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3. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 3 Green Belt – September 2013
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6. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 6 Infrastructure Plan – September 2013
7. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 7 District and Local Centres
8. Cardiff Deposit Local Development Plan 2006-2026 Background Technical Paper No. 8 City Centre Protected Shopping Frontage Assessment – September 2013
11. Cardiff Deposit Local Development Plan 2006-2026 Final Sustainability Report - September 2013
17. Cardiff Deposit Local Development Plan 2006-2026 Summary of cross-boundary working – September 2013

Evidence Base Studies

19. Local housing Market Assessment
20. Affordable Housing Viability Assessment
21. Gypsy & Traveller Study Needs Assessment
22. Gypsy and Traveller Study Sites Assessment
23. Strategic Flood Consequences Assessment
24. Landscape Study Supporting Documents: Review of Landscape Character Areas (February 2008), Review of Special Landscape Areas (August 2008)

25. Renewable Energy Assessment
# Appendix 2: List of Key and Detailed Policies

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Introduction

1.1 Cardiff's LDP must take into account relevant policies and guidance relating to Wales, the city-region and other approved policies relating to the local area.

LDP legislation and guidance

1.2 Every local planning authority in Wales must prepare a LDP for its area. This is known as a 'plan-led' system and together with other relevant plans, strategies and policies, provides the framework for planning in Cardiff. The main relevant legislation and guidance relating to LDPs is as follows:

- Planning and Compulsory Purchase Act 2004- Requires the Council to prepare a LDP and, in doing so, to have regard to its Community Strategy and national policy including the Wales Spatial Plan (WSP);
- The Town and Country Planning (Local Development Plan) (Wales) Regulations 2005- Outlines the details of how the LDP system will be operated. This includes the need for LDPs to have regard to the Waste Strategy for Wales, Regional Waste Plans, Regional Transport Plan and Local Housing Strategies; and
- Additional guidance on the preparation of LDPs has been prepared by the Welsh Government and includes:
  - Local Development Plans Wales (2005)

National policy framework

1.3 The Welsh Government's national land use policies are set out in Planning Policy Wales (Edition 5, November 2012) and Mineral Planning Policy Wales (2001). These are supplemented by Technical Advice Notes and Circulars. Planning Policy Wales sets out how the land use planning system can help achieve the Welsh Government's goals of:

- Sustainable Development - meeting the needs of the present without compromising the ability of future generations to meet their own needs;
- Building a dynamic and advanced economy - supporting economic regeneration, creating wealth and good quality jobs;
- Tackling social disadvantage - developing an inclusive society where everyone has the chance to fulfil their potential; and
- Equal Opportunities - promoting a culture in which diversity is valued and equality of opportunity is a reality.

1.4 Chapter 2 of PPW sets out further information on Development Plan coverage.
1.5 **People Places Futures: The Wales Spatial Plan (2008 update)** provides a strategic framework to guide future development and policy interventions across Wales, beyond the scope of formal land use planning control. The Spatial Plan places Cardiff at the centre of the South East - 'Capital Network' - area of Wales, for which its vision is of, "An innovative skilled area offering a high quality of life – international yet distinctively Welsh. It will compete internationally by increasing its global visibility through stronger links between the Valleys and the coast and with the UK and Europe, helping to spread prosperity within the area and benefiting other parts of Wales".

1.6 The Spatial Plan acknowledges that it is important for Wales as a whole that Cardiff becomes significant internationally and that, to achieve this, the city needs to be the focal point of a coherent and successful urban network in south east Wales. Integrated transport is identified as being crucial to the area effectively functioning in this way; and achieving this in ways which reduce reliance on private cars, through improved public transport links.

1.7 Of particular relevance, the Spatial Plan also identifies:

- The City Coastal Area will function as a networked city-region, on a scale to realise its international potential, its national role and to reduce inequalities;
- The success of the City Coastal Area relies on Cardiff developing its capital functions, together with strong and distinctive roles of other towns and cities;
- The overall priority is to make better use of the area’s existing transport infrastructure to deliver more sustainable access to jobs and services;
- The pressure to provide more housing and employment should be managed so as to fit in compatibly with conservation of the landscape, environment and community strength of this area; and
- Substantial growth of housing in the coastal zone should also be compatible with the health of housing markets in the Heads of the Valleys and Connections Corridor.

1.8 The **Environment Strategy for Wales (2006)** outlines the Welsh Government’s long-term strategy for the environment of Wales, setting out the strategic direction for the next 20 years. The purpose of the Strategy is to provide a framework within which to achieve an environment that is clean, healthy, biologically diverse and valued by the people of Wales. Welsh Government wishes to see the environment thriving and contributing to the economic and social well-being and health of all of the people of Wales.

1.9 **One Wales, One Planet (2009)** sets out the Welsh Government’s vision of a sustainable Wales and the priority it attaches to sustainable development. This builds on the Welsh Government’s legal duty to deliver sustainable development and requires all organisations in Wales to actively commit to sustainable development.
1.10 Economic Renewal: A New Direction (2010) is the Welsh Government’s Strategic Framework for economic development. It sets out a vision for making Wales ‘one of the best places in the world to live and to work’. The strategy outlines the Welsh Government’s following priorities, which are; investing in high quality sustainable infrastructure; making Wales a more attractive place to do business; broadening and deepening the skills base; encouraging innovation and targeting support for business.

1.11 One Wales: Connecting the nation – The Wales Transport Strategy (2008) is the Welsh Government’s strategy for transport. It sets out how the Welsh Government intends to achieve certain social, economic and environmental outcomes. Five key areas are identified for progress:

- Reducing greenhouse gas emissions and other environmental impacts;
- Improving public transport and better integration between modes;
- Improving links and access between key settlements and sites across Wales and strategically important all-Wales links;
- Enhancing international connectivity; and
- Increasing safety and security.

1.12 The National Transport Plan (2010) sets out in detail how the Welsh Government proposes to deliver the Wales Transport Strategy One Wales: Connecting the Nation over the next 5 years. The National Transport Plan builds on previous plans, adding and integrating public and community transport, walking and cycling so that investments help to deliver One Wales. The National Transport Plan sits alongside the Regional Transport Plans in delivering the Wales Transport Strategy to ensure consistency of service provision across the transport network. Together the national and regional plans seek to strengthen local service delivery and improve access to essential services such as health and education.

Regional Policy Context

1.13 A Regional Transport Plan (RTP) (2010) has been prepared by the regional transport consortium, the South East Wales Transport Alliance (Sewta), which is made up of 10 local authorities including Cardiff and other transport stakeholders. The Sewta RTP was approved by the Welsh Government in January 2010. Under the provisions of the Transport (Wales) Act 2006, the RTP replaces the Local Transport Plans formerly produced by each local authority in Wales. Welsh Government guidance requires the RTP to support the delivery of the strategic objectives of the WSP and the Wales Transport Strategy. The RTP is a material consideration in the formulation of LDPs and decisions on land use where there is a transport dimension.

1.14 The Sewta RTP sets out a vision of, “A modern, accessible, integrated and sustainable transport system for south east Wales which increases opportunity, promotes prosperity for all and protects the environment; where walking, cycling, public transport and sustainable freight provide real travel alternatives”. To deliver this vision the RTP identifies a range of strategic
objectives, policies, and actions, together with a five year rolling programme of schemes to develop and improve the transport network.

1.15 Managing demand for private car travel, making better use of the existing transport network and encouraging use of sustainable and active transport modes are key themes of the RTP which will provide the strategic framework for regional and local level transport improvements across the region.

1.16 The RTP recognises the critical relationship between land use and transport provision and how each affects the other. In tune with Welsh Government RTP guidance, it advocates a process of information sharing, joined-up thinking and integration to establish a consistency between the RTP and LDPs across the south east Wales region. These interactions need to embrace both LDP and Development Management elements of land use planning.

1.17 The South East Wales Regional Waste Plan, First Review (RWP) (2008) provides a land use framework to facilitate the development of an integrated network of facilities to treat and dispose of waste in south east Wales in a way that has regard for the Waste Strategy for Wales, satisfies modern environmental standards and meets targets set by European and national legislation. The document was subject to a 1st Review, the contents of which have been approved by the constituent authorities of south east Wales including Cardiff in July 2008. The Review sets out a Regional Waste Strategy indicating the preferred mix of waste management/resource recovery technologies and capacities for managing the forecast arisings of all controlled waste streams and a spatial element that guides the location of new facilities. In identifying suitable locations for new waste facilities, the LDP waste policies will assist in the development of an integrated network of facilities to treat and dispose of waste in ways that will satisfy modern environmental standards. A grouping of the authorities (Caerphilly, Cardiff, Monmouthshire, Newport and the Vale of Glamorgan) has been formed through Prosiect Gwyrdd to tackle the issue.

1.18 The South Wales Regional Technical Statement for Aggregates (RTS) (2008) has been prepared in response to Minerals Technical Advice Note 1: Aggregates (MTAN1), issued by Welsh Government in March 2004. This has a primary objective of seeking to ensure a sustainably managed supply of aggregates that are essential for construction, by striking the best balance between environmental, economic and social costs. To achieve that objective, the RTS has been prepared by the South Wales Regional Aggregates Working Party (RAWP) to provide a strategic basis for aggregates supply for LDPs in the south Wales region until 2021. As appropriate, local planning authorities will then be expected to include allocations for aggregates provision in their area as part of the LDP process. The RTS was endorsed by the constituent authorities including Cardiff in July 2007.

1.19 The main recommendations arising out of the RTS for Cardiff’s LDP to effectively address are:
• Confirmation that the current aggregate reserves with planning permission are sufficient to meet the 10 year landbank requirements of MTAN1;
• The need to safeguard the marine dredging wharves within Cardiff Docks; and
• The need to safeguard for potential use by future generations the one potential sand and gravel resource block within Cardiff.
Appendix 4: The Cardiff context and key issues the plan must address

Introduction

2.1 It is important that the Deposit Plan is informed by relevant information relating to Cardiff. Extensive work has been undertaken to develop a comprehensive and robust evidence base. This section summarises some of the key issues which have been identified following analysis of the information collected. Further detailed information and technical data is contained in the supporting documents which accompany this document.

The Cardiff Context

2.2 The county covers some 143 square kilometres, and is the largest urban area in Wales. Approximately 53% of the county is urban with the remaining 47% formed by countryside and strategic river valleys which embraces a diverse pattern of landscapes and wide range of resources.

2.3 Cardiff is the key driver of the city-region economy in south east Wales which has a total population of 1.4 million. It is also the capital city of Wales and seat of National Government which further enhance Cardiff’s nationally important role. This role is reinforced through its excellent range of retail, cultural, further education and sporting facilities.

2.4 LDPs within south east Wales local planning authorities (LPAs) have progressed at different timescales with four of the 10 LPAs having adopted LDPs, but with the majority still under preparation. The current situation is summarised below in Table 1, below.

Table 1: South east Wales local authority LDP progress and overall levels of growth

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>Stage of Preparation</th>
<th>Plan Period</th>
<th>Overall level of growth (dwellings proposed)</th>
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<td>Adopted</td>
<td>2006-21</td>
<td>3,500</td>
</tr>
<tr>
<td>Bridgend</td>
<td>Deposit</td>
<td>2006-21</td>
<td>9,000</td>
</tr>
<tr>
<td>Caerphilly</td>
<td>Adopted</td>
<td>2006-21</td>
<td>8,625</td>
</tr>
<tr>
<td>Merthyr Tydfil</td>
<td>Adopted</td>
<td>2006-21</td>
<td>3,800</td>
</tr>
<tr>
<td>Monmouth</td>
<td>Deposit</td>
<td>2011-21</td>
<td>4,000</td>
</tr>
<tr>
<td>Newport</td>
<td>Deposit</td>
<td>2011-26</td>
<td>8,750</td>
</tr>
<tr>
<td>Rhondda Cynon Taff</td>
<td>Adopted</td>
<td>2006-21</td>
<td>14,385</td>
</tr>
<tr>
<td>Torfaen</td>
<td>Deposit</td>
<td>2006-21</td>
<td>5,000</td>
</tr>
<tr>
<td>Vale of Glamorgan</td>
<td>Deposit</td>
<td>2011-26</td>
<td>9,950</td>
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2.5 In order to assist the LDP in meeting the tests of soundness relating to cross boundary issues and compatibility with LDPs prepared by neighbouring authorities, a Working Group was set up in November 2011, made up of the 10 south east Wales LPAs and other participating organisations in the South East Wales Strategic Planning Group (SEWSPG). The South East Wales Economic Forum (SEWEF) and the South East Wales Transport Authority (Sewta) were also invited to participate. The purpose of the working group was to discuss the cross-boundary implications of the emerging issues involved in the preparation of the LDP.

**Key Social Trends and Issues**

2.6 Cardiff is the most populated local authority in Wales, with 345,400 people living in the county in 2011 (Office of National Statistics 2012) - over 11% of the total population of Wales. Some 1.4 million people live within 45 minutes drive time of the city. Cardiff’s **population** has increased steadily over the past 20 years (by about 2,400 people per year) but much more rapidly since 2001 (about 3,500 per year). Welsh Government projections indicate that the number of households in Cardiff will significantly increase by 37% between 2008 and 2026 from 136,741 to 187,302 households. According to the Welsh Government projections, this is driven partly by in-migration (particularly net international migration), partly by natural population increase (births less deaths), and partly by a decline in average household size with over three quarters of the growth being for 1 and 2 person households.

2.7 In recent years a high proportion of new **housing** has been built on brownfield land. This has contributed to the development of many apartments and the relative under-provision of family housing. On average around 1,476 new dwellings have been built each year for the last 10 years. 14% of those were affordable (213 p.a.). 68% (1,001) p.a. were flats or apartments. Much of this development has been within the city centre and bay area and has helped to revitalise these areas and provide high quality opportunities for urban living. This is demonstrated by the fact that 94% of housing completions in the last 10 years have been on brownfield land compared to 6% on Greenfield sites.

2.8 The affordability of housing - particularly family housing – remains an issue that will continue to need to be addressed. At present (April 2013) there are 9,710 on the combined housing waiting list; 545 families are in temporary accommodation. These facts help indicate the scale of the **affordable housing** requirement. The Cardiff Local Housing Market Assessment update (LHMA July 2013) indicates that, based on the Welsh Government formula, 3,989 affordable dwellings are required in Cardiff for each of the next 5 years to deal with need. The social and economic importance of providing a range and choice of homes, particularly affordable housing is fully recognised in the Welsh Government White Paper Homes for Wales, “A White Paper for Better Lives and Communities” (May 2012).
2.9 There are two Gypsy and Traveller sites in Cardiff (Rover Way and Shirenewton) providing a total of 80 pitches. The population in these sites is growing and there is a demand for new sites. The Council has a legal duty to meet the need for Gypsy and Traveller sites in the Local Development Plan (Welsh Government Circular 30/2007). The latest study in 2013 found a need up to 2026 for an additional 108 pitches plus 10 transit pitches.

2.10 Compared with Wales and the UK, Cardiff has a higher percentage of population in age groups 15-39 years but a lower percentage in age groups from 40 upwards. The impact of the student population is particularly significant. According to latest data for 2010-11, the growing student resident population of 37,400 comprised around 10.8% of the city’s total population (Higher Education Statistical Authority 2012 and National Statistics).

2.11 The health of Cardiff’s population is not significantly different from the Welsh average. However, this headline conceals large variations in health status between richer and poorer areas. There is a north-south divide across Cardiff with a difference in life expectancy of nearly 12 years between the poorest and most affluent wards (Cardiff What Matters Headline Needs Assessment 20101). Health inequality – the avoidable difference between the least and most advantaged populations - is thus evident in parts of the population. Opportunities for health are less in disadvantaged areas and health outcomes such as cardiovascular mortality are poorer.

2.12 In Cardiff, the greatest causes of death in people aged less than 75 years are cancer, circulatory disease and respiratory disease. Many chronic conditions are preventable by ensuring the environment is health enhancing and through the adoption of healthy lifestyles. However, over half of Cardiff’s adults are clinically overweight or obese, just a quarter (25%) of adults meet recommended physical activity guidelines of undertaking at least 30 minutes of moderate intensity physical activity on five or more days per week (the lowest across Welsh local authorities) and 35% of adults eat the recommended 5 or more portions of fruit and vegetables each day (Welsh Health Survey 20112).

2.13 The built and natural environment together with lifestyle behaviours contribute to improving health. Walking and cycling, access to well-maintained open spaces for physical activity and food growing plus easy access to health care facilities by active travel impact on the health of the population. Achieving and maintaining a healthy weight, protecting mental health and reducing stress levels are supported by this approach. Cardiff has a wealth of open spaces and walking and cycling rates to work/school and for leisure are increasing; there is the opportunity to protect and enhance these assets for health improvement.

2.14 The 2011 census statistics indicate that 16.2% of the population of Cardiff have one or more skills in the Welsh Language (ability to read, write or/and understand Welsh) and 11.1% of the County’s population are able to

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1 http://cardiffproudcapital.co.uk/content.asp?nav=264&parent_directory_id=2
2 http://wales.gov.uk/topics/statistics/headlines/health2012/120919/?lang=en
speak Welsh. This compares with a national average of 19.0%. However there are substantial variations between the proportion of Welsh speakers in different communities in Wales, varying from below 8% to above 65%.

2.15 The Welsh Language Board approved Cardiff Council’s revised Welsh Language Scheme 2009 to 2012 in July 2009. The Council has adopted the principle that in the conduct of public business and administration of justice in Wales, it will treat the English and Welsh languages on a basis of equality. This scheme sets out how the Council will give effect to that principle when providing services to the public in Cardiff.

2.16 **Community safety** is one of the top issues raised in successive Ask Cardiff Surveys. Between 2010 and 2011, Cardiff had the second highest recorded crime rate in Wales and 50 per cent higher than the average for Wales. These include violence against the person, burglary, vehicle and other theft and criminal damage. However, Cardiff’s total recorded crime rate has fallen over the past eight years (with some fluctuations) and is now less than two-thirds of the figure of eight years ago. There was a 12% reduction in total crime between 2009/2010 and 2010/2011 (Home Office Statistics).

2.17 While Cardiff is generally a prosperous city offering a high quality of life for residents; deprivation (in terms of housing, physical environment, employment income, educational achievements, health) still remains an important issue that needs to be addressed. Of the 10% most deprived LSOAs (Lower Layer Super Output Area) in Wales, 15.8% are in Cardiff (Welsh Index of Multiple Deprivation 2011). Parts of Ely, Butetown and Splott are the most deprived areas of Cardiff.

2.18 9.5% of the total population of Cardiff live in the 10% most health deprived LSOAs (Lower Super Output Areas) in Wales (i.e. those ranked 1-190). However, this proportion varies greatly across the neighbourhood areas. Cardiff South West (23.2%) has the highest proportion of its residents living in these most deprived areas, followed by City & Cardiff South (19.0%) and Cardiff South East (14.6%). In contrast, Cardiff West (0.0%) has no areas of this kind, while just 1.5% of Cardiff North’s population reside within these LSOAs. For Cardiff East the figure is 8.0%.

2.19 When looking at those living within the 20% most health deprived LSOAs in Wales (i.e. those ranked 1-380), it can be seen that 21.7% of Cardiff’s total population live within these areas. The disparities across the city’s neighbourhood areas also become more apparent. More than two-fifths (43.9%) of Cardiff South West’s population live in these LSOAs, while Cardiff East (38.2%), Cardiff South East (29.9%) and City & Cardiff South (24.0%) also have proportions above the Cardiff average. In contrast, just 5.5% of Cardiff North’s and 7.3% of Cardiff West’s residents live in the 20% most health deprived areas.
2.20 **Ethnic minorities** comprise 15.5% of Cardiff's population broadly similar to the average for England and Wales (14.0%) but higher than the Wales average (4.4%) with a higher concentration of ethnic groups in Grangetown, Butetown, Riverside Adamsdown and Plasnewydd than elsewhere (ONS 2011).

2.21 In terms of **education, training and skill base** the proportion of Cardiff's working age population lacking any qualifications has hovered at around 13% for the past five years. However, Cardiff performs particularly well with regards to high-level skills with 39.8% of 16 to 64 year olds having NVQ level 4 or equivalent, putting Cardiff significantly above the Wales (29.3%) and UK (32.7%) averages (Annual Population Survey, 2011). In addition, 39% of Cardiff’s workforce is educated to NVQ level 4 or above compared with Wales (29%) and UK (33%) (Annual Population Survey January 2011) a reflection of the four universities located within the city. However, as with other areas in the UK, it is important to recognise the link between low educational achievement and deprivation.

**Key Economic Trends and Issues**

2.22 The economy of Cardiff is generally strong and buoyant, reflecting its position as Capital of Wales, seat of Welsh Government and the regional centre and economic driver for the wider south east Wales economy, accounting for 32% of total employment in south east Wales. Commuting patterns into Cardiff demonstrate the city’s importance to the **regional economy** and the Wales Spatial Plan and Economic Renewal Programme acknowledge that maintaining Cardiff’s performance is vital for the economic well-being of the region and Wales as a whole.

2.23 Cardiff’s **employment workforce** totals 188,977 (Employee Jobs Business Register and Employment Survey 2012, ONS) approximately 40% are daily in-commuters – 88% are employed in the service sector, 6% in construction and 6% in manufacturing. Gross Value Added (GVA) is an economic measure of the value of goods and services produced in an area. In 2009 Cardiff and the Vale of Glamorgan generated £9,615 million – 22% of Welsh GVA. GVA per head in Cardiff and the Vale stood at £20,864 in 2009 – higher than both the Welsh and UK averages (ONS 2011). Unemployment in Cardiff was 4.5% in March 2013 (10,617) (Claimant Count ONS). Between 2001 and 2009 employment in Cardiff expanded by 16% compared to an overall growth of 4% in the wider south east Wales region (Source DTZ Validation of Cardiff Labour Market and Employment Scenarios, June 2011). The economic recession over the last few years has contributed to the net loss of approximately 4,733 jobs in Cardiff between 2008 and 2010 (Source ONS Business Register and Employment Survey).

2.24 A key challenge for the LDP is planning for the economy and meeting the need for **future jobs** within the city and the wider south east Wales region through striking a balance between the supply and demand for employment.
land and continuing to provide a diverse range of job opportunities. Likely future growth sectors in Cardiff over the plan period include specialist sectors relating to ICT, energy and environment, advanced materials and manufacturing, creative industries, life sciences and financial and professional services. It is essential that the location, amount and nature of employment land allocated and protected ensures Cardiff fulfils its economic potential and also the success of the south east Wales region. This includes, for example, the designation in 2012 of a Cardiff Central Enterprise Zone providing a much needed boost to the supply of Grade A office stock for the city.

2.25 **Employment land** take up data for the period July 2001-July 2010 can be summarised as follows. Average take up for offices (B1a) was 28,200 square metres per annum. Average land take up was 8.1 hectares per annum for industrial and warehousing (B1b/c, B2 and B8) (Cardiff Employment Land Study Demand Assessment, DTZ, June 2011). Industrial supply currently comprises 69.7 hectares. Office supply currently comprises 426,971 square metres (Cardiff Employment Land Study Gap Analysis, Hardisty Jones Associates, April 2012).

2.26 Total **industrial** stock in Cardiff is approximately 19.2 million square feet. of which 43% is warehousing stock, with the remainder providing more traditional industrial accommodation. However, the quality of stock has become a major issue, with only 6.1% being less than five years old. Many of the buildings within the current stock are reaching functional obsolescence and there is very little new floorspace to satisfy the emerging knowledge and technology services, which are driving demand for high specification industrial buildings, rather than the older, larger premises. Existing general industry and warehousing land is largely concentrated to the east of the city, within or in close proximity to the southern arc of deprivation which geographically contains some of the most deprived wards in Wales. Key strategic locations include Ocean Park, Splott, Capital Business Park and Wentloog Corporate Park. The Penarth Road/Leckwith area also continues to perform an important employment function, with good linkages to the south and west of the city. As a distribution location, Cardiff's location towards the western end of the UKs major transport axis means it struggles to compete against locations further to the east (Newport, Chepstow, Bristol) for major transport and distribution functions.

2.27 In terms of **office supply** the city centre and Bay Business Area remain the principle locations. These are also the most accessible in the city, in terms of public transport and for those commuting into the city. Out of centre growth has focused at Green Meadow Spring, Coryton, Cardiff Gate, Pontprennau, and St Mellons Business Park. Lack of grade A office space has been addressed to a degree with the development of Callaghan Square, Fusion Point and Caspian Point. However, of the 1.5 million square feet of office space available in Cardiff only 7% is grade A (DTZ Supply Audit, 2011).

2.28 Cardiff city centre is the main **shopping** centre for south east Wales and over the last 3 years (2009 to 2011) has been ranked the 6th top retail centre
in the UK (Experian rankings). District and Local Centres provide important local facilities to the local community. However, they are particularly vulnerable to out of centre competition and changing shopping habits. As a consequence the range and quality of retail provision is under pressure in many centres. There has been a 4% reduction in terms of net retail floorspace between 2005 and 2008.

2.29 The regeneration of **Cardiff Bay** represents a major success story with major redevelopment and infrastructure projects being undertaken over the past two decades. Whilst significant progress has been made a number of sites remain to be implemented including the completion of developments at the International Sports Village and the media/creative industries cluster, residential development and associated uses at Roath Basin (Porth Teigr).

2.30 Cardiff’s leisure and tourism sector generates significant economic and cultural benefits for the city through the staging of major international events at world class venues such as the Millennium Stadium and Wales Millennium Centre. Cardiff’s diverse leisure and tourism offer also embraces a proud heritage, boasting a number of castles, two national museums, two cathedrals, Roman remains and acres of parks and gardens. In 2010 the city attracted a total of 18.3 million visitors (STEAM, 2010), a 25% growth since 2009. Cardiff came in at 11 in Visit Britain’s rankings for overseas visits to towns and cities in 2012. The Welsh capital had 301,000 visits, and was just ahead of Leeds (299,000) and behind Brighton (345,000).

**Key Transportation Trends and issues**

2.31 **Traffic** on Cardiff’s roads grew on average by 9% between 2002 and 2012 (Cardiff Annual Traffic Flow Surveys, calculated using 5yr Rolling Averages). Around 56% of employed Cardiff residents travel to work by car; with 17% walking; 10% travelling by bus; 10% by cycle; 6% by rail; and the remaining 1% by other means. This compares with travel by non-car means for other journey purposes as follows: Shopping 53%; Education 59%; and Leisure 57% (Ask Cardiff Survey 2012). A large proportion of car journeys are relatively short: 25% of trips being no longer than 2km and 58% no longer than 5km (Census 2001 excluding working from home). Overall vehicle occupancy has increased from 1.37 per private car in 2008 to 1.41 in 2011 (Cardiff Annual Traffic Flow Surveys).

2.32 Cardiff has consistently experienced the highest levels of daily **inbound commuters** of any other local authority in Wales. As of 2011, this equates to nearly 77,900 people travelling into Cardiff each day by all modes, and representing around 37% of the city’s total workforce. The largest numbers commute from the adjoining areas of The Vale of Glamorgan (20,500), Rhondda Cynon Taff (18,800) and Caerphilly (9,700). A total of 27,900 Cardiff residents commute outside of the authority on a daily basis, giving a net inflow of around 50,000 commuters (Annual Population Survey, 2011).
2.33 In terms of transport interchanges Cardiff benefits from having a co-located central rail and bus station within the heart of the city and within 2 hours rail travel time from London. Central rail station is used by approximately 5.75 million people each year (Source: Office of Rail Regulation, 2011-12 Station Usage Report) and significant improvements are planned for both the bus station and rail station. Its sustainable location within the heart of the city enables it to perform an important role for the south east Wales region in providing easy access to jobs and services.

2.34 Travel on rail services into Cardiff has increased considerably, with passenger numbers at Cardiff stations having increased by 82% between 2001 and 2011. Cardiff Central and Cardiff Queen Street Station alone have experienced an increase in patronage during this period of 100% and 53%, respectively. (Cardiff Annual Patronage Surveys, calculated using 5yr Rolling Averages). Significant enhancements to rail services are planned during the plan period with electrification of the main line from Cardiff to London approved for completion in 2017. Proposals for also electrifying the Valley line network and main line to Swansea are currently being considered by UK and Welsh Governments. In addition, work on enhancing the capacity between Central and Queen Street stations, including additional platforms for both, has been approved for completion in 2014.

2.35 With respect to other modes, cycle usage within the city centre has seen an increase of 10% between 2001 and 2011, while overall bus patronage numbers across the city have decreased from 2001 to 2011 (Cardiff Annual Patronage Surveys, calculated from 5yr rolling averages). Use of the Cardiff East Park and Ride site after opening in October 2009 has increased from approximately 69,500 in 2009/10 to 84,700 in 2012/13 (22% growth) and rail based park and ride in Cardiff remains over-subscribed.

2.36 Cardiff International Airport plays an important role in international connectivity for both Cardiff and the wider region and consideration needs to be given to improving the role and links to the airport.

2.37 The port facilities within Cardiff docks are important in terms of international freight movement for both Cardiff and the wider region and it is important that these facilities are maintained and improved where necessary. Associated British Ports (ABP) and its tenants at South Wales directly and indirectly support over £1.7 billion of gross output in Wales. There are therefore opportunities to develop the role of the port, particularly concerning its potential to generate new industry, services and accelerate economic growth.

Key Environmental Trends and Issues

2.38 Cardiff is located on the coastal plain of the Severn Estuary. The southern rim of the south Wales coalfields in Caerphilly and Rhondda Cynon
Taff provide a strong imposing backdrop to the north of the city, dramatically broken by the River Taff at Tongwynlais. The Rivers Ely and Rhymney also converge on the city from the west and east, respectively. To the south west the Leckwith Escarpment in the Vale of Glamorgan provides another strong backdrop. By contrast, the flat land to the south east, adjacent to the Severn Estuary and Newport forms part of the Gwent Levels. This undeveloped coastline contrasts with the developed coastline further west which includes Cardiff Bay and the barrage and associated fresh water lake. This setting has influenced the city’s development to date with its distinctive urban form and will continue to do so in the future.

2.39 **Landscape** studies undertaken in 1997 and 2007 have recognised the particular value of five areas of countryside: St Fagans Lowlands and the Ely Valley; the Garth Hill Uplands and the Pentyrch Ridges and Valleys; the Fforest Fawr and Caerphilly Ridge; the Wentloog Levels; and Flat Holm. In addition Cardiff’s three river valleys of the Taff, Ely, and Rhymney (including Nant Fawr) play an important strategic role as wildlife and recreation corridors linking the urban area with the countryside.

2.40 Cardiff has a strong and rich built heritage and many designations have been made to identify interests of **historic conservation** importance in Cardiff which need to be protected and include:

- 28 Scheduled Ancient Monuments and 4 archaeologically sensitive areas;
- Almost 1000 Listed Buildings;
- 27 Conservation Areas;
- 19 Historic Parks, Gardens and Landscapes including part of the Gwent Levels which are included in the Register of Landscapes of Outstanding Historic Interest in Wales; and
- Local buildings of merit.

2.41 The city has a particularly rich Victorian and Edwardian legacy that is reflected in the city centre, its inner suburbs and in the civic centre and religious building. Churches and chapels, schools and public houses remain prominent and often create focal points on streets and junctions. As Cardiff continues to grow, high quality **design** will be required which takes this local distinctiveness into consideration.

2.42 **Open spaces** are important as they improve people’s mental and physical health, encourage physical activity, are attractive, support biodiversity, act as a carbon sink, and can help to adapt to climate change. Cardiff has over 400 hectares of recreational open space, 2000 hectares of amenity open space and 200 hectares of education open space. Cardiff has a good coverage of Accessible Natural Greenspace, with over two thirds of the population living within a 400m distance of access to green space. Cardiff has more green space per person than any of the other UK core cities; a situation to be protected and promoted.
2.43 Cardiff has a diverse and widespread collection of species and sites of Local, UK and European biodiversity importance which need to be protected. Including:

- 4 sites designated for their international importance – the Severn Estuary Special Protection Area (SPA), Severn Estuary Special Area of Conservation (SAC) and Ramsar sites, and Cardiff Beech Woods Special Area of Conservation (SAC);
- 17 Sites of Special Scientific Interest (SSSIs);
- 6 Local Nature Reserves (LNRs);
- 177 Sites of Importance for Nature Conservation (SINCs) and 4 more pending designation (subject to approval by Cardiff Biodiversity Partnership);
- European protected species occurring in Cardiff include the Great Crested Newt, otter, dormouse as well as several species of bat; and
- A number of the Cardiff priority habitats and species have been identified by UKBAP, Section 42 and Local Priority.

2.44 Good quality agricultural land is known to exist within the rural area of Cardiff. The best and most versatile agricultural land is a finite resource. Areas within the city known to contain some good (Grade 1, 2 and 3a) quality agricultural land include agricultural land in the west, north and north east of the city.

2.45 Flooding poses a particular threat to Cardiff because of its coastal location, low-lying areas and rivers, and it is inevitable that climate change will increase flood risk in the city. The Environment Agency advises planning authorities on flooding issues and also gives advice in the form of River Catchment Management Plans. It has identified areas of Cardiff – mainly in the south of the county (Wentloog Levels, Pengam Area) and the river valleys (the Taff, Ely and Rhymney) – which are at high risk of flooding (either with or without defences) or which have a history of flooding. In order to build on this baseline information the Council has undertaken a Strategic Flood Consequence Assessment which assessed fluvial and tidal influences on flood risk within the city for both the present day and in the next 75 and 100 years taking account of climate change and in particular predicted sea level rise. In terms of present day flood risk the findings of this work reinforce the Environment Agency data. However for future flood risk in 75 and 100 years the findings show significantly increased flood risk in the Pengam Green area and Wentloog Levels area south of Rumney and Trowbridge due to the impact of climate change and in particular predicted sea level rise. The need for the plan to respond to these findings is clearly a major issue.

2.46 In order to combat climate change a key issue for the plan to address is reducing greenhouse gas emissions which are the key cause of global warming. Cardiff’s per capita average CO2 emissions were estimated at 6.8 tonnes in 2009. The majority of these emissions resulted from industry (45%).
domestic sources (30%) and road transport (25%) (Department for Energy and Climate Change). The Welsh Government target is to reduce CO2 emissions by 80% by 2050.

2.47 The Council is currently undertaking a Renewable Energy Assessment and initial findings show that current production of renewable energy in Cardiff is low. The European Union target is to source 15% energy from renewable sources by 2020. (European Directive 2009/28/EC)

2.48 In 2011/12 municipal waste arisings in Cardiff totalled 169,216 tonnes. Over the last 10 years the recycling and composting rate of household waste in Cardiff has risen from 4% to 55% meaning the Council is on target to reach the Welsh Government target of 58% by 2016, 64% by 2020 and 70% by 2025. For municipal waste that cannot be recycled or composted the Council is currently working with other authorities in the region through Prosiect Gwydd to secure a long term solution to turn waste into energy. In February 2013 Viridor was announced as Preferred Bidder to deliver an environmentally sustainable waste management solution for the Partnership. Viridor’s solution, is based on an energy from waste facility located at Trident Park

2.49 Cardiff has significant, good quality mineral reserves (mainly carboniferous limestone) which are an important source of aggregates for the region. A supply of aggregates should be maintained, so mineral reserves need to be safeguarded against inappropriate development. Currently Cardiff has approximately 41 million tonnes of limestone reserves which represent a supply of 69 years, well beyond the plan period. There is also a potential sand and gravel resource adjacent to the Rhymney River in the north east of the county, and potential coal resources in the north west of the county, which are unlikely to be required within the Plan period but which need to be safeguarded for potential future use.

2.50 As a result of past activities including industry, mining, quarrying, dockland and waste disposal there is a range of undeveloped potentially contaminated land within the city. However the majority of these undeveloped sites are either protected as areas of open space or for nature conservation purposes or are required for operational purposes such as quarrying activity or port related activities.

2.51 In common with other towns and cities in the UK, the predominant local source of emissions which affects air quality is road traffic and the pollutant of concern is nitrogen dioxide. Cardiff currently has three AQMAs including St Mary Street, Ely Bridge and Stephenson Court (on Newport Road near Cardiff Royal Infirmary).

2.52 Water quality in the rivers Taff, Ely and Rhymney is improving, but falls below the requirements of the Water Framework Directive. In total the status of watercourses (percent of river lengths achieving good ecological status) in Cardiff using data collected under the Water Framework Directive is 1.8 km
Good, 33.7 km Moderate, 7.6 km Poor and 4.2 km Bad. The groundwater around Taff Gorge / Creigiau area is vulnerable.

2.53 In order to meet the needs of new development proposed in the plan new **water supply** infrastructure will be required but dialogue with Welsh Water has demonstrated a commitment to address this issue.
Appendix 5: List of Supplementary Planning Guidance (SPG) to be prepared at different stages

(1) **SPG to be submitted prior to/at examination**

<table>
<thead>
<tr>
<th>Title</th>
<th>Timescale</th>
<th>Relevant Deposit Plan Policies</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Design and Parking Guidance (incorporating Access, Circulation and Parking Requirements SPG and sustainable design guidance)</td>
<td>• Current adopted SPG to revised, updated and extended and be submitted prior to/at Examination. New planning obligations SPG to pick up S106 issues from transportation SPG.</td>
<td>• KP5, DP10</td>
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<tr>
<td>• Central Shopping Area Protected Frontages</td>
<td>• New SPG to be submitted prior to/at Examination.</td>
<td>• DP20</td>
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<tr>
<td>• Development Area Briefs</td>
<td>• May be need for SPG to be submitted prior to/at examination</td>
<td>• KP2, KP4</td>
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<tr>
<td>o North East Cardiff</td>
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<td>o East of Pontprennau</td>
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<td>o West Cardiff</td>
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<td>o Junction 33/South of Creigiau</td>
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<td>o South of St Mellons Business Park</td>
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<td>o Cardiff Central Enterprise Zone (supersedes Dumballs Road)</td>
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<td>o Others as required</td>
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<tr>
<td>• Affordable Housing</td>
<td>• Current adopted SPG to be revised by deadline of the beginning of May 2014. SPG to be submitted prior to/at Examination. New planning</td>
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<tr>
<td><strong>Open Space</strong></td>
<td>• Current adopted SPG to be submitted prior to/at Examination. New planning obligations SPG to pick up S106 issues</td>
<td>DP47</td>
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<td><strong>Locating Waste Management Facilities</strong></td>
<td>• Current adopted SPG to be submitted prior to/at Examination.</td>
<td>DP37</td>
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<tr>
<td><strong>Planning Obligations</strong></td>
<td>• New SPG to be submitted prior to/at Examination.</td>
<td>DP5</td>
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<tr>
<td>Incorporating Developer contributions for transport facilities and relevant sections from</td>
<td>o Affordable housing</td>
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<td></td>
<td>o Access, circulation and parking requirements</td>
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<td>o Open Space</td>
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<td>o Community Facilities</td>
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<td>o Trees and Development</td>
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<td>o Waste Collection and Storage Facilities</td>
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<td>o Biodiversity</td>
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<tr>
<td><strong>Flooding</strong></td>
<td>• New SPG to be submitted prior to/at Examination</td>
<td>DP64</td>
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<td><strong>Natural Heritage Network</strong></td>
<td>• New SPG to be submitted prior to/at Examination</td>
<td>KP16</td>
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(2) **SPG to be revised after adoption of LDP**

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<td>• Infill Sites Design Guidance</td>
<td>• Current adopted SPG to the Local Plan to be revised after adoption.</td>
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<td>• Tall Buildings Guidance</td>
<td>• Current adopted SPG to the Local Plan to be revised after adoption.</td>
<td>• KP5</td>
</tr>
<tr>
<td>• Design of Commercial Development</td>
<td>• New SPG to be prepared after adoption</td>
<td>• KP5</td>
</tr>
<tr>
<td>• Householder Design Guidance</td>
<td>• Current adopted SPG to the Local Plan to be revised and submitted prior to/at Examination</td>
<td>• KP5</td>
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<tr>
<td>• Design Guidance and Standards for Flat Conversions</td>
<td>• In preparation linked to existing adopted plans. Will be revised to link to adopted LDP after adoption</td>
<td>• DP41</td>
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<td>• Shop Fronts and Signs Guidance</td>
<td>• Current adopted SPG to the Local Plan to be revised after adoption.</td>
<td>• DP3</td>
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<td>• Public Art Guidance</td>
<td>• Current adopted SPG to the Local Plan to be revised after adoption.</td>
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<td>• Public Rights of Way and Development</td>
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<td>S106 issues</td>
<td>• Protection of Employment Land and Premises for Business, Industry and Warehousing</td>
<td>• Food Drink and Leisure Uses</td>
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<td></td>
<td>• Current adopted SPG to the Local Plan to be revised after adoption.</td>
<td>• Current adopted SPG’s to the Local Plan to be merged together and revised after adoption.</td>
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<td>• Developer Contributions for School Facilities</td>
<td>• To be incorporated in new planning obligations SPG.</td>
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<tr>
<td>• Trees and Development</td>
<td>• Current adopted SPG to the Local Plan to be revised after adoption. New planning obligations SPG to pick up S106 issues</td>
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<td>• Archaeologically Sensitive Areas</td>
<td>• Programmed for completion after adoption.</td>
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<tr>
<td>• Community Facilities and Residential Development</td>
<td>• Current adopted SPG to the Local Plan to be revised after adoption. New planning obligations</td>
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<th>• Childcare Facilities</th>
<th>• Current adopted SPG to the Local Plan to be revised after adoption.</th>
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<td>• Health</td>
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<td>• Current adopted SPG to the Local Plan to be revised after adoption. New planning obligations SPG to pick up S106 issues</td>
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Appendix 6: Summary of LDP process including glossary of technical terms

Summary of LDP Process

Introduction

4.1 As Wales has a plan-led system, it means that the LDP will be very important when making planning decisions. It sets out the Council's proposals and policies for future development and use of land in its area. Once the plan has been adopted, decisions on planning permissions will be mostly based on the LDP. The LDP will therefore provide a measure of certainty about what kind of development will and will not be permitted during the plan period.

Stage 1: Delivery Agreement

4.2 The Delivery Agreement sets out how and when you can contribute to the LDP preparation process. It has two parts:
- A timetable for producing the LDP; and
- A Community Involvement Scheme - this explains how developers, the public and interested groups can contribute to plan preparation. It also explains how responses will be treated and what feedback you will receive.

4.3 A revised version of the Delivery Agreement was agreed by the Welsh Government in December 2011 and can be viewed on the Council's website (http://www.cardiff.gov.uk/ObjView.asp?Object_ID=19592) or is available for public inspection at County Hall.

Stage 2: Gathering evidence base

4.5 The LDP needs to be a sound document. This means that it shows good judgement and can be trusted. In order to achieve a sound plan, the Council has gathered economic, social and environmental information in order to provide an evidence base for the plan. The evidence base is set out in Appendix 7 and has informed the development of the vision and objectives for the plan and the Preferred Strategy.

Stage 3: Preferred Strategy

4.6 The Preferred Strategy outlines the overall objectives for the plan and the strategy for growth or change, including preferred options for major development sites. The Preferred Strategy is informed by the evidence base for the plan and consultation undertaken in 2010/11 on the vision and objectives and strategic options and sites. The Council consulted on the Preferred Strategy in November/December 2012.

Stage 4: Deposit plan

4.7 The Deposit Plan (a full draft of the LDP) will be based on the evidence base for the plan and will be informed by comments received in response to the Preferred Strategy. This Deposit Plan presents the Preferred Strategy as agreed or amended, proposals for key areas of change, regeneration or protection and specific sites to be
used for particular purposes and other specific policies and proposals. It will be accompanied by a Consultation Report outlining how comments at the previous stage have influenced the plan. Once the LDP is placed on ‘Deposit’ for six weeks consultation the Council cannot change it. Any changes to the plan are a matter for an Independent Inspector who will examine the plan to determine whether it is ‘sound’. This is the stage the plan has now reached and there will be a six week consultation period to allow comments to be made on the plan.

Stage 5: Alternative Sites

4.8 During the six week consultation period on the Deposit Plan objectors may suggest alternative sites or boundaries for development to be considered. After this consultation period the Council will publish any alternative sites or boundaries that have been suggested and a further six week consultation period will be allowed for people to comment on the alternative sites and boundaries.

Stage 6: Examination of the plan

4.9 Once the consultation periods are over, the Council will consider the representations and produce a final Consultation Report. Each of the main issues raised will be summarised in this report. Then the Planning Inspectorate (on behalf of the Welsh Government) will examine the report, all of the deposit representations, the Deposit Plan with its background evidence and the Sustainability Appraisal Report. The examination ensures that the LDP is based on ‘sound’ information and thinking, and that the views of those with concerns about the plan have been considered. The Inspector will decide what issues will be discussed at the examination and how they will be heard. The LDP is due to be submitted for examination in August 2014.

Stage 7: Inspector’s report

4.10 After the examination, the Inspector will review all the relevant information and consider what changes the Council should make to the LDP. He or she will then publish the Inspector’s Report outlining these changes and explaining the reasons for them. The Inspector’s views are binding, the local planning authority must make any changes recommended. The Inspectors report is due to be published in August 2015.

Stage 8: Adoption

4.11 Within eight weeks of receiving the Inspector's Report the Council must advertise the fact that the LDP has been adopted and where it can be inspected. From the date of adoption, the High Court allows six weeks for anyone to challenge it on legal grounds. The LDP is due to be adopted October 2015.

Stage 9: Monitoring and review

4.12 Once the Local Development Plan is adopted, the Council must send an Annual Monitoring Report to the Welsh Government each year. This will consider how successful the LDP has been in meeting the plan’s objectives and means that the Council will be able to compare the actual effects of the LDP against what was intended. There will be a major review of the LDP at least every four years. This may involve rewriting sections of the plan, or replacing it.
Diagram showing LDP Preparation Process

Stage 1
Delivery Agreement

Stage 2 & 3
Gathering Evidence base & Preferred Strategy Consultation

Stage 4
Deposit Plan

Stage 5
Advertise New or Alternative Sites respondents

Stage 6
Examination

Stage 7
Inspector’s Report

Stage 8
Adoption

Stage 9
Annual Monitoring Report/4-year Review

Community Involvement
Sustainability Appraisal & Strategic Environmental Assessment

Integral Process
If required, Plan Stage

Plan Stages

Submission
**Glossary of Technical Terms**

**Adopted Plan**

The final, statutorily approved legal version of the Local Development Plan.

**Adoption**

The final confirmation of a development plan status by a local planning authority (LPA).

**Affordable Housing**

Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.

**Annual Monitoring Report (AMR)**

A report submitted to the Welsh Government by the local planning authorities which assess the effectiveness of the LDP against a set of indicators and targets.

**Air Quality Management Area (AQMA)**

The Environment Act 1995 requires local authorities to review and assess the quality of air in the areas against national air quality standards and objectives. Where the UK air quality objectives are not being met and members of the public are affected they are required to declare an AQMA.

**Baseline**

A description of the present state of the area against which to measure change.

**Biodiversity**

A term used to describe the variety of life on Earth, including the wide variety of ecosystems and living organisms, animals, plants, their habitats and their genes.

**Brownfield Land/Site**

Land which is, or was, previously occupied by a permanent structure (excluding agriculture or forestry buildings) and associated fixed surface infrastructure. This includes the curtilage of development, defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made.
Candidate Sites

The LDP Manual (Welsh Government 2006) recommends that local planning authorities engage with developers and landowners at the evidence gathering stage of the LDP process to obtain information about potential development sites that may be included in the plan.

Accordingly, in November 2010, the Council formally invited developers, landowners, agents, Council departments and others with an interest in land to submit sites they wished to be considered for development or reuse through the LDP, for a range of uses, including housing, employment, retail, leisure, waste, transport (e.g. park and ride sites), open space and other community uses.

Citizens Panel

The Citizens Panel is made up of a representative sample of over 1,000 local residents from across Cardiff who have agreed to give their views on a number of consultation topics throughout the year. Panel members share their views by completing surveys and occasionally taking part in other activities like focus groups, workshops, or forums.

Climate Change

Long-term changes in temperature, precipitation, wind and all other aspects of the Earth’s climate. Often regarded as a result of human activity and fossil fuel consumption.

Commitments (or committed development)

All land with current planning permission or allocated in adopted development plans for development (particularly residential development).

Community

People living in a defined geographical area, or who share common interests.

Community Involvement Scheme (CIS)

The CIS identifies how the LPA intends to involve consultation bodies and the public in the preparation of the LDP. The CIS is submitted to the Welsh Government as part of the Delivery Agreement for its agreement.

Community Infrastructure Levy (CIL)

CIL is a method of securing generalised contributions from developers. The Government legislated for CIL in the 2008 Planning Act. Implementing
Regulations followed, and CIL came into force in England and Wales on 6 April 2010.

**Community Strategy**

Local authorities are required by the Local Government Act 2000 to prepare these, with the aim of improving the social, environmental and economic well being of their areas.

**Consultation**

Formal process where comments are invited on a particular topic or set of topics, or a draft document.

**Conservation Area**

Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

**Conservation Area Character Appraisal**

A published document defining the special architectural or historic interest that warranted the area being designated.

**Conversions**

Generally means the physical work necessary to change of use of a building from a particular use, classified in the use classes order, to another use. Can also mean the sub-division of residential properties into self-contained flats or maisonettes.

**Delivery Agreement**

A document comprising the local planning authorities timetable for the preparation of the LDP together with its Community Involvement Scheme, submitted to the Welsh Government for agreement.

**Deposit**

A formal stage of consultation in which comments are invited on the full draft LDP.

**Deposit LDP**

A full draft of the Local Development Plan which undergoes a formal consultation period.
Development

Development, as it is defined in planning law is the ‘carrying out of building, engineering, mining or other operations in, on, over or under land.’ (Section 55 of the 1990 Planning Act as amended).

Employment Land/Site

Land used for employment purposes by one or more of the following: offices, manufacturing, research and development, storage and distribution.

Enterprise Zones

A specially designated area within which businesses are granted numerous advantages and incentives such as income tax credits, equipment tax refunds and property tax credits. At its core, the enterprise zone is a means to targeting a specific geographical area for economic revitalisation. Creating an enterprise zone encourages investment and promotes economic growth in that area.

Evidence Base

The information and data gathered by the LPA to justify the "soundness" of the policy approach set out in the Local Development Plan, including physical, economic, and social characteristics of an area.

Examination

Examination is carried out by the Planning Inspectorate on behalf of the Welsh Government and involves the examination of the report, all the deposit representations, the Deposit Local Development Plan with its background evidence and the Sustainability Appraisal Report. It ensures that the LDP is based on sound information and thinking, and that the views of those with concerns about the plan have been considered.

Expressions of Interest

Representations or comments on the development plan, including requests for alteration, inclusion or removal of policies or sites for development.

Final Sustainability Report

A term used to refer to the Sustainability Appraisal Report, produced at the deposit stage. It shows how SA/SEA has informed the preparation of the LDP and details the methodology, process and results of the LDP against the Sustainability Objectives identified in the SA/SEA Scoping Report.
**Greenfield Land/Site**

Land that has not been previously developed, usually farmland, grassland or heath.

**Gross Value Added (GVA)**

This is a measure in economics of the value of goods and services produced in an area, industry or sector of an economy.

**Habitat Regulation Assessment (HRA)**

A HRA is a requirement of European Directive 92/43/EEC which assesses the potential effects a Local Development Plan may have on one or more European sites (Natura 2000 sites). The assessment should conclude whether or not a proposal or policy in a Development Plan would adversely affect the integrity of the site in question.

**Housing Land Availability (HLA)**

The total amount of land reserved for residential use awaiting development.

**Infrastructure**

Infrastructure includes services such as roads, transport facilities, water supplies, sewerage and associated waste water treatment facilities, waste management facilities, energy supplies (electricity and gas) and distribution networks and telecommunications infrastructure. Soft infrastructure includes ICT and telecommunications.

**Initial Sustainability Appraisal Report**

A term used to refer to the Sustainability Appraisal Report, produced at the Preferred Strategy stage. This assesses the LDP options against the Sustainability Appraisal framework. The report is then expanded at the Deposit LDP stage and finalised alongside the Adoption Statement.

**Inspector’s Report**

The findings of the Inspector, following an independent examination of the LDP, set out in a report that is binding upon the LPA.

**Key Diagram**

The diagrammatic interpretation of the LDP’s spatial strategy.
LANDMAP

LANDMAP is the national information system, devised by the Countryside Council for Wales, for taking landscape into account in decision-making (http://landmap.ccw.gov.uk/).

Listed Building

A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures.

Local Development Plan (LDP)

The required statutory development plan for each local planning authority area in Wales under Part 6 of the Planning and Compulsory Purchase Act 2004.

A land use plan that is subject to independent examination, which will form the statutory development plan for a local authority area. It should include a vision, strategy, area wide policies for development types, land allocations, and where necessary policies and proposals for key areas of change and protection.

Local Development Plans Wales (LDPW)


Local Listing (or Building of Local Importance).

A locally important building valued for contribution to local scene or for local historical situations but not meriting listed building status.

Local Nature Reserve (LNR)

Non-statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged.

Local Planning Authority (LPA)

A planning authority responsible for the preparation of the LDP.

Master Planning

In land-use planning, a government entity’s plan for the overall utilisation of a particular area, including its allocation for residential or manufacturing uses and the corresponding environmental impacts.
Minerals Aggregates Technical Advice Note (MTAN1)

This was issued by the Welsh Government in March 2004. MTAN1 and sets an overarching objective which seeks to ensure a sustainably managed supply of aggregates (which are essential for construction), striking the best between environmental, economic and social costs.

Mitigation

Measures to avoid, reduce or offset significant adverse effects.

Mixed Use

Developments or proposals comprising more than one land use type on a single site.

National Vocational Qualifications (NVQs)

NVQs are work based awards that are achieved through assessment and training.

Objectives and Indicators

Objectives are what the LDP is trying to achieve, and indicators are measures that show whether or not objectives are being achieved. They can be used to help show whether planning policy is effective, or be used in helping to conduct a Sustainability Appraisal.

Office of National Statistics (ONS)

The ONS is the executive office of the UK Statistics Authority, a non-ministerial department which reports directly to the Parliament of the United Kingdom.

Open Space

All space of public value including public landscaped areas, playing fields, parks and play areas, and also including areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.

Participation Phase

Period prior to the pre-deposit Local Development Plan when stakeholders and the public will have the opportunity to influence the issues, options and policies for future growth and development to be included.
Phasing

The development of a site in gradual stages over a period of time rather than all at once.

Planning Gain

The benefits or safeguards, often for community benefit, secured by way of a planning obligation as part of a planning approval and usually provided at the developer's expense. For example, affordable housing, community facilities or mitigation measures.

Planning Obligations and Agreements

Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. For example, the provision of highways. Sometimes called "Section 106" agreements.

Planning Policy Wales (PPW)

Issued by the Welsh Government setting out its national land use policies on different areas of planning.

Population Projection

The prediction of future populations based on the present age-sex structure, and with the present rates of fertility, mortality and migration.

Pre Deposit proposals documents

These include the vision, strategic options, preferred strategy, key policies, and the Sustainability Appraisal report.

Pre deposit stage

The strategic Options and Preferred Strategy stage of LDP preparation.

Proposals Map

A component of the Local Development Plan showing the location of proposals on an Ordnance Survey base map.

Prosiect Gwyrrdd

Prosiect Gwyrrdd is a partnership between, Caerphilly Borough County Council, The County Council of the City and County of Cardiff, Monmouthshire County Council, Newport Council and Vale of Glamorgan.
Council The combined municipal waste of the five authorities makes up 40% of the total municipal waste of Wales. Prosiect Gwyrd is committed to looking for the best environmental, cost effective and practical solution for waste after recycling and composting has been maximised in each area (http://www.caerphilly.gov.uk/prosiectgwyrd/english/home.html).

Protected Species

Plants and animal species afforded protection under certain Acts and Regulations.

Ramsar Sites

Sites designated under the Ramsar Convention to protect wetlands that are of international importance, particularly as waterfowl habitats.

The Regional Technical Statement (RTS)

The RTS is produced by the South Wales Regional Aggregates Working Party and sets out a regional plan for aggregate provision in south Wales and is a requirement of the Minerals Aggregates Technical Advice Note (MTAN1).

Regional Transport Plan (RTP)

Regional Transport Plan prepared by Sewta

Representations

Comments in support of, or in opposition, to the deposit Local Development Plan.

United Kingdom Biodiversity Action Plan (UKBAP)

This is the governmental response to the Convention on Biological Diversity signed in 1992. As of 2009 1,150 species and 65 habitats are identified as needing conservation and greater protection and are covered by UK BAPs.

Unitary Development Plan (UDP)

A plan prepared under the previous plan making system which reached Deposit stage in Cardiff.

Scheduled Ancient Monument

Nationally important monuments usually archaeological remains, that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.
Scoping SA

The process of deciding the scope and level of detail of a Sustainability Appraisal, including sustainability effects and options which need to be considered, the assessment methods to be used, and the structure and contents of the SA Report.

Section 106 Agreement

A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

South Wales Regional Aggregates Working Party (RAWP)


South East Wales Economic Forum (SEWEF)

The Forum is a regional partnership bringing together the ten local authorities, the Welsh Government, the private sector, universities and the third sector to discuss and address the regional economic matters of south east Wales (http://www.sewales-econforum.co.uk/home).

South East Wales Strategic Planning Group (SEWSPG)

Membership of the group comprises officer and political representation from the ten local authorities in the South East Wales area. The principal aim of the Group is to meet to discuss regional issues and provide an interface between the Wales Spatial Plan strategy and individual authority development plans.

South East Wales Transport Alliance (Sewta)

Sewta is a consortium established on 1st April 2003 by the ten authorities in south east Wales to carry out their functions in relation to public transport and some other transport matters. Sewta works in close liaison with partners representing public transport operators and users (http://sewta.net/).
Sites of Importance for Nature Conservation (SINC)
Locally important sites of nature conservation adopted by local authorities for planning purposes. (See also Local Nature Reserve).

Site of Special Scientific Interest (SSSI)
A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features.

Soundness
To be considered sound, a Local Development Plan must be justified (founded on robust and credible evidence and be the most appropriate strategy) and effective (deliverable, flexible and able to be monitored).

There are ten tests of soundness set out in guidance issued by the Welsh Welsh Government and the Planning Inspectorate against which the LDP will be assessed.

Special Area Of Conservation (SAC)
A site designated under the European Community Habitats Directive, to protect internationally important natural habitats and species.

Special Protection Areas (SPA)
Sites classified under the European Community Directive on Wild Birds to protect internationally important bird species.

Stakeholders
Interests directly affected by the LDP (and/ or SEA) - involvement generally through representative bodies.

Strategic Environmental Assessment (SEA)
Generic term used to describe environmental assessment as applied to polices, plans and programmes. The SEA Regulations require a formal "environmental assessment of certain plans and programmes, including those in the field of planning and land use."

Strategic Opportunity Area (SOA)
Strategic Opportunity Areas (SOAs) offers potential regional benefits from its sustainable development. SOAs are intended to bring greater coherence to their development, and enable public transport links to be strengthened.
Submission

Formal stage when the LDP is submitted to the Welsh Government for independent examination by a government-appointed planning inspector.

Supplementary Planning Guidance (SPG)

Supplementary Planning Guidance may cover a range of issues, both thematic and site specific and provide further detail of policies and proposals in a development plan.

Sustainability Appraisal (SA)

A tool for appraising policies and proposals to ensure they reflect sustainability development objects (i.e. social, environmental and economic factors). Each LPA is required by S62(6) of the Act to undertake an SA of the LDP. This form of SA fully incorporates the requirements of the SEA Directive. The term used in the LDP includes Strategic Environmental Assessment, unless otherwise made clear.

Sustainable Development

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Transport

Often meaning walking, cycling and public use of transport (and in some circumstances ‘car sharing’), which is considered to be less damaging to the environment and contributes less to traffic congestion than one-person car journeys.

Technical Advice Notes (TANS)

Documents produced by the Welsh Assembly Government to supplement Planning Policy Wales, which give detailed technical guidance to Local Planning Authorities on particular planning issues. They should be taken into account by LPAs in the development plan preparation process.

Transport Corridor

An area of land in which at least one main line for transport, (road, rail, canal etc) has been built. Often new transport lines are built alongside existing ones to minimise the area affected by pollution.
Transport Hub

A place where passengers and cargo are exchanged between vehicles or between transport modes. Public Transport Hubs include train stations, rapid transit stations, bus stops, tram stop, airports and ferry slips.

Travel Plan

A travel plan is a package of actions designed by a workplace, school or other organisation to encourage safe, healthy and sustainable travel options. By reducing car travel, Travel Plans can improve health and wellbeing, free up car parking space, and make a positive contribution to the community and the environment.

Wales Spatial Plan (WSP)

A plan prepared and approved by the Welsh Government under S60 of the Act, which sets out a strategic framework to guide future development and policy interventions, whether or not these relate to formal land use planning control. Under S62 (5) (b) of the Act a local planning authority must have regard to the WSP in preparing an LDP.

Welsh Index of Multiple Deprivation (WIMD)

The official measure of deprivation in small areas in Wales. It is a relative measure of concentrations of deprivation at the small area level. It looks at issues such as income, housing, employment, access to services, health, environment, education and community safety.

Windfall Site

A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context.
### Appendix 7: List of the Evidence Base used to inform the plan

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<th>Author</th>
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<td>• Cardiff Gypsy, Traveller and Travelling Showpeople Sites Study</td>
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<td>• Affordable Housing Viability Study</td>
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<td>• Cardiff Local Development Plan Population and Household Projections Phase 1 Report</td>
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<td>• Cardiff Local Development Plan Population and Household Projections Phase 2 Report</td>
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<td>• Cardiff Population and Household Forecasts – Updating the Evidence</td>
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<td>• Cardiff Employment Land Study Update Stage 2: Assessing Future Requirements</td>
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<td>• Strategic Area Appraisals</td>
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<td>Report of Findings</td>
<td>Cardiff LDP Collaborative Working Group</td>
<td>Apr-12</td>
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Appendix 8: Tests of soundness self assessment

7.1 When the Council has finalised its LDP, it must place it on deposit for public inspection and the submission of representations, and then submit it to the Welsh Government for examination by an independent inspector. The inspector appointed by the Welsh Government (WG) must determine whether the plan is fundamentally sound having regard to ten tests of soundness set out in guidance issued by the Welsh Government and the Planning Inspectorate A Guide to the Examination of Local Development Plans, Planning Inspectorate Wales, 2007.

7.2 The following table sets out the ten tests of soundness and the Council's assessment of its progress to date in meeting each of them.

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<td>P1</td>
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The Delivery Agreement (DA) contains a timetable for LDP production and the Community Involvement Scheme (CIS) that sets out how and when stakeholders and the community can contribute to preparing the LDP and its Sustainability Appraisal (SA). Cardiff’s DA was originally approved by Council on 23rd September 2010 and agreed with the WG on 15th October 2010. The DA is kept under continual review. On 5th December 2011 WG agreed amendments to the timetable for preparing and adopting the plan. Consulting on the Deposit Plan in October 2013 fully accords with the adopted timetable. Additionally, it should be noted that the procedural requirements of the Town and Country Planning (Local Development Plan) (Wales) Regulations have been conformed with in preparing the plan.

In accordance with the DA, the Council engaged with a wide range of groups, organisations and the wider public to assist developing a consensus on the generation of alternative strategies and options together with identifying key issues. Specific measures undertaken included:

- Invitation to submit Candidate Sites - December 2010: Invitations were sent out inviting developers, landowners and others with an interest in land to submit sites they wished to be considered for development or reuse through the LDP. In addition a notice was placed in the South Wales Echo and
Consultation on SA/SEA Scoping Report - November/December 2011;

Consultation on vision and objectives – November/December 2010: In order to inform the preparation of LDP vision and objectives an extensive consultation and engagement exercise was carried out. This included:

- A Stakeholder Consultee Conference which was held on 25th November 2010:
- 4 Public Consultee Conferences held at venues around the city;
- Questionnaire contained in the November Capital Times;
- Questionnaire available on-line via the Council’s website;
- ‘Ask Cardiff’ random postal questionnaire to 5,000 households;
- Citizens’ Panel questionnaire to 1,000 households; and
- E-mail responses to website and other publicity.

Consultation on strategic options and sites – May/June 2011: In order to inform the preparation of the Preferred Strategy a consultation exercise on strategic options and sites was undertaken between 9th May and 10th June 2011. During this period members of the public and stakeholders were asked to give views on a series of strategic growth options for housing and employment and on candidate sites that had been put forward by developers and landowners to deliver this growth. The consultation included:

- A Stakeholder Consultee Conference which was held on 16th May 2011:
- 13 Public Consultee Conferences held at venues around the city;
- Publicity in Capital Times;
- Representation form available on-line
Consultation on the Preferred Strategy – November/December 2012. In accordance with Regulation 15 of the Local Development Plan Regulations the Council undertook 6 weeks consultation on the Preferred Strategy and the Initial Sustainability Appraisal between 1st November and 14th December 2012. During this period members of the public and stakeholders were asked to give views on how the Preferred Strategy proposed to address the key environmental, economic and social issues affecting the city and how development needs will be met including the proposed broad locations of new housing, employment and other strategic requirements.

- A Stakeholder Consultee Conference which was held on 2nd November 2012:
  - 4 Public Consultee Conferences held at venues around the city;
  - 14 drop-in exhibitions at venues throughout the city;
  - Publicity in Capital Times;
  - Representation form available on-line via the Council’s website;
  - Citizens’ Panel questionnaire to 1,000 households; and
  - E-mail responses to website and other publicity.

Consultation on Masterplanning principles – March 2013. A series of consultation events were held during March 2013 to seek feedback from stakeholders, developers and members of the public on the LDP Masterplanning Approach.

- Engagement with key stakeholders through the preparation of various local and regional strategies –ongoing;
Deposit Plan consultation arrangements:
When the Deposit Plan is issued, extensive consultation arrangements have been put in place including the facility for on-line representations using the Objective Publishing system, public exhibitions, centre-page insert into, 'The Capital Times' that is delivered to every house in Cardiff, production of a user-friendly leaflet that provides a non-technical summary of the LDP and how to make representations, and relevant documents will be made available via the website.

<table>
<thead>
<tr>
<th>P2</th>
<th>The Plan and its policies have been subjected to Sustainability Appraisal including Strategic Environmental Assessment</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Following stakeholder engagement and consultation, a Scoping Report for Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the Cardiff LDP was adopted by the Council's Executive and published in January 2011. An Initial Sustainability Appraisal Report was prepared in October 2012 to accompany the Preferred Strategy Consultation and assessed the Preferred Strategy against the Sustainability Objectives identified in the SA/SEA Scoping Report. A Full Sustainability Appraisal Report has been prepared and published for consultation as part of the Council's Deposit proposals. It sets out an assessment of the Deposit Plan against the Sustainability Objectives identified in the SA/SEA Scoping Report. The SA/SEA work has been undertaken in-house using its Sustainable Development Unit and employed Levett-Therivel Sustainability Consultants to quality assure the work undertaken (process and content), and provide advice at key stages including how to comply with the strategic Environmental Assessment Regulations.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Consistency Tests</th>
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<tr>
<td>C1</td>
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</table>
regard to other relevant plans, policies and strategies relating to the area or adjoining areas

other relevant plans, policies and strategies. Section 2 of the Plan specifically identifies the national, regional and local policy framework within which it has been prepared.

The Deposit Plan also has regard to the plans of adjoining authorities, namely the adopted Newport and Vale of Glamorgan Unitary Development Plan and adopted Caerphilly and Rhondda Cynon Taff Local Development Plan.

Technical Appendix 1 of the SA/SEA Scoping Report includes a review of plans, policies and programmes from all levels of government (European, national, regional and local) that have been considered in undertaking SA/SEA of the Preferred Strategy. The Deposit Plan Strategy identifies and takes account of those aspects that are of significance.

The Deposit Plan has regard to national policy set out in the Wales Spatial Plan which places Cardiff at the centre of the South East - 'Capital Network' - area of Wales. In this regard the plan recognises that it is important for Wales as a whole that Cardiff becomes significant internationally and that, to achieve this, the City needs to be the focal point of a coherent and successful urban network in South East Wales. In order to ensure the region functions in this way the Plan recognises that it is important to provide an integrated transport solution for the region linked to an appropriate balance of development throughout the region.

<table>
<thead>
<tr>
<th>C2</th>
<th>It has regard to national policy</th>
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</table>

The Deposit Plan is consistent with national planning policy. Section 2 of
The Preferred Strategy identifies the main elements of national policy which the Council has had regard to in its preparation.

Technical Appendix 1 of the SA/SEA Scoping Report includes a review of all national plans, policies and programmes that have been considered in undertaking SA/SEA of the Plan.

The Deposit Plan takes account of those aspects of national policy that are of significance.

**C3** It has regard to the Wales Spatial Plan

The Deposit Plan is considered to be consistent with the Wales Spatial Plan. Section 2 of the LDP directly references People Places Futures: The Wales Spatial Plan.

The Deposit Plan reflects the Spatial Plan’s vision, strategy, propositions and actions for Cardiff and the South East Wales Area (The Capital Network).

The level of growth in jobs and housing proposed in the plan together with transportation improvements will help deliver the Spatial Plan’s vision to place Cardiff at the centre of the South East - ‘Capital Network’ - area of Wales, helping to spread prosperity within the area and benefiting other parts of Wales.

**C4** It has regard to the Community Strategy

The Deposit Plan has full regard to the Council’s Community Strategy. Section 3 (Vision and Objectives) of the Plan directly references the ‘What Matters’ Strategy 2010-2020’, and Section 3 and the Plan builds
upon it. In particular, the Preferred Strategy vision is based on the economic, social and environmental vision for Cardiff as set in the Strategy. These high level visions have been translated into spatial priorities to deliver the vision and provide the context for the strategic objectives and sub objectives that lie at the heart of the plan. The Deposit Plan sets out the means of delivering these objectives.

### Coherence and Effectiveness Tests

<table>
<thead>
<tr>
<th>CE1</th>
<th>The plan sets out a coherent strategy from which its policies and allocations clearly flow and, where cross boundary issues are relevant, it is compatible with the development plans prepared by neighbouring authorities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Section 4 of the Deposit Plan sets out a coherent Strategy which flows from the key issues identified through the review of the national, regional and local policy framework, including the Wales Spatial Plan and the Community Strategy, and the evidence base. The strategy takes into account work undertaken at the regional level with neighbouring local authorities on spatial plan area groups and studies. This includes, the recommendations of the Collaborative working Group, the Regional Waste Plan and Regional Transport Plan. This process ensures that cross boundary issues for the Deposit Plan Strategy are consistent with the development plans prepared by neighbouring authorities. In particular, the overall Strategy and level of growth proposed is considered to strike the right balance having regard to the evidence base and also taking account of Cardiff’s wider regional responsibilities in adopting an approach that still allows other authorities to fulfil their objectives, and those set out in the Wales Spatial Plan.</td>
</tr>
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</table>

<p>| CE2 | The strategy, policies and allocations are | The Deposit Plan is considered realistic and appropriate having considered all reasonable alternatives (in accordance with the SEA |</p>
<table>
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<tr>
<th>CE3</th>
<th>There are clear mechanisms for implementation and monitoring</th>
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<tr>
<td></td>
<td>The Annual Monitoring Report is the principle mechanism through which the implementation of policies in the LDP are measured. The general approach to this is set out in Appendix 9 to the Deposit Plan.</td>
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</table>

<table>
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<tr>
<th>CE4</th>
<th>It is reasonably flexible to enable it to deal with unexpected changes</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>The Deposit Plan has been specifically designed to provide a flexible policy framework. It is considered sufficiently flexible to deal with unexpected changes</td>
</tr>
</tbody>
</table>

realistic and appropriate having considered the relevant alternatives and are founded on a robust and credible evidence base

Regulations). A multitude of options and alternatives have been considered as part of the SA/SEA process.

The Deposit Plan is founded on a robust and credible evidence base and draws upon the available evidence base, including the national regional and local policy context. The key Issues section of the Deposit Plan sets out the assumptions and background to which the Plan’s policies and proposals are based. The Deposit Plan is supported by evidence from the evidence base and background technical papers

Technical Appendix 2 of the SA/SEA Scoping Report also includes a review of the evidence base that has been considered in undertaking the SA/SEA of the Deposit Plan.

The preparation process has also been participative, with the views of key stakeholders being tested through a series of consultation events and the Council’s Citizens Panel.

The extensive process of collecting relevant evidence has demonstrated that it is not always possible to reach absolute consensus on all issues and in some cases, different evidence sources may point to different conclusions. However, the Deposit Plan has taken full account of all relevant information available and where judgements have been made, full reasoning is set out within the document and supporting information to demonstrate how conclusions are realistic and appropriate having regard to the evidence base.
| **changing circumstances** | in circumstances and has been prepared during a period that has seen economic changes, thereby allowing consideration of the flexibility of the policy response. Finally, the AMR provides a key mechanism to monitor the delivery of the LDP. This will be used to assess whether a review is necessary in case of a change in circumstances. |
## Appendix 9: Monitoring Indicators

<table>
<thead>
<tr>
<th>LDP Objectives</th>
<th>Core Output Indicators (Welsh Government)</th>
<th>Local Output Indicators (Cardiff Council)</th>
<th>Policy Targets</th>
<th>Trigger Points</th>
<th>Relevant Strategic Policies</th>
<th>Relevant Detailed Policies</th>
<th>Base Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. To respond to evidenced economic needs and provide the necessary infrastructure to deliver development</td>
<td>Net employment land supply/development (ha/sq m)</td>
<td>Loss of occupied premises or parcel of land on primary or local employment sites</td>
<td>No loss of employment land or premises which would result in the loss of jobs</td>
<td>Loss of 1 or more occupied premises or parcel of land on primary or local employment sites.</td>
<td>KP1, KP9, EC1-EC6, R1-R8</td>
<td>TBC</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Amount of major retail, office and leisure development (sq m) permitted in town centres expressed as a percentage of all major development permitted (TAN 4)</td>
<td>Employment land taken up for B2 (incl B1b/c) and B8 uses (ha) Employment completions for offices (B1a) (sq m)</td>
<td>5-7 ha per annum (B2, B8) 30,000 sqm for B1 (offices)</td>
<td>Less than 5 ha for B2, B8 Less than 27,000 sq m for B1 (offices).</td>
<td>KP1, KP9, EC1-EC6, R1-R8</td>
<td>B2, B8 - 5ha B1 - 27,000 sq m</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The area of land (ha) granted planning permission for new development (by type) on allocated employment sites during the quarter.</td>
<td>Annual unemployment rate</td>
<td>A reduction on the base level</td>
<td>10% or higher</td>
<td>KP1, KP9, EC1-EC6, R1-R8</td>
<td>4.5% (March 2013)</td>
<td></td>
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</table>

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<table>
<thead>
<tr>
<th>LDP Objectives</th>
<th>Core Output Indicators (Welsh Government)</th>
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<tbody>
<tr>
<td></td>
<td>The total financial contributions (£) agreed from new development granted planning permission during the quarter for the provision of community infrastructure.</td>
<td>Amount of major office development (over 1000 sq m) with planning permission in Central Business Area and Bay Business Area as a % of all major office development granted planning permission</td>
<td>Maintain current base level</td>
<td>Less than 50%</td>
<td>KP1, KP6, KP7, KP9, KP10</td>
<td>EC1-EC6, R1-R8</td>
<td>70% 2011/12</td>
</tr>
<tr>
<td></td>
<td>Amount of employment land with planning permission on mixed use and employment sites in the LDP</td>
<td>TBC</td>
<td>TBC</td>
<td>KP1, KP9,</td>
<td>EC1-EC6, R1-R8</td>
<td>TBC</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Active A1 (retail) units within district and local centres remaining the predominant use.</td>
<td>A1 units comprising of 40% of all units within a centre</td>
<td>A1 units comprising under 30% of all units within a centre.</td>
<td>KP1, KP9, KP10</td>
<td>EC1-EC6, R1-R8</td>
<td>District = 43% A1 (2010) Local = 47% A1 (2010)</td>
<td></td>
</tr>
<tr>
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<td></td>
<td>Proportion of protected City Centre shopping frontages with over 50% Class A1 (Shop) Use (frontage length) and/or 50% Class A1 (Shop) units.</td>
<td>100%</td>
<td>90%</td>
<td>KP1, KP9, KP10</td>
<td>EC1-EC6, R1-R8</td>
<td>TBC</td>
<td>2.9 years (2013)</td>
</tr>
</tbody>
</table>

2. To respond to evidenced social needs

<p>|                                            | The housing land supply taken from Housing Land Availability Study (TAN1)                                | Housing land supply                                                                                      | Maintain 5 year supply | Less than 5 year supply | KP1, KP2, KP4, KP13 | H1-H8 | 2013 |
|                                            | The number of net additional affordable and general market dwellings built in the LPA’s area            | Provision of new dwellings                                                                           | Deliver 2295 dwellings per annum between 2013 and 2026 | Less than 1147 (50%) per annum. | KP1, KP2, KP4, KP14 | H1-H8 | 2013 |
|                                            | Amount of development, including housing, permitted on allocated sites in the development plan as a % of total development permitted (ha and units) | Number of affordable houses provided                                                                   | Deliver 30% on greenfield sites and 20% on brownfield sites over 10 units | Deliver 30% on greenfield sites and 20% on brownfield sites over 10 units | KP1, KP2, KP4, KP15 | H1-H8 | TBC |</p>
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<tr>
<td></td>
<td>Average density of housing permitted on allocated development plan sites</td>
<td>Percentage of population with access (400m walking distance) to key community facilities on strategic sites</td>
<td>100%</td>
<td>Less than 100%</td>
<td>KP1, KP2, KP4, KP16</td>
<td>H1-H8, C1-C9</td>
<td>TBC</td>
</tr>
<tr>
<td></td>
<td>The number of affordable and general market dwellings granted planning permission during the quarter.</td>
<td>Provision of key community facilities on strategic sites</td>
<td>Key community facilities to be provided before 50% of units are completed on strategic sites</td>
<td>No community facilities provided on site before 50% of units are completed on strategic sites</td>
<td>KP1, KP2, KP4, KP6, KP7, KP17</td>
<td>H1-H8, C1-C9</td>
<td>TBC</td>
</tr>
<tr>
<td></td>
<td>Provision of sites for Gypsies and Travellers</td>
<td>To meet the required transit and residential need over the plan period</td>
<td>No new sites granted planning permission by 2020</td>
<td>KP13</td>
<td>H1-H8</td>
<td>108 pitches and 10 transit pitches by 2026. (Gypsy and Traveller)</td>
<td></td>
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<tr>
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<td></td>
<td>Percentage of adults meeting recommended guidelines for physical activity</td>
<td>An annual increase over the plan period against base level</td>
<td>An annual decrease for 1 or more years.</td>
<td>KP14</td>
<td>C3,C4,C7</td>
<td>25% (2012)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Gap in life expectancy between the most and least deprived wards in Cardiff</td>
<td>A reduction over the plan period against base level</td>
<td>Any increase on base level.</td>
<td>KP13, KP14</td>
<td>C7, C10</td>
<td>2010 base level</td>
<td></td>
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<tr>
<td>LDP Objectives</td>
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<td>Number and percent of Cardiff's lower super output areas in the 10% most deprived lower super output areas for Wales</td>
<td>A reduction on base level (15.8%)</td>
<td>Any increase on base level</td>
<td>KP13, KP14</td>
<td>H1-H8, EC1-EC6, C1-C10</td>
<td>15.8% (WIMD 2011)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Number and percent of Cardiff's lower super output areas in the 10% most deprived lower super output areas for physical environment.</td>
<td>A reduction on the base level</td>
<td>Any increase on base level</td>
<td>KP13, KP14</td>
<td>H1-H8, EC1-EC6, C1-C10</td>
<td>22% (WIMD 2011)</td>
</tr>
<tr>
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<tr>
<td>3. To deliver economic and social needs in a co-ordinated way that respects Cardiff’s environment and responds to the challenges of climate change</td>
<td>Amount of new development (ha) permitted on previously developed land (brownfield redevelopment and conversions) expressed as a percentage of all development permitted.</td>
<td>Number of applications granted for inappropriate development outside the settlement boundaries</td>
<td>None</td>
<td>More than one annually</td>
<td>KP3(A), KP3(B), KP5, KP15, KP16, KP18</td>
<td>EN1-EN14 TBC</td>
<td>TBC</td>
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<tr>
<td></td>
<td>Amount of development (by TAN 15 paragraph 5.1 development category) permitted in C1 and C2 floodplain areas not meeting all TAN 15 tests (paragraph 6.2 i-v)</td>
<td>Number of applications granted for inappropriate development within the countryside</td>
<td>None</td>
<td>More than one annually</td>
<td>KP3(A), KP3(B), KP5, KP15, KP16, KP18</td>
<td>EN1-EN14 TBC</td>
<td>TBC</td>
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<tr>
<td></td>
<td>Amount of greenfield and open space lost to development (ha) which is not allocated in the development plan</td>
<td>Number of air quality management areas</td>
<td>No more than 4 current in action</td>
<td>More than one new AQMA</td>
<td>KP3(A), KP3(B), KP5, KP15, KP16, KP18</td>
<td>C3-C6 EN1-EN14</td>
<td>4 (2013)</td>
</tr>
<tr>
<td></td>
<td>The amount of development (by type) granted/refused (on flood risk grounds)</td>
<td>Area (Ha) of Special Landscape Areas</td>
<td>No loss</td>
<td>More than 0.5ha annually</td>
<td>KP3(A), KP3(B), KP5, KP15, KP16, KP18</td>
<td>EN1-EN14 TBC</td>
<td>TBC</td>
</tr>
<tr>
<td></td>
<td>The amount of development (by type) granted planning permission in C1 and C2 floodplain areas meeting all</td>
<td>Area (Ha) of Ancient Semi-natural Woodland</td>
<td>No loss</td>
<td>More than 0.5ha annually</td>
<td>KP3(A), KP3(B), KP5, KP15, KP16, KP18</td>
<td>EN1-EN14 TBC</td>
<td>TBC</td>
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<tr>
<td>TAN15 tests during the quarter.</td>
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<tr>
<td>The area of public open space (ha) that would be lost/gained as a result of development granted planning permission during the quarter.</td>
<td>Area (Ha) of Sites of Importance for Nature Conservation</td>
<td>Any loss is to be compensated for by measures to ensure no reduction in the overall nature conservation value of the area or feature’.</td>
<td>Any loss for which appropriate compensation is not provided.</td>
<td>KP3(A), KP3(B), KP5, KP15, KP16, KP18</td>
<td>C3–C6</td>
<td>EN1-EN14</td>
<td>TBC</td>
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<tr>
<td></td>
<td>Condition of SSSIs</td>
<td>No reduction in condition</td>
<td></td>
<td>KP3(A), KP3(B), KP5, KP15, KP16, KP18</td>
<td>EN1-EN14</td>
<td>TBC</td>
<td></td>
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<tr>
<td></td>
<td>Extent of Local Biodiversity Action Plan priority habitats</td>
<td>No reduction in extent</td>
<td></td>
<td>KP3(A), KP3(B), KP5, KP15, KP16, KP18</td>
<td>EN1-EN14</td>
<td>TBC</td>
<td></td>
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<tr>
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<tr>
<td></td>
<td></td>
<td>Footfall on key recreational routes</td>
<td>Maintain current footfall levels on Taff Trail (against 10 year average). Annual increase on Ely, Rhymney, Bay, Coastal and Nant Fawr trails (against 10 year average).</td>
<td>5% reduction on Taff Trail footfall numbers (10 year average). Less than 5% increase on Ely, Rhymney, Bay, Coastal and Nant Fawr trails (10 year average).</td>
<td>KP3(A), KP3(B), KP5, KP15, KP16, KP18</td>
<td>EN1-EN14</td>
<td>TBC</td>
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<td></td>
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<td>The number of non-agricultural developments permitted within the Greenbelt that go against policies in the LDP.</td>
<td>No developments granted planning permission.</td>
<td>1 or more developments granted planning permission.</td>
<td>KP3(A), KP3(B), KP5, KP15, KP16, KP18</td>
<td>EN1-EN14</td>
<td>TBC</td>
</tr>
<tr>
<td>LDP Objectives (Welsh Government)</td>
<td>Core Output Indicators (Cardiff Council)</td>
<td>Local Output Indicators (Cardiff Council)</td>
<td>Policy Targets</td>
<td>Trigger Points</td>
<td>Relevant Strategic Policies</td>
<td>Relevant Detailed Policies</td>
<td>Base Level</td>
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<td>The aggregated amount of existing functional open space (formal/informal/children's play spaces) lost to development with planning permission</td>
<td>No loss annually</td>
<td>More than 0.75 ha annually</td>
<td>KP3(A), KP3(B), KP5, KP15, KP16, KP18</td>
<td>C3-C6 EN1-EN14</td>
<td>737.6 hectares (2013)</td>
<td></td>
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<td></td>
<td>The amount of space provided for allotments and/or community growing (ha)</td>
<td>Annual increase in line with development</td>
<td>&gt; 10% reduction from the standard</td>
<td>KP3(A), KP3(B), KP5, KP15, KP16, KP18</td>
<td>C5 EN1-EN14</td>
<td>TBC</td>
<td></td>
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<tr>
<td></td>
<td>Achievement of functional open space requirement across Cardiff</td>
<td>2.43 hectares per 1,000 population</td>
<td>&gt;20% reduction from the standard</td>
<td>KP3(A), KP3(B), KP5, KP15, KP16, KP18</td>
<td>C3-C6 EN1-EN14</td>
<td>TBC</td>
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<td>LDP Objectives</td>
<td>Core Output Indicators (Welsh Government)</td>
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<td>4. To create sustainable neighbourhoods that form part of a sustainable city</td>
<td>Amount of waste management capacity permitted expressed as a percentage of the total capacity required, as identified within the Regional Waste Plan (TAN 21)</td>
<td>Amount of household waste recycled</td>
<td>58% by 2016, 64% by 2020 and 70% by 2025</td>
<td>Less than 58% by 2016, 64% by 2020 and 70% by 2025</td>
<td>KP12</td>
<td>W1-W3</td>
<td>52% (2013)</td>
</tr>
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<td></td>
<td>The extent of primary land-won aggregates permitted in accordance with the Regional Technical Statement for Aggregates expressed as a percentage of the total capacity required as identified in the Regional Technical Statement (MTAN)</td>
<td>Maintain a 10 year land bank of permitted aggregates reserves</td>
<td>10 year land bank</td>
<td>Less than 10 year land bank</td>
<td>KP11</td>
<td>M1-M9</td>
<td>69 years (2012)</td>
</tr>
<tr>
<td></td>
<td>The capacity of Renewable Energy developments (MW) installed inside Strategic Search Areas by type (TAN 8)</td>
<td>Number of listed buildings classed as 'at risk'</td>
<td>n/a</td>
<td>n/a</td>
<td>KP17</td>
<td>EN9</td>
<td>35 or 4% (2011)</td>
</tr>
<tr>
<td></td>
<td>The number of applications granted planning permission for renewable and low carbon energy development (by type) during the quarter.</td>
<td>Number of listed buildings classed as vulnerable</td>
<td>n/a</td>
<td>n/a</td>
<td>KP17</td>
<td>EN9</td>
<td>100 or 10% (2011)</td>
</tr>
<tr>
<td>LDP Objectives</td>
<td>Core Output Indicators (Welsh Government)</td>
<td>Local Output Indicators (Cardiff Council)</td>
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<tr>
<td>The amount of renewable and low carbon energy capacity (MW) granted planning permission (by type) during the quarter.</td>
<td>Achievement of 50:50 modal split on key strategic sites</td>
<td>50% non-car journeys</td>
<td>Less than 50% non-car journeys</td>
<td>KP8</td>
<td>T1-T8</td>
<td>TBC</td>
<td></td>
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<tr>
<td>The area of land (ha) granted planning permission for new development on previously developed land/greenfield land during the quarter.</td>
<td>Sustainable travel modes in Cardiff</td>
<td>Greater than 50% work journeys by sustainable modes</td>
<td>Less than 50% by sustainable modes</td>
<td>KP8</td>
<td>T1-T8</td>
<td>44% (2012)</td>
<td></td>
</tr>
</tbody>
</table>
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