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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 4, February 2011) 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 More text on Development Plan coverage in PPW- Chapter 2
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 2: The Cardiff context and key issues the plan must address

Introduction

2.1 It is important that the Preferred Strategy 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 three 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>
</tr>
</thead>
<tbody>
<tr>
<td>Blaenau Gwent</td>
<td>Deposit</td>
<td>2006-21</td>
<td>3,666</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>
</tr>
</tbody>
</table>
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. The report of findings (Background Technical Paper No. 7) published in March 2012 summarises the outcomes and broad areas of agreement of the working group discussions and also contains a summary of each of the 10 LPA LDP strategies.

Key Social Trends and Issues

2.6 Cardiff is the most populated local authority in Wales, with 341,100 people living in the county in 2010 (Office of National Statistics 2011) - 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 2,300 people per year) but much more rapidly since 2001 (about 3,440 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 (birth 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 1,680 new dwellings have been built each year for the last 10 years. 13% of those were affordable (220 p.a.). 66% (1,102) 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 91% of housing completions in the last 10 years have been on brownfield land compared to 9% 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 2012) there are 10,360 on the combined housing waiting list; 507 families are in temporary accommodation. These facts help indicate the scale of the affordable housing requirement. The Cardiff Local Housing Market Assessment update (LHMA 2012) indicates that, based on the Welsh Government formula, 3,765 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

2.9 There are two Gypsy and Traveller sites in Cardiff (Rover Way and Shirenewton) providing a total of 76 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). A study in 2008 found a need up to 2018 for an additional 194 pitches plus 10 transit pitches. A further study is being commissioned to identify need over the plan period which will inform the Deposit Plan.

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, the growing student population of 32,000 comprised around 9.4% of the city's total population (Higher Education Statistical Authority 2010 and National Statistics).

2.11 The health of Cardiff's population is generally slightly better than the Welsh average, however Cardiff’s communities experience substantial health inequalities, with the worst problems in the southern arc of the city. There is a north south divide in mortality rates across Cardiff with a difference in life expectancy of nearly 12 years between the poorest and most affluent wards (Welsh Government). In addition long term limiting illnesses, the percentage of low birth weight babies and mortality rates for heart disease are higher in the south compared to the north. Over half of Cardiff’s adults are clinically overweight or obese, less than a third meet recommended physical activity guidelines (the worst of the Welsh authorities) (Welsh Health Survey). The lack of exercise, associated with car-based lifestyles is a growing health problem, and has been linked to serious health conditions such as obesity, heart disease, stroke, cancer and diabetes. Only 24% of Cardiff residents meet the physical activity guidelines and 51% of Cardiff residents are obese or overweight (Welsh Health Survey). Regular walking and cycling can help people become less vulnerable to serious health problems. Cycle use in Cardiff has increased in recent years but has the potential to take up a much greater share of daily travel in a city so compact and relatively flat.

2.12 The 2001 census statistics indicate that 16.3% of the population of Cardiff have one or more skills in the Welsh Language (ability to read, write or/and understand Welsh) and 10.9% of the County’s population are fluent Welsh speakers. This compares with a national average of 21%. However there are substantial variations between the proportion of Welsh speakers in different communities in Wales, varying from below 5% to above 85%.

2.13 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.

2.14 **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).

2.15 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.

2.16 **Ethnic minorities** comprise 11.2% of Cardiff's population (National Statistics, 2009), broadly similar to the average for England and Wales (12.1%) but higher than the Wales average (4.1%) with a higher concentration of ethnic groups in Butetown, Riverside, Grangetown, Plasnewydd and Adamsdown than elsewhere (ONS 2001).

2.17 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 above all the English Core Cities comprising Birmingham, Bristol, Leeds, Liverpool, Manchester, Newcastle, Nottingham and Sheffield. (Annual Population Survey, 2010). In addition, one third of Cardiff’s workforce is educated to a degree level or above, compared with a regional average of 23% (European Institute for Urban Affairs 2006) 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**

2.18 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.
2.19 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 4.4% in December 2011 (10,305) (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).

2.20 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.

2.21 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).

2.22 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 UK's major transport axis means it struggles to compete against locations further to the east (Newport, Chepstow, Bristol) for major transport and distribution functions.

2.23 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).

2.24 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.

2.25 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).

2.26 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.

Key Transportation Trends and issues

2.27 Traffic on Cardiff's roads grew on average by 12% between 2000 and 2010 (Cardiff Annual Traffic Flow Surveys, calculated using 5yr Rolling Averages). Around 57% of employed Cardiff residents travel to work by car; with 16% walking; 14% travelling by bus; 6% by cycle; 5% by rail; and the remaining 2% by other means. This compares with travel by non-car means for other journey purposes as follows: Shopping 54% (2011); Education 61%;
and Leisure 64% (Ask Cardiff Survey 2010). 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 2010 (Cardiff Annual Traffic Flow Surveys).

2.28 Cardiff has consistently experienced the highest levels of daily inbound commuters of any other local authority in Wales. As of 2010, this equates to nearly 74,200 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 (19,900), Rhondda Cynon Taff (17,400) and Caerphilly (10,900). A total of 29,000 Cardiff residents commute outside of the authority on a daily basis, giving a net in-flow of around 46,000 commuters (Annual Population Survey, 2010).

2.29 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 5.6 million people each year (Source: Office of Rail Regulation, 2010-11 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.

2.30 Travel on rail services into Cardiff has increased considerably, with passenger numbers at Cardiff stations having increased by 82% between 2000 and 2010. Cardiff Central and Cardiff Queen Street Station alone have experienced an increase in patronage during this period of 94% and 62%, respectively. (Cardiff Annual Patronage Surveys 2010, calculated from 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.

2.31 With respect to other modes, cycle usage within the city centre has seen an on average increase of 6% between 2000 and 2010, while overall bus patronage numbers across the city have decreased slightly from 2002 to 2010 (Cardiff Annual Patronage Surveys 2010, 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 78,800 in 2010/11 (13% growth) and rail based park and ride in Cardiff remains over-subscribed.

2.32 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.
2.33 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**

2.34 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.

2.35 **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.

2.36 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;
- 17 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.

2.37 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.

2.38 Open spaces are important because they improve people's mental and physical health, encourage physical activity, are attractive, support biodiversity, act as a carbon sink, and can help to adapt to climate change. Cardiff 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.

2.39 Cardiff has a diverse and widespread collection of species and sites of Local, UK and European biodiversity importance which need to be protected. Including:

- 2 sites designated for their international importance – the Severn Estuary Special Protection Area (SPA) which is also a Ramsar site and candidate Special Area of Conservation (SAC) and Cardiff Beech Woods SAC;
- 17 Sites of Special Scientific Interest (SSSIs);
- 6 Local Nature Reserves (LNRs);
- 177 Sites of Importance for Nature Conservation (SINCs);
- European protected species occurring in Cardiff include the Great Crested Newt, otter, dormouse as well as all species of bat; and
- A number of the Cardiff priority habitats and species have been identified by UKBAP, Section 74 and Local Priority.

2.40 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.

2.41 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.

2.42 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.

2.43 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)

2.44 In 2009/10 municipal waste arisings in Cardiff totalled 176,021 tonnes. Over the last 10 years the recycling and composting rate of household waste in Cardiff has risen from 4% to 54% meaning the Council is on target to reach 58% by 2013 well above the Welsh Government target of 52% for 2013 and on target to reach the Welsh Government target of 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 Gwyrrdd to secure a long term solution to turn waste into energy.

2.45 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.

2.46 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.

2.47 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).
2.48 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.

2.49 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 3: Consideration of growth options

Introduction

3.1 Section 5 of the main document provides a summary of how different growth options were considered. This appendix provides a fuller explanation.

Accordance with the Welsh Government Projections

3.2 Option A fully delivers the Welsh Government 2008 based population and household projections which have been prepared for the period 2008-33 representing a 42% increase in population over this period. The LDP covers the period 2006-26 which, based on these projection figures, would represent a 33% increase in the population in the city from 321,669 to 428,117. The plan would therefore need to demonstrate the ability to bring forward some 54,400 homes (as derived from the Welsh Government 2008 based Household Projections) to meet this population growth together with a need to provide a proportionate number of jobs estimated at some 55,000 jobs over the plan period.

3.3 On initial reading, this option fully accords with the official projections and consequently may appear a good basis on which to proceed. However, the projection figures indicate a significant increase in Cardiff’s population, the second highest in England and Wales and represents a 42% population increase over the period, 2008-2033. In contrast, the surrounding region has nothing like this level of growth. The main driver over and above a relatively small natural increase is an anticipated net in-migration of 2,400 people coming into Cardiff every year of the whole plan period. This compares to a long term (1981-2008) previous average net in-migration of about 600 people per annum as used by the Welsh Government in the 2006-based projections for Cardiff.

3.4 The Welsh Government projection figures are significantly higher than the previous projections issued 2 years earlier. Concern at the scale of these figures alone is not sufficient to warrant a different approach and in order to justify departing from these figures the plan-making system requires demonstrable evidence to be provided. Therefore, in order to explore the robustness of the official projections, the Council commissioned an independent expert of acknowledged UK standing to assess the methodology and data used and consider if there was any evidenced basis to justify a robust alternative scenario. This work was undertaken by Dr Boden of Edge Analytics and forms part of the evidence base for the Plan.

3.5 In summary, the independent expert analysis undertaken by Edge Analytics used the same high level data as the Office of National Statistics (ONS) but accessed more locally sourced data than that used by the ONS to inform future projection scenarios making the findings more reliable and robust. Overall, the expert analysis provided a strong evidence-based case for departing from the Welsh Government figures and concluded that the level of growth set out in Option A was not supported by a more rigorous application.
of methodology and more locally robust data. Moreover, by recalibrating the high level core statistics using locally sourced data, the evidenced conclusions of the work supported a level of growth aligned to Option B. In effect, the more detailed analysis is considered to move the starting point from Option A to Option B. (More technical supporting information is provided in Background Technical Paper No. 9).

3.6 Furthermore, the latest indicative mid year population estimates 2006-2010 issued by National Statistics on 17th November 2011 also support a lower growth rate for Cardiff than that indicated in the Welsh Government 2008 based projections. At 2010, the indicative mid year estimate is 337,069 persons, LDP Option B is 337,629 persons but Welsh Government 2008 based equivalent is 339,484 persons. Mid year estimates will be subject to further change in 2013 following release of Census results and the 2011 Mid Year Estimates.

3.7 Option C or even lower is not supported by the rigorous population methodology work undertaken. In terms of context, it should also be noted that Option C is significantly lower than the Welsh Government projection figures by some 17,900 new homes. The independent assessment of the LDP places significant weight on meeting official projections unless compelling evidence for departure is presented. In this respect, Option C cannot be justified in terms of population projection methodologies.

3.8 Whilst longer term past rates relating to net in-migration and house completions may support Option C, current evidence relating to population and household projections point to significantly higher levels of growth.

3.9 In conclusion, the analysis of projection methodology points to Option B as being the most reliable and realistic option.

**Other Factors**

3.10 As stated in paragraph 5.12, the overall assessment of growth options must rest on the evaluation of all available evidence which is considered under the following sub-headings.

**Accordance with Wales Spatial Plan and other key national policy and guidance**

3.11 The Wales Spatial Plan (South East Wales Update 2008) (WSP) recognises the key role that Cardiff should play as the centre of a networked city-region, “to realise its international potential, its national role and to reduce inequalities”. The WSP further states:

“The success of the area relies on Cardiff developing its capital functions together with strong and diverse roles of other towns and cities. Cardiff, Newport and the Valleys are interdependent. Only if south east Wales works as a networked city-region of 1.4 million people will it have the critical mass to provide the quality of life for all appropriate for the 21st
century and be able to compete with comparable areas in the UK and the EU for investment and growth”

“At the heart of the vision is a network of strong, sustainable communities spreading prosperity from the two major centres of Cardiff and Newport to valleys across the region”

“Acknowledging the interdependent relationship between Cardiff, one of Europe’s fast growing capital cities, and the wider Capital region is critical for the success of the WSP. Cardiff’s role as the key economic driver for the region, at the centre of a strong, regional economy which is internationally competitive, is essential. Cardiff will play a pivotal role as a key provider of higher level services, focusing on innovation and higher value-added knowledge sectors”

“Cardiff can combine an international business offer with superb quality of life”

3.12 However, the WSP also recognises the need to carefully balance growth in the coastal belt so that excessive growth does not divert investment from securing regeneration opportunities in other parts of south east Wales: “The City and Coast provides a superb environment in which to live. The pressure to provide more housing and employment land should be managed so as to fit in compatibly with conservation of the landscape, environment and community strength of the area. 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”

3.13 The WSP also recognises the need for a more fully integrated transport system in south east Wales in order to deliver its wider objectives. The need to provide more sustainable communities is supported along with valuing the environment and respecting distinctiveness.

3.14 In terms of the policy direction set out in the WSP, there are concerns that Option C does not set out a sufficiently high level of growth for Cardiff to maximise its role at the centre of the city-region. However, the level of growth proposed in Option A is of such a scale that there are serious concerns that this may well prejudice the ability of other local authorities in the region to achieve their regeneration opportunities by diverting growth into the coastal belt. Option B proposes a level of growth which is considered to strike the appropriate balance. It maximises Cardiff’s role as the centre of the city-region, providing a sufficiently strong ‘economic powerhouse’, but not to excessive levels which may well result in investment being too focused on Cardiff at the expense of other areas.

3.15 With regard to other aspects of the WSP, in very general terms, Option A is considered to perform better than the other options in terms of delivering social/housing need but performs weaker with regard to environmental, climate change and transportation issues. These topics are considered in more detail under the relevant sections below.

**Cross-boundary/ city-region implications**
3.16 As referred to in the section above, at the heart of this issue lies the careful balance that needs to be struck in reaching a level of growth which is right for Cardiff and also right for the wider region. Growth needs to be significant enough so Cardiff can help stimulate wider benefits and share prosperity around the region but not to the extent that it disproportionally draws in all investment and prevents regeneration opportunities in the surrounding city-region.

3.17 The Council has set up and recently undertaken dialogue with all local authorities in south east Wales together with other key relevant national and regional bodies to explore cross-boundary issues including the implications of different levels of growth on the wider region. The findings of this work are included as Background Technical Paper No 7 and further reference is made in paragraphs below. In summary, this process reached consensus from local authority’s that the appropriate level of growth for housing should be Option B with the Home Builders Federation favouring Option A. Due to the strong role Cardiff played in providing jobs for the wider area, Option A was generally considered a more appropriate figure for the number of jobs to be provided.

3.18 This collaborative work has proved particularly beneficial in exploring the level of growth balance that must be reached between Cardiff and the wider region. As discussions progressed, a strong consensus emerged with recognition of the ‘ripple effect’ of benefits spreading from Cardiff to the wider area resulting from the market investing in Cardiff. There was recognition that restricting growth in Cardiff in the hope of spreading investment to the Valleys was not likely to be a successful strategy. Evidence already shows difficulties in trying to attract the market into less attractive areas over recent years with significant public investment realising very few long term jobs. The very real danger of restricting growth in areas that the market finds attractive is that south east Wales as a whole may miss out on development; indeed, footloose investment may be discouraged from coming to Wales at all.

3.19 Evidence shows that south east Wales is the least competitive city-region in the UK. Given the current challenging economic conditions, it is vital that Cardiff’s LDP sets the appropriate policy framework to help stimulate greater economic activity for Cardiff and the region. The existing 74,200 people commuting into Cardiff each day demonstrates the major role Cardiff plays in spreading prosperity around the whole region. However, it also demonstrates another key cross-boundary issue which the plan must address: transportation.

3.20 Evidence also indicates that highways are now reaching capacity in peak periods and the WSP recognises the key need to develop a more integrated transportation strategy based on improved public transport and other sustainable modes rather than reliance on the car. The regional collaborative exercise also supported Cardiff’s recognition that the solution to Cardiff’s transportation issues required an approach that also looked beyond Cardiff’s administrative boundaries and addressing clear cross-boundary linkages more effectively.
3.21 Bringing these issues together in relation to the different levels of growth, the economic and social case for Cardiff fulfilling its role at the centre of the city-region to bring benefits to the region as a whole is compelling. In terms of how much growth is necessary, Option C is considered to fall short of providing the necessary stimulus. Conversely, Option A may well result in too much investment being focused just on Cardiff at the expense of the wider region. Additionally, it would place greater strain on a regional transportation system which is already experiencing capacity problems and runs the risk of promoting too much development, in too short a period of time, ahead of the realistic ability to put in place effective sustainable transportation solutions on a city-region scale.

3.22 Option B is considered to strike the appropriate balance and is of a sufficient scale to provide a genuine range and choice of economic and housing opportunities, but not at the expense of other local authorities in the city-region progressing their regeneration initiatives and delivering their aspirations. In relation to this point, it will be important for the Preferred Strategy to recognise the particular characteristics of Cardiff. For example, in terms of the wider region, Cardiff is recognised as a strong location for office development whereas for more industrial uses the market is more flexible.

3.23 With regard to the balance between jobs and homes, it is considered important to retain the relationship as set out in the options. For Cardiff to grow in a sustainable manner the increase in population (and house building) needs to be matched by the proportionate growth in the number of jobs available in the county.

Accordance with, ‘What Matters’, Cardiff’s Community Strategy

3.24 The high level aspiration set out in, ‘What Matters’ is for Cardiff being, “a world class European capital city with an exceptional quality of life and at the heart of a thriving city-region”. It also sets out other aspirations relating to social, economic and environmental outcomes which are summarised in paragraphs 4.7 and 4.9 above.

3.25 Options A and B propose a level of growth higher than past rates, fulfilling Cardiff’s role as the centre of a thriving city-region. Both would help deliver the outcome for Cardiff having a thriving and prosperous economy together with ensuring the provision of high quality sustainable and affordable housing. Option C is not considered to be ambitious enough with regard to the over-arching vision of the Community Strategy and does not propose a level of development sufficient to deliver the social and economic outcomes.

3.26 All options would involve the need for the greenfield release of land which would be required to deliver the necessary level of growth. It is the role of the LDP to set out how this growth can be delivered in a planned manner which best respects Cardiff’s qualities. Indeed, it is the only mechanism available to achieve this crucial purpose. Option A would have the greatest potential impact, Option C the least. In recognition of the need for the LDP to bring forward greenfield sites, the approved Vision and Objectives (see
section 4) deliberately set out a series of objectives which promote the development of sustainable new communities. Also, all candidate sites have been subjected to a detailed assessment relating to a wide range of factors to determine their acceptability.

3.27 In terms of the differences between the options, Option A would involve the construction of about 9,000 more homes than Option B and about 18,000 more homes than Option C. It is also noted that the call for candidate sites (sites put forward by developers for potential inclusion in the plan) has brought forward insufficient sites to meet Option A so if this option was progressed, other greenfield sites would need to be identified. This does not preclude Option A but simply highlights the fact that should this option be chosen, sites beyond those submitted through the candidate site process would need to be identified. Overall, based on the latest information, it is estimated that Option A would involve the development of just over 27,000 homes on greenfield sites. Option B would result in just over 18,000 homes on greenfield sites and Option C, just over 9,000 homes on greenfield sites. Each option would therefore generate its own range of environmental and transportation issues to address which are discussed in more detail in subsequent paragraphs in this section.

3.28 Overall, Option B is considered to be most aligned to the Community Strategy. Whilst it provides fewer jobs and homes than Option A, it is not considered to possess the negative cross-boundary impacts associated with Option A in terms of drawing in too much growth to Cardiff at the expense of the region. Option C falls short of delivering the LDP Vision and objectives and meeting the evidenced social and economic needs outlined in the following sections.

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

3.29 There is compelling evidence as set out in Section 3 of this document of the need for Cardiff to provide a wide range and choice of jobs over the plan period. This is supported by strategic policies set out in the WSP together with, ‘What Matters’, the Council’s Community Strategy which aspires for Cardiff to be at the heart of a thriving city-region. The strong economic performance of Cardiff compared to the wider city-region also underlines the importance of Cardiff continuing to drive prosperity for the benefit of south east Wales as a whole.

3.30 Option A delivers the greatest number of jobs and in this respect meets this objective most fully. In contrast, Option C sets a much lower jobs target and runs the risk of not only undermining the provision of jobs for Cardiff residents but also having far wider negative impacts on the prosperity of the city-region as a whole. Option B provides fewer jobs than Option A but could be argued to set a more balanced provision in terms of alignment with housing provision. Option A potentially challenges the delivery of housing sites in other local authority areas and is contrary to aspects of guidance in the WSP.
3.31 In conclusion, Option C does not fulfil the ambitions of south east Wales to perform competitively in a UK and international economic context. Both Options A and B are considered to represent a more suitable level of provision. Option A has the advantage of setting out the provision for more jobs but the need to align job provision with associated housing and infrastructure may have negative consequences for the region and represent a flawed approach when considering its full impact. Option B strikes a more realistic balance and still provides a sufficient amount of jobs to provide a full range and choice of job opportunities.

Extent to which evidenced social/ housing needs are delivered

3.32 Cardiff needs to provide significant numbers of new houses, particularly affordable and family accommodation. Section 3 summarises some of the key facts relating to need. This level of need is compounded by the current lack of a wide range and choice of housing opportunities reflected in a land bank dominated by brownfield sites largely in the Cardiff Bay area and of apartment-type accommodation. Many of these sites are subject to challenging market factors which mean they are not being brought forward for development. Furthermore, changes to market conditions since planning consent was granted or resolved for approval subject to the signing of a legal agreement, may mean that many sites will ultimately be progressed at far lower densities or for alternative uses. This will result in fewer dwellings coming forward from the land bank than originally anticipated.

3.33 In terms of current housing availability, national guidance sets a target of LPAs having a 5 year supply of housing land. However, Cardiff only has an approximate 2.3 year supply according to the April 2011 official land availability study, well below this target. Therefore, Cardiff is in a situation of high demand but limited supply in both quantitative terms and also in range and choice of housing types, tenures and geographical locations.

3.34 Option C is not considered to set out sufficient provision to meet housing need over the plan period given the current shortfall in provision and future population growth. The lack of adequate housing supply would also negatively impact upon the ability of the city to bring forward the jobs which are required over the plan period. In contrast, Option A sets a level of provision which best meets the high levels of needs. However, it runs the risk of setting out a level of growth which could undermine other local authority areas meeting their housing targets and divert the market to the coastal belt, away from the Valley areas as referred to in the WSP.

3.35 Option B is considered to represent a level of growth which can provide a wide range and choice of housing opportunities which responds well to housing needs but at an overall level which does not negatively impact upon the effective provision of housing sites across south east Wales. Given that current needs far exceed previous demand, it is entirely appropriate that a higher level of housing completions will be required, particularly since evidence also indicates a significant rise in population.
Environmental and climate change implications

3.36 Given the levels of growth set out in all options together with the finite brownfield capacity to provide land for homes and jobs, it is inevitable that all options would necessitate significant releases of greenfield land. This will potentially have an impact upon Cardiff’s environment and wider implications for climate change factors. However, whilst any loss of countryside to development would have some impact, different parts of Cardiff’s countryside possess different intrinsic values, constraints and qualities. Extensive work has been undertaken over recent years to assess these qualities and constraints including factors such as biodiversity interests, landscape quality, flood risk, historic interest, natural resources and agricultural land quality. This has helped to provide a detailed picture of the relative environmental importance of different areas which greatly assists the consideration of both overall growth levels and the detailed consideration of spatial options.

3.37 Brownfield sites can also possess high environmental value representing well used and popular local amenities within easy reach of homes. The priority of maximising the supply of suitable brownfield sites must therefore be carefully undertaken as insensitive selection of brownfield sites may have significant negative consequences for surrounding communities and the environment as a whole.

3.38 Whichever level of growth is selected, the plan will need to set out how impact upon the environment can be minimised and appropriate mitigation and enhancement measures incorporated into the overall strategy. The plan is subject to numerous parallel assessment processes which aim to ensure that the impact of the plan on the environment is minimised. Documents relating to these assessments are included as Background Technical Papers.

3.39 In terms of the growth options being considered, the details of sites selected and possible mitigation measures would inform the detailed environmental consequences. It is therefore inappropriate to directly link growth with harm as the LDP provides the mechanism to manage impacts and effectively mitigate against potential harm. What is crucial in the process is gaining a thorough understanding of potential impacts so that an assessment can be made of the ability to effectively mitigate, reduce or remove harm. This is best undertaken on a site by site basis rather than making broad assumptions which cannot be supported by robust evidence.

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

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

3.42 Current economic conditions are not favourable for bringing forward new homes and creating new jobs in high numbers. For example, looking at housing completions, the past 3 years to 2012 have seen the delivery of 2,386 new homes at an average of 795 homes per annum. This compares with a longer term 9 year average of 1,587 homes per annum. Similarly, recent job creation has been at a significantly lower rate than previous years with a loss of 4,733 jobs between 2008 and 2010 compared to a net gain of 40,300 jobs between 1998 and 2008.

3.43 However, the LDP must make provisions for the whole plan period and not make short-term decisions based on prevailing market conditions. Indeed, planning policy can play a key role in helping to provide a framework to tackle the current conditions and enable the future provision of jobs and homes which are needed in Cardiff. Clearly, a realistic balance must be reached which ensures that the plan sets a level of growth which effectively responds to the evidenced needs for new jobs and homes, but not at a level which is over ambitious and cannot be delivered in practice. In this respect, given the extremely high level of growth set out in Option A compared to past rates, the current economic conditions and the lack of potential candidate sites to deliver within the plan period, there are fundamental concerns as to whether this option is practically deliverable within the plan period.

3.44 Option A would involve completing 3,255 homes per annum for the remainder of the plan period (April 2012- 2026). This contrasts to the past 9 year completion rate of 1,587 dwellings per annum and the highest ever year in recent times of housing completions of 2,368 in 2006/07 (where approximately 70% were flats). A housing completion rate of approximately 105% higher than long term past rates for the remainder of the plan period and with a need for 1,668 homes to be provided every year over and above the previous highest rate is not considered justifiable even taking account of a range and choice of sites being available. No market-led evidence has been presented to demonstrate delivery of such a high completion rate. The current slow-down relating to homes and jobs coming forward in large numbers and the uncertainty at when economic conditions will assist a turn-around also adds concerns at the ability to deliver this level of growth.

3.45 With regard to the capacity of the area to accommodate the different growth options, Option A raises significant issues due to the particularly high level of growth over a comparatively short period of time. To accommodate this level of growth avoiding the most environmentally sensitive areas on the ridge north of Cardiff, it is likely that land to the north west would be required. This would result in a huge number of new homes and associated uses in one area and over a relatively short period of time. This is considered to create an
overwhelming and unacceptable impact on the surrounding area. Whilst the major scale of development could realise significant economies of scale and developer contributions to assist addressing capacity issues and the provision of necessary infrastructure, the level of growth in a relatively confined area within such a narrow time frame is not considered deliverable within the Plan period.

3.46 Option B proposes a level of growth between Options A and C. Given the current slow-down in economic conditions which have impacted on the early years of the plan period, this option would require some 2,614 dwelling completions per annum for the remainder of the plan period (2012-2026). Sufficient candidate sites have been submitted to deliver this level of growth without the need to search for additional sites in areas raising significant environmental concerns. Additionally, there are sufficient brownfield and greenfield sites to provide the necessary range and choice of opportunities which would certainly provide a wide variety of outlets that can provide an even trajectory of provision over the plan period.

3.47 In this respect, the local conditions are considered to be in place to facilitate the delivery of approximately 45,400 homes in total and 37,101 for the remainder of the plan period (2012-2026). In terms of addressing the current challenging economic conditions, the availability of a range and choice of greenfield sites in addition to brownfield opportunities would provide a local stimulus to encourage investment and help meet a high demand for jobs and homes.

3.48 It is recognised that the level of housing completions in Option B is markedly higher than longer term past build rates but this does not mean that it is not deliverable. Furthermore, the balanced range and choice of sites greatly assists delivery of provision over the plan period which can be controlled by setting out a trajectory of provision which can be thereafter monitored over the plan period.

3.49 Option B would still involve major greenfield releases and spatially the north west Cardiff area could play a key role in providing the necessary land. However, the crucial difference from Option A is that Option B represents a scale of development which is considered deliverable over the plan period. Additionally, the potential of different sites being brought forward in one corridor offers not only a range and choice of opportunities but also provides the ability to realise significant economies of scale and developer contributions to assist addressing capacity issues and the provision of necessary infrastructure. With regard to transportation, this will be vital as it will be necessary to develop sustainable transportation solutions which provide wider sustainable transportation benefits to surrounding areas and also improve linkages beyond Cardiff into Rhondda Cynon Taff and beyond.

3.50 In contrast, Option C represents a far lower level of growth. Given the current slow-down in economic conditions which have impacted on the early years of the plan period, this option would still require some 1,975 dwelling completions per annum for the remainder of the plan period (2012-2026). The
delivery of this level of growth would require a range and choice of both brownfield and greenfield sites providing a variety of outlets. Given this, there are no compelling reasons to suggest that this level is not achievable over the whole plan period.

3.51 Option C still would involve significant greenfield releases and require the provision of necessary supporting infrastructure. The lower level of development would generate less monies from development to help finance new infrastructure but the transportation and other infrastructure requirements would be less onerous with a lower level of development. However, it should be noted that the lower level of growth would provide less scope to deliver the wider strategic provision of infrastructure on a city-wide scale and beyond with the focus being on addressing site specific issues.

3.52 In conclusion, Option A proposes a level of growth which is considered unrealistic and undeliverable because of the high level of house building it entails. In contrast, Options B and C are considered capable of being delivered over the plan period. They represent levels of growth which can be accommodated in terms of existing capacities particularly since new developments will provide the opportunity to bring forward new infrastructure not only to address on-site provision but also to help address the strategic provision of physical and social infrastructure which will bring wider benefits.

**Overall Conclusions**

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

3.54 There are compelling reasons not to support Options A and C. Evidence from the Edge Analytics report and indicative mid year estimates from ONS would indicate that the population projection basis for Option A is not robust. This level of growth within the plan period is considered to raise major environmental and capacity issues, particularly relating to transportation. Moreover, there are fundamental concerns regarding the practical delivery of such a high level of growth. In contrast, Option C’s fundamental drawback is that it falls well short in delivering the evidenced need for new homes and jobs together with not delivering the Wales Spatial Plan and Community Strategy aspirations of Cardiff playing a key role as the centre of a thriving city-region.

3.55 It is important that the Preferred Strategy forms a robust basis for preparing a LDP which meets the 10 tests of soundness. In this respect, it is considered that a plan based on Option A or C would be highly likely to be found unsound through the independent examination process.

3.56 Given that the evidence strongly supports Option B, there is merit in considering if the Preferred Strategy should be based exactly on Option B or
whether there is an evidenced case for a level of growth slightly above or slightly below this figure. However, any adjustment would then depart from what is considered the most appropriate evidence-based starting point in terms of projection analysis. In this respect there not considered to be strong and readily justified reasons to warrant any such departure as Option B also represents the most appropriate option when taking into account all other available evidence.

3.57 The issues discussed in reaching this conclusion are also of wider relevance to the preparation of the whole LDP. It is important that the LDP sets out a strategy which not only indicates the appropriate level of growth but also provides an overall package of allocations and policies which provide for this growth in a managed and sustainable way and which effectively addresses issues such as impact on the environment, delivering sustainable transportation solutions, together with representing a quantum of development which can be realistically delivered over the plan period.
Appendix 4: 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 2 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. 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 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’. The LDP is due to be placed on Deposit in October 2013.

**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 9: Annual Monitoring Report/4-year Review

Stage 8: Adoption

Stage 7: Inspector’s Report

Stage 6: Examination

Stage 5: Advertise New or Alternative Sites
residents

Stage 4: Deposit Plan

Stage 3: Gathering Evidence base & Preferred Strategy Consultation

Stage 2: Sustainability Appraisal & Strategic Environmental Assessment

Stage 1: Delivery Agreement

Community Involvement

Plan Stages

Integral Process

If required, Plan Stage
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)

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 Gwyrdd

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

Protected Species

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

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

The Regional Technical Statement (RTS)

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

Regional Transport Plan (RTP)

Regional Transport Plan prepared by Sewta

Representations

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

United Kingdom Biodiversity Action Plan (UKBAP)

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

Unitary Development Plan (UDP)

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

Scheduled Ancient Monument

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

Scoping SA

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

Section 106 Agreement

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


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 carparking 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 5: List of the Evidence Base used to inform the plan

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Appendix 6: Summary of strategic sites and approach to non-strategic sites

This document has been prepared for the purposes of helping to provide relevant information within the Preferred Strategy and enable the community to comment on matters ahead of the Deposit Stage by giving a summary of the assessment of submitted Candidate Sites. In this respect, it has no status with regard to the Development Management process and is without prejudice to the consideration of planning applications which will be considered on their own merits having regard to the Development Plan and all other material planning considerations.

The assessment process referred to in the table below was that outlined when Candidate Site sites were sought in the autumn of 2010 and as described below:

(i) Site Categorisation- Sorting sites by size, proposed land use and location (brownfield or greenfield);

(ii) Considered against LDP vision and objectives- Assessing degree to which the proposal delivered the agreed vision and objectives;

(iii) Considered against the 5 assessment factors:
   - Environmental;
   - Flood Risk;
   - Transportation;
   - Neighbourhood, Community and Place-making; and
   - Infrastructure and deliverability factors

(iv) Input from other assessment processes- Undertaking parallel iterative assessment processes including Strategic Environmental Assessment/ Sustainability Appraisal (SA/SEA), an appraisal in accordance with the Habitat Regulations, Health Impact Assessment and Equalities Impact Assessment.
1. **Strategic Sites**

1A Strategic Sites considered the most appropriate as evidenced through the assessment process and that contribute to meeting the considered development requirements for the plan period- Identified as Strategic Sites in the Preferred Strategy.

<table>
<thead>
<tr>
<th>Site Ref.</th>
<th>Site Name</th>
<th>Site Size (Ha)</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>Land at Ely Bridge</td>
<td>22.34</td>
<td>Strategic Site B</td>
</tr>
<tr>
<td>46</td>
<td>Land to the North of Junction 33, M4</td>
<td>80.00</td>
<td>Strategic Site E</td>
</tr>
<tr>
<td>60</td>
<td>Roath Basin South, Porth Teigr</td>
<td>16.60</td>
<td>Strategic Site I</td>
</tr>
<tr>
<td>72</td>
<td>Land east and west of Church Road and north and south of Bridge Road, St. Mellons</td>
<td>81.00</td>
<td>Strategic Site H</td>
</tr>
<tr>
<td>77</td>
<td>Gas works, Ferry Road</td>
<td>11.73</td>
<td>Strategic site C</td>
</tr>
<tr>
<td>82</td>
<td>Land to the west of Cardiff</td>
<td>278.00</td>
<td>Strategic Site D</td>
</tr>
<tr>
<td>102</td>
<td>Land south of Creigiau</td>
<td>37.70</td>
<td>Strategic Site F</td>
</tr>
<tr>
<td>106</td>
<td>Cardiff Parkway, east of Cypress Drive, St. Mellons</td>
<td>71.00</td>
<td>Strategic Site J</td>
</tr>
<tr>
<td>112</td>
<td>North East Cardiff</td>
<td>238.00</td>
<td>Strategic Site G</td>
</tr>
</tbody>
</table>
1B Strategic Sites **not** considered the most appropriate as evidenced through the assessment process and not considered necessary to meet the considered development requirements for the plan period.

<table>
<thead>
<tr>
<th>Site Ref</th>
<th>Site Name</th>
<th>Site Size (Ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>Land at Briwnant</td>
<td>157.00</td>
</tr>
</tbody>
</table>

2 Non Strategic Sites

2A Non-Strategic Sites considered in principle to successfully respond to the issues addressed through the assessment process and, subject to further detailed work and consideration of consultation responses, are likely to form allocations in the Deposit Plan.

<table>
<thead>
<tr>
<th>Site Ref</th>
<th>Site Name</th>
<th>Site Size (Ha)</th>
<th>Possible Allocated Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Land to the east of Fairmeadow, Pentyrch</td>
<td>0.90</td>
<td>Allotments</td>
</tr>
<tr>
<td>17</td>
<td>Ely Bridge Farm, Dyfrig Road, Ely</td>
<td>0.72</td>
<td>Residential</td>
</tr>
<tr>
<td>18</td>
<td>Queen Alexandra Head</td>
<td>4.69</td>
<td>Mixed use - residential employment</td>
</tr>
<tr>
<td>20</td>
<td>Former Queens Gate Car Park</td>
<td>1.58</td>
<td>Mixed use - residential employment</td>
</tr>
<tr>
<td>Site Ref</td>
<td>Site Name</td>
<td>Site Size (Ha)</td>
<td>Possible Allocated Use</td>
</tr>
<tr>
<td>---------</td>
<td>-----------------------------------------------</td>
<td>----------------</td>
<td>---------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>31</td>
<td>Land at Brindley Road, Leckwith</td>
<td>8.00</td>
<td>Commercial/industrial B1, B2 &amp; B8 uses or transport use; or strategic park &amp; ride facilities or combination of all 3</td>
</tr>
<tr>
<td>35</td>
<td>Rookwood Hospital</td>
<td>2.90</td>
<td>Residential</td>
</tr>
<tr>
<td>36</td>
<td>Former Landsdowne Hospital site</td>
<td>1.51</td>
<td>Residential</td>
</tr>
<tr>
<td>42</td>
<td>Whitchurch Hospital Site 4</td>
<td>1.41</td>
<td>Community Health facility</td>
</tr>
<tr>
<td>45</td>
<td>Government offices, St. Agnes Road, Heath</td>
<td>4.07</td>
<td>Mixed Use - residential /employment</td>
</tr>
<tr>
<td>51</td>
<td>Land at Mill Road, Tongwynlais</td>
<td>0.40</td>
<td>Residential</td>
</tr>
<tr>
<td>56</td>
<td>Land at former St. Johns College, Rumney</td>
<td>2.50</td>
<td>Residential</td>
</tr>
<tr>
<td>58</td>
<td>Rear of 353-379 Moorland Road, Splott</td>
<td>0.03</td>
<td>Residential (10 dwellings)</td>
</tr>
<tr>
<td>62</td>
<td>Land rear of Clive Street, Grangetown</td>
<td>2.87</td>
<td>Residential</td>
</tr>
<tr>
<td>63</td>
<td>Former compound, former Cwm Farm, Morganstown</td>
<td>0.52</td>
<td>Retail</td>
</tr>
<tr>
<td>71</td>
<td>Wales Millennium Centre, Bute Place, Cardiff Bay</td>
<td>0.08</td>
<td>Arts related activities</td>
</tr>
<tr>
<td>99</td>
<td>Dan y Garth (a)</td>
<td>2.49</td>
<td>Residential</td>
</tr>
</tbody>
</table>
### Site Summary

<table>
<thead>
<tr>
<th>Site Ref</th>
<th>Site Name</th>
<th>Site Size (Ha)</th>
<th>Possible Allocated Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>Dan y Garth (b)</td>
<td>1.19</td>
<td>Residential</td>
</tr>
<tr>
<td>108</td>
<td>Electrocoin Automatics Ltd. Phoenix Estate, Caerphilly Road</td>
<td>0.61</td>
<td>Residential</td>
</tr>
</tbody>
</table>

Non-Strategic Sites considered in principle **not** to successfully respond to the issues addressed through the assessment process and, subject to further detailed work and consideration of consultation responses, are **unlikely** to form allocations in the Deposit Plan.

<table>
<thead>
<tr>
<th>Site Ref</th>
<th>Site Name</th>
<th>Site Size (Ha)</th>
<th>Use Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Land at St. Mellons Business Park</td>
<td>3.90</td>
<td>Residential or Business/Industry</td>
</tr>
<tr>
<td>3</td>
<td>Land at Pill Du Farm, Hendre Lane, Trowbridge</td>
<td>0.47</td>
<td>Residential (4 dwellings)</td>
</tr>
<tr>
<td>7</td>
<td>Land at Tregymog House, Capel Llanillterne</td>
<td>4.70</td>
<td>Residential (125-150 dwellings)</td>
</tr>
<tr>
<td>8</td>
<td>Land west of Clos y Cwarra, Michaelston-super-Ely</td>
<td>1.64</td>
<td>Residential (50 dwellings)</td>
</tr>
<tr>
<td>10</td>
<td>The Dutch Garden Centre, M4 Junction 30</td>
<td>3.12</td>
<td>Motorway related employment (B1,B8) service and/or tourism uses, garden related retail uses, agricultural related commercial development</td>
</tr>
<tr>
<td>12</td>
<td>Parc Ty Glas/Malvern Drive, Llanishen</td>
<td>1.86</td>
<td>Residential (100 dwellings)</td>
</tr>
<tr>
<td>Site Ref</td>
<td>Site Name</td>
<td>Site Size (Ha)</td>
<td>Use Proposed</td>
</tr>
<tr>
<td>---------</td>
<td>---------------------------------------------------------------------------</td>
<td>----------------</td>
<td>------------------------------------------------------</td>
</tr>
<tr>
<td>13</td>
<td>Land to the rear of Brynteg, Rhiwbina</td>
<td>0.80</td>
<td>Residential (10 dwellings)</td>
</tr>
<tr>
<td>14</td>
<td>Land to the north west of Druidstone Road, Old St.Mellons</td>
<td>1.09</td>
<td>Residential (35 dwellings)</td>
</tr>
<tr>
<td>15</td>
<td>Land at Druidstone Road, Old St. Mellons</td>
<td>0.97</td>
<td>Residential (10 dwellings)</td>
</tr>
<tr>
<td>19</td>
<td>Pengam Green</td>
<td>23.86</td>
<td>Employment B1, B2 &amp; B8</td>
</tr>
<tr>
<td>25</td>
<td>Land at Cefn Garw Quarry, Tongwynlais</td>
<td>11.20</td>
<td>Residential and leisure recreation uses (100 dwellings)</td>
</tr>
<tr>
<td>26</td>
<td>Land previously part of Ty Isaf Farm House</td>
<td>0.09</td>
<td>Residential (1 dwelling)</td>
</tr>
<tr>
<td>27</td>
<td>Pwll Coch Uchaf, Old St. Mellons</td>
<td>0.36</td>
<td>Residential (4 dwellings)</td>
</tr>
<tr>
<td>28</td>
<td>Land North of Ty Isaf, Tongwynlais</td>
<td>0.87</td>
<td>Residential (30 dwellings)</td>
</tr>
<tr>
<td>29</td>
<td>Land north west of Druidstone Road, Old St. Mellons</td>
<td>5.00</td>
<td>Residential (64 dwellings)</td>
</tr>
<tr>
<td>30</td>
<td>Land at Pwll Coch, Druidstone Road, Old St. Mellons</td>
<td>7.89</td>
<td>Residential (40-50 dwellings)</td>
</tr>
<tr>
<td>34</td>
<td>Llanishen Reservoir</td>
<td>34.63</td>
<td>Inert waste landfill (potential for on-site recycling)</td>
</tr>
<tr>
<td>38</td>
<td>Land off Ty Winch Road St. Mellons</td>
<td>4.00</td>
<td>Residential (100-150 dwellings)</td>
</tr>
<tr>
<td>43</td>
<td>Land to the east of Brook House, Old St. Mellons</td>
<td>9.72</td>
<td>Residential</td>
</tr>
<tr>
<td>44</td>
<td>Land at Bridge Road, Old St. Mellons</td>
<td>1.10</td>
<td>Residential (9-13 dwellings)</td>
</tr>
<tr>
<td>Site Ref</td>
<td>Site Name</td>
<td>Site Size (Ha)</td>
<td>Use Proposed</td>
</tr>
<tr>
<td>---------</td>
<td>----------------------------------------------------------------------------</td>
<td>----------------</td>
<td>------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>49</td>
<td>Blooms Garden Centre, St. Mellons</td>
<td>3.32</td>
<td>Housing/general retail/employment or mixed use (132 dwellings)</td>
</tr>
<tr>
<td>52</td>
<td>Land at Paper Mill Road, Canton</td>
<td>0.77</td>
<td>Residential (30 dwellings)</td>
</tr>
<tr>
<td>53</td>
<td>Cardiff Gate, Pontprennau</td>
<td>10.40</td>
<td>District Centre Shopping Centre</td>
</tr>
<tr>
<td>59</td>
<td>Goitre Farm, St. Mellons</td>
<td>13</td>
<td>Commercial/residential</td>
</tr>
<tr>
<td>65</td>
<td>Land at former Cwm Farm, Morganstown</td>
<td>0.62</td>
<td>Residential (7 dwellings)</td>
</tr>
<tr>
<td>64</td>
<td>Former compound, former Cwm Farm, Morganstown</td>
<td>0.52</td>
<td>Residential (7 dwellings)</td>
</tr>
<tr>
<td>69</td>
<td>Land at Tynwydd, Gwaelod Y Garth</td>
<td>0.50</td>
<td>Residential (10 dwellings)</td>
</tr>
<tr>
<td>74</td>
<td>Land east of Wentloog Corporate Industrial Park</td>
<td>8.30</td>
<td>Employment and waste</td>
</tr>
<tr>
<td>75</td>
<td>Land east of Great House Farm, Michaelston Road</td>
<td>0.15</td>
<td>Residential (8 dwellings)</td>
</tr>
<tr>
<td>76</td>
<td>Land south of Wentloog Avenue, Wentloog</td>
<td>60.00</td>
<td>Waste management facility and include within defined settlement boundary and remove from SSSI</td>
</tr>
<tr>
<td>80</td>
<td>Land at Bridge Road, Old St. Mellons</td>
<td>5.05</td>
<td>Residential (130 dwellings)</td>
</tr>
<tr>
<td>81</td>
<td>Land at Began Road/Bridge Road, Old St. Mellons</td>
<td>3.27</td>
<td>Residential (90 dwellings)</td>
</tr>
<tr>
<td>Site Ref</td>
<td>Site Name</td>
<td>Site Size (Ha)</td>
<td>Use Proposed</td>
</tr>
<tr>
<td>---------</td>
<td>---------------------------------------------------------------------------</td>
<td>----------------</td>
<td>---------------------------------------</td>
</tr>
<tr>
<td>91</td>
<td>Land at Pwll Coch, Druidstone Road, Old St. Mellons</td>
<td>9.65</td>
<td>Mix of residential &amp; employment (337 dwellings)</td>
</tr>
<tr>
<td>95</td>
<td>Howard Gardens Bowling Green and Nursery Play area</td>
<td>0.49</td>
<td>Education</td>
</tr>
<tr>
<td>96</td>
<td>Land adjacent to Llandaff Campus</td>
<td>0.70</td>
<td>Education</td>
</tr>
<tr>
<td>104</td>
<td>Land off Druidstone Road, Old St. Mellons</td>
<td>1.07</td>
<td>Residential (4 dwellings)</td>
</tr>
<tr>
<td>105</td>
<td>Land off Druidstone Road, Old St. Mellons (Site 2)</td>
<td>6.96</td>
<td>Residential (20 dwellings)</td>
</tr>
<tr>
<td>107</td>
<td>Land at Gelynis Farm, Morganstown</td>
<td>10.50</td>
<td>Residential (300 dwellings)</td>
</tr>
<tr>
<td>109</td>
<td>Land at Bridge Road, Old St. Mellons</td>
<td>0.87</td>
<td>Residential (12 dwellings)</td>
</tr>
<tr>
<td>110</td>
<td>Land north east of Cefn Eurwg, Druidstone Road, Old St. Mellons</td>
<td>0.40</td>
<td>Residential (3-4 dwellings)</td>
</tr>
<tr>
<td>111</td>
<td>Land north west of Great House Farm, Michaelston Road</td>
<td>0.54</td>
<td>Residential (14 dwellings)</td>
</tr>
</tbody>
</table>

2C Non-Strategic Sites considered in principle to potentially successfully respond to the issues addressed through the assessment process but require further work to address a key matter or matters identified in the assessment process such as securing acceptable access, further assessing the implications of recent flood risk studies and further addressing a
The identified key matter(s) would need to be successfully addressed for the site to be allocated in the Deposit Plan.

<table>
<thead>
<tr>
<th>Site Ref.</th>
<th>Site name</th>
<th>Site Size (Ha)</th>
<th>Use Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>Land at areas 9-12, St. Mellons</td>
<td>18.80</td>
<td>Residential (450-500 dwellings)</td>
</tr>
<tr>
<td>22</td>
<td>Trowbridge Mawr - land west of Trowbridge Road, south of Greenway Park and north of Wentloog Road</td>
<td>35.00</td>
<td>Mixed residential/industrial/public open space (300-350 dwellings)</td>
</tr>
<tr>
<td>33</td>
<td>Llanishen Reservoir</td>
<td>36.50</td>
<td>Residential (300 dwellings), watersports, wetland habitat, educational/community centre, open space</td>
</tr>
<tr>
<td>37</td>
<td>Greenhill School, Rhiwbina</td>
<td>3.50</td>
<td>Residential (78 dwellings) &amp; assisted living accommodation (60 bed)</td>
</tr>
<tr>
<td>73</td>
<td>Graving Docks, Butetown</td>
<td>2.05</td>
<td>Mixed use, commercial, tourism/leisure, residential, Marina (35-140 dwellings)</td>
</tr>
<tr>
<td>92</td>
<td>Greenhill School, Heol Brynglas, Rhiwbina</td>
<td>4.00</td>
<td>Residential (110 dwellings)</td>
</tr>
<tr>
<td>93</td>
<td>Greenhill School, Heol Brynglas, Rhiwbina</td>
<td>4.00</td>
<td>Mixed use- new school &amp; residential (80 dwellings)</td>
</tr>
<tr>
<td>97</td>
<td>Plas Gwyn Residential Campus / BBC, Llantrisant Road, Llandaff</td>
<td>8.02</td>
<td>Education &amp; Employment</td>
</tr>
</tbody>
</table>
Non-Strategic Sites considered in principle to successfully respond to the issues addressed through the assessment process on the basis that they form part of a larger Strategic Site identified in the Preferred Strategy.

<table>
<thead>
<tr>
<th>Site Ref</th>
<th>Site Name</th>
<th>Site Size (Ha)</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Land at Wentloog Levels</td>
<td>28.00</td>
<td>Site within Strategic Site J</td>
</tr>
<tr>
<td>4</td>
<td>Energlyn, Ty Draw Road, Lisvane</td>
<td>0.45</td>
<td>Site within Strategic Site G</td>
</tr>
<tr>
<td>6</td>
<td>Land at Cefn Mably Road, Lisvane</td>
<td>2.84</td>
<td>Site within Strategic Site G</td>
</tr>
<tr>
<td>9</td>
<td>Land at Sunnybank Farm, St. Mellons Road</td>
<td>3.47</td>
<td>Site within Strategic Site G</td>
</tr>
<tr>
<td>11</td>
<td>Land to the east of Graig Road, Lisvane</td>
<td>1.35</td>
<td>Site within Strategic Site G</td>
</tr>
<tr>
<td>24</td>
<td>Land east of Cypress Drive, St. Mellons</td>
<td>9.50</td>
<td>Site within Strategic Site J</td>
</tr>
<tr>
<td>47</td>
<td>Goitre Fach Farm, Llantrisant Road</td>
<td>9.64</td>
<td>Site within Strategic Site D</td>
</tr>
<tr>
<td>48</td>
<td>Church Farm, Church Road</td>
<td>4.50</td>
<td>Site within Strategic Site H</td>
</tr>
<tr>
<td>61</td>
<td>Land south of Central Station</td>
<td>2.95</td>
<td>Site within Strategic Site A</td>
</tr>
<tr>
<td>66</td>
<td>Land at Church House Farm, Lisvane</td>
<td>9.70</td>
<td>Site within Strategic Site G</td>
</tr>
<tr>
<td>Site Ref</td>
<td>Site Name</td>
<td>Site Size (Ha)</td>
<td>Comment</td>
</tr>
<tr>
<td>---------</td>
<td>--------------------------------------------------------</td>
<td>----------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>67</td>
<td>Land at Maerdy Farm, Lisvane</td>
<td>32.03</td>
<td>Site within Strategic Site</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>G</td>
</tr>
<tr>
<td>68</td>
<td>Land at Llwynypia Farm, Lisvane</td>
<td>7.34</td>
<td>Site within Strategic Site</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>G</td>
</tr>
<tr>
<td>70</td>
<td>Central Square</td>
<td>1.47</td>
<td>Site within Strategic Site</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A</td>
</tr>
<tr>
<td>79</td>
<td>Land at Ty Draw Road, Pentwyn</td>
<td>15.06</td>
<td>Site within Strategic Site</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>G</td>
</tr>
<tr>
<td>84</td>
<td>Malthouse Farm, North East Cardiff</td>
<td>21.40</td>
<td>Site within Strategic Site</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>G</td>
</tr>
<tr>
<td>85</td>
<td>Land off Llwyn Y Pia Road, North East Cardiff</td>
<td>4.20</td>
<td>Site within Strategic Site</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>G</td>
</tr>
<tr>
<td>86</td>
<td>North East Cardiff (part)</td>
<td>131.90</td>
<td>Site within Strategic Site</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>G</td>
</tr>
<tr>
<td>87</td>
<td>North East Cardiff (part)</td>
<td>102.80</td>
<td>Site within Strategic Site</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>G</td>
</tr>
<tr>
<td>88</td>
<td>North East Cardiff (part)</td>
<td>65.20</td>
<td>Site within Strategic Site</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>G</td>
</tr>
<tr>
<td>89</td>
<td>North East Cardiff (part)</td>
<td>19.60</td>
<td>Site within Strategic Site</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>G</td>
</tr>
<tr>
<td>90</td>
<td>North East Cardiff (part)</td>
<td>47.25</td>
<td>Site within Strategic Site</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>G</td>
</tr>
<tr>
<td>98</td>
<td>Land at Church Road, Llanederyn Village</td>
<td>6.61</td>
<td>Site within Strategic Site</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>H</td>
</tr>
<tr>
<td>101</td>
<td>Dumballs Road</td>
<td>3.70</td>
<td>Site within Strategic Site</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A</td>
</tr>
<tr>
<td>Site Ref</td>
<td>Site Name</td>
<td>Site Size (Ha)</td>
<td>Comment</td>
</tr>
<tr>
<td>---------</td>
<td>-----------</td>
<td>----------------</td>
<td>---------</td>
</tr>
<tr>
<td>103</td>
<td>Mill Farm, St. Mellons Road, Lisvane</td>
<td>1.10</td>
<td>Site within Strategic Site G</td>
</tr>
</tbody>
</table>

2E Non-Strategic Sites with planning permission, or approved subject to the signing of a Section 106 Agreement where the principle of development has already been established.

<table>
<thead>
<tr>
<th>Site Ref</th>
<th>Site Name</th>
<th>Site Size (Ha)</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>23</td>
<td>Land between Crickhowell Road and Willowbrook Drive, St. Mellons</td>
<td>5.60</td>
<td>Residential and public open space (150 dwellings)</td>
</tr>
<tr>
<td>32</td>
<td>Land at Michaelston Road</td>
<td>9.77</td>
<td>Residential (80 dwellings)</td>
</tr>
<tr>
<td>39</td>
<td>Whitchurch Hospital Site 1</td>
<td>6.45</td>
<td>Residential (137 dwellings)</td>
</tr>
<tr>
<td>40</td>
<td>Whitchurch Hospital Site 2</td>
<td>3.22</td>
<td>Residential (95 dwellings)</td>
</tr>
<tr>
<td>41</td>
<td>Whitchurch Hospital Site 3</td>
<td>14.20</td>
<td>Residential, community &amp; possibly employment (100-120 dwellings)</td>
</tr>
<tr>
<td>54</td>
<td>Taffs Well Quarry</td>
<td>64.80</td>
<td>Continued use as Limestone Quarry</td>
</tr>
<tr>
<td>55</td>
<td>Land at Trowbridge Road</td>
<td>1.56</td>
<td>Residential (53 dwellings)</td>
</tr>
<tr>
<td>57</td>
<td>Land at Hannah Street, Butetown</td>
<td>0.05</td>
<td>Residential (10 dwellings)</td>
</tr>
<tr>
<td>Site Ref</td>
<td>Site Name</td>
<td>Site Size (Ha)</td>
<td>Comment</td>
</tr>
<tr>
<td>---------</td>
<td>--------------------------------------------------------</td>
<td>----------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>78</td>
<td>Fruit Market, B&amp;Q Hadfield Road</td>
<td>7.00</td>
<td>Residential, commercial, employment (230-250 dwellings)</td>
</tr>
<tr>
<td>83</td>
<td>Former J R Freeman Factory, Penarth Road</td>
<td>3.79</td>
<td>Mixed use B1, B2, B8 &amp; Retail/Residential</td>
</tr>
<tr>
<td>94</td>
<td>UWIC, Colchester Avenue</td>
<td>2.00</td>
<td>Residential (106 dwellings)</td>
</tr>
</tbody>
</table>
Appendix 7: 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 test of soundness set out in guidance issued by the Welsh Government and the Planning Inspectorate A Guide to the Examination of Local Development Plans, Planning Inspectorate Wales, 2007.

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.

<table>
<thead>
<tr>
<th>Procedural Tests</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>P1</strong></td>
<td>It has been prepared in accordance with the Delivery Agreement including the Community Involvement Scheme</td>
</tr>
<tr>
<td></td>
<td>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 23\textsuperscript{rd} September 2010 and agreed with the WG on 15\textsuperscript{th} 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 Preferred Strategy in November 2012 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.</td>
</tr>
<tr>
<td></td>
<td>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:</td>
</tr>
<tr>
<td></td>
<td>• Invitation to submit Candidate Sites - December 2010: Invitations were sent out inviting developers, landowners and others with an interest in land to submit sites they wished to be considered for development or reuse through the LDP. In addition a notice was placed in the South Wales Echo and placed on the Council website;</td>
</tr>
</tbody>
</table>
• Consultation on SA/SEA Scoping Report - November/December 2011;

• Consultation on vision and objectives – November/December 2010: In order to inform the preparation of LDP vision and objectives an extensive consultation and engagement exercise was carried out. This included:
  
  o A Stakeholder Consultee Conference which was held on 25th November 2010:
  o 4 Public Consultee Conferences held at venues around the city;
  o Questionnaire contained in the November Capital Times;
  o Questionnaire available on-line via the Council’s website;
  o ‘Ask Cardiff’ random postal questionnaire to 5,000 households;
  o Citizens’ Panel questionnaire to 1,000 households; and
  o E-mail responses to website and other publicity.

• Consultation on strategic options and sites – May/June 2011: In order to inform the preparation of the Preferred Strategy a consultation exercise on strategic options and sites was undertaken between 9th May and 10th June 2011. During this period members of the public and stakeholders were asked to give views on a series of strategic growth options for housing and employment and on candidate sites that had been put forward by developers and landowners to deliver this growth. The consultation included:
  
  o A Stakeholder Consultee Conference which was held on 16th May 2011:
  o 13 Public Consultee Conferences held at venues around the city;
  o Publicity in Capital Times;
  o Representation form available on-line via the Council’s website;
  o Citizens’ Panel questionnaire to 1,000 households; and
  o E-mail responses to website and other
<table>
<thead>
<tr>
<th>P2</th>
<th>The Plan and its policies have been subjected to Sustainability Appraisal including Strategic Environmental Assessment</th>
</tr>
</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.</td>
</tr>
<tr>
<td></td>
<td>An Initial Sustainability Appraisal Report has been prepared and published for consultation as part of the Council's pre-deposit proposals. It shows how SA/SEA has informed the preparation of the Preferred Strategy and details the methodology, process and results of the assessments of the alternative and preferred LDP strategies against the Sustainability Objectives identified in the SA/SEA Scoping Report.</td>
</tr>
<tr>
<td></td>
<td>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>

- Engagement with key stakeholders through the preparation of various local and regional strategies – ongoing;

- Preferred Strategy consultation arrangements: When the Preferred Strategy 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.
### Consistency Tests

<table>
<thead>
<tr>
<th>C1</th>
<th>It is a land use plan which has regard to other relevant plans, policies and strategies relating to the area or adjoining areas</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The Preferred Strategy has regard to other relevant plans, policies and strategies. Section 2 of the Plan specifically identifies the national, regional and local policy framework within which it has been prepared.</td>
</tr>
<tr>
<td></td>
<td>The Preferred Strategy 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.</td>
</tr>
<tr>
<td></td>
<td>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 Preferred Strategy identifies and takes account of those aspects that are of significance.</td>
</tr>
<tr>
<td></td>
<td>The Preferred Strategy 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</td>
</tr>
</tbody>
</table>
| C2 | **It has regard to national policy** | The Preferred Strategy 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 Preferred Strategy takes account of those aspects of national policy that are of significance. |
| C3 | **It has regard to the Wales Spatial Plan** | The Preferred Strategy 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 Preferred Strategy 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 Preferred Strategy 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 Preferred Strategy 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 7 of the Preferred Strategy 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 Preferred 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. At this stage, the Preferred Strategy Report only identifies proposed strategic policies and broad...</td>
</tr>
</tbody>
</table>
The strategy, policies and allocations are realistic and appropriate having considered the relevant alternatives and are founded on a robust and credible evidence base.

The Preferred Strategy is considered realistic and appropriate having considered all reasonable alternatives (in accordance with the SEA Regulations). A multitude of options and alternatives have been considered as part of the SA/SEA process.

The Preferred Strategy 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 Preferred Strategy sets out the assumptions and background to which the Plan's policies and proposals are based. The Preferred Strategy is supported by evidence from the evidence base and background technical papers - a full list of which is available at Appendix 2 of the strategy.

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 Preferred Strategy.

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 Preferred Strategy has taken full account of all relevant information available and where judgements have made been made, full reasoning is set out within the document and supporting information to demonstrate how conclusions are realistic and appropriate having regard to the evidence base.

There are clear mechanisms for implementation.

The Annual Monitoring Report is the principle mechanism through which the implementation of policies in the LDP are measured. The general
and monitoring approach to this is set out in Appendix 6 to the Preferred Strategy and will be worked up in more detail in the Deposit Plan.

<table>
<thead>
<tr>
<th>CE4</th>
<th>It is reasonably flexible to enable it to deal with changing circumstances</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The Preferred Strategy has been specifically designed to provide a flexible policy framework. It is considered sufficiently flexible to deal with unexpected changes in circumstances and has been prepared during a period that has seen economic changes, thereby allowing consideration of the flexibility of the policy response.</td>
</tr>
<tr>
<td></td>
<td>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.</td>
</tr>
</tbody>
</table>
Appendix 8: Proposed Monitoring Framework

8.1 Monitoring is a fundamental part of the LDP process. It provides an opportunity for the implementation and effectiveness of planning policies to be assessed and forms the basis for review of the Plan where necessary. The LDP is subject to a 4 year review period.

8.2 The monitoring process helps to positively identify key issues and questions such as:

- Which policies are being implemented successfully;
- Whether policies are achieving their intended output and in particular delivering sustainable development;
- If any policies are not working well, what actions are needed to remedy these;
- What changes to the evidence base are taking place;
- What gaps can be identified that should be addressed by the LDP.

8.3 Welsh Government guidance requires that Local Authorities prepare an Annual Monitoring Report (AMR) to be submitted by 31st October each year. The AMR assesses the effectiveness of policies in the LDP against various targets and indicators, identifies and significant contextual changes that have taken place, highlights any policies which are not functioning effectively and seeks to rectify any gaps in monitoring or data collection.

8.4 The indicators used in the AMR are comprised from a variety of local strategic policy indicators, SEA/SA indicators and core output indicators required by the Welsh Government. The indicators and targets are being developed and will be set out in detail in the Deposit LDP. They will monitor the following:

- Strategic Policies and the level of growth;
- Detailed Policies including: Sustainability, Design and Natural Resources, Natural and Built Heritage, Housing and Sustainable Communities, Economic, Transportation, Minerals and Waste.
### Appendix 9: Bibliography

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  Cardiff Council

- Cardiff Annual Traffic Flow Surveys  
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- Cardiff Annual Patronage Surveys 2010  
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- Ask Cardiff Surveys: Between 2010 and 2011  
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- Employee Jobs Business Register and Employment Survey 2012  
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- ONS GVA Statistics 2011  
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- Guide to the Examination of Local Development Plans 2006  
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