activity, sport and leisure services, the review of the Allotments Strategy, weed control pilots, the operation of the Cardiff Public Services Board, and improving Youth Justice Services.
  - Overall, in 2022/23, we received 53 verbal contributions and 17 written contributions from external contributors, in addition to 322 responses to our primary research. In the last year, we have worked with the following stakeholders: TO BE UPDATED

- Advanced Invasives Ltd
- Business Owner – Llandaff High Street
- Business Owner - Wellfield Road
- Carbon Trust
- Cardiff & Vale Citizens Advice
- Cardiff & Vale Credit Union
- Cardiff & Vale Health Inclusion Service
- Cardiff & Vale University Health Board
- Cardiff Bay Yacht Club – Staff and Board Members
- Cardiff Capital Region City Deal
- Cardiff Civic Society
- Cardiff Foodbank
- Cardiff Future Wellbeing Alliance
- Cardiff Public Services Board
- Cardiff Sport, Cardiff Metropolitan University
- Cardiff Third Sector Council
- Cardiff University
- Cardiff University Sustainable Places
- Cardiff Youth Council
- CAST (Centre for Climate Change & Social Transformation)
- Celsa Steel
- Central South Education Consortium
- Chief Executive – Town Square
- Community Housing Cymru
- Creative Economy Unit/ Creative Cardiff
- Crisis
- Cwrt Coworking, Llanishen
- Cymorth Cymru
- Design Commission for Wales
- Disability Wales
- Displaced People in Action
- Diverse Cymru
- Dwr Cymru
- EMWWAA (Ethnic Minority Women Wales)
- Food Cardiff
- FOR Cardiff (Cardiff Bid)
- FOR Cardiff
- Friends of the Earth Cardiff
- FSB Cymru
- Future Generations Commissioner for Wales
- GLL
- Gypsy & Traveller Wales
- Huggard
- Incubation Manager, Stiwdio – University of South Wales
- Maindy Park Trust Advisory Panel
- Natural Resources Wales
- OASIS Cardiff
- Planning Environment Decisions Wales
- Planning Officers Society Wales
- Prosiect Gwyrdd
- Renewables UK Cymru
- Resilience Sustainability
- Riverside Advice
- RSPB
- Shared Regulatory Services
- Shelter Cymru
- South Wales Police
- Sustrans
- The Salvation Army
- The Wallich
- The Wildlife Trust of South and West Wales
- Viridor
- Wales & Northern Ireland - RTPi
- Welsh Government
- Welsh Government Energy Services & Local Partnerships
- Welsh Women's Aid
- WLGA
- YMCA

## How you can get involved..

We have improved the Scrutiny webpages to make it easier for residents, workers, and employers to contribute to scrutiny. There is a 'Get Involved' page, so that people who live or work in Cardiff can share their views and experiences on the topics being scrutinised, and can also suggest a topic for future scrutiny, by using online 'Contact Us' forms. There are also pages for each scrutiny committee, which show what topics the Scrutiny Committees are examining - [Scrutiny Committee page](#).

You can also get involved by:

- Contributing to our consultations, surveys, workshops and/ or focus groups
- Being invited to be a co-opted member of a Scrutiny Committee. In this role, you would work alongside elected Scrutiny Committee Members in supporting the development and review of Council policies.

**If you live or work in Cardiff, our Scrutiny Committee members want to hear from you. Your opinions will help to inform the topics under scrutiny and improve the Council's performance. Please use the forms available online at [Scrutiny Get Involved](#).**

# Listening to our young people.....



Tudalen 214

As already stated, representatives from the Cardiff Youth Council sit on the Children & Young People, Economy and Culture and Environmental Committee Scrutiny Committees. In addition, representatives will also be invited to the Community and Adult Services and Policy Review and Performance Scrutiny Committees when there are relevant items.

Youth Council representatives play a full role on the Scrutiny Committees they are part of. They are fully trained, will work with, and have support from the Scrutiny Chair and Members, Scrutiny Officers and also their mentors in the Child Friendly City Team. Youth Council Members are encouraged to take part in the Committee's work, and that includes not only asking questions of witnesses, but also to have an input into any work the whole committee undertakes. They play a crucial role in ensuring that the voices of children and young people are heard at EVERY meeting.

So, what do our Youth Council Reps think of beng part of a Scrutiny Committee? Here's what they told us.....

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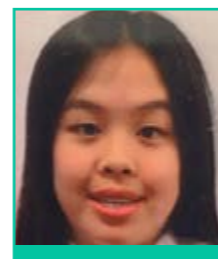
**Shifa Shahzad**

Hello, my name is Shifa Shahzad-Khan. I'm 16 years old and the youngest member on Cardiff's Environment Scrutiny Committee. Being in Scrutiny has taught me invaluable skills. The other members have all been welcoming despite my lack of experience, and I'm honoured to be the representative of the young people in the city. I'm aware that our interests can become overlooked, so I know how great of a responsibility it is to be the mouthpiece for young people all over the city – to represent all of their wants and beliefs. This experience will definitely be something I take forward with me for the rest of my life, helping me to gain confidence in speaking with adults and decision makers and giving me indispensable experience.

Overall, I've loved being a part of the Scrutiny Committee, despite being slightly out of my comfort zone, and I'm extremely grateful for all the help and training I've gotten.

Thanks, Shifa

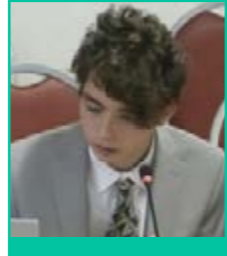
“



**Emily Gao**

Hello, may name is Emily Gao, 16 years old. I've loved every part if being in scrutiny for children and young people. It's made me realise a lot. I would say it's changed me as a person in a good way. It's a once in a lifetime opportunity to be on scrutiny. I couldn't thank everyone enough for such a warm welcome to the committee. When I first started it was hard but the training I went to helped me so much with gaining confidence and being able to ask questions. It's a huge role as a young person to sit there and have a say in all of this. As a young person I want all young people out there to have a say, to express how they really feel. At times I feel the fear, I feel how big a role this is but if you want to make a difference you have to overcome those fears and that's what I've done.

Thank you, Emily



### Zack Hellard

I would like to begin by saying that serving on the Economy and Culture Scrutiny Committee has been a great honour and the privilege of a lifetime. It has been wonderful to be able to represent my peers, to work with those in local government to ensure that the youth aspect is not forgotten and to learn more about the systems of the economy and culture that form the basis of our society.

Cardiff is, as always, a wonderful city to live, work and spend time within. I am glad to be able to bring meaningful contributions and ideas to the discussion surrounding the future of the city aiming to be the UK's first Child Friendly City. This achievement will be a major step forward in protecting Cardiff's position as a 'City of Tomorrow' which puts future generations at the heart of lifelong plans for change and growth.

Whilst some of the topics have certainly not been the easiest to debate and scrutinise, I am extremely thankful to every member of the committee for welcoming me with warm and open arms; particularly the Chair, Councillor Peter Wong, and Angela Holt, Principal Scrutiny Officer, for their continued support for youth engagement and ensuring each meeting is accessible irrespective of age. In this environment, I have been able to develop several abilities relating to the scrutiny process with help from all involved; including councillors and representatives from all political parties.

Several individual projects, notably those of the Velodrome and St. David's Hall were particularly challenging; however, the scrutiny process addressed the concerns of citizens as well as those involved with the outcomes being extremely beneficial. These cases also inspired me further to research the great history of Cardiff, other ongoing projects and to work closer with the community on local concerns and issues relating to their areas; particularly those of street cleansing and education.

The actual process by informed individuals with expertise in decision making and the ability to scrutinise and question factors ensured the best options were available and clear before any final decisions are made; ensuring that the citizens of Cardiff receive only the best in social and economic developments and policy.

Youth involvement has undoubtedly ensured that youth consideration is within all approaches made by Cardiff Council, and I am proud to have been that vessel for development- particularly in ensuring that projects with an impact on children and young people undergo a Child's Rights Impact Assessment.



These contributions work for the people, ensuring that considerations for children and young people within our community are made. I am satisfied and reassured that Cardiff is on track to becoming the United Kingdom's first UNICEF Child Friendly City with the assistance of every member of the council in aiming for this prestigious and worthwhile target.

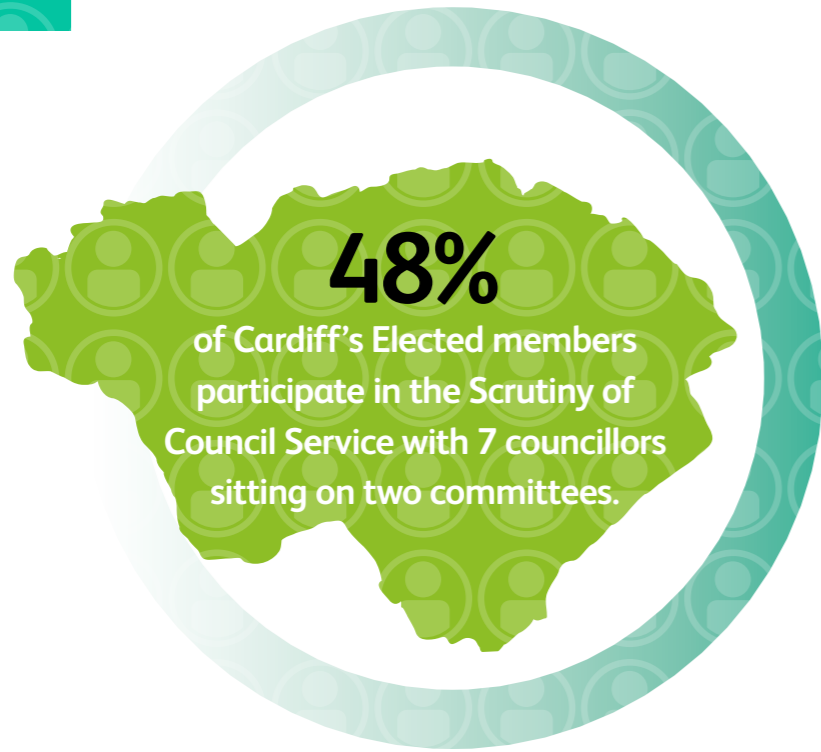
I would also like to thank the Child Friendly City Cardiff team for the opportunity to represent Cardiff youth as well as support in dissecting the true issues facing the youth within the capital of Wales and beyond, ensuring that their interests are protected. This effort has also been enabled through my engagement with youth members of the community who are extremely excited to learn that their views are actively considered.

Looking forward to the next year of scrutiny, I hope to see the same levels of engagement as seen from 2022-2023 with an additional focus on working closer and more cohesively together as members of the same scrutiny board.



# Scrutiny in Numbers

## 1 Activity



Following the Elections in May 2022, Cardiff residents were represented by **79 elected councillors** across 28 wards. Of those councillors, **45 were nominated by their political parties to sit on 5 scrutiny committees**. Each scrutiny committee is politically balanced reflecting the balance of Full Council. Importantly, scrutiny is where councillors are encouraged to deliver critical friend challenge in a non-political arena.

**79** elected councillors

**38** cross party elected members involved in 5 scrutiny committees that provide critical friend challenge to the Cabinet

**55** scrutiny committees held

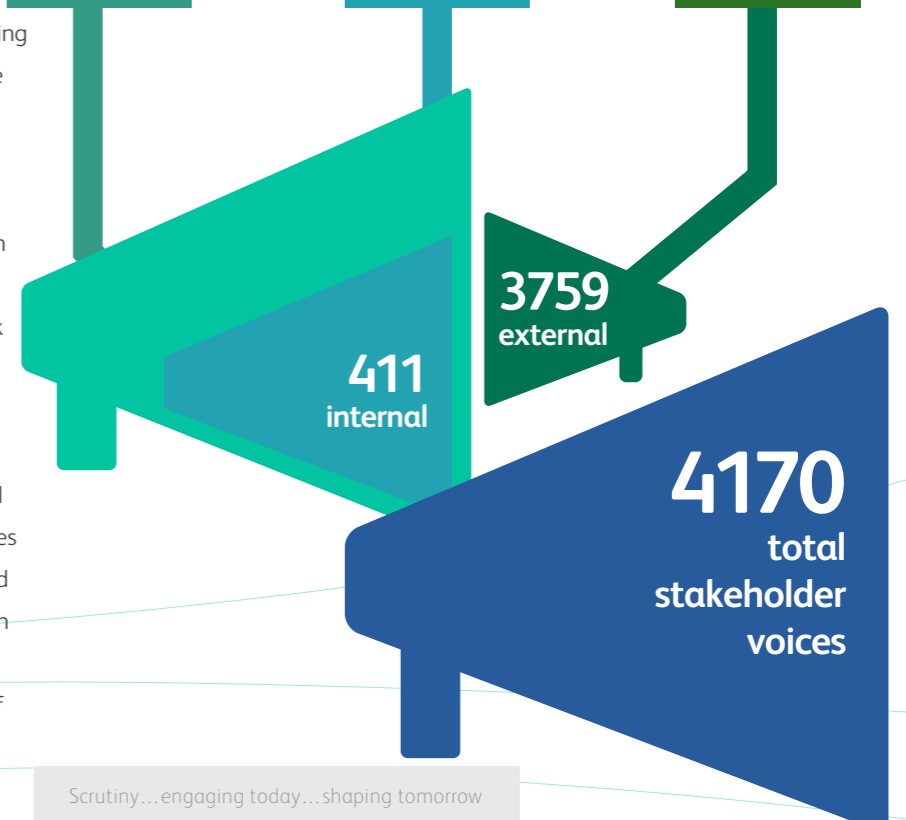
**111**  
This year, following substantive scrutiny the 5 committees delivered 111 letters to the Cabinet making recommendations for improvement.

## 2 Participation

### Number of Internal and External Contributors to Scrutiny

	Council Officers	Cabinet Members	External Contributors
Committee Meeting	225	93	109
	+	+	+
Performance Panel	14	4	-
	+	+	+
Task and Finish	35	9	3635
	+	+	+
Other Meetings	24	7	15
	<b>298</b>	<b>113</b>	<b>3759</b>

Scrutiny is a route into the decision-making cycle for many external stakeholders. We pride ourselves on asking questions of the right people, those that have a stake in the decision to be taken or the policy under review. Internally stakeholders can be cabinet members, senior managers, and council officers. Importantly we seek evidence from service users and external organisations or groups with a stake in the issue being discussed. This year we have benefited from gathering first hand experiences to inform our work and these include resident involved in the separated recycling pilot, business owners in relation to economic recovery after the Covid pandemic and people with experience of street homelessness.





## Webcasting Views of Scrutiny Committees

Cardiff Council's commitment to allowing stakeholders full insight into its decision-making continues to grow. Despite the number of meetings available to view in 2022/23 decreasing 16% the number of views increased by 38% the total view time also increased by 18%. You can find all publicly broadcast scrutiny committees on the Council's website by [clicking here](#).

This year the number of Scrutiny viewings increased by over 40%



38% increase in viewing time

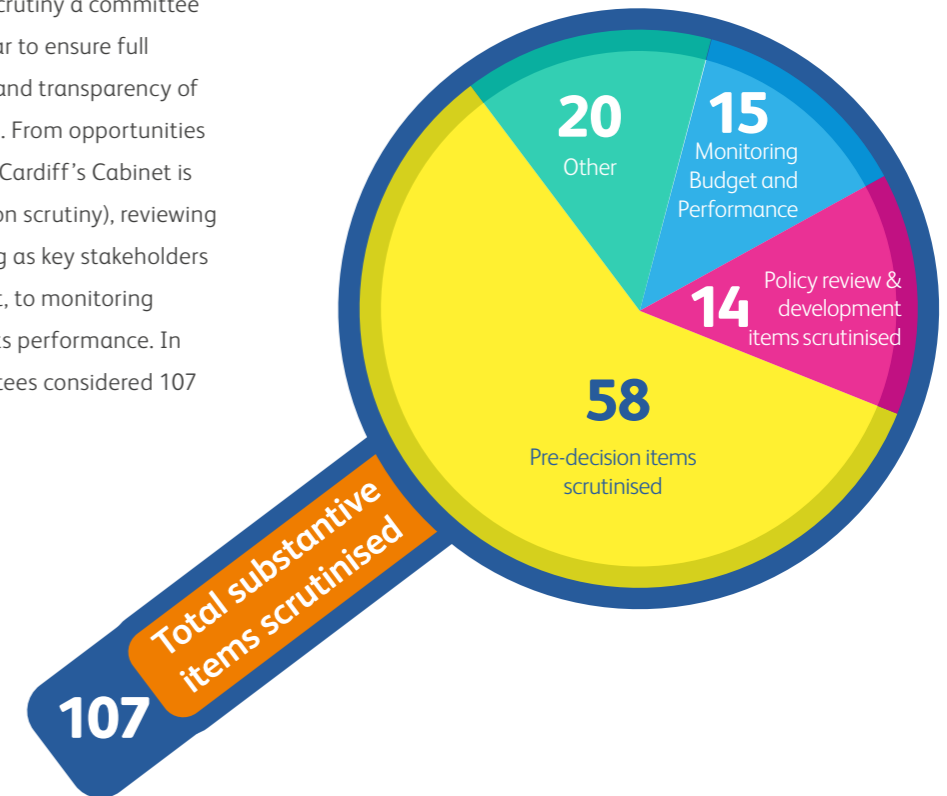
43 Scrutiny Meetings webcast



## 3 Output

### Scale and variety of items scrutinised

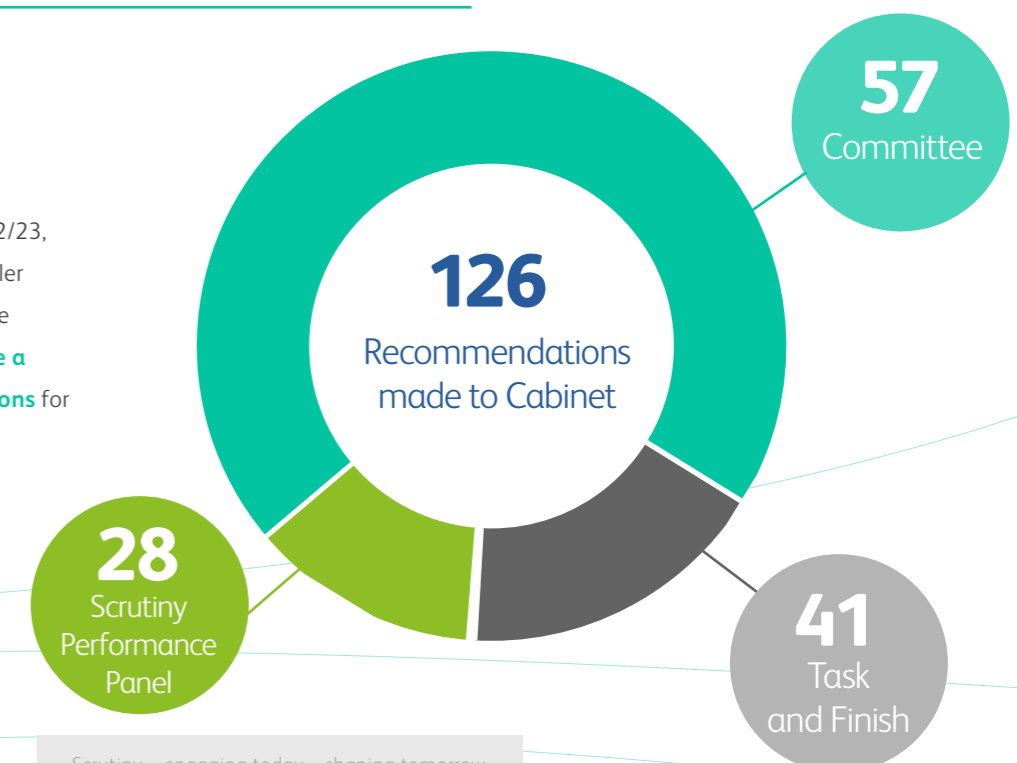
There are many types of scrutiny a committee will undertake over the year to ensure full accountability, openness, and transparency of governance arrangements. From opportunities to examine decisions that Cardiff's Cabinet is about to make (pre-decision scrutiny), reviewing existing policies and acting as key stakeholders in new policy development, to monitoring the council's budget and its performance. In 2022/23 Scrutiny Committees considered 107 substantive items.



### Scrutiny Recommendations

Scrutiny is all about improvement!

So, following our work in 2022/23, whether full committee, smaller task group or cross-committee performance panel, we made a total of 126 recommendations for improvement to the Cabinet.



## Substantiveness

In an attempt to quantify the 'value' of the scrutiny and the recommendations made, a scoring table was devised which calculates the 'importance' of the recommendations made based on the significance of the topic/policy and the level of change being recommended.

Policy significance is scored 1, 2 or 3 (minor, medium, major) and is determined by if it is a policy in its own right or included in key corporate policies.

The level of change is scored similarly, 0, 1, 2 or 3 (no change, small change, medium change, large change), the two scores are then multiplied.

This helps us to evaluate the different types of activity undertaken.

In 2022/23 our scrutiny of **Pre decision** items where recommendations were made scored 4.6, and similarly **Policy review and development** scored 4.7, with **Monitoring performance & progress**, scoring slightly less with 4.3, but the most 'effective' scrutiny activity is our **Task & Finish Inquiries** scoring 6.



## Training Opportunities

Following the 2022 local government elections, Scrutiny Services welcomed a wealth of new and returning Elected Members, Co-optees, and young people representatives onto their committees.

To support Committee Members in their scrutiny role, the following scrutiny specific training opportunities were provided:

- Introduction to Scrutiny
- Scrutiny Chairs Training
- What Makes Effective Scrutiny?

All training sessions were designed to be interactive, providing attendees with an enjoyable, worthwhile learning opportunity.

The courses offered initial, or refreshed, understanding of scrutiny's role, value and purpose in the council's governance process. Along with the specific skills required to chair, lead and achieve effective scrutiny.

Both the 'Scrutiny Chairs' and 'What Makes Effective Scrutiny?' training courses were funded by the Member Development Programme, and so benefited from the delivery and expertise of external facilitators.

In addition, prior to the commencement of formal scrutiny meetings, each Scrutiny Committee undertook 'Introduction' sessions, allowing the new Chairs, and their Committee Members to meet, receive an overview of their committee and its responsibilities, and engage with the service areas' who report to them.

All Scrutiny Committee Members were also offered a 'Welcome to Scrutiny' pack, which provided detailed information on their committee, along with insight into the skills required to deliver effective scrutiny. The information packs were well received by Committee Members, providing them with an accessible reference point to draw upon throughout their time on a scrutiny committee.

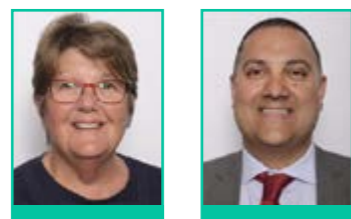
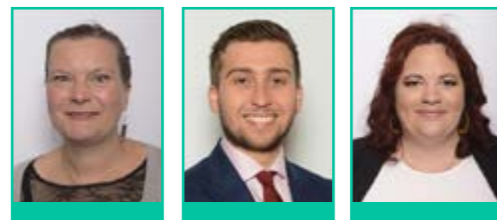
A fundamental objective of scrutiny is to drive continuous improvement, and achieving this, starts from within. As such, looking ahead, Scrutiny Services will remain committed to offering its Committee Members relevant, worthwhile development and learning opportunities as and when required.

# Children & Young People Scrutiny Committee

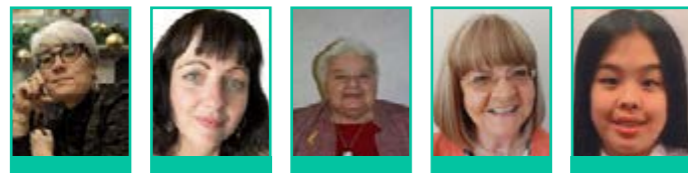
## Our Membership



Councillor Lee Bridgeman (Chair)



Councillors Claudia Boes, Calum Davies, Grace Ferguson-Thorne, Robert Hopkins, Heather Joyce, Sian-Elin Melbourne, Elaine Simmons and Kanaya Singh



Co-opted Members: Bridgid Corr (Parent Governor Representative), Celeste Lewis (Parent Governor Representative), Carol Cobert (Church in Wales Representative), and Patricia Arlotte (Roman Catholic representative) and Youth Council Representative: Emily Gao

## Our Purpose

- We work to improve the Council’s services and policies in the area of children and young people, which includes Schools; Children’s Social Services; Youth Services and Justice; and relevant support services (Education and Schools support services etc.)
- We monitor the effectiveness of who the Council works with in this area, including how resources are spent;
- We ensure that key Council Policies in this area such as Cardiff 2030 Vision for Education & Learning; 21st Century Schools Programme; Social Care Commissioning Strategy; and Corporate Parenting Strategy are developed and put in place; and
- We make recommendations to the Council’s decision-makers to enhance performance and service delivery.

## Our Achievements

During the past year, the Committee continued to monitor two key areas of work – **Youth Justice Service and Schools/ Education Pandemic Response and Recovery**. In addition, the Committee prioritised several further topics for consideration, namely the Impact of Welsh Government removal of profit from Care; Engagement and Participation of Children & Young People; developments in relation to Innovations in Children’s Services; the New Curriculum; and Youth Provision in Cardiff.

During 2022/23 the Committee has also undertaken the pre-decision scrutiny of a number of Cabinet reports relating to **school organisational proposals** (prior to the establishment of the Task & Finish Group – see below); childcare sufficiency strategy; National Adoption Agency hosting; and commitments to unpaid carers. It has considered the Local Authority Social Services Annual Report, the Vale, Valleys and Cardiff Adoption Consortium Annual Report and the Corporate Parenting Strategy.

On a quarterly basis, the Committee monitors **the performance of Children’s Services** for children who are looked after, children in need, the youth justice service and staffing. The Committee regularly seeks clarification on areas of concern and expectations for improvement, which are always responded to.

**School Organisation Planning** – CYPSC Members were notified that, during 2022/23, there would be a large number of School Organisation Planning (SOP) proposals coming forward as pre-decision items. CYPSC Members were given an overview of the number of SOP Items scheduled, and it was apparent that it was likely that SOP Items would dominate formal agendas, and the Committee would be limited to what they could scrutinise. The Chair agreed to look at options available for the Committee, and in consultation with CYPSC Members, the Deputy Leader & Cabinet Member for Education, Director of Education & Lifelong Learning, the Director of School Organisation Planning and Head of Democratic Services, proposed that a rolling Task & Finish Group be established for the current year, to enable individual proposals to be considered outside of formal Committee, with monthly reports from the T&F Group being reported to the main committee. This approach has, to date, worked very successfully and will continue to run for the remainder of the municipal year.

**Young People who are educated other than at School (EOTAS) and what factors could lead to them becoming vulnerable to criminal exploitation Inquiry** – the Committee has also commenced an in-depth Inquiry on the above issue which will take place over the next 12 – 18 months. The Inquiry includes looking at the types of young people who could be vulnerable to exploitation (e.g., those on reduced timetables; NEETS; care leavers etc); and what measures and services are in place to mitigate them being exploited (e.g., The Care Leaver Transition process; contextual safeguarding effective wraparound for children and young people AND their families; Cardiff Commitment; Into Work Services; apprenticeships etc).



## Community & Adult Services Scrutiny Committee

### Our Membership



Councillor Bablin Molik (Chair)



Councillors Ali Ahmed; Saleh Ahmed, Mike Ash-Edwards, Claudia Boes, Sue Lent, Margaret Lewis, Peter Littlechild Mary McGarry.

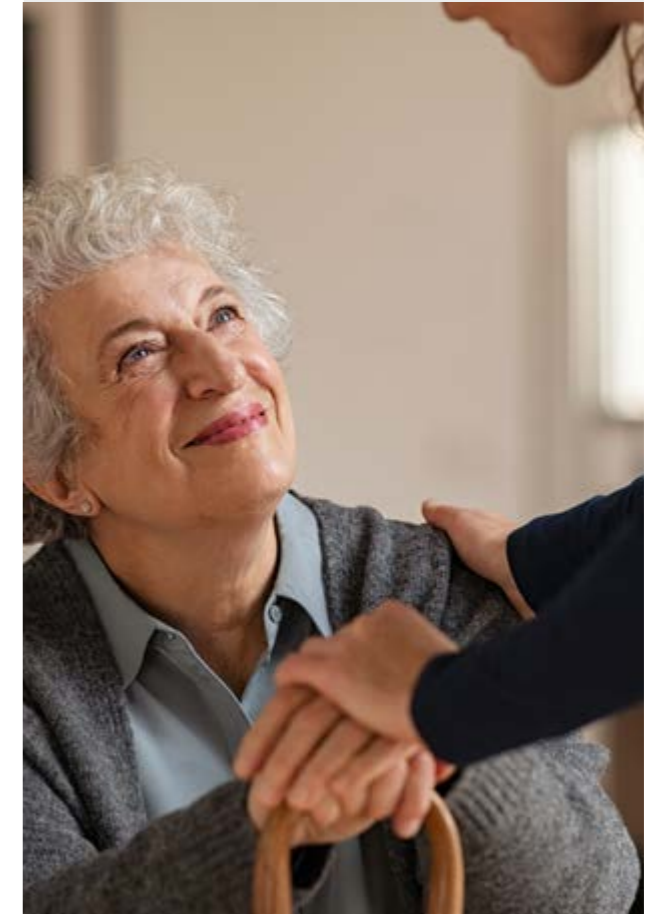
### Our Purpose

- The Community & Adult Services Scrutiny Committee works to improve the Council's services and policies in the areas of community and adult services. This includes matters which relate to housing, neighbourhood renewal, community safety, mental health, community services and adult social care.
- The Committee also serves as the Council's Crime and Disorder Scrutiny Committee, reviewing actions taken by the Community Safety Partnership to address local issues of crime and disorder.
- We monitor the effectiveness of who the Council works with, its performance levels, how resources are spent, the effectiveness of measures in place and look to identify possible areas for improvement.

### Our Achievements during 2021-22

- **The cost of living in the UK has been increasing since early 2021.** With a backdrop of continued uncertainty, this is an issue, affecting many, if not all, of Cardiff's residents. In recognition of its prevalence, the Community & Adult Services Scrutiny Committee committed itself to examining the **council's offerings of support.** So, in consultation with the **council's executive, frontline staff** and **key external stakeholders** such as the **Welsh Government, Cardiff & Vale Citizens Advice** and **Diverse Cymru**, Members assessed the overall demand and capacity of council services. Along with community awareness of the schemes, and their overall accessibility. The work concluded with 10 recommendations posed to the council's Cabinet. The recommendations made ranged from **proposals to simplify internal processes and methods to maximise current resource and allow greater flexibility in service provision.**

- Throughout the year, the committee continued to remain mindful to the current context, **and in recognition of the devastating conflicts across the globe**, dedicated time toward assessing the council's **support for refugees and asylum seekers.** With the committee's assessment once more being supplemented and strengthened through liaison with externals. Many of the committee's concerns fell outside of council control, and it became clear to Members; **parity across all support schemes is imperative; and this must be stimulated by equity in the funding arrangements provided to the council.** The committee's work confirmed both council and third sector services are facing significant demand and capacity pressures, and so Members explored and offered suggestions on improving **partnership arrangements** and emphasised the need to ensure a **multi-agency, trauma informed training model is in place for the staff delivering support services.** The committee welcomed the work the council is progressing in this area of service and will continue to closely monitor and support the service area in its progress.
- **Housing need in the city continues to rise** and during the year, Members were briefed that the demand on the council's homelessness services are at unprecedented levels. As such, Members sought to consider this vital, yet multifaceted area of work, focusing on **the accommodation and support pathways for those with complex needs.** To inform their work, Members heard **the views and experience of those who were or were previously rough sleeping.** Engaged with a number of organisations including the **Salvation Army, Crisis, Shelter Cymru, The Wallich and the Huggard Centre** along with the frontline council, health board and police staff **directly supporting individuals.**
- In addition, over the course of the year, the committee has continued to **closely monitor the performance and quality of services** within the field of adult and community services; assessed the council's **commitments to unpaid carers;** evaluated the council's response to the **Renting Homes (Wales) Act;** contributed to the council's management of **direct payment systems and explored the prevalence of ASB instances throughout Cardiff.**

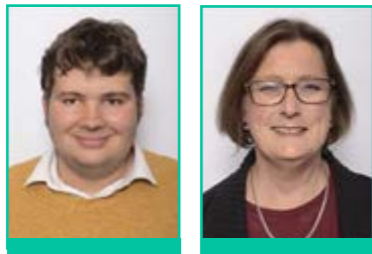
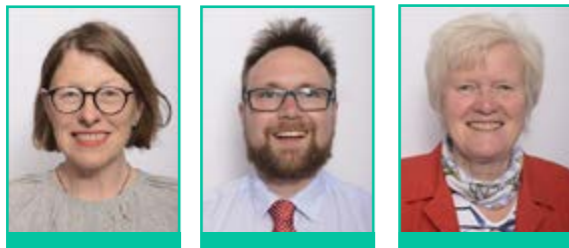
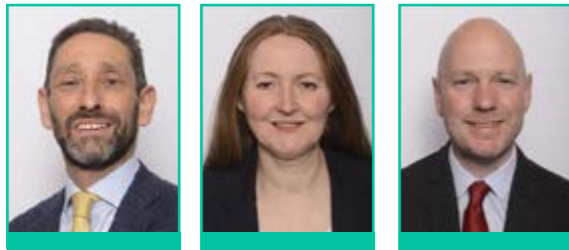


# Economy & Culture Scrutiny Committee

## Our Membership



Councillor Peter Wong (Chair)



Councillors Rodney Berman, Catriona Brown-Reckless, Stephen Cunnah, Jane Henshaw; Peter Huw Jenkins, Helen Lloyd Jones, Dan Naughton, Leonora Thomson



Youth Council Representative – Zack Hellard

## Our Purpose

- The Economy & Culture Scrutiny Committee drives improvement across economic development, regeneration, parks, leisure, sports, libraries, hubs, culture, events, and tourism.
- We hold to account those in charge, to make sure decisions are transparent and right for Cardiff.
- We listen to people who live and work in Cardiff, using their views and experiences to inform our scrutiny to help ensure the Council and partners deliver the right services for citizens.
- We make recommendations to enhance the use of resources, performance, and service delivery.

## Our Achievements

- **Shaping Cardiff's Post Pandemic Economic Recovery** – Aware of changing work and retail patterns, Members used the Ask Cardiff survey, a Scrutiny Research survey, an FSB Cymru survey, and face to face evidence sessions to seek views on how the Council could best help, bearing in mind its limited resources. Members heard from remote and co-worker individuals and providers, small businesses, independent artists, traders in local and district centres, city centre businesses, residents, and key bodies including Creative Cardiff, For Cardiff and the Royal Town Planning Institute Cymru. Members also explored the 15-minute city concept, looking to learn lessons from how this has been applied elsewhere. The Inquiry made 19 recommendations, focusing on how best to move forward on the 15-minute city and how to respond to specific areas highlighted by stakeholders. The report was submitted to Cabinet in March 2023 and a response to the recommendations is awaited.
- **Supporting public engagement** – As well as enabling the public to engage with their Inquiry, the Committee responded positively to requests to address the Committee. On the proposed way forward for St David's Hall, Members received a presentation from Cardiff Civic Society and 20

submissions made by members of the public via Scrutiny Viewpoints. In addition, Members received a petition and address from Cardiff Civic Society on the Museum of Cardiff budget consultation option. Committee Members also received written representations from AWEN@thelibrary, the Whitchurch Library Charity Group, and from the Save Maindy Velodrome campaign group.

- **Preparing to Scrutinise** – in recognition that 8 out of 9 committee members were new to the committee, Members attended confidential briefings on the Atlantic Wharf, Red Dragon Centre, Indoor Arena and International Sports Village, and a briefing on progress with implementing the Allotment Strategy, supporting the National Park City, and addressing the areas agreed by the previous motion to Council on 'Making Cardiff Healthier, Greener and Wilder'. Members also visited the Cardiff Bay Yacht Club, the International Sports Village site, and Bute Park Heritage Centre.
- **Scrutinising Major Projects** – Members scrutinised the next stages of regeneration projects, including Cardiff Bay, International Sports Village including the Ice Rink, Atlantic Wharf, Red Dragon Centre, and Llanrumney. Members recommended as much non-confidential information as possible be put into the public domain, to provide access for interested stakeholders and the general public.
- **Shared Prosperity Fund (SPF)** – Members scrutinised the approach to accessing SPF monies, including proposed projects and governance arrangements, and explored how SPF monies will be used to tackle inequalities by working synergistically with existing schemes.
- **St David's Hall** – Members devoted several hours to scrutinising proposals on the future management of St David's Hall. Members considered written submissions from members of the public and received a statement from Cardiff Civic Society. Members made four recommendations, three of which were accepted in full by Cabinet, with the remaining recommendation partially accepted. These led to the expert acoustics report being put into the public domain, something interested stakeholders had requested.

- **Playgrounds/ Play Areas** – Members discussed the refurbishment of playgrounds and play areas across the city, noting the palpable sense of purpose and progress since the last scrutiny in October 2020, and that sites are being future-proofed.
- **Community Sport in Cardiff** – In September 2022, Cabinet accepted in full five out of six recommendations and partially accepted a further recommendation made by this Inquiry undertaken by the previous Committee. In April 2023, Members received an update on progress in implementing these recommendations. Update post-April mtg.
- **Update post-April mtg** – due to receive update on Physical Activity & Sport Strategy implementation, and GLL.
- **Corporate Plan, Budgetary proposals, performance and budget monitoring** – Members examined the proposed Corporate Plan and Budget. During the year, Members were briefed on budget and performance monitoring reports and did not identify any areas of concern.



# Environmental Scrutiny Committee

## Our Membership



Councillor Owen Jones (Chair)



Councillors Bob Derbyshire; Andrea Gibson, Jamie Green, John Lancaster; Margaret Lewis (October 2022 – April 2023), Helen Lloyd Jones, Jacqueline Parry; Bethan Proctor (May – September 2022) Ashley Wood.



Youth Council Representative – Shifa Shazad

## Our Purpose

- The Environmental Scrutiny Committee works to improve the Council's services and policies in the area of environmental sustainability, which includes Waste Management, Planning, Environmental Health and Transportation;
- We monitor the effectiveness of who the Council works with in this area, including how resources are spent;
- We ensure that key Council Policies in this area such as One Planet Cardiff, Clean Air Strategy, Recycling Services Strategy, Green Infrastructure Plan and Local Development Plan are developed and put in place; and
- We make recommendations to the Council's decision-makers to enhance performance and service delivery.

## Our Achievements

- **Transport.** The committee commented on the Councils response to the **Welsh Government White Paper Bus Consultation response**, which was strengthened following a number of recommendations made by the Committee. The committee also heard that the Welsh Government was making up to £8m available to grow the number electric buses within its borders and that officers were consulting with bus companies in order to develop a grant scheme and criteria. The committee made a recommendation in relation to sustainable energy sources which was partially accepted
- **Recycling & Waste Management Service** – we welcomed public participation from residents that were involved in the segregated recycling pilot when discussing the final **Recycling Strategy for Cardiff**. We noted the need for innovative ways to engage with the public to influence behaviour change, and highlighted challenges for some property types as the strategy is rolled -out. During the Budget Scrutiny we asked for clarification about how the one day a week closure of the Household Waste Recycling Centre would be decided and were informed that the data from the booking system would be used.

- The Committee were pleased to support the final proposals for the delivery of the **Coastal Risk Management Programme** that will protect a significant area of Cardiff from a 1 in 200 year event on completion.
- **One Planet Cardiff**, is the Council's response to the Climate Emergency and strategy to achieve its Carbon Neutral target by 2030. This year we received a One Year update following the adoption of the strategy and the Action Plan, and noted the change in the reporting framework by Welsh Government, therefore making a comparison with the baseline year difficult, but hopefully will improve going forward.
- The Replacement **Local Development Plan** Task and Finish group looking at **Supplementary Planning Guidance** finalised its report and submitted it to Cabinet in November 2023 it made 12 recommendations 10 were accepted and 2 partially accepted.



# Policy Review & Performance Scrutiny Committee

## Our Membership



Councillor Joel Williams (Chair)



Councillors Mike Ash-Edwards, Jasmin Choudhury, Grace Ferguson-Thorne, Jane Henshaw, Garry Hunt, Ed Stubbs, Leonora Thomson, Daniel Waldron.

## Our Purpose

- We assist the Council in creating solid foundations to deliver services successfully. With the customer in mind, we act as a critical friend, challenging the back-office support services on which frontline services depend, seeking assurance that the Council is using its finances, property, digital and staff resources to deliver the best possible services.
- Our aim is to maximise customer experience by scrutinising policies, plans and programmes. We are looking for good performance against the priorities and objectives set out in the Council's Corporate Plan.
- We report our findings to the Cabinet by making recommendations we consider would enhance Council performance and the effectiveness of its policies.

## Our Achievements

- Continuing our focus on the **financial resilience** of the Council, we have allocated time to the Council's financial strategy for dealing with the challenges ahead, to the proposals for the 2023/24 budget, and to monitoring the budget at the Outturn 2021/22 and months 4 and 6 2022/23. This year we have scrutinised in greater depth the Capital Programme for 2022/23, given our stakeholder view on the Budget Consultation and endorsed the Council's new Socially Responsible Procurement Strategy.
- The work and influence of the Committee in **Performance Monitoring** has continued to grow, formally challenging Council performance at the end of year 2021/22 and mid-year 2022/23. The Scrutiny Performance Panel gained a more independent standing in 2022, whilst continuing to report its recommendations on performance to this Committee. In a spirit of open informal engagement all five Chairs of Scrutiny engaged with the Leader and Cabinet Member for Finance, Modernisation and Performance in performance related discussion centred on

the Council's highest strategic document, the **Corporate Plan 2023-26**. Our focus, with citizen service in mind, is on target setting.

- Our statutory responsibility for scrutiny of the **Cardiff Public Services Board (PSB)** resulted in commending its work and recommending that the culture and successes of all PSB's are celebrated by Welsh Government and the Future Generations Commissioner and, where good practice is in clear evidence, it is shared across Wales.
- We have focussed on topical issues, commending the Council's response to the **Race Equality Taskforce** setting out progress made and proposing actions for each of the Taskforce recommendations. We examined whether our **Communications and External Relations** service is equipped to support the important role it plays in the organisation's reputation and public profile, establishing that the role of scrutiny committees is of genuine interest to the Council's customers and stakeholders. As such we can play our part in improving public engagement with assistance from the communications service. We have also scrutinised the **Annual Property Plan 2022-23** and look forward to engaging with Cabinet's proposals to rationalise the estate.
- Our inquiry into **Home & Agile Working** in support of the move towards a hybrid working style was warmly received as a reference point for the Council's ongoing policy development work on its **Hybrid Working Strategy**.
- The Committee discharged a more formal governance role when it scrutinised how the Council should manage its conflict of interests in discharging its role as sole trustee of the **Maindy Park Charitable Trust**, and thereby ensure a lawful and robust decision-making process. We followed up our interest in ensuring good governance with scrutiny of the recommendations of the Maindy Trust Advisory Panel, prior to Cabinet's decision to proceed. Similarly, the Cabinet proposal to seek an alternative operating mechanism for St David's Hall was called-in for consideration on the basis of additional information with the announcement of the Financial Settlement for 2023/24.



## Looking ahead ...

Scrutiny Committees are responsible for setting their own work programmes each year. We use a variety of recognised approaches to examine the topics we agree for our work programme. Approaches such as task and finish inquiries, monitoring performance, policy development and scrutiny of statutory partnerships, progress briefings and updates populate a typical scrutiny agenda each month. We adopt an approach that is right for the topic in question and within a timescale that will make a difference. We often join with other scrutiny committees where a broader scrutiny perspective would produce a better outcome.

Now is the time we start developing our work programmes and already ideas are forming. See below for priorities on our radar so far. This is a good time to get in touch if you have an issue you think scrutiny would be interested in.

Simply e-mail us at [ScrutinyViewpoints@cardiff.gov.uk](mailto:ScrutinyViewpoints@cardiff.gov.uk)

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# Scrutiny Priorities 2023/24

## Children & Young Persons Scrutiny Committee

Continuing to focus on **Schools Organisation Planning**, particularly the move towards the "Community Based Schools Programme", and a Catchment Area Review

Continuing the Inquiry into young people who are in **Education other than at School (EOTAS)**, and examine what factors could lead to them becoming vulnerable to criminal exploitation

Monitoring **Children's Services performance**, particularly capacity, performance, and demand for services

Scrutinise the effectiveness of **Innovations in Children's Services**, such as the FDAC Pilot; North Yorkshire Model; and Innovations and Reviewing Hubs

Ensuring Cardiff is a **Child Friendly City**, and obtains this status during 2023/24

Continuing to monitor **Covid-19 Recovery in Schools**, particularly in relation to attendance and attainment; and Mental Health and Well being across Services and beyond

Undertake mapping and scrutiny of **Engagement and Participation of Children and Young People**

Undertake a short scrutiny into **Youth Provision in Cardiff**

## Community & Adult Services Scrutiny Committee

Examine the work of the council, and local health board, in facilitating **hospital patient discharge**.

Explore the accessibility of **ethnic minorities access to social care**.

Assess how the council, and partners, are working to **keep communities safe and tackle repeat offending of antisocial behaviour**.

Ensure the **long-term well-being impacts of Covid-19**, are adequately recognised and resourced.

Assess how the council is responding to the continued increased **demand for homeless prevention services**.

Evaluate the council's response to the ongoing **recruitment challenges within the care sector**.

Engage with the service area on the development of **effective, technology enabled care**.

Review the development of **direct payment systems**.

Continue to monitor the progress, and quality, of **Cardiff Council's new council houses**.

Explore an individual's pathway toward receiving **community mental health support**.

Continue to work closely with the **Cardiff & Vale Regional Partnership Board, Regional Safeguarding Board, and local Community Safety Partnership**.

## Economy & Culture Scrutiny Committee

Continue the Inquiry into the **Museum of Cardiff**, hearing from key stakeholders to learn from their knowledge and experience of council-run and/ or charitable trust museums and exploring the main requirements to ensure a sustainable location and future for the Museum of Cardiff

Scrutinise the report to Cabinet on the future of **St David's Hall**

Continue to scrutinise **Major Projects**, with a keen focus on challenging how any risks to the Council are mitigated and how benefits to local communities are maximised

Scrutinise the report to Cabinet on the way forward for **Pentwyn Leisure Centre**

Review the **Llanrumney Bridge** Project to understand the current situation and proposed way forward

Examine the **Culture Strategy** and test how it fits with the Committee's '**Culture in Cardiff Inquiry**' recommendations

Consider the **Events Strategy** and test how it fits with the Committee's '**Events in Cardiff Inquiry**' recommendations

Receive the Cabinet's Response to the Committee's '**Shaping Cardiff's Post Pandemic Economic Recovery Inquiry**' recommendations

Contribute to the scrutiny of the **Replacement Local Development Plan**

Explore the potential tourism, leisure, physical activity and sport benefits of expanding the **Taff Water Trail**

## Environment Scrutiny Committee

Continue to monitor the rollout and efficiency of the Council's waste services and how the Council achieves the **Welsh Government's statutory recycling target of 70%**. Including, plans for flats/HMOs and Recycle/Reuse facility, WG targets.

Continuing to act as a key contributor towards the Council's **Replacement Local Development Plan (RLDP)**. Ensuring a robust process is in place, and to ensure the final plan is **fit for purpose**.

Assessing how the Council is managing **Cardiff's biodiversity and natural environment** and ensure it is incorporated in considerations under wider pieces of work.

Monitor the Council's **development of an electric vehicle infrastructure**, ensuring it is fit for purpose and sustainable for the future.

Monitor to implementation of the **Air Quality/ Castle Street solution**.

**Flatholm** to review progress made against previous recommendations and the impact of Covid

To review how the Council can work with bus operators to improve **Bus Services** for residents and visitors in Cardiff

Parking zones

## Policy Review & Performance Scrutiny Committee

Oversight of the Council's **Recovery & Renewal Programme**, including management skills in leading **hybrid working** styles, **digital progress**, **customer focus**, corporate property strategy and **core office accommodation**.

Scrutinising the **Citizen Engagement Strategy** and engaging with the **Race Equality Taskforce** to ensure continuing progress in addressing inequalities.

Monitoring the embedding of the **Performance Management Framework** and its effectiveness in addressing performance challenges and supporting the delivery of corporate plan targets.

Monitoring **financial strategy**, proposals, and performance throughout the year.

Focussing on **procurement**, both the Councils strategic approach to growing its procurement customer base through partnership arrangements and the accessibility of tendering arrangements for Council contracts to small/ local business contractors.

Statutory scrutiny of the work of the **Cardiff Public Service Board**.

This report is available in other languages.

Mae'r adroddiad hwn ar gael mewn ieithoedd eraill.

هذا التقرير متوفر بلغات أخرى

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Niniejszy raport jest dostępny w innych językach.

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