



Cardiff Council - March 2026

Cardiff Replacement LDP

Infrastructure Delivery Plan



 www.cardiffldp.co.uk
 02920 872087
 LDP@cardiff.gov.uk



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1. Introduction

1.1 Background

- 1.1.1 Over the lifetime of a Local Development Plan, population growth, demographic changes, new developments, emerging technologies and climate change all create challenges to the capacity, resilience and distribution of existing infrastructure located across a city/county.
- 1.1.2 The delivery of the right level and type of infrastructure at the right time is not only essential to support the development of new homes, economic growth and the creation of sustainable communities, but also provides benefits to the city's existing residents, workers and visitors. It can promote active travel, improve air quality, promote biodiversity and improve the health and wellbeing of residents.
- 1.1.3 The Welsh Government's Development Plan Manual, Edition 3, March 2020 identifies that a Local Planning Authority should prepare an Infrastructure Delivery Plan as a background document to its Local Development Plan (LDP) to clearly evidence how infrastructure of the appropriate capacity, location, funding and timing will be put in place to support the implementation and delivery of its LDP.
- 1.1.4 This Infrastructure Delivery Plan (IDP) has been prepared to support Cardiff's Replacement Local Development Plan (RLDP). It covers the plan period to 2036 and identifies the infrastructure required to facilitate and sustain the city's projected level of growth.

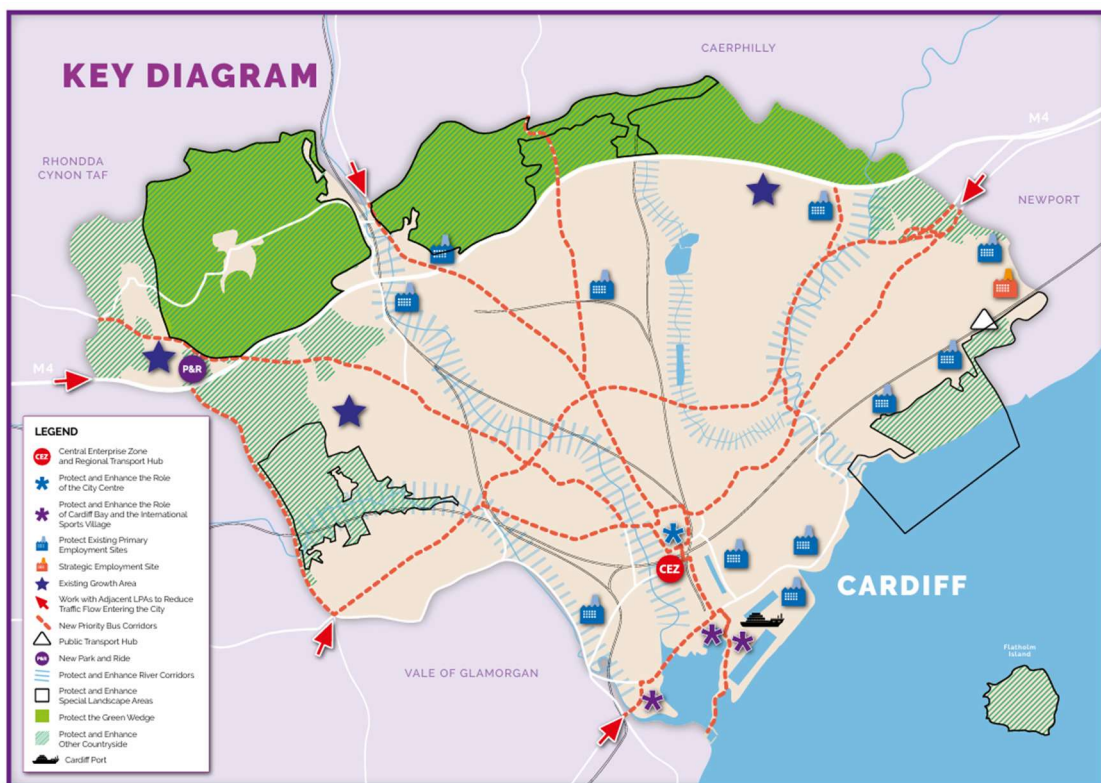


Figure 1: Replacement LDP Key Diagram

1.2 **Approach / Document Structure**

- 1.2.1 Consultation and dialogue with internal and external stakeholders, as well as site promoters, has been crucial in the production of the Replacement Local Development Plan and its supporting documents. This dialogue was undertaken at a high level at all stages of the plan making process and at a site-specific level in order to progress with the inclusion of allocations in the Deposit Plan.
- 1.2.2 The Replacement LDP carries forward planning consents from the Adopted Cardiff Local Development Plan (2006-2026) in addition to allocating new sites. In this regard, the Infrastructure Delivery Plan provides an overview of existing infrastructure commitments that have been secured through the granting of associated planning consents, in addition to identifying future infrastructure requirements associated with new / residual site allocations.
- 1.2.3 Whilst the Infrastructure Plan seeks to identify the key infrastructure items that are necessary to support the level of growth set out in the RLDP, it does not capture every individual project being planned by the Council or external service providers. There are already a wide range of strategies and plans in place to facilitate and secure the delivery of necessary infrastructure across Cardiff and these documents are referenced within Chapter 2 of the IDP. Many of these are funded through capital funding and grant allocations as well as through planning obligations, where appropriate. The overall infrastructure requirements that have been identified are then presented in a series of summary tables at Appendix 1.
- 1.2.4 The scale, nature and timing of development over the Plan period will influence the phasing of associated infrastructure. As such, it will be necessary for infrastructure providers to work in partnership with developers to ensure that new developments and necessary infrastructure are delivered in a co-ordinated and timely manner.
- 1.2.5 While reasonable care has been taken in the preparation of this document to ensure that the information contained is accurate, there may be additional infrastructure requirements and services which are identified through on-going stakeholder liaison and as part of the Development Management process. As such, the Infrastructure Delivery Plan is a living document that will be directly linked to the RLDP monitoring framework so that it can be regularly updated in order to effectively respond to changes in baseline information, procedures and legislation.
- 1.2.6 Estimated costs of infrastructure provision and details of the estimated square footage of facilities are referenced within the Infrastructure Delivery Plan based on current considerations, requirements, and information available at a point in time, so represent indicative figures. Future updates to the Infrastructure Delivery Plan will allow such information to be updated to reflect prevailing circumstances and show more detail when it is known.
- 1.2.7 It is recognised that Local Development Plans need to be flexible to allow for changes in building rates, new technologies and market conditions. A 10% flexibility allowance for additional housing growth has been evidenced in the RLDP which may require additional infrastructure provision to that which is identified in this Infrastructure Plan.
-

1.3 **Defining Infrastructure**

1.3.1 The Planning Act 2008 provides a wide definition of what constitutes infrastructure. For the purpose of this document, the infrastructure items that are considered necessary to help support the delivery of the RLDP are set out below:

- Transport and Highways (walking and cycling, buses/rapid transit, rail and road);
- Education (nursery, primary, secondary and sixth form education);
- Green infrastructure (parks, green spaces, allotments, children's play and sports pitches)
- Community facilities / Health (multi-functional community facilities / health care)
- Environmental Management (flood defences and sustainable drainage, recycling and waste management and renewable energy)
- Utility Services (water and waste water, gas, electricity, digital)

1.4 **National Planning Policy Context**

1.4.1 Well-being of Future Generations (Wales) Act 2015. The Well-being of Future Generations (Wales) Act requires public bodies in Wales to think about the long-term impact of their decisions and carry out sustainable development requiring four aspects of well-being: social, economic, environmental and cultural, to be addressed and improved.

1.4.2 It identifies that in order to demonstrate that appropriate consideration has been given to the well-being goals and sustainable development principles in the decision-making process, public bodies are required to have regard to the 'five ways of working' contained in the Well-being Act. These require consideration of involvement, collaboration, integration, prevention, and long-term factors.

1.4.3 Future Wales. Future Wales – the National Plan 2040 is the national development framework for Wales, setting out the overall direction for development up to 2040. It sets out where nationally important growth and infrastructure is needed and how the planning system at national, regional and local level can deliver it.

1.4.4 Future Wales identifies the importance of planning for new infrastructure and development in a way that they are complementary rather than competing priorities, ensuring opportunities are maximised and multiple benefits are achieved. Future Wales aims to ensure investments in infrastructure and development contribute to the broader ambitions of greater well-being and the creation of better places.

1.4.5 Planning Policy Wales. Paragraph 3.61 of Planning Policy Wales (Edition 12, February 2024) identifies that adequate and efficient infrastructure, including services such as education and health facilities along with transport, water supply, sewers, sustainable waste management, electricity and gas (the utilities) and telecommunications is crucial for economic, social and environmental sustainability. Noting that it underpins economic competitiveness and opportunities for households and businesses to achieve socially and environmentally desirable ways of living and working and that conversely, infrastructure which is poorly designed or badly located exacerbates problems rather than solving them.

- 1.4.6 It goes on to state that planning authorities should, in conjunction with key providers, take a strategic and long-term approach towards the provision of infrastructure as part of plan making. Noting that this may involve collaboration between planning authorities and key infrastructure providers to ensure infrastructure provision is sustainable, fit for purpose and can be co-located and timed to support placemaking aspirations.
- 1.4.7 It also identifies that development should be located so that it can be well serviced by existing or planned infrastructure and that infrastructure choices should support decarbonisation, socially and economically connected places and the sustainable use of natural resources.

1.5 Landbank and Site Allocations

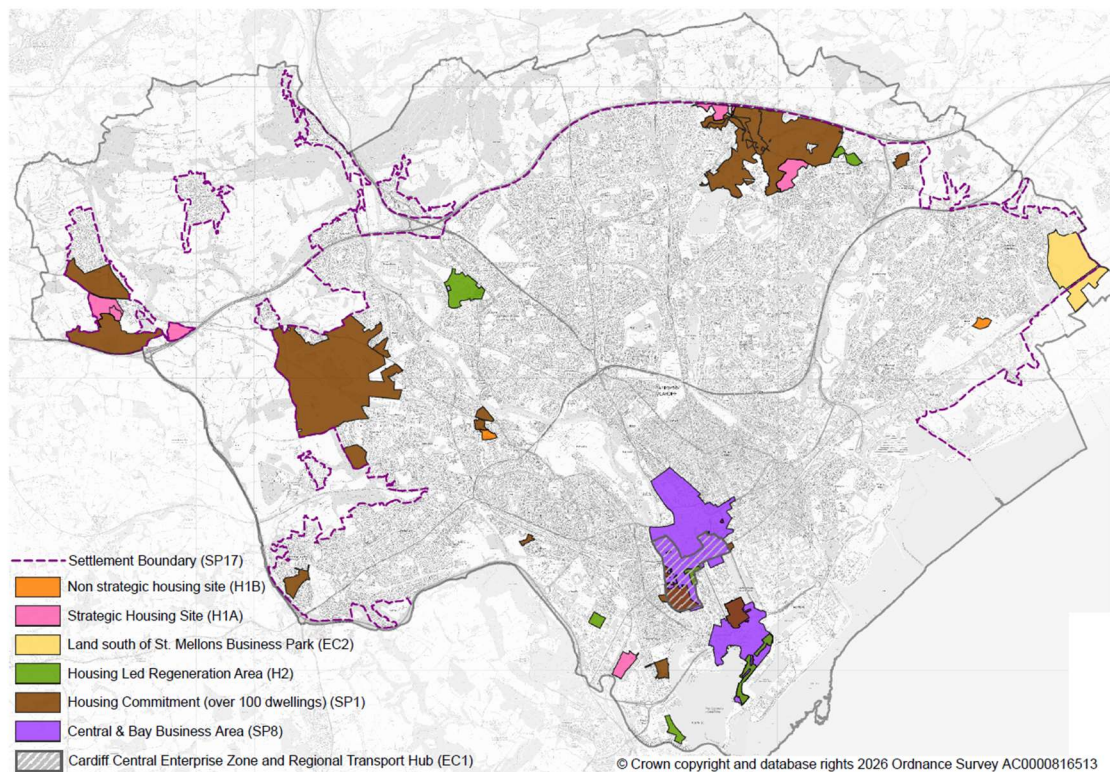


Figure 2: Overview of Site Allocations

- 1.5.1 The Replacement Local Development Plan sets out a strategy to make provision for 26,400 (including a 10% flexibility allowance) dwellings and 32,300 new jobs over the plan period.
- 1.5.2 As set out in RLDP Policy SP1 (Providing for Sustainable Growth), there is a substantial landbank of new homes already committed on a range and choice of brownfield and greenfield sites across the city (18,400 as at April 2025). Most of these sites have a S106 Agreement setting out the infrastructure provision that has been secured and which will be delivered as these developments are built out. A summary of this infrastructure provision is provided in Chapter 3 and Appendix 1.
- 1.5.3 In addition to this landbank, residual greenfield allocations within the adopted LDP Strategic Sites (Replacement LDP Policy H1A), non-strategic housing allocations (Policy H1B) and Housing Led Regeneration Areas (Policy H2) proposed in the Deposit Plan will deliver a further 6,666 dwellings. Details are provided in Chapter 4 and Appendix 1.

- 1.5.4 With regard to new jobs, the Cardiff Central Enterprise Zone (CEZ) represents a major employment-led initiative including a Regional Transport Hub together with other mixed uses in Cardiff City Centre, providing major employment opportunities focused on financial and business services, maximising the advantages of its central location. In addition to infrastructure provision associated with individual developments within the CEZ, the area also contains a number of wider strategic infrastructure projects (i.e. Cardiff Crossrail). Details are provided in Chapter 5 and Appendix 1.
- 1.5.5 To the east of the city, consent has been granted for Land south of St Mellons Business Park (Cardiff Parkway), which aims to become a catalyst for business growth, contributing to the regeneration of East Cardiff and the wider Cardiff Capital Region. The development of a new business park will provide up to 90,000 sqm. of business space, which has the potential to support around 6,000 jobs, as well as becoming a transport hub that helps people to access the site and other employment opportunities across the region. Details are provided in Chapter 5 and Appendix 1.
- 1.5.6 The provision of new employment land is also included as part of wider housing-led comprehensive developments at North West Cardiff, Land North of M4 Junction 33, and North East Cardiff, providing an important role in terms of the overall supply and mix of employment land offering a good range and choice of small out of centre employment sites, including offices, creative industries, small workshops, and starter units. Further details of associated S106 Agreements are provided in Chapter 3 and Appendix 1.

1.6 Infrastructure Phasing

- 1.6.1 For the purpose of the plan, infrastructure items have been divided into two categories:
- Category 1: Essential / Enabling Infrastructure (to facilitate development) - Those items which will need to be delivered prior to, or from the commencement of the relevant phases of development (e.g. transportation / highways infrastructure, utility services and flood mitigation / defences).
 - Category 2: Necessary Infrastructure (to make development acceptable in policy terms) - Items which need to be phased and implemented alongside new development, to ensure that areas are served with appropriate facilities over time (e.g. schools and recreational open space).

1.7 Land Requirements

- 1.7.1 Projects identified in the IDP will require land to accommodate the associated infrastructure item(s). The early recognition of land requirements will provide clarity and confidence to developers, help to inform site master planning and identify opportunities for the co-location of complementary uses.

1.8 Shared Facilities

- 1.8.1 The IDP encourages partnership working between public, private and third sector stakeholders to create a co-ordinated approach to infrastructure delivery. The sharing of facilities within multi-functional buildings and the co-location of complementary services, activities and land uses create a number of significant opportunities, including:
-

- Using existing infrastructure most efficiently
- Providing more facilities at convenient locations, encouraging walking and cycling
- Delivering economies of scale and maximising the use of land
- Reducing the delivery and running costs of infrastructure
- Designing buildings that are adaptable to changes in future needs

1.8.2 Further discussion with stakeholders and partner organisations will be required to understand and establish appropriate operating and delivery models for shared facilities and buildings. These models will be informed by the availability of land, capital and revenue funding and will vary upon the scale, location and nature of developments and the needs of existing and new communities.

1.9 **Onsite Provision**

1.9.1 There are a series of onsite infrastructure items / provisions that are sought on a site-by-site basis relevant to that scale, nature and location of the proposed development in line with the associated policies of the RLDP. These can include, for example highway works, renewable energy systems, green infrastructure, biodiversity, sustainable drainage and waste management. Given the small scale (site-by-site) nature and regular frequency of these provisions, full details are not captured in the IDP.

1.10 **Infrastructure Funding**

1.10.1 A commitment to working in partnership between service / infrastructure providers, national and local government and the development industry will help to maximise resources and funding opportunities and ensure that infrastructure can be delivered in a co-ordinated, efficient and timely manner. Infrastructure provision will also involve joint working between neighbouring authorities, where infrastructure needs cross administrative boundaries and where there are regional solutions to specific projects.

1.10.2 There are a number of potential funding sources to deliver necessary infrastructure. The opportunities for these funding streams will depend upon the nature of the infrastructure proposed, legislative and statutory obligations, the availability of alternative funding and other local factors. An indication of potential funding sources have been identified below, including (but not limited to):

- UK Government Funding
- Welsh Government Funding
- Funding through the Cardiff Capital Region
- Statutory Undertakers
- Private Finance
- Road User Charging
- Voluntary Sector
- Developer(s)
- Workplace Parking Levy
- Grants
- Council Funding

1.10.3 Revenue costs associated with staffing, management and maintenance are not identified in this document and will need to be considered alongside the capital cost of providing infrastructure.

1.11 **Planning Obligations**

- 1.11.1 The Council negotiates developer contributions and planning obligations on a site-by-site basis through Section 106 of the Planning Act and, for highway works, Section 278 of the Highways Act. It has not implemented a Community Infrastructure Levy (CIL).
- 1.11.2 To help ensure that new developments contribute towards and form an integral part of local communities, local and strategic infrastructure delivery is linked to a series of policies within the Replacement LDP, including (but not limited to):
- SP3 (Ensuring a Masterplanning Approach)
 - SP4 (Securing Good Quality and Sustainable Design)
 - SP5 (Securing New Infrastructure)
 - SP6 (Securing Planning Obligations)
 - SP18 (Delivering Sustainable Transport and Active Travel)
 - SP19 (Securing New Transport Infrastructure).
- 1.11.3 Further details regarding planning obligations are set out in the Cardiff Planning Obligations SPG (January 2017), which will be reviewed and updated to accompany the Replacement Local Development Plan.
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public transport. One of the main benefits of the Metro will be getting people in and out of Cardiff from the wider Capital Region quickly and efficiently.

- 2.1.4 Proposals include a new Cardiff Crossrail tram-train line and a new Cardiff Circle tram-train line. Running from Creigiau in the north-west of the city, Crossrail’s tram-train service could extend to the new housing developments at Strategic Sites D (Land North of J33 on M4) and E (Land South of Creigiau). The new line would travel through Strategic Site C (North-West Cardiff / Plasdwr), through Fairwater and Ely and the housing development at Ely Mill, all the way to Cardiff Central Station. It would then run on through Cardiff Bay and the docks, on to Splott and Tremorfa. Crossrail would connect the city’s newest developments, and its most deprived and disconnected communities, with the city centre and key business and employment hubs.
- 2.1.5 The Cardiff Circle Line would see new track connecting the Coryton Line to the Taff Vale Line north of Radyr to create a light-rail orbital route around the city. This would deliver a step change in connecting Cardiff’s suburbs. The Circle Line would also link up to a new Park and Ride facility at Junction 32 of the M4 corridor, helping to move commuting traffic from the north, off the roads and onto rail. A completed Circle Line would also improve frequency of service allowing the existing Coryton and City Line service to be upgraded from two services an hour to four services an hour, in both directions.

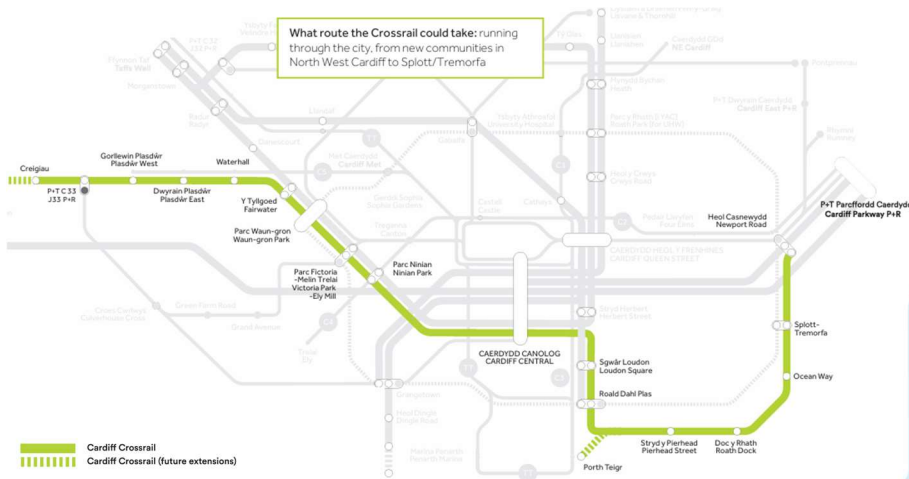


Figure 4: Transport Vision to 2030 - Cardiff Crossrail

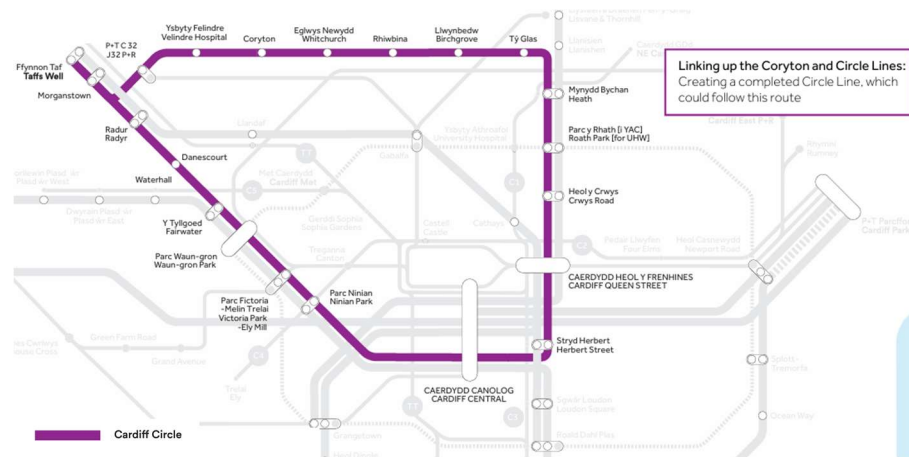


Figure 5: Transport Vision to 2030 - Cardiff Circle Line

- 2.1.6 Project achievements to date have included the introduction of new trains to make travel more comfortable and convenient, the electrification of routes including the London to Swansea mainline, the core valley lines which serve the city and a range of improvements to local stations, including the installation of new waiting shelters, cycle parking facilities, access-for-all improvements and the installation of more passenger information screens.
- 2.1.7 Works are currently being undertaken on a series of significant infrastructure projects within the city centre and Cardiff Bay, including:
- Cardiff Bay Line Upgrading: A new second platform is currently (2025/26) being installed at Cardiff Bay station, along with extended existing platforms, new customer information screens, and waiting areas.
 - New Butetown Station: Construction is progressing (2025/26) on the creation of a new station facility part way between Queen Street and Cardiff Bay Stations to serve the local communities.
 - Cardiff Central Station Upgrades: c.£140m has been approved to transform the station by 2029, featuring a new southern entrance, larger concourse, extended platform 0, and enhanced retail/cycle facilities.
 - Infrastructure Improvements: Installation of new tracks and overhead line equipment (OLE) to support battery operated tram-trains, improving frequency between Cardiff Queen Street and the new Butetown station.
 - Cardiff Crossrail Phase 1a: Design work is progressing on the creation of a new tram-train connection between Cardiff Central station and Cardiff Bay with construction scheduled to begin towards the end of 2026.

Infrastructure Requirements:

- 2.1.8 The Council will seek to facilitate the development of a future regional Metro network of integrated public transport routes and services within Cardiff and connecting the city with the wider southeast Wales region, including the development and/or enhancement of on-highway and off-highway infrastructure components. It will support the Welsh Government, Transport for Wales (TfW) and other partners in the development of the Metro which will:
- Support an integrated transport interchange at Cardiff Central, including a new central bus station and supporting key transport interchanges across the city;
 - Deliver phase 2 of Crossrail – a new tram train service from Radyr to Cardiff Bay, via the City Line and a new link south of Central and across Callaghan Square and increasing services to four per hour;
 - Deliver new stations at Loudon Square (Butetown), in the heart of Cardiff Bay, Crwys Road and Roath Park;
 - Deliver new stations at Gabalfa as well as Victoria Park, Velindre, Roath Dock and Splott thereafter;
 - Establish a new Mainline Train Station at Cardiff Parkway in St Mellons;
 - A Circle tram-train line to complete an orbital route around the city;
 - Deliver station improvements at all existing train stations including extensive regeneration of Queen Street Station;
 - A new Metro, in areas of the city such as Ely and Caerau, including bus rapid transit routes which can be delivered in the short term;
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- Launch a fully integrated ticketing system for all public transport in Cardiff - including the Metro, bus and cycle rental scheme allowing one ticket to be used across the whole transport system.

Phasing:

2.1.9 Category 1: Essential / Enabling Infrastructure and Category 2: Necessary Infrastructure:

- Cardiff Metro and Crossrail projects will be determined by a number of factors, including the wider Capital Region Metro programme, market demand, detailed design and supporting business cases.
- The early implementation of local infrastructure improvements will benefit new and existing communities and provision should be phased where possible with the construction of new homes.

Funding Sources

2.1.10 Funding sources include the Cardiff Capital Region, Welsh Government, the UK Government. Additional funding sources may include Council capital funding and developer contributions.

Opportunities to Share Facilities:

2.1.11 Proposals will support interchange between sustainable transport modes.

Bus Travel Overview:

2.1.12 Buses are a vital component of the city's wider sustainable travel offer. The Cardiff Bus Priority Plan 2024-2030 sets out the infrastructure priorities needed to support the ambition for fast, reliable and attractive bus services. It is aligned with the Transport White Paper (Transport Vision to 2030) and has been prepared in partnership with bus companies and other stakeholders to build bus patronage back to pre-pandemic levels and to increase bus transports mode share. Infrastructure provision includes:

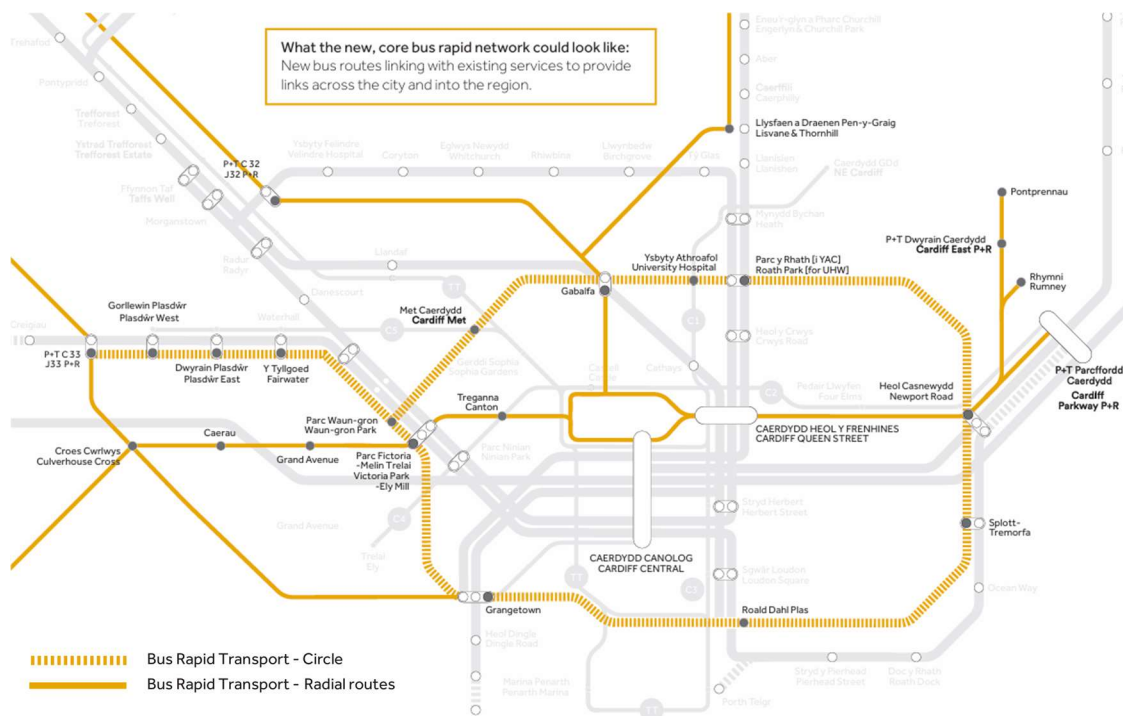


Figure 6: Transport Vision to 2030 - Bus Rapid Transport Routes

- 2.1.13 **Transport Interchanges:** Located in Central Square, adjacent to Cardiff Central Railway Station, the Cardiff Bus Interchange opened in 2024. In addition to this, a new interchange is currently (2026) under construction at Waungron Road in Fairwater and two further interchanges are proposed at Parkway Station in St Mellons, and at the University Hospital of Wales in Heath.
- 2.1.14 **Park and Ride:** A new park and ride facility will be built off the M4 at junction 33 and options will be explored for another interchange facility at Junction 32 to displace traffic off the A470.
- 2.1.15 **Bus priority 'smart' corridors:** Several 'smart' bus corridors have been identified, including a cross-city route and a possible orbital route to a wider range of destinations without needing to travel into the city centre to go from one side of the city to the other.
- 2.1.16 **City centre package:** Following on from the completion of the Central Bus Interchange, phased highway works are currently being undertaken to improve bus services and pedestrian / cycling infrastructure, forming a loop around the core of the city centre, incorporating: Wood Street, Westgate Street, Castle Street, Duke Street, Boulevard de Nantes, Stuttgarter Strasse, Dumfries Place, Station Terrace, Churchill Way, Bute Terrace and Custom House Street.

Bus Network and at Key Junctions will include dedicated bus lanes, bus gates and traffic signal priority to ensure service punctuality and reliability.

- 2.1.22 **Secondary Bus Network:** Other routes that carry significant passengers and which connect key destinations are identified as a secondary bus network. These will be considered for more modest priority interventions, including signal priority at junctions, passenger information and improved waiting facilities and passenger information.

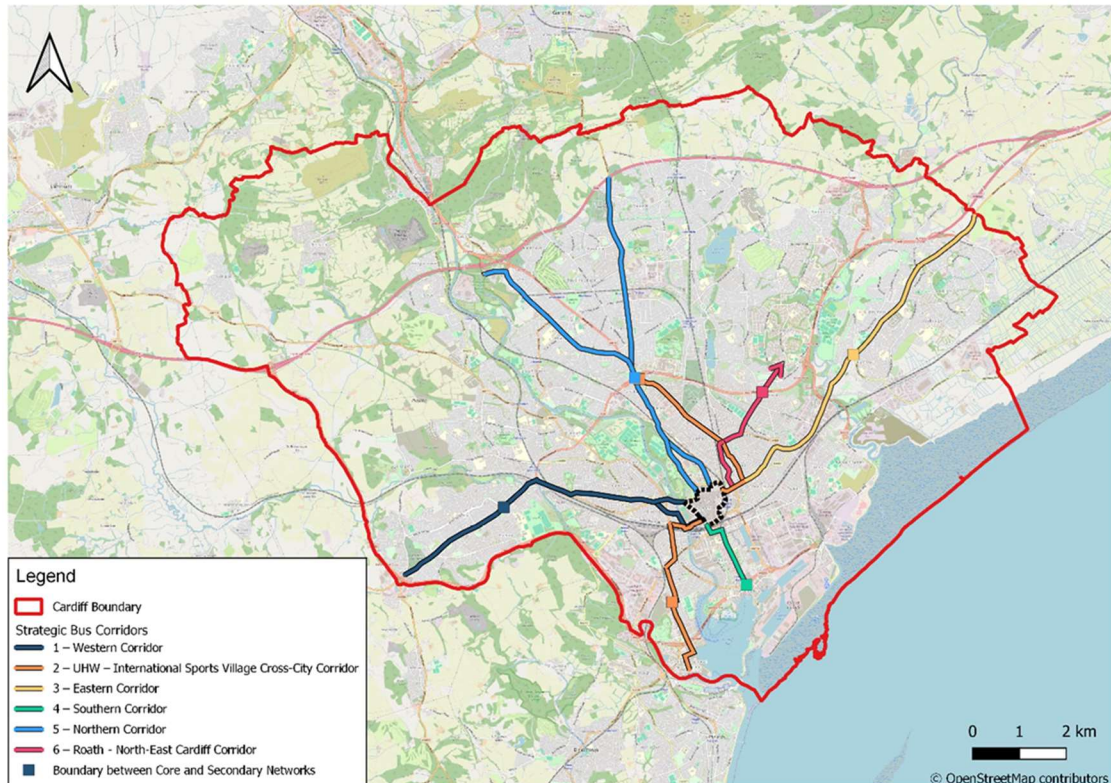


Figure 8: Strategic Bus Corridors

- 2.1.23 Six Strategic Bus Corridors have been established comprising of Core and Secondary routes. Improvements to these six routes will be targeted within the 2024 to 2030 timeframe, subject to funding and detailed design:

- Corridor 1: Western Bus Corridor
- Corridor 2: UHW – International Sports Village Cross-City Bus Corridor
- Corridor 3: Eastern Bus Corridor
- Corridor 4: Southern Bus Corridor
- Corridor 5: Northern Bus Corridor
- Corridor 6: Roath – North-East Cardiff Bus Corridor

- 2.1.24 Key bus priority junctions along these corridors are identified below. The implementation programme will be subject to funding being secured. Each junction improvement will be subject to further investigation and business case development.

- A A48 Cowbridge Road W / A4161 Cowbridge Road E / A48 Western Avenue
- B Saint Fagans Road / Fairwater Road
- C Merthyr Road / Caerphilly Road

- D B4487 Newport Road / Wentloog Road
- E Albany Road / City Road / Richmond Road / Crwys Road
- F Newport Road / City Road
- G Newport Road / West Grove
- H Bute Terrace/ Churchill Way / Adam St
- I Lower Cathedral Road / Neville St / Clare St
- J Cathedral Rd / Cowbridge Road E / Lower Cathedral
- K Cowbridge Road East / Wellington Street / Neville St

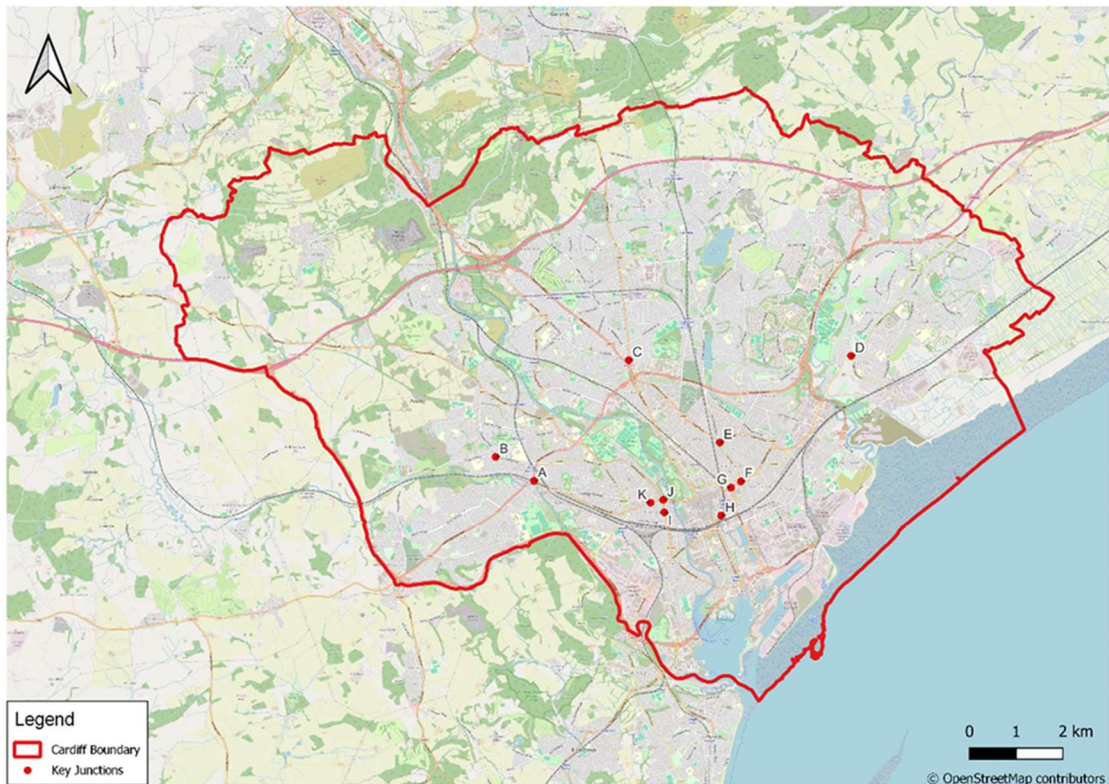


Figure 9: Key Bus Priority Junctions

Phasing:

2.1.25 Category 1: Essential / Enabling Infrastructure and Category 2: Necessary Infrastructure:

- Bus travel projects will be determined by a number of factors, including market demand, detailed design and supporting business cases.
- The early implementation of local infrastructure improvements / services will benefit new and existing communities and provision should be phased where possible with the construction of new homes.

Funding Sources

2.1.26 Funding sources may include Welsh Government, Council capital funding and developer contributions.

Active Travel (Cycling and Walking) Overview:

- 2.1.27 Walking and cycling have a fundamental role to play in delivering an integrated, safe and accessible transport network in Cardiff, particularly with regard to improving access to employment, services and community facilities, including access to the wider transport network. Provisions for active travel modes are vital to providing real and desirable alternatives to the private car, as well as encouraging active and healthy lifestyles, providing opportunities for recreation, enjoying the countryside and reducing the impact of transport on the environment.
- 2.1.28 All local authorities in Wales have a duty to plan for and make continuous improvement in the provision of facilities for cycling under the Active Travel (Wales) Act 2013. Cycling also has a significant contribution to make to all seven of the wellbeing goals as set out in the Wellbeing of Future Generations (Wales) Act 2015.
- 2.1.29 Cardiff has an existing cycle network and extensive walking environment (covering both footways and traffic-free routes) that are used for both leisure and commuting purposes, however there are gaps in the provision.

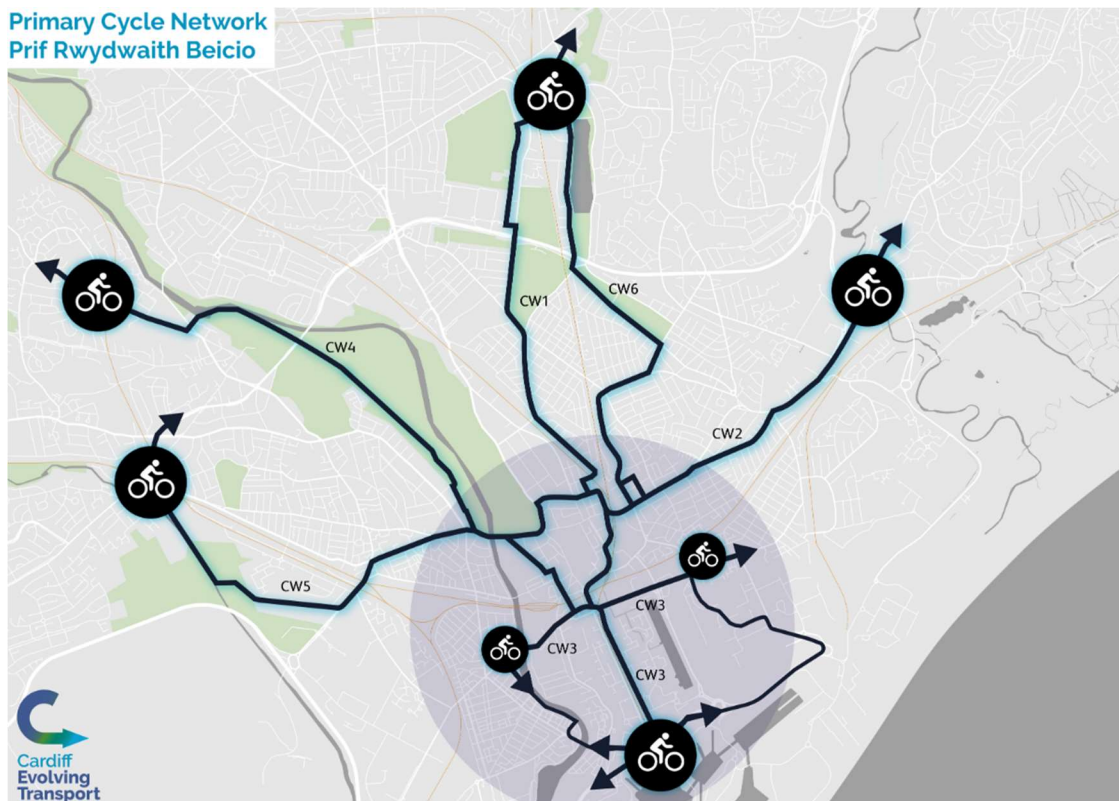


Figure 10: Primary Cycle Network

- 2.1.30 Proposals are being developed and implemented for six cycleways in Cardiff. These cycleways will support and promote cycling for all ages and abilities. The proposed routes will connect communities to major destinations across the city, including the city centre and Cardiff Bay.
- 2.1.31 The cycleways will provide continuous routes that are intuitive and comfortable to use. They will be separated from vehicles and pedestrians where needed. They comprise of:

- Cycleway 1 (city centre to North East Cardiff) will go from the city centre to: Cathays, University Hospital Wales, Heath High Level train station, Heath Low Level train stations, and North East Cardiff Strategic Development Site.
- Cycleway 2 (city centre to St Mellons Business Park) will go from the city centre to: Adamsdown, Newport Road retail parks, Rumney, Llanrumney, and St Mellons Business Park.
- Cycleway 3 (city centre to Cardiff Bay) will go from the city centre to Cardiff Bay.
- Cycleway 4 (city centre to North West Cardiff) will go from the city centre to: Llandaff, Danescourt, and North West Strategic Development Site.
- Cycleway 5 (city centre to Caerau) will go from the city centre to: Riverside, Ely, and Caerau.
- Cycleway 6 (city centre to Roath Park) will go from the city centre to Plasnewydd, Penylan, Cyncoed and Roath Park.

2.1.32 In addition to the six cycleways, phased pedestrian and cycling infrastructure works are being undertaken around the core of the city centre (the city centre loop), connecting from the Bus Interchange at Central Square to the wider city.

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

Active Travel Network Map:

2.1.34 The Active Travel Network Map shows existing and future routes for walking and cycling that will help residents travel around the city more easily. It has been produced to meet the requirements of the Active Travel (Wales) Act 2013.

2.1.35 The future routes shown on the map are proposals to be introduced over the next 15 years. The map will be used to decide which walking and cycling transport schemes will be prioritised for design and implementation.

2.1.36 The existing routes have been audited to show that they meet the standards required by the Welsh Government Active Travel Design Guidance. Other routes for walking and cycling are available in Cardiff but only those which meet these standards are shown on the map.

2.1.37 The Active Travel Wales Map is available to view online at:

- <https://datamap.gov.wales/maps/active-travel-network-maps/>

Phasing:

2.1.38 Category 1: Essential / Enabling Infrastructure and Category 2: Necessary Infrastructure:

- Walking and cycling routes / facilities including onsite infrastructure, together with connections to nearby communities and the Strategic Cycle Network should be

implemented at the earliest opportunity to benefit planned and existing communities

- The future routes shown on the Active Travel Network Map are proposals to be introduced over the next 15 years. The map will be used to decide which walking and cycling transport schemes will be prioritised for design and implementation

Funding Sources:

- 2.1.39 Where the need for cycling and walking infrastructure arises as a result of a development proposal, on and off-site provision will be secured either through site master planning processes, or by way of developer contributions.
- 2.1.40 Other sources of funding for cycling and walking infrastructure, include Welsh Government, Cardiff Council's General Capital Funding and through collaborative projects with other stakeholders.

Opportunities to Share Facilities:

- 2.1.41 The delivery of new developments, together with improvements to existing infrastructure, such as public transport facilities and parks / green spaces should consider walking / cycling routes and facilities, as an integral part of their design.
-

Transport Corridors Overview:

- 2.1.42 There has been considerable success in delivering major transport improvements in Cardiff in recent years and work is ongoing with regional partners, Welsh Government and Transport for Wales to make sure that the right transport infrastructure is in place to provide real choices for people travelling into Cardiff from the wider region.



Figure 11: Transport Corridors

- 2.1.43 **North West Corridor:** The aspiration is to better connect the communities of Llantrisant, Talbot Green and Cardiff. Options to achieve this may include Bus Rapid Transit and tram-train. Work has already started to deliver a new transport interchange incorporating park and ride at J33 of the M4 that will give people transport choices at this key corridor gateway. Interchange opportunities for J34 are also being explored, together with the possibility of a new road link which would support the delivery of bus priority measures.
- 2.1.44 **South West Corridor:** The Penarth Cardiff corridor is critical for access from the Vale of Glamorgan but suffers from high levels of congestion and potentially perceived unreliable transport services. Several options for improving active and sustainable travel provision are being developed and reviewed, including a pilot electric bicycle scheme, interchange facilities at Cogan Rail Station, a Penarth Headland Link for active travel and a Cardiff Barrage bus link to deliver quicker and more reliable bus services which will help encourage modal shift.
- 2.1.45 **Northern Corridor:** A SMART Corridor, which uses extensive real-time data to intelligently manage the movement of traffic, public transport, pedestrians and cyclists into the city. It will also influence travel behaviour by helping people to make better informed travel decisions, supporting mode shift. This would help to:

- Better manage strategic corridors to control queuing and mitigate the impacts of reallocating road space to sustainable modes of travel;
- Improve air quality;
- Provide real-time travel information to encourage sustainable travel; and
- Prioritise walking, cycling and public transport.

2.1.46 A scheme is being developed for a major section of the A470 corridor between Coryton and Gabalfa. If successful, the same principles could be rolled out and applied to other corridors.

2.1.47 North and South East Corridors: Options are being explored to improve transport links - walking and cycling routes, public transport and highway improvements - in the South East of the city which will benefit some of our least connected communities. Bus rapid transit could also improve links between Cardiff and Newport.

2.1.48 Eastern Bay Link Road: The Eastern Bay Link Road is a longstanding aspiration of the Council and is featured in the South East Wales Transport Alliance (Sewta) Regional Transport Plan (RTP). The road would complete a peripheral distributor road running between M4 Junction 33 in North West Cardiff and Llanedeyrn Interchange in the East of the city. It would provide additional capacity for road-based access to the Cardiff Central Enterprise Zone from the East and supporting development in that area. Details of proposed works are not currently available, so the RLDP Constraints Map indicates the extent of the Eastern Bay Link running from the Ocean Park roundabout to A48, Eastern Avenue.

Phasing:

2.1.49 Category 1: Essential / Enabling Infrastructure and Category 2: Necessary Infrastructure:

- Transport Corridor projects will be determined by a number of factors, including the wider Capital Region Metro programme, market demand, detailed design and supporting business cases.
- The early implementation of local infrastructure improvements will benefit new and existing communities and provision should be phased where possible with the construction of new homes.

Funding Sources

2.1.50 Funding sources include the Cardiff Capital Region, Welsh Government, the UK Government. Additional funding sources may include Council capital funding and developer contributions.

2.2 Education

Overview:

- 2.2.1 Cardiff Council has a statutory duty as Local Education Authority to ensure that a sufficient number and variety of school places at primary and secondary level are available to meet the needs of the population of the county. The Education Investment Strategy Caerdydd 2024 – 2033 sets out the strategic direction to support effective and efficient organisation of the education system in Cardiff.
- 2.2.2 Cardiff continues to deliver one of the largest and most ambitious school investment programmes in Wales, supported through Welsh Government’s Sustainable Communities for Learning Programme. To date, more than £421 million has been committed under the Band B and Band A (investment tranches) of the programme. The goal is to create high-quality, zero-carbon learning environments that support excellence in teaching and ensure equity of access for learners in every community.
- 2.2.3 The Schools Investment Programme has delivered major achievements since its outset, including:
- Fairwater Campus (Cantonian High School, Riverbank School and Woodlands School): A flagship project consisting of Cantonian High School at 8 Forms of Entry (FE) plus 250 post 16 and 30 place Specialist Resource Base (SRB), 112 place Riverbank School and 240 place Woodlands High School. Cantonian Health and Wellbeing Block completed in August 2025, the remaining Cantonian High School in December 2025. Riverbank Special School and Woodlands High School are due to be ready for occupation in September 2026.
 - Ysgol Cynefin (The Court): The school provided 42 places for learners aged 4–11 with significant emotional health and wellbeing needs, primarily Key Stage 2 pupils. The school has been expanded to 72 places across two new sites: Fairwater Primary and the former St Mellons Church in Wales Primary in Llanrumney. It opened in March 2026.
 - Willows High: The new build will deliver modern facilities for up to 900 learners aged 11–16 (six forms of entry), and a 30 place Specialist Resource Base (SRB), providing a high-quality environment to enhance teaching and learning. It is scheduled for completion in October 2026.
 - Moorland Primary School: The scheme replaced the old Moorland Early Years building and Flying Start facilities at the Willows High site. The project was completed in April 2024.
 - Pentyrch Primary School: The project increases capacity from 140 to 210 places and extended the age range from 4–11 to 3–11 by establishing 32 part-time nursery places. The new build extension was completed in 2024.
 - Cathays Primary Schools: Significant changes to primary school provision serving Cathays, Gabalfa, Heath, Llandaff North, and Plasnewydd have been implemented from September 2025: (1) Ysgol Mynydd Bychan moved to the Allensbank site, increasing primary age capacity from 192 to 420 places and nursery provision from 64 to 96 places. (2) Allensbank and Gladstone Primary Schools formally closed and amalgamated to create Fair Oak Primary School, a new 420-place English-medium school with nursery on the former Gladstone/St Monica’s site. (3) St Monica’s Church in Wales Primary School relocated to the former Ysgol Mynydd Bychan site with added nursery provision.
-

- Lansdowne Primary School: Following deterioration of the existing accommodation at the Norfolk Street site, the relocation of Lansdowne Primary School to the former Fitzalan High School site was approved. New build and refurbishment works were completed in October, and the school moved in early November 2025.
- Llanishen Fach Primary School SRB: The SRB at Llanishen Fach Primary School increased from 20 to 30 places. The works were completed in October 2025.
- Ysgol Gyfun Gymraeg Glantaf SRB: The creation of a new 30-place SRB for learners with Autism Spectrum Condition at Ysgol Gyfun Gymraeg Glantaf has started onsite with completion scheduled for January 2027.

2.2.4 Other achievements, include:

- School investment that has ensured sufficiency of secondary places through the peak intakes.
- All condition category D buildings have been replaced, or replacements commissioned/in delivery.
- An increased number of both Welsh-medium and English-medium specialist Additional Learning Need (ALN) places have been delivered through expansion of several special schools and establishing a greater number of Specialist Resource Bases (SRBs).

2.2.5 As part of the master planning of the Local Development Plan (LDP) Strategic Sites, the first on-site new build primary schools have been completed at St Edeyrn's Village (Site G) and Plasdwr (Site C) with the 2023 openings of the St Mellons Church in Wales Primary School and Ysgol Gynradd Groes-wen Primary School at sites G/C respectively.

Welsh Language:

- 2.2.6 The Welsh Government's Welsh Language Strategy and Cymraeg 2050 set out a vision of reaching one million Welsh speakers by 2050. This ambition was reinforced by the Welsh Language and Education Act (Wales), published in July 2025, which places a statutory duty on Local Authorities to actively promote Welsh-medium education and emphasises the role of Welsh in Education Strategic Plans (WESP).
- 2.2.7 Cardiff's WESP, approved by the Welsh Minister in July 2022 and published in September 2022, continues to make progress across all outcomes. In 2024/25, 684 Reception-age learners (18.2%) were taught through the medium of Welsh, compared to 654 (17.9%) in 2023/24.

Strategic Planning for Population Change:

- 2.2.8 Cardiff is proactively adapting school provision to maintain stability and avoid inefficiency through a range of key actions which have included the consolidation of English-medium primary provision and realigning school organisation to support expansion of Welsh-medium and ALN provision.
- 2.2.9 Work is also ongoing with strategic site developers to ensure that new school provision aligns with the delivery of new homes through the Local Development Plan and Replacement Local Development Plan.
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Looking Ahead:

2.2.10 Over the next 12 months (2026) Cardiff Council is committed to:

- Expanding specialist ALN provision through a phased programme of works,
- Continuing major capital projects, including Fairwater Campus and Willows High,
- Progressing school provision associated with new housing developments,
- Implementing priority schemes to strengthen long-term building maintenance,
- Delivering further investment through the five-year rolling programme to improve safety, sustainability, and suitability across the school estate.

Infrastructure Requirements relating to residential developments:

2.2.11 Primary, secondary and nursery school provision has been secured on Strategic Sites through site master planning and the signing of s106 agreements. Further details are provided at Chapter 3 and Appendix 1.

2.2.12 Where financial contributions have been secured from Strategic Sites and smaller scale developments, these will be used towards the provision of off-site works in line with the terms of the associated s106 agreements and as informed by the Council's wider plans and strategies, including the Education Investment Strategy Caerdydd 2024 – 2033.

2.2.13 With regard to future developments, infrastructure provision will be sought / secured in line with the associated policies in the Replacement Local Development Plan.

Phasing:

2.2.14 Category 2: Necessary Infrastructure:

- School provision needs to be carefully phased, in order to achieve a balance between having a critical mass of population to ensure the viability of new facilities and ensuring that new residents are not left without facilities for a disproportionate period of time.

Funding Sources

2.2.15 Funding sources include the Welsh Governments Sustainable Communities for Learning (SCfL) Programme, Council capital funding and developer contributions.

Opportunities to Share Facilities:

2.2.16 There may be opportunities to share buildings and facilities with other service providers, including community uses, indoor recreation, adult education and sports pitches.

2.3 Green Infrastructure

Overview

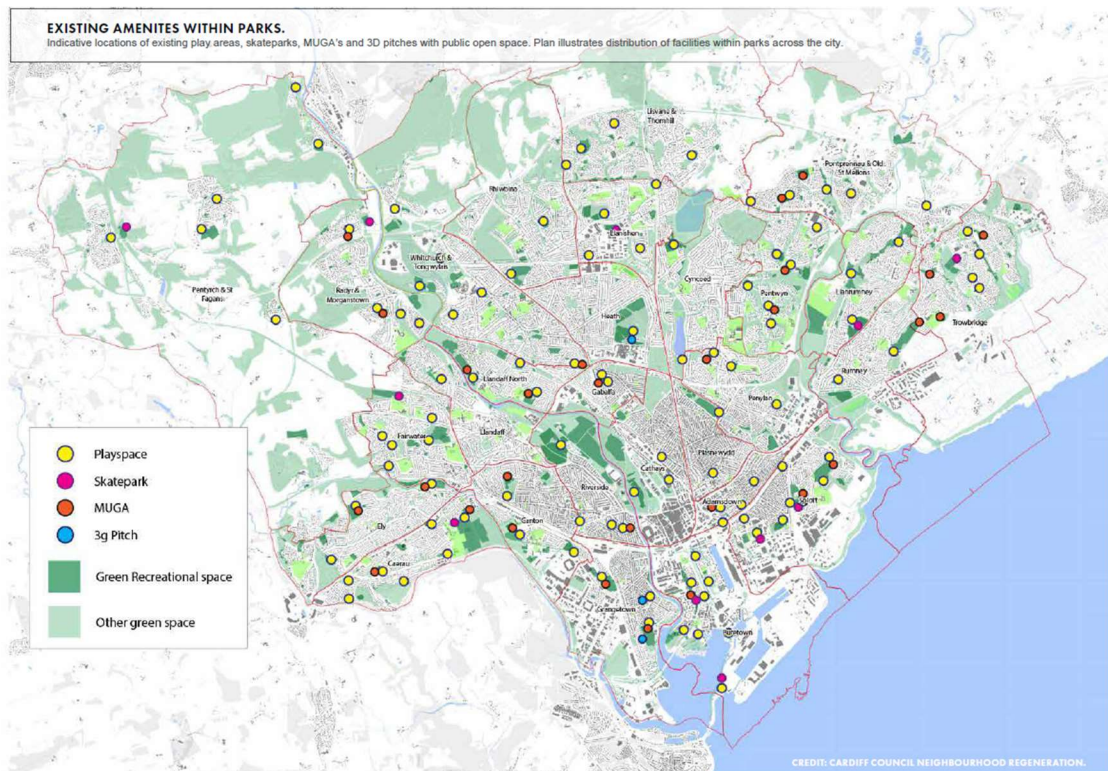


Figure 12: Overview of parks and existing amenities

- 2.3.1 Planning Policy Wales, Technical Advice Notes and local planning policy requires the provision of green infrastructure, open space and sports facilities in association with new developments to meet the outdoor recreational needs of residents.
- 2.3.2 Cardiff's Green Infrastructure includes the countryside, river valleys and coastline, along with important geological features and biodiversity interests. The county consists of a wide range of publicly accessible green spaces, including parks, playing fields, informal open space, amenity open space within residential areas, woodland and other semi-natural open spaces. Together they comprise around 2400 hectares and make up approximately 10% of the surface area of the city of Cardiff. The three river valleys of the Ely, Taff and Rhymney (including the Nant Fawr) provide extensive and continuous corridors running from the countryside through the urban area.
- 2.3.3 **Green Infrastructure:** Green Infrastructure assets are important to define Cardiff's character, environmental quality, distinctiveness and sense of place. The Natural Heritage Network is important in its own right and in terms of its contribution to the wider quality of life, including the value that people attach to it. It provides a range of economic, social and environmental benefits including reducing impacts of climate change, enhanced biodiversity habitat and species connectivity, providing greater opportunities for sports and recreation, contributing to the communities' health and wellbeing, providing visual benefits for all, and helping to create an attractive city that is conducive to inward investment.

- 2.3.4 **Publicly Accessible Green Space / Recreational Open Space:** Publicly accessible green space caters for the outdoor recreational needs of local communities across a range of activities from walking, picnicking and children's self-play (informal recreational open space) through to formal sports such as football, rugby, tennis, and cricket (formal recreational open space). There are multiple benefits arising from the provision of an interlinked network of open spaces, including health, biodiversity, social cohesion, quality of life and the local economy. Making adequate provision of good quality, multi-functional open space is essential to creating sustainable neighbourhoods.
- 2.3.5 **Play Areas:** There are currently 117 play areas in Cardiff, including local play facilities providing for their immediate community and destination play areas (which contain a number of leisure / recreational activities), for children across the city and beyond. In addition, there is also the provision of Teen Facilities across the county, including: skate parks, BMX tracks and multi-use games areas (MUGA's). Through the Council's Parks Programme, over 40 full refurbishment projects have been completed since 2021.
- 2.3.6 **Sports Pitches:** There is an extensive network of grass and 3G pitches for football, rugby, cricket, and baseball across the city's parks and leisure sites. Football continues to be the most popular sport and the Council's Physical Activity and Sport Strategy 2023 sets out the need to increase and sustain participation by providing fit-for-purpose facilities in the most appropriate locations. Third Generation Pitches (3G Pitches) provide permanent training and playing facilities without the risk of cancellation due to wet weather and Cardiff has developed and invested in new 3G facilities across the city through the Council's citywide Education investment and through partnership with Welsh Government, clubs, universities, and the private sector.
- 2.3.7 **Allotments:** Cardiff Council manages 28 allotment sites distributed across the city, providing around 3457 plots in lettable condition. Demand for allotments sites in Cardiff is high and the Council maintains a waiting list for sites in its ownership.



Figure 13: Location of allotment sites within Cardiff

Infrastructure Requirements relating to residential developments:

- 2.3.8 Green infrastructure provision has been secured on Strategic Sites through site master planning and the signing of s106 agreements, including formal open space, informal open space, play and destination play areas, teen facilities and allotments. Further details are provided at Chapter 3 and Appendix 1.
- 2.3.9 Where financial contributions have been secured from Strategic Sites and smaller scale developments, these will be used towards the provision of off-site works in line with the terms of the associated s106 agreements and as informed by the Council's wider plans and strategies, including its Parks Programme 2026-2029, Allotment Strategy 2022-2027 and Physical Activity and Sport Strategy 2022-2027.
- 2.3.10 Developments will be expected to maintain and enhance the integrity, extent, diversity, quality and connectivity of green infrastructure assets; provide multi-functional green spaces; provide Net Benefits for Biodiversity; and ensure the resilience of ecosystems can be maintained. Off-site contributions / provisions may also be sought in this regard.
- 2.3.11 Connected networks of recreational open space and the retention of semi-natural open spaces and habitats (where there is an existing nature conservation interest) should form an integral part of all new built developments, particularly with regard to housing developments, but also in association with other forms of built development where there is a local need to provide continuity of wildlife corridors / habitats.
- 2.3.12 With regard to future developments, infrastructure provision will be sought / secured in line with the associated policies in the Replacement Local Development Plan.

Phasing:

2.3.13 Category 2: Necessary Infrastructure:

- Green infrastructure will need to be provided in tandem with the growth of new residential communities. Early implementation will benefit new communities, and provision should be phased with the construction of new homes.
- Existing parks and facilities will also need to be protected, enhanced and made more resilient as they come under increasing pressure from the expanding population of the city arising from new residential developments.

Funding Sources:

- 2.3.14 Funding opportunities for the provision and enhancement of green infrastructure assets include the Council's Capital Programme and developer contributions. There may be additional funding opportunities from external grants and other sources of funding.

Opportunities to Share Facilities:

- 2.3.15 There may be opportunities to share green spaces with other services, particularly schools in respect of playing fields. Green space provision should consider opportunities for cycling / walking routes and associated infrastructure, including surface water attenuation features.
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2.4 Community Facilities and Health

2.4.1 Cardiff has a series of community hubs located around the city where people can access council and partner services, housing, employment and financial advice. Hub services include:

- Money Advice
- IntoWork advice services
- Health and wellbeing programmes
- Adult Learning Cardiff
- Assistance with Housing and Benefit enquiries
- Access to Foodbank vouchers
- A range of events for all ages
- Services and events run by the third sector

2.4.2 Most Hubs are also home to a library service, where library members can access a range of physical books and electronic resources.

Hubs Cardiff - December 2025

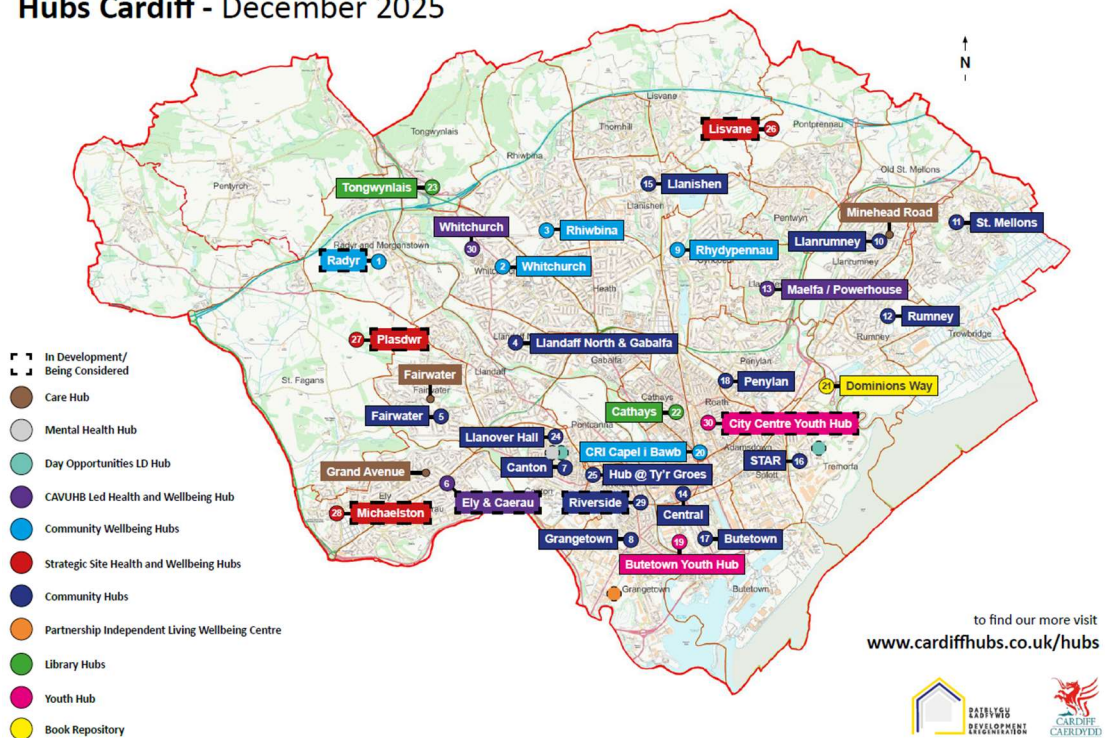


Figure 14: Overview of Cardiff Hubs (Including those in development / being considered)

2.4.3 The Council continues to design and develop a range of community hubs across the city, increasingly working in partnership with others, including the Cardiff and Vale University Health Board (UHB).

Infrastructure Requirements:

2.4.4 At December 2025, in addition to existing facilities, a series of Hubs are being considered / are in development at Michaelston, Plasdwr, Ely & Caerau, Riverside and in the City Centre (refer to Figure 14). This includes the onsite provision of new facilities (including health provision) at Strategic Sites C (North West Cardiff – Plasdwr) and F

(North East Cardiff) which have been secured through associated S106 Agreements and will be delivered as part of the future phases of those developments.

Health Partnership:

- 2.4.5 Partners have continued to take a more strategic and integrated approach to the management and development of public sector land and property, recognising the critical role that shared assets play in delivering more joined-up, efficient and accessible services. The re-establishment of the Partnership Asset Management Board (PAMB) has provided renewed momentum to this agenda, offering a senior-level forum for aligning capital strategies, identifying opportunities for co-location, and supporting the delivery of shared priorities across Cardiff and the Vale of Glamorgan.
- 2.4.6 The PAMB's updated terms of reference have been agreed, strengthening its role in supporting the work of both the Cardiff and Vale of Glamorgan Public Services Boards (PSBs) and the Cardiff and Vale Regional Partnership Board (RPB). Underpinned by the RPB's Strategic Capital Plan, partners are progressing a number of priority schemes, including the development of new integrated hubs. These hubs seek to bring services and staff together in a single, fit-for-purpose space, enabling a more holistic offer to residents and contributing to wider ambitions for prevention, early intervention and community wellbeing.
- 2.4.7 There is also a continued focus on ensuring that capital investment delivers broader economic and environmental benefits, maximising local employment and supply chain opportunities, while supporting the transition to net zero. From a decarbonisation perspective, Cardiff Council and Cardiff & Vale University Health Board are working closely to embed carbon reduction plans in programme and project delivery.
- 2.4.8 While challenges remain - including inflationary pressures, construction market volatility and capacity constraints across all partners - there is strong and sustained commitment to collaborative working. This work builds on a solid foundation of joint delivery to date and is helping to ensure that public assets are planned and used in a way that delivers the greatest possible value for communities.

Phasing:

- 2.4.9 Category 2: Necessary Infrastructure: The development of any new facilities needs to be carefully phased, to achieve a balance between having a critical mass of population to ensure the viability of new facilities and ensuring that new residents are not left without facilities for a disproportionate period of time.

Funding Sources:

- 2.4.10 Potential funding sources include the Council's Capital Programme and scope for property and land consolidation with partners. The provision of new facilities associated with residential developments is secured by way of site master planning / S106 for onsite provision, or through developer contributions towards off site provision.

Opportunities to Share Facilities:

- 2.4.11 The joint planning and sharing of facilities forms an integral part of the Hubs and Partnership programmes.
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2.5 Environmental Management

Renewable Energy Overview:

2.5.1 The Welsh Government is required to reduce emissions of greenhouse gases in Wales to net zero by 2050 and has set a target for 70% of electricity consumption to be generated from renewable energy by 2030. Cardiff Council has itself declared a climate emergency and has pledged to becoming carbon neutral by 2030. To this end, the Council's One Planet strategy sets out a range of actions designed to deliver the transition to net zero in Cardiff, including renewable energy projects, both large and small in scale. Notable recent projects have included:

- Cardiff Heat Network. A low-carbon district heating system that captures waste heat from the Trident Park Energy Recovery Facility to provide sustainable hot water and heating to buildings in Cardiff Bay. It reduces carbon emissions by 80% for connected buildings, saving roughly 10,000 tonnes of CO₂ annually. Phase 1 covers the Cardiff Bay area, with pipes connecting to locations like Scott Harbour, the Senedd, Wales Millennium Centre, Cardiff and Vale College, and the Butetown Hub.
- Lamby Way Solar Farm. A 9MW renewable energy project developed by Cardiff Council on a former landfill site. Operational since 2022, it features approximately 32,000 panels that generate enough green electricity to power around 2,900 homes annually.

2.5.2 With regard to residential and other forms of development, there are a series of onsite interventions that will contribute towards achieving these targets, including solar PV installations, heat pumps, low and zero carbon energy supply systems and EV charging. Renewables will be sought on a site-by-site basis in line with the associated policies of the RLDP. As part of this, all major development (100 dwellings and above, or commercial developments of 1,000 square metres or more) proposals must submit an energy statement, appropriate for the scale and nature of the development proposal.

Local Area Energy Plan:

2.5.3 In preparing the RLDP, Cardiff Council has undertaken a Local Area Energy Plan (LAEP). The LAEP identifies the preferred combination of technological and system changes needed to the local energy system to decarbonise heat and local transport and realise opportunities for local renewable energy production. It outlines a vision for what net-zero carbon energy could look like in 2050 for Cardiff, including:

- Making buildings low carbon. This proposition builds on the work undertaken within One Planet Cardiff, continuing with retrofit of council owned property, heat network buildout and sharing best practice with others. Priorities would include the retrofit of council assets and heat network expansion. Approximate cost: £1,625M.
 - Adopting onshore renewables. To reach net zero, we need more onshore renewables, we've undertaken some solar schemes, but wish to explore how to accelerate adoption of onshore renewables. Priorities include undertaking an updated Renewable Energy Assessment and update policy guidance to reflect our position on onshore renewables. Approximate cost: £69M.
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- Transitioning g the networks. We want to reinforce the electricity network and explore the potential of transitioning the gas network. We will collaborate with both network operators (National Grid Electricity Distribution and Wales and West Utilities) to ensure a network fit for the future. Priorities would include engagement and collaboration with the networks. The approximate cost is highly dependent on which projects are commercialised and their location.
- Moving transport and logistics to net zero. The Transport White Paper (Transport Vision to 2030) sets out the current 10 year plan. We need to further this by increasing EV infrastructure throughout the city, consider active travel shift, improve access to public transport and car clubs. Priorities include EV infrastructure models. Approximate cost: £147M.

2.5.4 The provision of renewable energy solutions forms an integral part of wider plans and strategies, including transport, schools and community facilities and will be delivered as part of those projects/programmes.

Phasing:

2.5.5 Category 2: Necessary Infrastructure:

- Strategic infrastructure will be determined by a number of factors, including market demand, detailed design and supporting business cases.
- Onsite provision will be phased and implemented alongside and as part of new developments

Funding Sources

2.5.6 Funding sources may include Welsh Government, Council capital funding, energy providers and developer contributions.

Water Management and Flooding Overview:

2.5.7 The Welsh Government's National Strategy for Flood and Coastal Erosion Risk Management (FCERM) in Wales (National Strategy) sets out that over 245,000 properties across Wales are at risk of flooding from rivers, the sea and surface water.

2.5.8 Responsibility for managing flooding incidents in Cardiff is shared among three agencies: Cardiff Council, Natural Resources Wales (NRW), and Dwr Cymru Welsh Water (DCWW), depending on the source of the flooding. Cardiff Council handles ordinary watercourses, surface water, groundwater, and highway flooding. Natural Resources Wales is responsible for main rivers, coastal flooding, and reservoirs, while Dwr Cymru Welsh Water manages foul, surface water, and combined sewers.

2.5.9 The current pipeline of FCERM projects to be delivered in the next five years is set out in below:

- Cardiff Coastal Defence Scheme (LLFA) - Completion scheduled for 2027
 - Radyr Court Road (NRW) - continued commitment from 2025/26
 - Rumney South (NRW) - continued commitment from 2025/26
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- Whitchurch Brook (NRW) - continued commitment from 2025/26

2.5.10 In addition, the Council has further investment projects that are preferred for managing flood risk across the city. These projects include the following:

- **Greener Whitchurch:** The scheme focuses on the small watercourse risk associated with the Whitchurch Brook, which has recorded more than 10 flood events since 1990, alongside surface water flooding associated with a lack of capacity within local drainage infrastructure. The scheme area runs from Caedelyn Park to Heol Gabriel in southern Whitchurch. The works propose improvements to contain, convey and slow flows along the course of the Whitchurch Brook. In addition, retrofitting of rain gardens will be undertaken in local streets to absorb and slow the flow of surface water and limit the volume of water flowing into the local drainage network. The scheme has recently been launched for Pre Application Consultation.
- **Greener Rumney:** An outline business case, and a full business case have been undertaken by the Council for the Greener Rumney project. The scheme proposes measures to mitigate surface water flooding within the study area, by creating wetlands, widening of the northern brook, construction of swales and ponds, creation of a new surface water pipe network and implementing rain gardens.

2.5.11 Cardiff Council has been designated as the Lead Local Flood Authority (LLFA) under the Flood and Water Management Act 2010 (FWMA) and consequently has several statutory duties. One such duty of the LLFA is to develop and adopt a Local Flood Risk Management Strategy, ensuring the application and monitoring of the strategy throughout its life cycle.

2.5.12 The Local Strategy focuses on local sources of flood risk (i.e. surface water runoff, ground water and ordinary watercourses) but acknowledges and considers other sources of flood risk (including the sea, larger watercourses and sewers) and associated risk management authorities (RMA's). It explains how flooding will be managed across the Local Authority area, consistent with the objectives, measures, related policies and legislation set out in the National Strategy.

2.5.13 To achieve strategic outcomes, the Strategy includes a series of thirty-six separate responses to potential flooding incidents, whether citywide, on Flat Holm Island, or along the River Ely, River Rumney, or River Taff. They are identified with associated timescales (ongoing and short (current – 2 years), medium (3-5 years) and long (6+ years) and estimated costings.

2.5.14 The Strategy has been developed so that its progress and success can be easily and accurately measured through the completion of the flood actions. This in turn will ensure the strategy objectives and measures are achieved as they will be present within all of the flood actions. The national strategy is formally reviewed on a six yearly cycle in line with the flood risk regulations 2009 requirements. To align with the national strategy, this local strategy will be formally reviewed every six years.

Sustainable Drainage (SuDS):

2.5.15 Schedule 3 of the Flood and Water Management Act (FWMA) 2010 requires surface water drainage for new developments to comply with mandatory National Standards for

sustainable drainage (SuDS). Schedule 3 also places a duty on local authorities as SuDS Approving Body (SAB) to approve, adopt and maintain systems compliant with section 17 of the Act.

- 2.5.16 A Sustainable Drainage Approval Body (SAB) is a statutory function delivered by a local authority. It ensures that drainage proposals for all new developments of more than 1 house or where the construction area is 100m² are designed and built in accordance with the national standards for sustainable drainage published by Welsh Ministers.
- 2.5.17 The sustainable drainage systems form an integral part of development proposals and must be designed and built in accordance with the mandatory standards for sustainable drainage published by Welsh Government.
- 2.5.18 The importance of ensuring that new development suitably controls surface water and run off using Sustainable Drainage Systems (SuDS) is a vital component of sustainable development. The requirement for developers to obtain SAB consent to ensure that surface water is disposed of in a sustainable manner and to ensure that it does not communicate with the public sewer network, thereby ensuring sewer capacity is utilised for foul-only flows from development sites, is an important part of sustainable water management.

Phasing:

- 2.5.19 Category 1: Essential Infrastructure:
- Strategic infrastructure will be determined by a number of factors, scheme prioritisation, detailed design and supporting business cases.
 - Onsite provision will be phased and implemented alongside and as part of new developments

Funding Sources

- 2.5.20 Funding sources may include Welsh Government, Council capital funding, DCWW and NRW, developer contributions and implementation by developers (SAB).

Recycling and Waste Management Overview:

- 2.5.21 The importance of the environment and the conservation of natural resources is increasingly recognised and supported by national and international policy and regulation, which aims to reduce the environmental impact of consumption and the production of materials.
- 2.5.22 In Wales, at the national level, there are two key policy documents to consider: Towards Zero Waste - The Waste Strategy for Wales (2010); and Beyond Recycling - A Strategy to make the Circular Economy in Wales a Reality (2021). These documents establish the key statutory performance requirements for local authorities in Wales, in support of the Welsh Government's long-term ambition for a sustainable and waste free Wales.
- 2.5.23 Cardiff provides household waste and recycling services, including recyclables, food waste, compostable garden waste and non-recyclable waste. Provision is also made for hygiene waste and bulky waste collections. It also provides two Household Recycling
-

Centres, one at Lamby Way and one at Bessemer Close, with recycling facilities for over 20 items. A trade weighbridge service is also provided at Bessemer Close, which is a chargeable outlet for businesses to recycle and dispose of a variety of materials.

2.5.24 Cardiff works in partnership with neighbouring local authorities, to process and sort material within our own boundaries:

- Food waste is taken to an Anaerobic Digestion plant, run by Welsh Water. Here, food waste breaks down without oxygen aided by heat.
- Dry recyclables are taken to the Council's Materials Reclamation Facility (MRF) at Lamby Way, Rumney. Materials are separated and baled to move onwards to processors to be recycled into new products.
- Garden waste is taken to a composting site at Lamby Way, where it is turned into soil improver through an open windrow process.
- Non-recyclable waste is taken to an Energy Recovery Facility, run by Viridor, where it is used as fuel for energy recovery. The facility generates 250GWH of electricity for the national grid, which is enough to fuel 68,000 homes.

Infrastructure Requirements:

2.5.25 Population growth over the plan period will inevitably lead to increases in the levels of waste required to be collected. The Council will need to ensure, through the relevant planning processes, that adequate external storage is provided for the separation of waste materials, with additional consideration for future proofing should collection services change. In addition, the impacts on collection round sizes, additional vehicles and staffing will need to be considered. Capacity at recycling centres will continue to be reviewed throughout the plan period.

Phasing:

2.5.26 Category 2: Necessary Infrastructure:

- Onsite provision will be phased and implemented alongside and as part of new developments

Funding Sources

2.5.27 Funding sources include Cardiff Council Capital and Revenue, developer contributions / planning obligations, Welsh Government and collaborative partnerships.

Cemeteries and Crematoria Overview:

2.5.28 The Council provides facilities for the disposal of the dead through a single crematorium facility at Thornhill, four municipal cemeteries at Thornhill, Pantmawr, Cathays and Western (Ely) and three Churchyards at Radyr, Llanishen and Roath. There is also a Woodland Burial facility based at Thornhill Cemetery. The new Northern Cemetery, located near the existing Thornhill Cemetery, was opened in October 2021 and was established to provide additional burial space for the city, offering various grave types and a natural burial area.

2.5.29 The Council's Bereavement Services Team have successfully implemented long term strategies for the service to ensure that it continues to develop, improve and meet the

needs of a changing and increasing local population. This includes the extension of existing cemetery sites and introduction of a new burial ground, improved public facilities and access to the service including provision of weekend and out of hours funerals to ensure the needs of diverse communities in the City are met.

- 2.5.30 Population increase over the plan period will place increasing pressure on the capacity of the city's cemeteries and crematoria. Cremation is currently the preferred method for the disposal of the dead; however, this could change over the coming years to cater to the requirements of a changing population with various faiths and beliefs.

Infrastructure Requirements:

- 2.5.31 The provision of an additional crematorium within Cardiff would allow for more choice for the bereaved, reduce funeral waiting times and help to respond to the city's growing population. Potential locations should be properly considered to ensure that sites provide a catchment area to meet both the needs of the new residents to the city and cover areas that are geographically less well served by the existing crematorium service.

Phasing:

- 2.5.32 Category 2: Necessary Infrastructure.
- Implementation will assist service delivery.

Funding Sources:

- 2.5.33 Funding opportunities for the provision of cemeteries and crematoria include the Council's Capital Programme.
-

2.6 Utility Services

Water and Waste Water (Dwr Cymru Welsh Water) Overview:

- 2.6.1 Dwr Cymru Welsh Water (DCWW) are the statutory undertaker providing water supply and sewerage infrastructure in Cardiff. They have 6 wastewater treatment works, as well as 2276km of sewers and 1533km of water pipes to serve the county.
- 2.6.2 During the past 5 years (2020-2025), DCWW have undertaken a series of infrastructure works in Cardiff, including:
- The investment of £7.8 million to upgrade the water pipes in Llanishen and the surrounding areas, replacing approximately 3.7km of pipework.
 - The carrying out of work in Danescourt and Hailey Park to ensure the Cardiff wastewater network has the capacity to continue to serve the wider community as new residential led developments progress. The work has included building a small pumping station in Hailey Park and making improvements to the waste network to ensure the additional wastewater is pumped to Cardiff Waste Water Treatment Works.

Infrastructure Requirements:

- 2.6.3 DCWW's infrastructure investment is undertaken through 5 yearly Asset Management Plans (AMPs). The AMP8 programme which covers capital investment for the period 2025-30 is currently being delivered, this will be followed by AMP9 for 2030-35, and AMP10 for 2035-40. The Cardiff Replacement Local Development Plan has a timeframe that runs until 2036 and DCWW have identified that any infrastructure investment required can be considered for delivery in future AMPs.
- 2.6.4 Where specific infrastructure improvements are required to allow a development site to proceed, but where there are no current plans to invest through the AMP, developers can secure the necessary improvements. The requisition provisions of the Water Industry Act can be entered into to deliver necessary water and sewerage network infrastructure; however, the requisition provisions do not apply to Wastewater Treatment Works (WwTW) and planning obligations, or a commercial agreement, may be required between the developer and Welsh Water to deliver the necessary improvements.
- 2.6.5 DCWW have noted that as many of the sites in the RLDP already benefit from planning permission or have planning applications submitted that are pending a decision, they will have made representations during the planning application consultation process on the capability of their infrastructure to accommodate developments.
- 2.6.6 Some sites can represent areas of land for which the potential demands upon DCWW assets are unknown at present. In this regard, early engagement between Welsh Water, the Local Planning Authority and the developer through the master planning approach set out in the RLDP can help to ensure that infrastructure is delivered in a timely manner to support development. It may be necessary for water and/or sewerage hydraulic modelling assessments (HMAs) to be undertaken at the developer's expense to establish where the proposed development could connect to the existing networks, and to identify any required infrastructure improvements.
-

- 2.6.7 The obligations of a water and sewerage undertaker only extend to ‘domestic’ supplies only. Where an employment allocation results in higher demands of water supply and/or trade effluent discharges early engagement and consultation with DCWW is recommended.

Phasing:

- 2.6.8 Category 1: Essential / Enabling Infrastructure:

- Triggers for infrastructure will be linked to the phasing of associated developments.

Funding Sources:

- 2.6.9 Some of the infrastructure works identified would fall within the remit of DCWW’s Asset Management Plans, which is agreed in 5 yearly cycles. Where development will create a need for extra facilities in advance of an Undertaker’s Regulatory Investment, it may be reasonable for developers to meet or contribute towards the cost of providing such facilities.
- 2.6.10 Infrastructure costs will be specific to each individual scheme and will be influenced by; the time at which the development comes forward, the scale of the proposed development and any associated works that have been carried out in the time preceding the scheme. As such is it is not possible to attribute an estimated costing to this infrastructure item.

Electricity (National Grid Electricity Distribution and National Grid Electricity Transmission) Overview:

- National Grid Electricity Distribution (South West) Plc (NGED) owns and is responsible for electrical distribution apparatus within Cardiff and is the licensed network operator.
 - National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. NGET connect sources of electricity generation to the network and transport it onwards to the distribution system so it can reach homes and businesses.
- 2.6.11 NGED’s network investment planning process is the strategic approach taken to investing in their network, ensuring that it can meet future demand in the right place, at the right time.
- 2.6.12 To ensure that NGED can provide the network needed, projects need to be included in their Distribution Future Energy Scenarios (DFES). This information is used to predict the future requirements on the network and decide when and where to invest. In this regard, Local Authorities are asked about their future plans annually and this information is used to inform NGED’s future forecasts down to Electricity Supply Area level ensuring they can connect new developments in 5 years and beyond.

Infrastructure Requirements:

- 2.6.13 Overhead Lines. Where diversion and/or undergrounding of overhead lines is deemed necessary to enable the development of a proposed allocation, lower voltage lines (up to 33kV) supported by wooden poles can normally be undergrounded or diverted without significant concern. However, where land allocations affect lines supported by steel lattice towers, particularly 132kV, the Developers and the LPA are advised to engage with NGED at the earliest opportunity in the plan-making process to confirm: (a) whether the lines can be accommodated within the development site; or (b) the viability and feasibility of diverting and/or undergrounding overhead lines. In this regard, early site master planning is recommended.
- 2.6.14 Developers will be expected to liaise with NGED to ensure that off site and on site works to facilitate a new electricity supply are carried out if needed and to ensure that any necessary upstream reinforcement works are carried out.
- 2.6.15 Where necessary, the developer should identify that sufficient land has been set aside within their development site to accommodate electricity supply infrastructure required to address any identified deficit.
- 2.6.16 There are currently no known new infrastructure interactions within the area.

Phasing:

- 2.6.17 Category 1: Essential / Enabling Infrastructure:

- Triggers for infrastructure will be linked to the phasing of associated developments.

Funding Sources:

- 2.6.18 Where development will create the need for new or upgraded infrastructure, which is either required in advance of, or falls outside the remit of the service providers investment programme, the developer will be expected to meet or contribute towards the cost of providing such infrastructure.
- 2.6.19 Costs will be specific to each individual scheme and will be influenced by; the time at which the development comes forward, the scale of the proposed development and any associated works that have been carried out in the time preceding the scheme. As such it is not possible to attribute an estimated costing to this infrastructure item.

Gas (National Gas Transmission and Wales & West Utilities) Overview:

- National Gas Transmission owns and operates the high-pressure gas transmission system across the UK.
 - Wales & West Utilities are the gas network distributor responsible for the pipelines and infrastructure in Cardiff.
- 2.6.20 The Wales & West Utilities Gas Investment Programme is a multi-year, multi-million-pound initiative to upgrade the gas network across Wales and the south west of England. It focuses on replacing old metal pipes with durable plastic ones to ensure safe, reliable gas supplies while preparing the infrastructure for green gases like hydrogen to achieve Net Zero by 2035–2040
-

2.6.21 As part of the programme, Wales & West Utilities are investing over £3 million to upgrade gas pipes across Cardiff, helping ensure a safe and reliable supply for decades to come. The mains replacement works will see 10 kilometres of gas pipes upgraded across the region, with phases of work taking place in the Whitchurch and Canton areas of the city.

Infrastructure Requirements:

2.6.22 New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply.

2.6.23 In relation to the local distribution network, an initial assessment has shown that whilst some proposed development sites are generally well served with gas infrastructure and contain an existing onsite supply, others contain no existing infrastructure and, in some cases, the scale of the proposed development would exceed existing network capacity. Developers will be expected to liaise with Wales and West Utilities to ensure that off site and on site works to facilitate a new gas supply are carried out if needed and to ensure that any necessary upstream reinforcement works are carried out.

Phasing:

2.6.24 Category 1: Essential / Enabling Infrastructure:

- Triggers for infrastructure will be linked to the phasing of associated developments.

Funding Sources:

2.6.25 Where development will create the need for new or upgraded infrastructure, which is either required in advance of, or falls outside the remit of the service providers investment programme, the developer will be expected to meet or contribute towards the cost of providing such infrastructure.

2.6.26 Costs will be specific to each individual scheme and will be influenced by; the time at which the development comes forward, the scale of the proposed development and any associated works that have been carried out in the time preceding the scheme. As such it is not possible to attribute an estimated costing to this infrastructure item.

Digital (Openreach and Virgin Media) Overview:

- Openreach provides the largest traditional digital network, which has been upgraded to full fibre for approximately 80% of Cardiff. It is used by providers including BT, Sky, TalkTalk, Vodafone, and EE.
 - Virgin Media/Nexfibre operates its own coaxial/fibre network and is available to around 80% of Cardiff's residents.
 - Other network operators in the area operate smaller fibre networks to specific areas and buildings.
-

- 2.6.27 Both Openreach and Virgin Media provide broadband connectivity throughout Cardiff, though availability of SuperFast (>80Mbit/sec download) or Ultrafast (>100Mbit/sec download) varies across the county and is dependent on suppliers upgrading cabinets and existing infrastructure.
- 2.6.28 Alongside this provision, Cardiff Council has partnered with Elevate and the Welsh Government to deliver a Local Broadband Fund project, targeting gigabit-capable and full-fibre connectivity to digitally deprived areas and commercial hubs across the city. The project secured c.£7 million in funding and provides connectivity to thousands of homes and businesses, focusing on areas not covered by commercial providers.

Infrastructure Requirements:

- 2.6.29 To facilitate competition in the supply of broadband, Openreach are required by regulation to make its network available for wholesale use to other providers.
- 2.6.30 All new properties (business, residential and others) in the City should be built with ducts to provide broadband connections and should have a 'Fibre to the Premise' (FTTP) solution for both providers.
- 2.6.31 Developers will be expected to liaise with Openreach and Virgin Media to ensure that off site and on site works to facilitate new broadband infrastructure are carried out if needed and to ensure that any necessary upstream reinforcement works are carried out.
- 2.6.32 Where necessary, the developer should identify that sufficient land has been set aside within their development site to accommodate broadband infrastructure required to address any identified deficit.

Phasing:

- 2.6.33 Category 1: Essential / Enabling Infrastructure:
- Triggers for infrastructure will be linked to the phasing of associated developments.

Funding Sources:

- 2.6.34 Where development will create the need for new or upgraded infrastructure, which is either required in advance of, or falls outside the remit of the service providers investment programme, the developer will be expected to meet or contribute towards the cost of providing such infrastructure.
- 2.6.35 Costs will be specific to each individual scheme and will be influenced by; the time at which the development comes forward, the scale of the proposed development and any associated works that have been carried out in the time preceding the scheme. As such it is not possible to attribute an estimated costing to this infrastructure item.
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3. Housing Landbank

3.1 **SP1: Providing for Sustainable Growth (Landbank of Housing Commitments Over 100 Dwellings).**

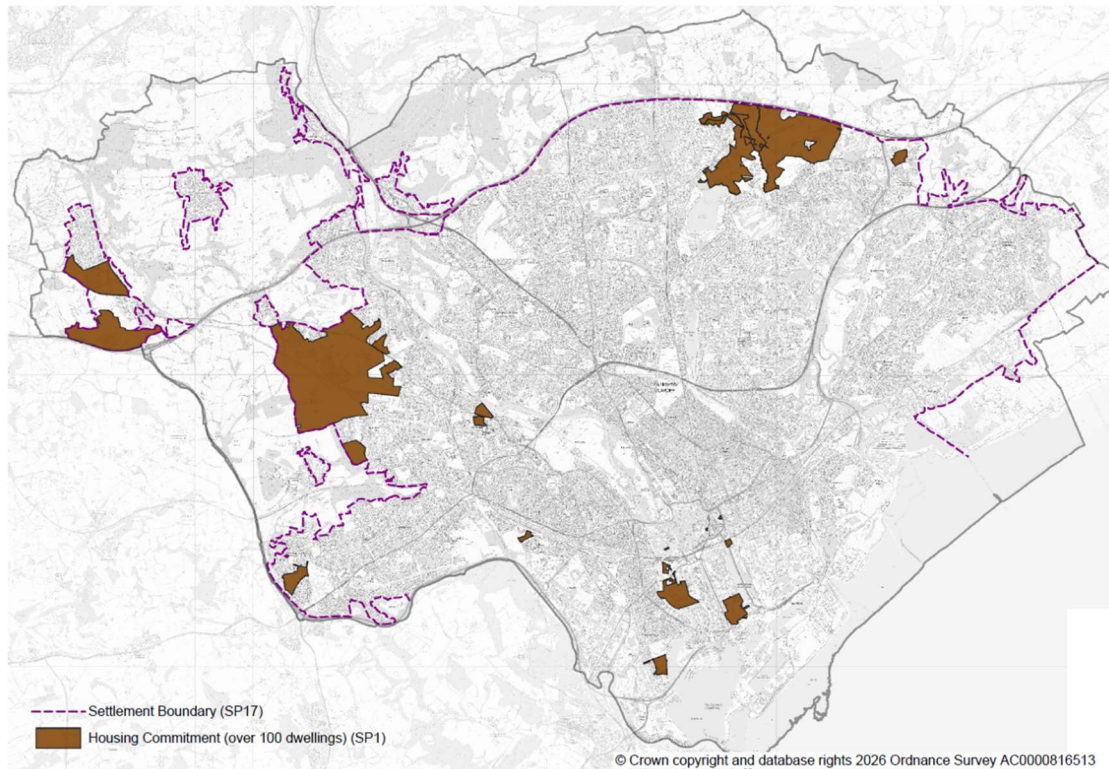


Figure 15: Landbank of Housing Commitments Over 100 Dwellings

3.1.1 With regard to the provision of new homes, there is a substantial landbank already committed on a range and choice of brownfield and greenfield sites across the city (18,400 as at April 2025), including a series of 'Strategic Sites' (containing 500 or more dwellings and / or significant employment uses) consented* (*subject to signing of s106) under the adopted Cardiff Local Development Plan 2006-2026 (LDP):

- LDP Strategic Site A – 21/00783/MJR, The Embankment*
- LDP Strategic Site C – 14/02733/MJR, North West Cardiff
- LDP Strategic Site D – 14/00852/DCO, Land North of Junction 33 on M4
- LDP Strategic Site E - 19/02523/MJR, Land South of Creigiau*
- LDP Strategic Site F - 14/02891/MJR, Churchlands
- LDP Strategic Site F – 19/02330/MJR, North East Cardiff

3.1.2 To help ensure that these new homes and jobs form part of well planned communities, the LDP set out a 'master planning' approach to the delivery of the strategic sites, where essential, enabling and necessary supporting infrastructure, such as transport corridors, community facilities, green spaces and schools has been secured through the planning consents to be provided as part of the developments.

- 3.1.3 An overview of each strategic site is provided below and details of the associated local and strategic infrastructure provision that has been secured through S106 Agreements is included at Appendix 1.

3.2 **Strategic Site A - 21/00783/MJR – The Embankment**

Site Description:

- 3.2.1 Situated to the south of the city centre on the bank of the River Taff, outline planning application 21/00783/MJR for 'The Embankment', proposes around 2,400 new homes, with a mix of commercial spaces, a new public square, a riverside park and a pedestrian/cycle bridge over the River Taff.

Infrastructure Provision:

- 3.2.2 In addition to infrastructure that is being provided onsite (as above), the developer will be making a series of financial contributions towards highway enhancements, bus services, community facilities, education, health facilities and off site public open space that will be paid to the Council at specific 'trigger points' during the construction of the development.

Resolution to Grant Outline Planning Permission:

- 3.2.3 There is currently (March 2026) a resolution to grant Outline Planning Permission for The Embankment subject to the signing of a Section 106 agreement.



Figure 16: The Embankment – Indicative Site Layout

3.3 Strategic Site C - 14/02733/MJR - North West Cardiff

Site Description:

- 3.3.1 North West Cardiff (Plasdwr) will contain up to 5,970 homes. It is situated to the north of St Fagans and to the west of Radyr, Fairwater and Pentrebanne.
- 3.3.2 This site of around 730 acres will be made up of a series of distinctive character areas with a mix of apartments, town houses, family houses and affordable homes. The scheme, when completed, will include a new secondary school and 3 new primary schools, district and local centres containing community and health facilities, shops, offices and food/drink uses, together with open spaces including playing fields, allotments, children's play areas, parks and woodlands.

Infrastructure Provision:

- 3.3.3 In addition to infrastructure that is being provided onsite (as above), the developer has/will be carrying out highway improvements along the Llantrisant Road corridor and as well as making a series of financial contributions towards highway and junction enhancements, bus services, local community facilities, air quality monitoring, waste management and improvements to local railway stations, that will be paid to the Council at specific 'trigger points' during the construction of the development.
- 3.3.4 Initial phases of the wider North West Cardiff development have been completed at:
- 14/02157/MJR - Land North and South of Llantrisant Road,
 - 14/02188/MJR - Land South of Pentrebanne Road and at
 - 16/00106/MJR - Goitre Fach Farm,
- 3.3.5 These developments have seen a range of associated infrastructure works undertaken to date, including significant highway and junction improvement works along the Llantrisant Road corridor with new footpaths, cycleways and bus priority measures, the provision of children's play areas, open spaces and the opening of Ysgol Gynradd Groeswen Primary School
- 3.3.6 In addition to infrastructure that is being provided onsite by the developer, there have also been a series of financial contributions towards highway improvements, bus services, primary and secondary school places, allotments, community facilities and air quality monitoring

Outline Planning Permission:

- 3.3.7 Outline planning permission for 14/02733/MJR 'North West Cardiff' (up to 5,970) homes was granted in 2017. The development is being built in a series of phases and the developer will submit a reserved matters application prior to bringing forward each part of the site.
-



Figure 17: North West Cardiff – Indicative Site Layout

3.4 **Strategic Site D - 14/00852/DCO - Land North of Junction 33 on M4**

Site Description:

- 3.4.1 Situated to the north of Junction 33 of the M4, this development covers an area of around 190 acres and will contain up to 1500 homes, together with offices and business uses.
- 3.4.2 The scheme will include affordable homes, a park and ride facility, a primary school, a local centre and a network of open spaces including parkland, sports pitches, children's play areas and orchards.

Infrastructure Provision:

- 3.4.3 In addition to the infrastructure that is being provided onsite by the developer (as above), there will also be a series of financial contributions towards the provision of affordable housing, bus services to the site, secondary school places, local community facilities and air quality monitoring that will be paid to the Council at specific trigger points during the construction of the development.

Outline Planning Permission:

- 3.4.4 Outline planning permission for 14/00852/DCO Land North of Junction 33 (up to 1500 homes) was granted in 2017. The development will be built in a series of phases and the developer will submit a reserved matters application prior to bringing forward each part of the site.



Figure 18: Land North of Junction 33 on M4 – Indicative Site Layout

3.5 **Strategic Site E - 19/02523/MJR - Land South of Creigiau**

Site Description:

- 3.5.1 Situated to the south of Creigiau, this development covers an area of around 94 acres and will contain approximately 650 homes.

Infrastructure Provision:

- 3.5.2 The proposal includes the provision of open spaces, play areas, areas of informal recreation, improvement works to the existing highway network and pedestrian and cycle accesses.
- 3.5.3 In addition to infrastructure that is being provided onsite (as above), the developer will be making a series of financial contributions towards highway enhancements, bus services, education, community / health facilities, off site public open space that will be paid to the Council at specific 'trigger points' during the construction of the development.

Resolution to Grant Outline Planning Permission:

- 3.5.4 There is currently (March 2026) a resolution to grant Outline Planning Permission for Land South of Creigiau subject to the signing of a Section 106 agreement.



Figure 19: Land South of Creigiau – Indicative Site Layout

3.6 **Strategic Site F - 14/02891/MJR - Churchlands**

Site Description:

- 3.6.1 Situated to the north of Pentwyn Road and bordering Lisvane to the north west, this development covers an area of around 120 acres and will contain up to 1000 homes.
- 3.6.2 The scheme will include affordable homes, a primary school and a village centre. There will be a series of green spaces including sports pitches / children's play areas and highway improvements including the provision of a new spine road connecting to Llwyn y Pia Road in the north and Pentwyn Road in the south.

Infrastructure Provision:

- 3.6.3 In addition to the infrastructure that is being provided by the developer onsite (as above), there will also be a series of financial contributions towards affordable housing, bus routes and bus services, cycle routes, secondary school places, allotments and community facilities, that will be paid to the Council at specific 'trigger points' during the construction of the development.

Outline Planning Permission:

- 3.6.4 Outline planning permission for Churchlands (up to 1000 homes) was granted in 2017, together with full planning permission for the associated spine road through the site. The development will be built in a series of phases and the developer will submit a reserved matters application prior to bringing forward each part of the site.

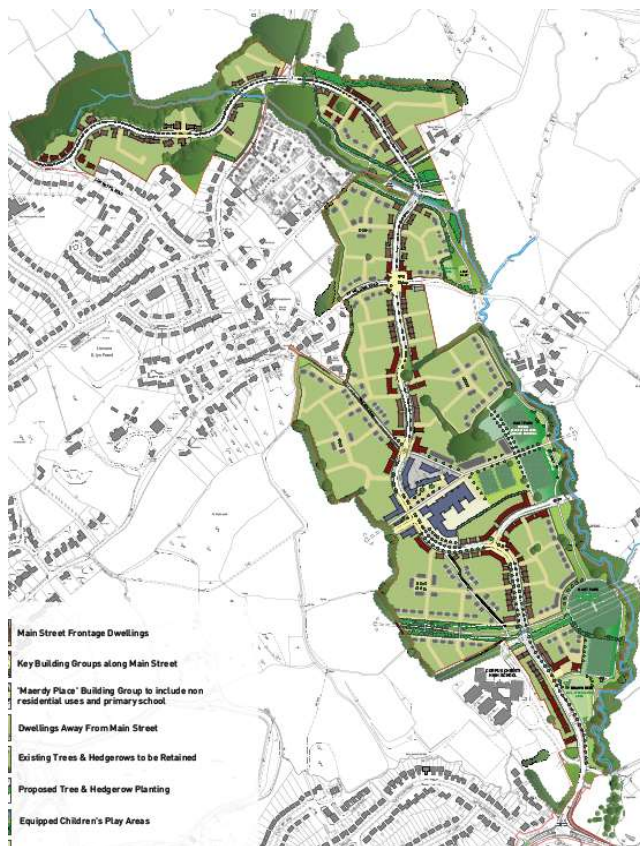


Figure 20: Churchlands – Indicative Site Layout

3.7 **Strategic Site F - 19/02330/MJR - North East Cardiff**

Site Description:

- 3.7.1 Situated to the east and south west of Churchlands, these two parts of Strategic Site F cover an area of around 333 acres and will contain up to 2500 homes.
- 3.7.2 The development will include the provision of affordable housing; primary / secondary school land; open spaces including three play areas and allotments; a community and health facility and a district centre which will include floorspace provision for a range of uses including business, leisure, retail, professional services and food/drink. Land will also be provided for a food store. It will be within in a landscaped setting, with a network of greenways, public open spaces and a rapid transit route to support enhanced public transport, walking and cycling.

Infrastructure Provision:

- 3.7.3 In addition to the infrastructure that is being provided by the developer onsite (as above), there will also be a series of financial contributions towards the provision of affordable housing, off-site junction improvements, bus priority measures and cycling / walking infrastructure, the provision of bus services to the site, the cost of building the school, the provision of two 3G sports pitches and the provision of off-site public open space.

Outline Planning Permission:

- 3.7.4 Outline planning permission for 'North East Cardiff' (up to 2500) homes was granted in 2024. The development will be built in a series of phases, and the developer will submit a reserved matters application prior to bringing forward each part of the site.

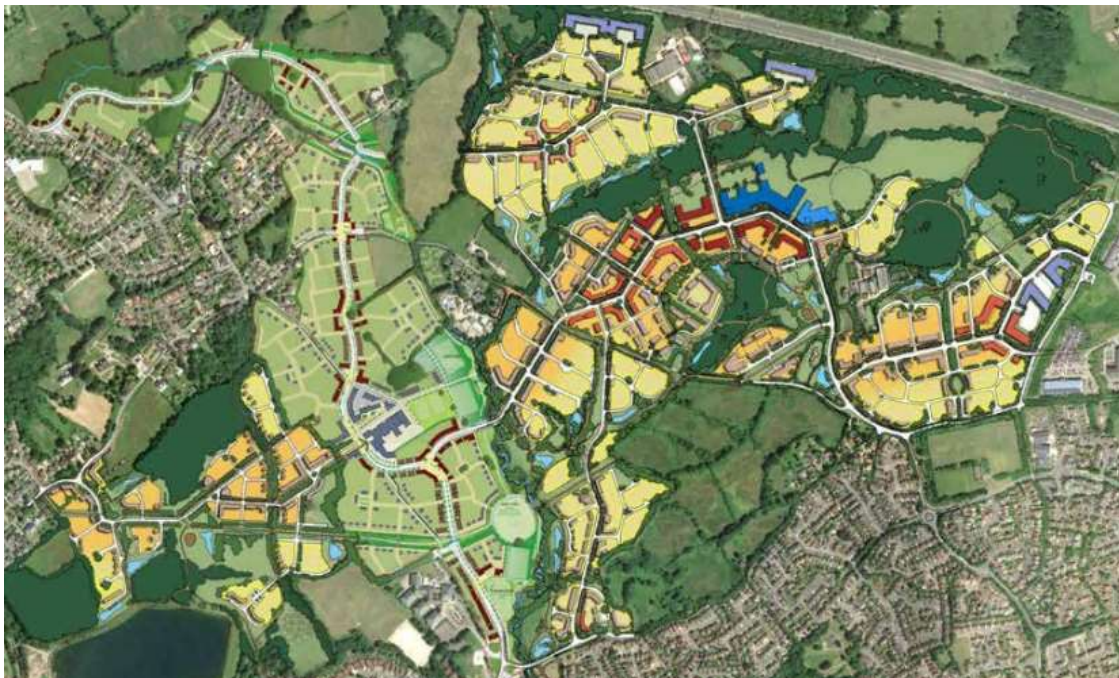


Figure 21: North East Cardiff – Indicative Site Layout

3.8 **Other Housing Commitments (of over 100 dwellings)**

3.8.1 Other Housing Commitments (of over 100 dwellings) that have been consented under the Cardiff Local Development Plan 2006-2026 include:

Sites within the Central Enterprise Zone or Central and Bay Business Areas:

- 21/02883/MJR and 21/02884/MJR (Phase 2, Plots 1 and 2). Situated to the south of Cardiff Central railway station, Central Quay will create a new destination within the city centre, comprising of office, residential and associated uses. The development will include a high quality public realm that incorporates the heritage assets of the Brains Brewery building and capitalises on the site's waterfront location and proximity to the central railway station. Plots 1 and 2 of Phase 2 of the development will provide residential apartments, have ground floor commercial units and be situated around a new landmark public square.
- 21/02687/MJR - Red Dragon Centre and County Hall, Atlantic Wharf. Situated within Cardiff Bay, the Atlantic Wharf masterplan comprises a mixed-use development, comprising a landmark arena and leisure, employment, residential, retail and food and drink uses situated around a new landmark public square.
- 24/00964/VAR - 1 East Bay Close, Atlantic Wharf
- 22/00415/MJR - Suffolk House, Trade Street
- 23/01925/VAR - 1-6 Guilford Crescent
- 21/02984/MJR - Central Square Plots 4 and 5
- 24/02716/FUL - Asset House, 63, Penarth Road
- 24/02345/VAR - Knox Court, 10 Fitzalan Place

Land at Strategic Sites:

- 20/02078/MJR and 22/00665/MJR - Land Adjacent to St Julians House (Site G)
- 23/00965/HYB - Land at Church Farm, Cefn Mably Road (Site F)

Other Locations:

- 15/00799/MJR, 16/01059/MJR, 19/03240/MJR - Former BBC, Llantrisant Rd, Llandaff
- 24/01342/VAR and 25/02880/RES - Land at Channel View Road, Grangetown
- 21/02054/MJR - Former Lansdowne Hospital, Sanatorium Road, Canton
- 24/01264/HYB - Former Michaelston College, Drope Road, Ely

3.8.2 These sites have also been designed, and have secured associated infrastructure, in line with policies relating to master planning, good quality and sustainable design, new infrastructure and planning obligations.

4. Housing Allocations

4.1 H1A: Strategic Housing Sites (Residual Areas)

4.1.1 The following strategic sites, or residual areas of strategic sites, are allocated for housing:

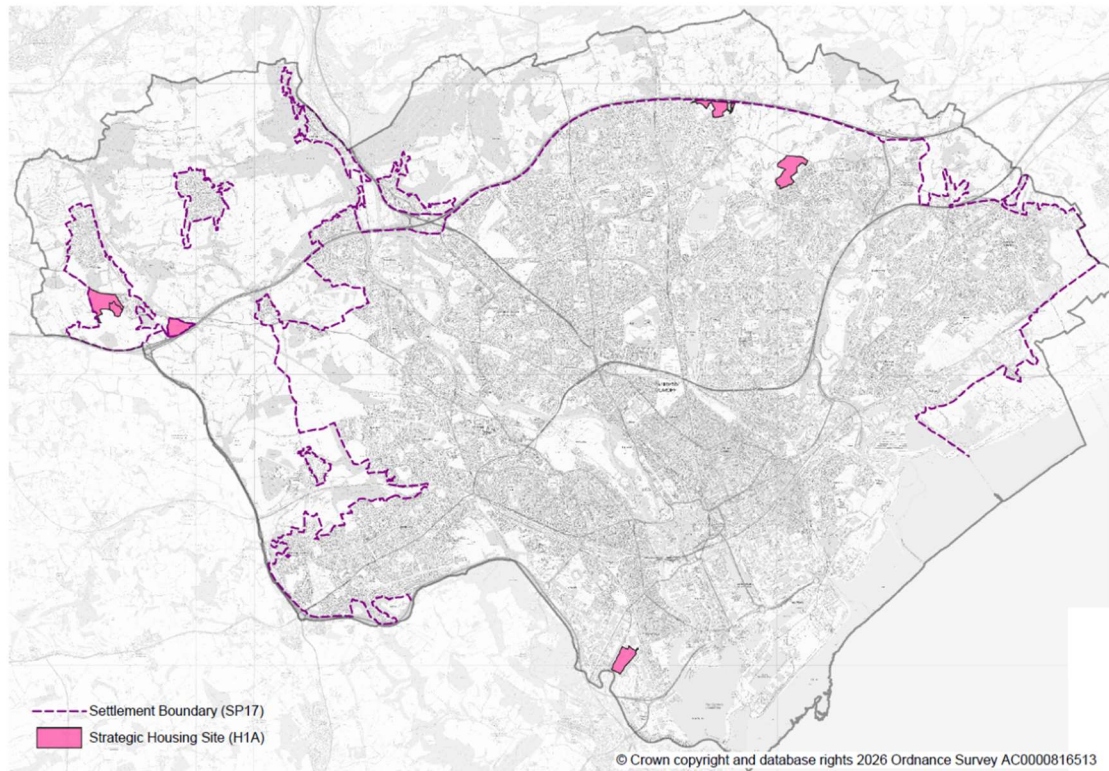


Figure 22: Strategic Housing Sites (Residual Areas)

- SH1.1 - Land at Church Farm (LDP Site F) – Est Units 205
- SH1.2 - Land West of Rudry Road, Lisvane (LDP Site F) - Est Units 100
- SH1.3 - Land to the north of Ty-Draw Road (LDP Site F) – Est Units 350
- SH1.4 - Land south of Llantrisant Road (LDP Site D) - Est Units 300
- SH1.5 - Land at Llantrisant Road (A4119) (LDP Site D) - Est Units 150
- SH1.6 - Land at Llwynioli Farm (LDP Site D) – Est Units 70
- SH1.7 - Former Gas Works, Ferry Road - Estimated Units 500

4.1.2 Strategic housing sites SH1.1 to SH1.6 form residual parts of the strategic sites allocated in the adopted plan and it is considered important to take these forward in the Replacement Plan so the masterplans and community infrastructure associated with these sites can be fully delivered.

4.1.3 A master planning approach will be undertaken for these sites in line with Policy SP3 (Ensuring a Masterplanning Approach) and infrastructure will be secured inline with associated policies, including (but not limited to) SP5 (Securing New Infrastructure), SP6 (Securing Planning Obligations), SP18 (Delivering Sustainable Transport and Active Travel and SP19 (Securing New Transport Infrastructure).

4.1.4 Where the sites form a residual area of a strategic site, they will be informed by master planning work and infrastructure provision that has been undertaken / secured to date.

4.2 **H1B: Non-Strategic Housing Allocations**

4.2.1 The following non-strategic sites are allocated for housing:

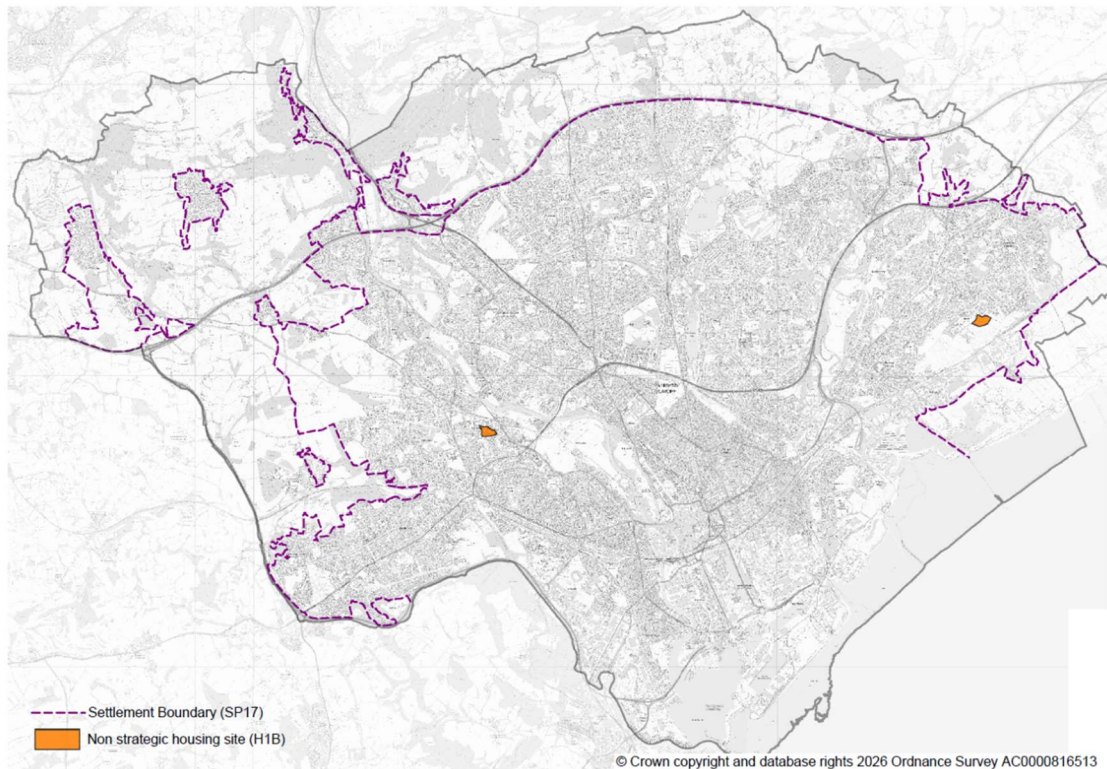


Figure 23: Non-Strategic Housing Sites

- H1.1 - Land at areas 9-12, St Mellons – Estimated Units 150
- H1.2 - Rookwood Hospital – Estimated Units 90

4.2.2 Masterplans will be developed for these areas in accordance with the master planning principles set out in Policy SP3 (Ensuring a Masterplanning Approach) which will ensure the provision of necessary infrastructure and delivery of sustainable neighbourhoods.

4.2.3 Development proposals for these areas will be assessed against relevant plan policies including SP5 Securing New Infrastructure which requires new development to make appropriate contributions towards all essential, enabling and necessary infrastructure required as a consequence of the development. An overview of infrastructure provision that will be sought is included at Appendix 1.

4.3 **H2: Housing Led Regeneration Areas**

4.3.1 The following sites are identified as housing led regeneration areas that provide high density, sustainable, mixed-use development which maximises affordable housing:

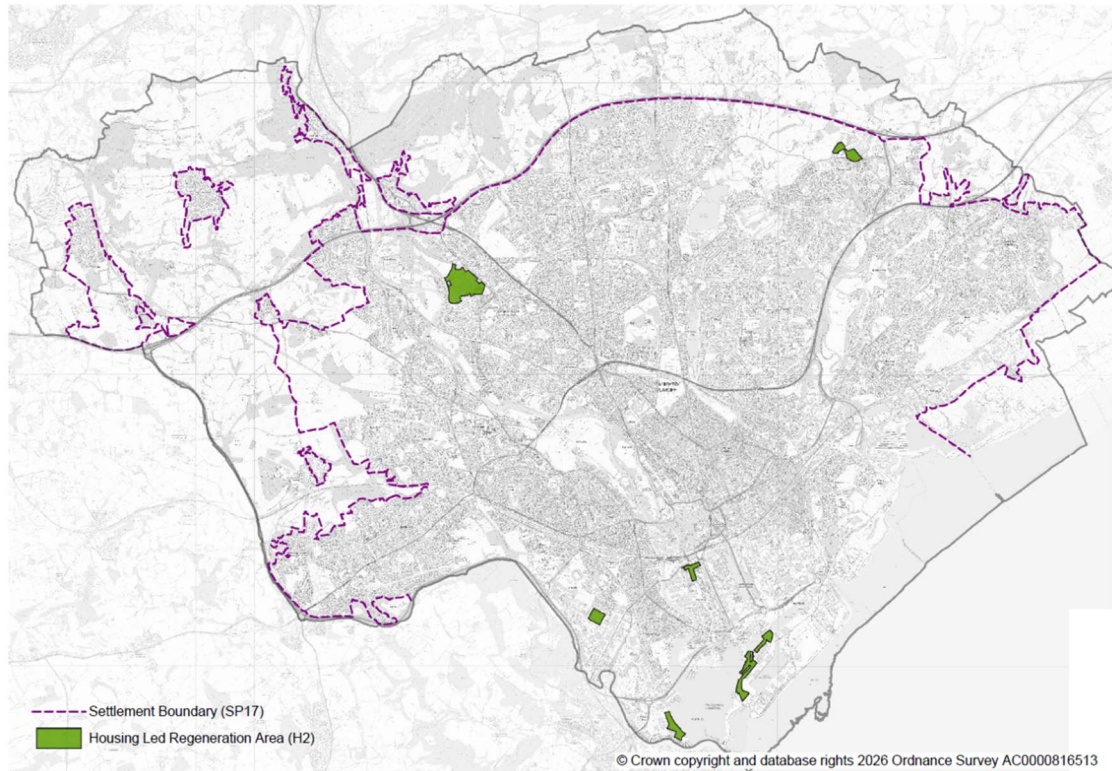


Figure 24: Housing Led Regeneration Areas

- H2.1 - International Sports Village
- H2.2 - Whitchurch Hospital/Velindre Site
- H2.3 - Cardiff Gate Business Park (West)
- H2.5 - Porth Teigr and Alexandra Head
- H2.6 - Hadfield Road
- H2.7 - Callaghan Square*

4.3.2 Masterplans will be developed for these areas in accordance with the master planning principles set out in Policy SP3 (Ensuring a Masterplanning Approach) which will ensure the provision of necessary infrastructure and delivery of sustainable neighbourhoods.

4.3.3 Development proposals for these areas will be assessed against relevant plan policies including SP5 Securing New Infrastructure which requires new development to make appropriate contributions towards all essential, enabling and necessary infrastructure required as a consequence of the development. Such infrastructure will include transportation infrastructure given many of the areas are located adjacent existing and proposed railway stations. An overview of infrastructure provision that will be sought is included at Appendix 1.

4.3.4 *In addition to residential development, site H2.7 Callaghan Square will provide a significant element of B1 office employment use (33,490 square metres) fronting directly onto Callaghan Square.

5. Employment Land

5.1 **EC1: Cardiff Central Enterprise Zone and Regional Transport Hub**

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

Site Description:

5.1.2 The Cardiff Central Enterprise Zone (CEZ) and Regional Transport Hub (Policy EC1) represents a highly sustainable and accessible location, close to areas of high unemployment in the city but also readily accessible to the wider region via sustainable modes of transport. It is designated for the retention, development and redevelopment of land for employment opportunities, reflecting the area's role as the commercial driver of Wales.

5.1.3 The CEZ forms part of the wider Central Business Area (CBA), which is the administrative and business heart of the city, and the established focus for major office and commercial leisure developments. The CBA sits alongside the Bay Business Area (BBA) which forms the focus for government, tourism, and leisure development as defined by Policy SP8 (Supporting Development in the Central and Bay Business Area).

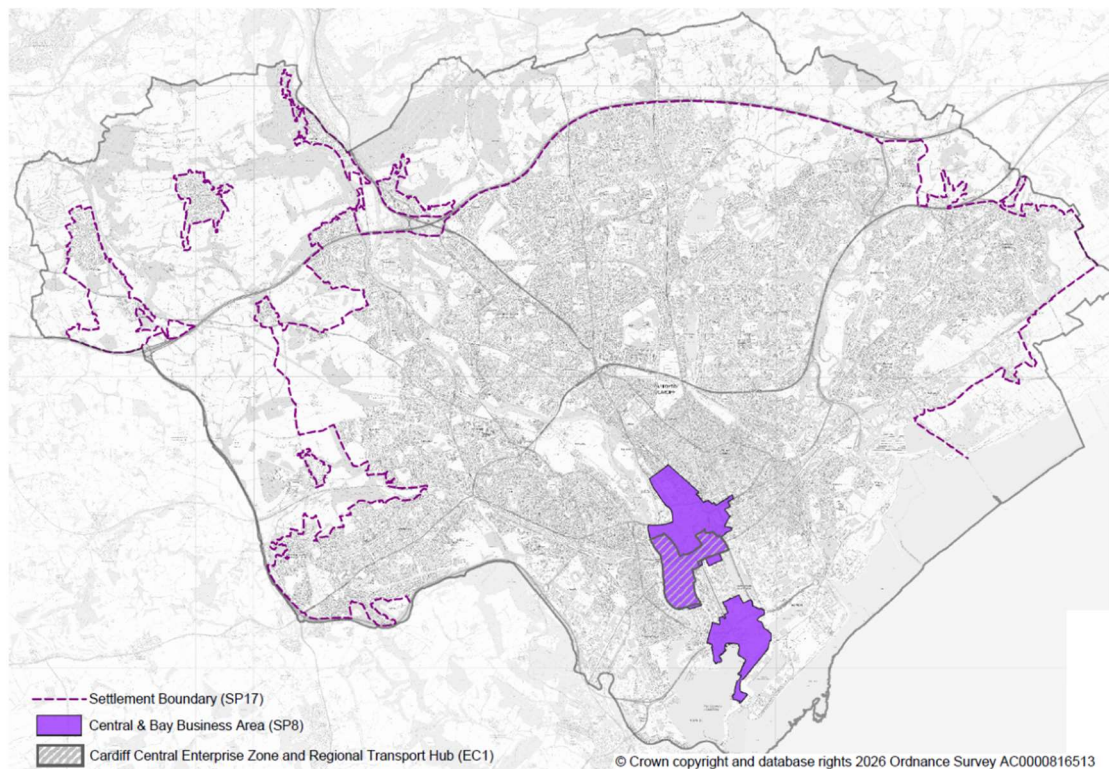


Figure 25: Cardiff Central Enterprise Zone and Regional Transport Hub

Infrastructure Provision:

- 5.1.4 In addition to the residential and mixed used developments consented in the CEZ, CBA and BBA (Paragraph 3.8.1) and their associated infrastructure provision, a series of strategic / regional transport infrastructure projects are being undertaken to improve accessibility and connectivity to these employment areas:
- 5.1.5 Cardiff Bay Metro/Rail Line: Connecting Queen Street Station in the east of the city centre to Cardiff Bay, the following works are currently (March 2026) being undertaken on the Cardiff Bay Line:
- The building of a new two-platform station in the north of Butetown
 - The creation of a new second platform at Cardiff Bay Station as well as new signage, customer information screens and other enhancements.
 - The installation of a new track to allow faster and more frequent services using brand new tram-trains.
- 5.1.6 Cardiff Crossrail: The delivery of a tramway from Cardiff Central railway station to Cardiff Bay, connecting the two directly by rail for the first time. The scheme will deliver:
- A new two-platform station stop located in the southern car park of Cardiff Central railway station, with easy interchange at Cardiff Central station.
 - A new tramway from the southern car park at Cardiff Central station, crossing through Callaghan Square to join the existing Cardiff Bay line
 - An additional third platform at Cardiff Bay railway station (in addition to the second, which is currently being built)
 - Improvements to public spaces and walking / cycling infrastructure on the route to connect neighbouring communities, places and attractions.
- 5.1.7 Metro Central (Cardiff): Metro Central will be a transport hub that allows easy use and access to all modes of public transport in the heart of Cardiff. Proposals include enhancements to Cardiff Central railway station and surrounding areas. Works include:
- Rail. Undertaking enhancements to Cardiff Central railway station, including the redevelopment of its southern entrance, to alleviate overcrowding and congestion, improve capacity on event days and allow for long-term passenger growth.
 - Bus. The Cardiff Bus Interchange has now opened at Central Square and provides a centralised bus facility with 14 bus bays.
 - Walking and Cycling. Works are ongoing to provide high-quality cycle spaces and walking infrastructure as part of the planned enhancements around Cardiff Central station.
- 5.1.8 Sustainable Transport Corridors – City Centre Cycle and Bus Loop: Phased works are being undertaken to improve bus services and pedestrian / cycling infrastructure around the core of the city centre, connecting from the Bus Interchange at Central Square to the wider city. These include:
- Highway / public realm improvements have recently been completed at Wood Street in the west of the city centre, which included reducing traffic lanes from four to two and creating a layout that prioritises bus efficiency, provides wider pedestrian-
-

friendly pavements and improved, segregated cycleways. Similar improvements have also been completed outside Queen Street Station at Station Terrace in the East.

- Works are being undertaken in 2026 outside Cardiff Castle at Castle Street / Duke Street and future short-term phases include the upgrading of Boulevard de Nantes, Dumfries Place and Newport Road.

5.1.9 Future development proposals within the CEZ, CBA and BBA will be assessed against relevant plan policies including SP5 Securing New Infrastructure which requires new development to make appropriate contributions towards all essential, enabling and necessary infrastructure required as a consequence of the development.

5.2 **EC2: Land South of St Mellons Business Park**

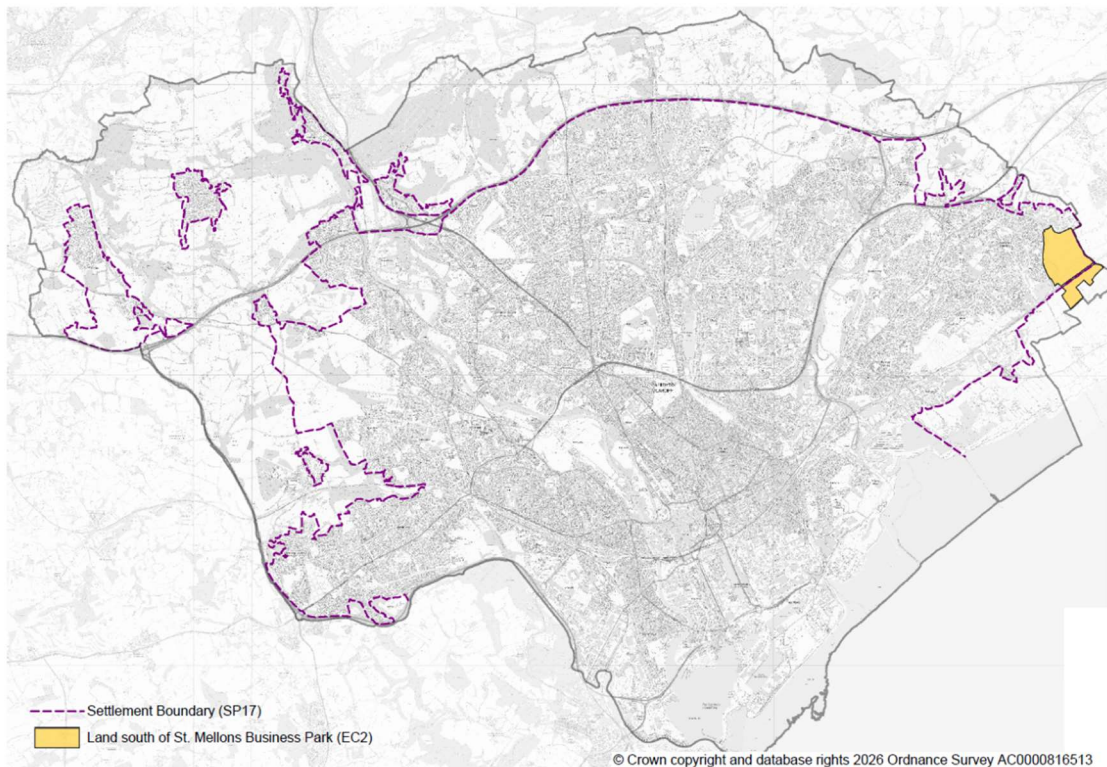


Figure 26: Land South of St Mellons Business Park

Site Description:

- 5.2.1 Land is allocated South of St Mellons Business Park, as defined on the Proposals Map for a strategic employment site comprising up to 90,000 square metres of business (Use Class B1), general industrial (B2), storage / distribution (B8) and ancillary uses, along with other infrastructure associated with biodiversity, landscape, drainage, walking, cycling and other transport modes. It will include the construction of a new transport hub facility, comprising railway station buildings (up to 2,500m² - use class sui generis) including ancillary uses, 4 no. platforms, a surface car park (up to 650 no. spaces) and associated infrastructure works.

Infrastructure Provision:

- 5.2.2 In addition to the infrastructure that is being provided by the developer onsite (as above), there will also be a series of offsite works undertaken and financial contributions towards the provision of highway improvements, open space, and Site of Special Scientific Interest (SSSI) mitigation / compensation measures.

Outline Planning Permission:

- 5.2.3 Outline planning permission for 'South of St Mellons Business Park' (21/00076/MJR) was granted in 2025

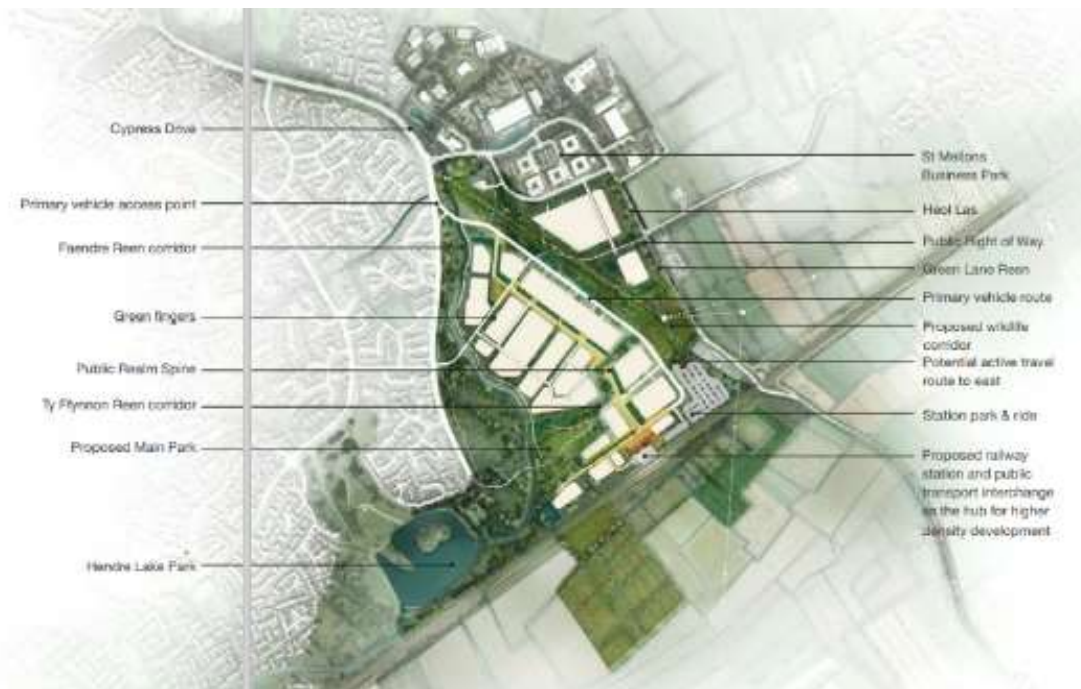


Figure 27: Land South of St Mellons Business Park – Indicative Site Layout

5.3 **SP2: Sustaining Economic Growth and Resilience**

- 5.3.1 As set out on the RLDP proposals map, provision will be made for a range and choice of employment sites for different types of employment and in different geographical locations which will effectively contribute towards the delivery of the level of growth set out in the plan.
- 5.3.2 Given the varying nature of development proposals that will come forward over the plan period (in terms of scale, type and location) it is not possible at this stage to identify details of each infrastructure item required and specific costs.
- 5.3.3 Detailed technical assessments will however be undertaken by developers through consultation with relevant infrastructure providers and the Council when preparing planning applications and future development proposals within these areas will be assessed against relevant plan policies including SP5 Securing New Infrastructure.

Appendix 1.

Infrastructure Summary Tables

Chapter 2. Infrastructure Overview Summary Tables

ID	Type of Infrastructure	Infrastructure Category	Scheme Description	Estimated Cost	Potential Funding Sources	Delivery Lead	Anticipated Timescale for Delivery
2.1	Transport – Crossrail and Metro	Essential/Enabling and Necessary	Cardiff Metro and Crossrail Projects (including integration with Strategic Sites).	TBC – dependent on location, extent and detailed design of projects.	Cardiff Capital Region, Welsh Government, UK Government, Cardiff Council and Developer contributions.	Transport for Wales	Short – Long (to 2036) / Dependent on phasing of infrastructure programmes and implementation of new developments.
2.2	Transport – Bus Travel	Essential/Enabling and Necessary	(1) Strategic bus priority infrastructure and (2) Provision to integrate development sites with existing routes and trip destinations in the surrounding area.	TBC – dependent on location, extent and detailed design of projects.	Welsh Government, Cardiff Council and Developer contributions.	Cardiff Council	Short – Long (to 2036) / Dependent on phasing of infrastructure programmes and implementation of new developments.
2.3	Transport – Active Travel (Walking and Cycling)	Essential/Enabling and Necessary	(1) Strategic Active Travel (walking and cycling) infrastructure and (2) Provision to integrate development sites with existing routes and trip destinations in the surrounding area.	TBC – dependent on location, extent and detailed design of projects.	Welsh Government, Cardiff Council and Developer contributions.	Cardiff Council	Short – Long (to 2036) / Dependent on phasing of infrastructure programmes and implementation of new developments.
2.4	Transport – Transport Corridors	Essential/Enabling and Necessary	Transport Corridor Projects (including integration with development sites).	TBC – dependent on location, extent and detailed design of projects.	Cardiff Capital Region, Welsh Government, UK Government, Cardiff Council and Developer contributions.	Cardiff Council	Short – Long (to 2036) / Dependent on phasing of infrastructure programmes and implementation of new developments.
2.5	Education	Necessary	Schools Investment Programme	TBC – dependent on location, extent and detailed design of projects.	Welsh Government, Cardiff Council and Developer contributions.	Cardiff Council	Short – Long (to 2036) / Dependent on phasing of delivery programme.

2.6	Green Infrastructure – Parks /Play Areas	Necessary	Parks Programme	TBC – dependent on location, extent and detailed design of projects.	Cardiff Council, Developer contributions, external grants, others.	Cardiff Council	Short – Long (to 2036) / Dependent on phasing of associated projects.
2.7	Green Infrastructure – Sports Pitches	Necessary	Physical Activity and Sports Strategy	TBC – dependent on location, extent and detailed design of projects.	Cardiff Council, Developer contributions, external grants, others.	Cardiff Council	Short – Long (to 2036) / Dependent on phasing of associated projects.
2.8	Green Infrastructure – Allotments	Necessary	Allotment Strategy	TBC – dependent on location, extent and detailed design of projects.	Cardiff Council, Developer contributions, external grants, others.	Cardiff Council	Short – Long (to 2036) / Dependent on phasing of associated projects.
2.9	Community Facilities – Hubs and Health	Necessary	Cardiff Hubs and Partnership Programmes	TBC – dependent on location, extent and detailed design of projects.	Cardiff Council, Partners and developer contributions.	Cardiff Council (and partners)	Short – Long (to 2036) / Dependent on phasing of associated projects.
2.10	Environmental Management – Renewable Energy	Necessary	One Planet Cardiff and Local Energy Plan Projects	TBC – dependent on location, extent and detailed design of projects.	Welsh Government, Cardiff Council, energy providers and developer contributions.	Cardiff Council (and partners)	Short – Long (to 2036) / Dependent on phasing of associated projects.
2.11	Water Management and Flooding	Essential/Enabling and Necessary	Flood and Coastal Erosion Risk Management (FCERM) projects and Local Flood Risk Management Strategy Projects	TBC – dependent on location, extent and detailed design of projects.	Welsh Government, Cardiff Council, DCWW, NRW and developer contributions.	Cardiff Council (and partners)	Short – Long (to 2036) / Dependent on phasing of associated projects.
2.22	Recycling and Waste	Necessary	(1) Works associated with infrastructure investment programmes and (2) onsite residential waste collection provisions.	TBC – dependent size / location of development.	Cardiff Council, Welsh Government, Developer Contributions, Collaborative Partners.	Cardiff Council	Short – Long (to 2036) / Dependent on associated developments and infrastructure programmes.

2.23	Cemeteries and Crematoria	Necessary	Provision of additional crematorium in Cardiff.	TBC – dependent size / location of development.	Cardiff Council Capital Programme	Cardiff Council	Medium to Long
2.24	Water and Waste Water	Essential /Enabling	(1) Works associated with infrastructure investment programmes and (2) Works to facilitate a new water and waste supply to associated development sites (Including any necessary upstream reinforcement works).	TBC - Dependent on existing infrastructure and the size / location of new development.	Site Developer – developments. Service provider – wider investment programmes.	Dwr Cymru Welsh Water and Site Developer	Short – Long (to 2036) / Dependent on associated developments and infrastructure programmes.
2.25	Utilities – Electricity	Essential /Enabling	(1) Works associated with infrastructure investment programmes and (2) Works to facilitate a new electricity supply to associated development sites (Including any necessary upstream reinforcement works).	TBC - Dependent on existing infrastructure and the size / location of new development.	Site Developer – developments. Service provider – wider investment programmes.	National Grid Electricity Distribution, National Grid Electricity Transmission and Site Developer	Short – Long (to 2036) / Dependent on associated developments and infrastructure programmes.
2.26	Utilities – Gas	Essential /Enabling	(1) Works associated with infrastructure investment programmes and (2) Works to facilitate a new gas supply to associated development sites (Including any necessary upstream reinforcement works).	TBC - Dependent on existing infrastructure and the size / location of new development.	Site Developer – developments. Service provider – wider investment programmes.	National Gas Transmission, Wales and West Utilities and Site Developer	Short – Long (to 2036) / Dependent on associated developments and infrastructure programmes.
2.27	Utilities - Digital	Essential /Enabling	(1) Works associated with infrastructure investment programmes and (2) Works to provide 'Fibre to the Premise' (FTTP) through associated ducts.	TBC - Dependent on existing infrastructure and the size / location of new development.	Site Developer – developments. Service provider – wider investment programmes.	Openreach / Virgin Media and Site Developer	Short – Long (to 2036) / Dependent on associated developments and infrastructure programmes.

Chapter 3. Housing Landbank - Infrastructure Summary Tables

SP1: Providing For Sustainable Growth (Landbank - Housing Commitments Over 100 Dwellings)

LDP Strategic Site A – 21/00783/MJR, The Embankment*

Summary of S106 Contributions relating to Infrastructure Provision:

*Note: There is currently a resolution to grant this application subject to the signing of a S106 Agreement. These are summarised details only.

ID	Type of Infrastructure	Infrastructure Category	Scheme Description	Potential Funding Sources	Delivery Lead	Anticipated Timescale for Delivery
3.1A	Transport and Highways: Dumballs Road Highway Works	Essential / Enabling	Works to be carried out to Dumballs Road and existing public highways and verges within the vicinity of the Site pursuant to the Dumballs Road highway works condition of the Planning Permission	Developer (onsite / off site provision)	Developer	TBC. Will relate to development phasing.
3.2A	Transport and Highways: Dumballs Road Highway Works Contribution	Essential / Enabling	£550,000 contribution towards the delivery of a two-way, segregated cycleway along the Site's Dumballs Rd frontage.	Developer (as specified in scheme description)	Cardiff Council	TBC. Will relate to development phasing.
3.3A	Transport and Highways: Traffic Regulation Order Contribution	Essential / Enabling	£10,000 contribution towards the investigation and implementation of any Traffic Regulation Orders the Council considers are required as a consequence of the Development	Developer (as specified in scheme description)	Cardiff Council	TBC. Will relate to development phasing.
3.4A	Transport and Highways: Foot/Cycle Bridge	Essential / Enabling	Construct and complete a Foot/Cycle Bridge (over the River Taff) in accordance with detailed plans, design and specification for the Foot/Cycle Bridge	Developer (onsite provision)	Developer	TBC. Will relate to development phasing.
3.5A	Education: Contribution	Necessary	£1,225,094 contribution towards the provision of school places within the locality of the Site	Developer (as specified in scheme description)	Cardiff Council	TBC. Will relate to development phasing.
3.6A	Green Infrastructure: Public Open Space	Necessary	Lay out and complete the Public Open Space (including multifunctional open space and Neighbourhood Equipped Play Area) on the Public Open Space Land in accordance with the details plans drawings specifications and timetable for implementation	Developer (onsite provision)	Developer	TBC. Will relate to development phasing.
3.7A	Green Infrastructure: Off-site Public Open Space Contribution	Necessary	£1,128,262 contribution towards the design provision improvement and/or maintenance of public open space in the Vicinity of the Development	Developer (as specified in scheme description)	Cardiff Council	TBC. Will relate to development phasing.

3.8A	Community Facilities: Community Facilities Contribution	Necessary	£910,947 contribution towards new / improved off-site community facilities in the vicinity of the Development, which may include a new shared community / health facility	Developer (as specified in scheme description)	Cardiff Council	TBC. Will relate to development phasing.
3.9A	Community Facilities: Health Facilities Contribution	Necessary	£175,697 contribution towards the provision of new / improved off site health facilities in the vicinity of the Site which may include a new shared community / health facility	Developer (as specified in scheme description)	Cardiff Council / Others	TBC. Will relate to development phasing.
3.10A	Environmental Management. Waste Management	Necessary	Payment of the waste management contribution for the phase for the purpose of providing waste management services to the development	Developer (as specified in scheme description)	Developer / Cardiff Council	Short – Long. Relates to all phases of the development.
3.11A	Sustainable Urban Drainage Systems (SUDS)	Essential / Enabling	To layout and complete the SUDS for the Phase in accordance with the details of the approved Drainage Scheme for each Phase.	Developer (onsite provision)	Developer	Short – Long. Relates to all phases of the development.

LDP Strategic Site C – 14/02733/MJR, North West Cardiff

Summary of S106 Contributions relating to Infrastructure Provision:

Note: These are summarised details only. For exact wording refer to the associated S106 Agreement.

ID	Type of Infrastructure	Infrastructure Category	Scheme Description	Potential Funding Sources	Delivery Lead	Anticipated Timescale for Delivery
3.1C	Transport and Highways: Off-site Highways and Transportation Works - Phase 1	Essential / Enabling	<p>Developer contributions totalling £6,892,544.00 towards the following off-site Highway Works:</p> <p>Estimated Cost – Reference – Scheme Description</p> <ul style="list-style-type: none"> £2,680,002.00 – BR1 – Bridge Road, 270m southbound bus lane & shared cycle footway and signalised junction with Llantrisant Rd £177,600.00 – CDFR1 – Cardiff Road, Upgrade of traffic signals at Fairwater Road £726,229.00 – CDFR2 – Cardiff Road, cycling and bus stop improvements Ely Rd and Fairwater Road £610,470.00 – DRL1 – Disused Rail Line, Segregated Off Road Cycleway £426,531.00 – FWR1 – Fairwater Road, 90m Southbound Bus Lane on the approach to St Fagans Road £638,625.00 – HI1 – Heol Isaf, Pedestrian and Cycle improvements £654,520.00 – LTR1 – Llantrisant Road, Segregated Cycleway on southern side between Danescourt Rail Station and Cardiff Road £380,167.00 – SFR1 – St Fagans Road, 300m Eastbound bus lane and shared cycle footway on southern side of road £600,974.00 – SFRS1 – St Fagans Road Safety improvements £69,426.00 – WGR1 – Waun Gron Road, 100m westbound bus lane 	Developer (as specified in scheme description) / Cardiff Council	Cardiff Council	Short-Medium. Developer contributions relate to Phase 1, Parcels 2A, 2B, 2C, 2D, 2E/F.
3.2C	Transport and Highways: Off-site Highways and Transportation Works – Phases 2A and 2B Contributions	Essential / Enabling	<p>Developer contributions totalling £6,761,084.00 towards the following off-site Highway Works:</p> <p>Estimated Cost – Reference – Scheme Description</p> <ul style="list-style-type: none"> £1,188,743.00 – WGR2 – Waun Gron Rd, Junction improvements on A48 Western Avenue 	Developer (as specified in scheme description) / Cardiff Council	Cardiff Council	Short-Medium. Developer contributions relate to Phase 2A and 2B, Parcels P1, P2, P3, P4, G1 and G2.

			<ul style="list-style-type: none"> • £84,360.00 – AMR1 – Amethyst Road, Cycle Street between Plasmawr Rd and Keyston Road • £380,064.00 – CDFR4 – Cardiff Road, Northbound bus lane improvement at jn with Western Avenue • £1,053,639.00 – EWPCR1 – East-West Primary Cycle route, Llandaff • £710,400.00 – LTR3 – Llantrisant Road, New Traffic Signals with Danescourt Road East • £710,400.00 – LTR4 – Llantrisant Road, New Traffic Signals with Danescourt Road West • £1,512,140.00 LTR5 – Llantrisant Road, Shared cycleway footway between Danescourt Road Junctions • £169,324.00 – LTR6 – Llantrisant Road, shared cycleway footway between Waterhall Road and path to Heol Aradur • £210,672.00 – PMFW1 – Pwllmelin Road and Fairwater Road, traffic calming and cycling improvements • £252,168.00 – PCR1 – Radyr Court Road, Traffic Calming of Cycle Route • £116,508.00 – PCR2 – Radyr Court Road, pedestrian and cycling safety and access improvements, Zebra Crossing on Bridge Road • £372,666.00 – PCR3 – Radyr Court Road, Upgrade cycle link to Llantrisant Road 			
3.3C	<p>Transport and Highways:</p> <p>Off-site Highways and Transportation Works – Phase 3 Contributions</p>	Essential / Enabling	<p>Developer contributions totalling £304,836.00 towards the following off-site Highway Works:</p> <p>Estimated Cost – Reference – Scheme Description</p> <ul style="list-style-type: none"> • £139,650.00 – EA1 – Western Avenue to Ely Roundabout, southern traffic pre-signals • £95,760.00 – EA4 – Western Avenue / Ely Rd Junction east, toucan crossing • £69,426.00 – EA5 – Western Avenue to Waun Gron Rd, shared cycle footway on west side 	Developer (as specified in scheme description) / Cardiff Council	Cardiff Council	Medium. Developer contributions relate to Phase 3.
3.4C	<p>Transport and Highways:</p> <p>Off-site Highways and Transportation Works – Phase 4 Contributions</p>	Essential / Enabling	<p>Developer contributions totalling £372,960.00 towards the following off-site Highway Works:</p> <p>Estimated Cost – Reference – Scheme Description</p> <ul style="list-style-type: none"> • £372,960.00 – CDFR3 – Cardiff Road, Junctions, pedestrian and traffic calming improvements on Palace Rd 	Developer (as specified in scheme description) / Cardiff Council	Cardiff Council	Medium-Long. Developer contributions relate to Phase 4.

3.5C	Transport and Highways: Subsidised bus route - Phase 3	Essential / Enabling	Developer contribution for subsidised bus routes A,B and D: <ul style="list-style-type: none"> Route A = total cost over 3 years = £1,350,000, Route B = total cost over 3 years = £1,350,000, Route D = total cost over 3 years = £1,800,000. 	Developer (as specified in scheme description)	Bus Operator / Cardiff Council	Medium. Developer contributions relate to Phase 3.
3.6C	Transport and Highways: Subsidised bus route - Phase 4	Essential / Enabling	Developer contribution for subsidised bus routes E: <ul style="list-style-type: none"> Route E = total cost over 3 years = £1,350,000. 	Developer (as specified in scheme description)	Bus Operator / Cardiff Council	Medium-Long. Developer contributions relate to Phase 4.
3.7C	Transport and Highways: Subsidised bus route - Phase 5	Essential / Enabling	Developer contribution for subsidised bus routes C: <ul style="list-style-type: none"> Route C = total cost over 3 years = £450,000 	Developer (as specified in scheme description)	Bus Operator / Cardiff Council	Medium-Long. Developer contributions relate to Phase 5.
3.8C	Transport and Highways: Rail Contribution	Essential / Enabling	Developer contribution of £230,000 to be used for the purpose of the replacement of existing waiting shelters at Waun Gron, Fairwater and Danescourt Stations (2 shelters at each station) and a new cycle shelter at Danescourt Station	Developer (as specified in scheme description) / Cardiff Council	TFW / Cardiff Council	Medium-Long. Developer contributions relate to Phase 4.
3.9C	Education: Primary School	Necessary	The Llantrisant Rd Primary School. The construction of a new Primary School to the North of the Site and adjacent to the Llantrisant Rd Local Centre.	Developer (Onsite provision)	Developer / Cardiff Council	Short. Relates to Phase 1 of the development.
3.10C	Education: Primary School	Necessary	The Pentrebanne Village Primary School. The construction of a new Primary School to the south west of the Site and adjacent to the Pentrebanne Farm Local Centre.	Developer (Onsite provision)	Developer / Cardiff Council	Medium. Relates to Phase 3 of the development.
3.11C	Education: Primary School	Necessary	The North West Primary School. The construction of a Primary School to the NW of the site and adjacent to the NW Local Centre,	Developer (Onsite provision)	Developer / Cardiff Council	Long. Relates to latter phases of the development.
3.12C	Education: Education site for secondary school.	Necessary	The provision of land within the development site for a secondary school.	Developer (Onsite provision)	Developer / Cardiff Council	Short. Relates to Phase 1 of the development.
3.13C	Education: Secondary School	Necessary	The provision of a new secondary school within the development site. Developer contribution of £3,080.51 per dwelling in Phases 1-6 to be used towards the provision of the Secondary School on the Education Site.	Developer (as specified in scheme description) / Cardiff Council	Developer / Cardiff Council	Medium-Long.
3.14C	Green Infrastructure: Phase 1 Open Space Land		The onsite provision of: <ul style="list-style-type: none"> 8.1 hectares of formal open space, 5.37 hectares of informal open space, 0.04 hectares for 1 equipped play area, 12.5 hectares of existing woodland, 0.90 hectares of allotments. 	Developer (Onsite provision)	Developer	Short. Relates to Phase 1 of the development.

3.15C	Green Infrastructure: Phase 2A and 2B Open Space Land		The onsite provision of: <ul style="list-style-type: none"> • 0.25 hectares of formal open space, • 10.54 hectares of informal open space, • 0.04 hectares for 1 equipped play area, • 8.05 hectares of existing woodland, • 0.73 hectares of allotments 	Developer (Onsite provision)	Developer	Short-Medium. Relate to Phase 2A and 2B of the development.
3.16C	Green Infrastructure: Phase 3 Open Space Land		The onsite provision of: <ul style="list-style-type: none"> • 3.83 hectares of formal open space, • 3.19 hectares of informal open space, • 16.56 hectares of existing woodland, • 0.19 hectares for destination play, • 0.14 hectares for teen facility, • 0.05 hectares for equipped play. 	Developer (Onsite provision)	Developer	Medium. Relates to Phase 3 of the development.
3.17C	Green Infrastructure: Phase 4 Open Space Land		The onsite provision of: <ul style="list-style-type: none"> • 4.13 hectares of informal open space, • 17.84 hectares of existing woodland. 	Developer (Onsite provision)	Developer	Long. Relates to Phase 4 of the development.
3.18C	Green Infrastructure: Phase 5 Open Space Land		The onsite provision of: <ul style="list-style-type: none"> • 5.51 hectares of formal open space, • 8.25 hectares of informal open space, • 0.15 hectares for destination play, • 0.18 hectares for teen facility, • 0.52 hectares of allotments. 	Developer (Onsite provision)	Developer	Long. Relates to Phase 5 of the development.
3.19C	Green Infrastructure: Phase 6 Open Space Land		The onsite provision of: <ul style="list-style-type: none"> • 3.35 hectares of formal open space, • 3.36 hectares of informal open space, • 0.05 hectares of equipped play space, • 1.28 hectares of existing woodland. 	Developer (Onsite provision)	Developer	Long. Relates to Phase 6 of the development.
3.20C	Community Facilities: Phase 2B Community Facility		2000 sqm community facility, including a multi-purpose hall (of a minimum of 400sqm) and a range of flexible multi-use community space with ancillary kitchen and toilet provision	Developer (Onsite provision)	Developer / Cardiff Council / Others	Short-Medium. Relate to Phase 2B of the development.
3.21C	Community Facilities: Phase 2B Healthcare Facility		Healthcare facility of either: 2,233 sqm where standalone, or 1,412 sqm where co-located with Phase 2B community facility	Developer (Onsite provision)	Developer / Cardiff Council / Others	Short-Medium. Relate to Phase 2B of the development.
3.22C	Community Facilities: Phase 5 Community Facility		800 sqm community facility	Developer (Onsite provision)	Developer / Cardiff Council / Others	Long. Relates to Phase 5 of the development.

3.23C	Community Facilities: District Centre		Area of land for the provision of a District Centre, including: <ul style="list-style-type: none"> • Land for a food store of up to 5,000m² • Land for other convenience, comparison stores and service sector units of up to 4,000m² • Land for employment use of up to 8,500m² • The remainder of the District Centre comprising additional land for other convenience, comparison stores and service sector units of up to 3,000m² and land for employment use for up to 7,000m². 	Developer (onsite provision)	Developer / Cardiff Council / Others	Medium – Long. Relates to Phase 2A to Phase 6 of the development .
3.24C	Community Facilities: Local Centre		Provision of a new Local Centre (the Llantrisant Road Local Centre)	Developer (onsite provision)	Developer / Cardiff Council / Others	Short-Medium. Relate to Phase 2A of the development.
3.25C	Community Facilities: Local Centre		Provision of a new Local Centre (the Pentrebanne Farm Local Centre)	Developer (onsite provision)	Developer / Cardiff Council / Others	Long. Relates to Phase 5 of the development.
3.26C	Community Facilities: Local Centre		Provision of a new Local Centre (the North West Local Centre)	Developer (onsite provision)	Developer / Cardiff Council / Others	Long. Relates to Phase 6 of the development.
3.27C	Environmental Management. Waste Management	Necessary	Payment of the waste management contribution for the phase for the purpose of providing waste management services to the development	Developer	Developer / Cardiff Council	Short – Long. Relates to all phases of the development.
3.28C	Sustainable Urban Drainage Systems (SUDS)	Essential / Enabling	To layout and complete the SUDS for the Phase in accordance with the details of the approved Drainage Scheme for each Phase.	Developer (onsite provision)	Developer	Short – Long. Relates to all phases of the development.

LDP Strategic Site D – 14/00852/DCO, Land North of Junction 33 on M4

Summary of S106 Contributions relating to Infrastructure Provision:

Note: These are summarised details only. For exact wording refer to the associated S106 Agreement.

ID	Type of Infrastructure	Infrastructure Category	Scheme Description	Potential Funding Sources	Delivery Lead	Anticipated Timescale for Delivery
3.1D	Transport and Highways: Bus Service	Essential / Enabling	£2,250,000 towards the provision of the bus service.	Developer (as specified in scheme description)	Bus Operator / Cardiff Council	Short-Medium. Relates to development phasing.
3.2D	Transport and Highways: Park and Ride	Essential / Enabling	<p>The Park and Ride car park comprised of the Phase 1 car park and the Phase 2 car park on the car park site, which together shall provide:</p> <ul style="list-style-type: none"> 750 spaces via M4, 250 spaces via Llantrisant Road, Bus gate between the M4 and Llantrisant Road, The operational and comfort facility. <p>Provision of bus services serving the car park providing the following: A minimum of 4 buses per hour 7am-7pm Monday to Sunday for a period of 3 years.</p>	Developer (onsite provision)	Developer / Bus Operator / Cardiff Council	Short-Medium. Relates to development phasing.
3.3D	Transport and Highways: Footpaths	Essential / Enabling	Dedication of the footpaths in the green corridors as public rights of way.	Developer (onsite provision)	Developer	Short. Relates to development phasing.
3.4D	Transport and Highways: Highway Improvement Works	Essential / Enabling	Implementation and completion of the first and second Highways Improvement Works pursuant to Conditions 24 and 25 of the planning permission.	Developer (onsite and offsite provision)	Developer	Short. Relates to development phasing.
3.5D	Education: Primary School	Necessary	The construction of a new Primary School.	Developer (Onsite provision)	Developer / Cardiff Council	Medium. Relates to development phasing
3.6D	Education: Education site for primary school.	Necessary	The provision of land within the development site for a primary school.	Developer (Onsite provision)	Developer / Cardiff Council	Short. Relates to development phasing.
3.7D	Education: Secondary School Contributions	Necessary	£1,906,077 towards the provision of additional English-medium Secondary Schools and Sixth Form places, £853,163 towards the building of additional Welsh-medium Secondary and 6 th Form places, £516,960 as a contribution towards the purchase of land for a Welsh-medium Secondary School in the West of Cardiff.	Developer (as specified in scheme description)	Cardiff Council	Medium – Long. Relates to phasing of development.

3.8D	Green Infrastructure: Open Space Land	Necessary	Completion of formal and informal open space and green infrastructure including (but not limited to) the functional open space, grassland, water courses, ditches, water features, SUDS, landscaping, trees, street trees and other highway landscaping, woodland, hedgerows, soil resources, ecological resource, green corridors	Developer	Developer	Short – Long. Relates to phasing of development.
3.9D	Green Infrastructure: Local Equipped Area for Play (LEAP)	Necessary	Layout and completion of Local Equipped Area for Play (LEAP)	Developer	Developer	Medium. Relates to development phasing
3.10D	Green Infrastructure: Multi-use games area	Necessary	Layout and completion of Multi-use Games Area	Developer	Developer	Medium. Relates to development phasing
3.11D	Green Infrastructure: Neighbourhood Equipped Area for Play (NEAP)	Necessary	Layout and completion of Neighbourhood Equipped Area for Play (NEAP)	Developer	Developer	Medium. Relates to development phasing
3.12D	Green Infrastructure: Orchard	Necessary	Layout and completion of community orchard as a maximum of 4 small community orchards within the development	Developer	Developer	Medium-Long. Relates to development phasing
3.13D	Green Infrastructure: Sports Pitches	Necessary	Layout and completion of two sports pitches	Developer	Developer	Medium-Long. Relates to development phasing
3.14D	Green Infrastructure: Changing Facilities Land	Necessary	Provision and transfer of an area of land for the (sports pitches) changing facilities	Developer	Developer	Medium-Long. Relates to development phasing
3.15D	Community Facilities: Local Centre	Necessary	To provide the mixed use Local Centre comprising 2500sq metres (gross) of Class A1, A2 and A3 use floor space, in accordance with the approved Local Centre Specification.	Developer	Developer	Medium-Long. Relates to development phasing
3.16D	Community Facilities.	Necessary	£105,000 to be used by the Council towards the provision of off-site community facilities within the St. Fagans/Creigiau Ward	Developer (as specified in scheme description)	Cardiff Council	Medium. Relates to development phasing
3.17D	Environmental Management. Waste Management	Necessary	Payment of the waste management contribution for the phase for the purpose of providing waste management services to the development	Developer	Developer / Cardiff Council	Short – Long. Relates to all phases of the development.
3.18D	Sustainable Urban Drainage Systems (SUDS)	Essential / Enabling	To layout and complete the SUDS for the Phase in accordance with the details of the approved Drainage Scheme for each Phase.	Developer (onsite provision)	Developer	Short – Long. Relates to all phases of the development.

LDP Strategic Site E - 19/02523/MJR, Land South of Creigiau*

Summary of S106 Contributions relating to Infrastructure Provision:

*Note: There is currently a resolution to grant this application subject to the signing of a S106 Agreement. These are summarised details only.

ID	Type of Infrastructure	Infrastructure Category	Scheme Description	Potential Funding Sources	Delivery Lead	Anticipated Timescale for Delivery
3.1E	Transport and Highways: Strategic Cycling and Pedestrian Routes	Essential / Enabling	To submit for approval and then implement and complete the Strategic Cycle and Pedestrian Routes Scheme.	Developer (onsite provision)	Developer	Short – Long. Relates to phasing of development.
3.2E	Transport and Highways: TRO Contribution	Essential / Enabling	Contribution towards the investigation and implementation of any traffic regulation orders (TRO) required outside of the Site as a result of the Development	Developer (as specified in scheme description)	Cardiff Council	Short – Long. Relates to phasing of development.
3.3E	Transport and Highways: Bus Contribution	Essential / Enabling	Contribution towards subsidising the extension and improvement of the existing bus service to serve the Development	Developer (as specified in scheme description)	Bus Operator / Cardiff Council	Short – Long. Relates to phasing of development.
3.4E	Education: Education Contribution	Necessary	Contribution towards English and Welsh medium nursery, primary, secondary and sixth form education provision to serve the Development.	Developer (as specified in scheme description)	Cardiff Council	Short – Long. Relates to phasing of development.
3.5E	Community Facilities: Contribution	Necessary	Contribution toward providing community facilities in the local area of the Development	Developer (as specified in scheme description)	Cardiff Council	Short – Long. Relates to phasing of development.
3.6E	Green Infrastructure: On site Open Space	Necessary	Lay out and complete the Open Space within each Phase of the development, including any Multi Use Games Area (MUGA), Local Equipped Area for Play (LEAP) and Neighbourhood Equipped Area for Play (NEAP).	Developer (onsite provision)	Developer	Short – Long. Relates to phasing of development.
3.7E	Green Infrastructure: Off-site Public Open Space Contribution	Necessary	Contribution towards off-site provision (in the vicinity of the site) for formal open space, informal open space, children’s play and teen facilities.	Developer (as specified in scheme description)	Cardiff Council	Short – Long. Relates to phasing of development.
3.8E	Environmental Management. Waste Management	Necessary	Payment of the waste management contribution for the phase for the purpose of providing waste management services to the development	Developer (as specified in scheme description)	Developer / Cardiff Council	Short – Long. Relates to all phases of the development.
3.9E	Sustainable Urban Drainage Systems (SUDS)	Essential / Enabling	To layout and complete the SUDS for the Phase in accordance with the details of the approved Drainage Scheme for each Phase.	Developer (onsite provision)	Developer	Short – Long. Relates to all phases of the development.

LDP Strategic Site F - 14/02891/MJR, Churchlands, Land North and East of Lisvane

Summary of S106 Contributions relating to Infrastructure Provision:

Note: These are summarised details only. For exact wording refer to the associated S106 Agreement.

ID	Type of Infrastructure	Infrastructure Category	Scheme Description	Potential Funding Sources	Delivery Lead	Anticipated Timescale for Delivery
3.1F	Transport and Highways: Park and Ride Bus Service	Essential / Enabling	£1,072,400 towards the provision of the Park and Ride Bus Service for a period of up to 5 years.	Developer (as specified in scheme description)	Bus Operator / Cardiff Council	Short. Relates to development phasing.
3.2F	Transport and Highways: Heath Hospital Bus Service	Essential / Enabling	£570,783 towards the Heath Hospital Bus Service for a period of up to 5 years.	Developer (as specified in scheme description)	Bus Operator / Cardiff Council	Medium. Relates to development phasing.
3.3F	Transport and Highways: Bus Priority Infrastructure	Essential / Enabling	Phase 2 Bus Priority Infrastructure Contribution –£530,000 payable towards the provision of the Bus Lane. Phase 3 Bus Priority Infrastructure Contribution –410,000 payable towards the provision of the Bus Lane. (Bus Lane - The widening of the existing Pentwyn Road carriageway to provide an east bound bus lane section between Peppermint Drive and Pentwyn Drive including traffic signals at Pentwyn Drive).	Developer (as specified in scheme description)	Cardiff Council	Medium-Long. Relates to development phasing
3.4F	Transport and Highways: Eastern Avenue and Pentwyn Link Contribution	Essential / Enabling	£370,000 towards the Eastern Avenue and Pentwyn Link bus improvements.	Developer (as specified in scheme description)	Cardiff Council	Medium-Long. Relates to development phasing
3.5F	Transport and Highways: Cycle Route 1 and 2 Contributions	Essential / Enabling	£84,400 towards the provision of Cycle Route 1 £212,600 towards the provision of Cycle Route 2	Developer (as specified in scheme description)	Cardiff Council	Medium-Long. Relates to development phasing
3.6F	Education: Primary School	Necessary	The construction of a new Primary School.	Developer (Onsite provision)	Developer / Cardiff Council	Medium. Relates to development phasing
3.7F	Education: Secondary School Contribution.	Necessary	Phase 1: The sum of £60,000, Phase 2: The sum of £52,500, Phase 3: The sum of £37,500, (Towards the provision of secondary education facilities within the Local Development Plan Strategic Site KP2(F) allocation of the Local Development Plan or towards providing additional capacity in secondary schools to meet the needs arising from the Development).	Developer (as specified in scheme description)	Cardiff Council	Medium-Long. Relates to development phasing

3.8F	Green Infrastructure: Public Open Space Phase 1	Necessary	Phase 1: Public Open Space to comprise the following: One NEAP (Neighbourhood Equipped Area of Play) of no less than 0.1ha, The football pitches on Phase 1, One cricket pitch and, The informal open space within Phase 1.	Developer (Onsite provision)	Developer / Cardiff Council	Short-Medium. Relates to development phasing
3.9F	Green Infrastructure: Public Open Space Phase 2	Necessary	Phase 2 to comprise one LEAP (Local Equipped Play Area) of no less than 0.4ha and the informal open space within Phase 2.	Developer (Onsite provision)	Developer / Cardiff Council	Medium. Relates to development phasing
3.10F	Green Infrastructure: Public Open Space Phase 3	Necessary	Phase 3 to include informal open space within Phase 3.	Developer (Onsite provision)	Developer / Cardiff Council	Medium-Long. Relates to development phasing
3.11F	Green Infrastructure: Allotment Contribution	Necessary	£82,000 towards the provision of allotments within the Land or North East Cardiff Strategic Site F.	Developer (as specified in scheme description)	Developer(s) / Cardiff Council	Medium-Long. Relates to development phasing
3.12F	Green Infrastructure: MUGA	Necessary	£30,000 towards the provision of a multi-use games area (MUGA) within the Land or North East Cardiff Strategic Site F.	Developer (as specified in scheme description)	Developer(s) / Cardiff Council	Medium-Long. Relates to development phasing
3.13F	Community Facilities: Community Facility Contribution	Necessary	£998.50 per dwelling for the purposes of providing community facilities in the local area of the Development.	Developer (as specified in scheme description)	Cardiff Council	Short-Long. Relates to development phasing
3.14F	Community Facilities: Village Centre	Necessary	The area of land within the Development for the provision of a fully serviced mixed use village centre comprising a minimum of 1.63 acres of Class A1, A2 and A3 use floor space, retail units and residential use	Developer (Onsite provision)	Developer	Short-Medium. Relates to development phasing
3.15F	Environmental Management: Waste Management	Necessary	Payment of the waste management contribution for the phase for the purpose of providing waste management services to the development	Developer	Developer / Cardiff Council	Short – Long. Relates to all phases of the development.
3.15F	Sustainable Urban Drainage Systems (SUDS)	Essential / Enabling	To layout and complete the SUDS for the Phase in accordance with the details of the approved Drainage Scheme for each Phase.	Developer (onsite provision)	Developer	Short – Long. Relates to all phases of the development.

LDP Strategic Site F – 19/02330/MJR, North East Cardiff

Summary of S106 Contributions relating to Infrastructure Provision:

Note: These are summarised details only. For exact wording refer to the associated S106 Agreement.

ID	Type of Infrastructure	Infrastructure Category	Scheme Description	Potential Funding Sources	Delivery Lead	Anticipated Timescale for Delivery
3.16F	Transport and Highway: H&T Contribution	Essential / Enabling	1. Highways and Transportation Contribution of £2,922,752 towards the Croescadarn Road/Heol Glandulais corridor footway / cycleway / junction improvements.	Developer (as specified in scheme description)	Cardiff Council	Medium-Long. Relates to development phasing
3.17F	Transport and Highway: H&T Contribution	Essential / Enabling	2. Highways and Transportation Contribution of £6,139,404 towards Pentwyn Road corridor bus lane improvements.	Developer (as specified in scheme description)	Cardiff Council	Medium-Long. Relates to development phasing
3.18F	Transport and Highway: H&T Contribution	Essential / Enabling	3. Highways and Transportation Contribution of £1,458,800 towards Gwern Rhuddi Road corridor pedestrian improvements.	Developer (as specified in scheme description)	Cardiff Council	Medium-Long. Relates to development phasing
3.19F	Transport and Highway: H&T Contribution	Essential / Enabling	4. Highways and Transportation Contribution of £3,288,000 towards Cycleway 1 from the Site to Heath Park Avenue.	Developer (as specified in scheme description)	Cardiff Council	Medium-Long. Relates to development phasing
3.20F	Transport and Highway: H&T Contribution	Essential / Enabling	5. Highways and Transportation Contribution of £600,000 towards Pentwyn interchange to Rhymney Trail (via park and ride) walking/cycling improvement.	Developer (as specified in scheme description)	Cardiff Council	Medium-Long. Relates to development phasing
3.21F	Transport and Highway: H&T Contribution	Essential / Enabling	6. Highways and Transportation Contribution of £75,000 towards Llanishen Station / bike and locker provision.	Developer (as specified in scheme description)	Cardiff Council	Medium-Long. Relates to development phasing
3.22F	Transport and Highway: H&T Contribution	Essential / Enabling	7. Highways and Transportation Contribution of £280,000 towards bus gates (4 No.)	Developer (as specified in scheme description)	Cardiff Council	Medium-Long. Relates to development phasing
3.23F	Transport and Highway: H&T Contribution	Essential / Enabling	8. Highways and Transportation Contribution of £1,000,000 towards Llanrumney park and ride bridge.	Developer (as specified in scheme description)	Cardiff Council	Medium-Long. Relates to development phasing
3.24F	Transport and Highway: H&T Contribution	Essential / Enabling	9. Highways and Transportation Contribution of £150,000 towards M4 Junction 30 improvements.	Developer (as specified in scheme description)	Cardiff Council	Medium-Long. Relates to development phasing
3.25F	Transport and Highway: H&T Contribution	Essential / Enabling	10. Highways and Transportation Contribution of £170,000 towards a cycleway between Ty Draw Road and Pentwyn Road via Peppermint Park, west of Peppermint Drive.	Developer (as specified in scheme description)	Cardiff Council	Medium-Long. Relates to development phasing
3.26F	Transport and Highways: Bus Contribution	Essential / Enabling	Bus Contribution of £4,000,000 for the provision of the following bus services to serve the Development for a period of at least 3 years from the date of provision of the relevant service: (a) Extensions to existing bus services, (b) New express bus service via A48, (c) New bus service to the west of the Site via Llanishen, (d) New express bus service to St Mellons	Developer (as specified in scheme description)	Bus Operator / Cardiff Council	Medium-Long. Relates to development phasing

3.27F	Education: Education Contribution.	Necessary	£5,478,972 towards the provision of Primary School and / or Secondary School and / or Educational Facilities	Developer (as specified in scheme description)	Cardiff Council	Medium-Long. Relates to development phasing
3.28F	Education: Education Site	Necessary	Ten hectares for the provision of Primary School and/or Secondary School and / or Educational Facilities and /or Sports Pitches	Developer (Onsite provision)	Developer / Cardiff Council	Medium-Long. Relates to development phasing
3.29F	Green Infrastructure: Sports Pitches	Necessary	£1,120,000 towards the provision of two (2) 3G sports pitches to be delivered as part of the Secondary School development and /or Educational Facilities.	Developer (as specified in scheme description)	Cardiff Council	Medium-Long. Relates to development phasing
3.30F	Green Infrastructure: Open Space Land	Necessary	Lay out and complete the Open Space Land in respect of each Phase in accordance with the Open Space Plan and Management Scheme.	Developer (Onsite provision)	Developer	Short-Long. Relates to development phasing
3.31F	Green Infrastructure: LEAP 1	Necessary	LEAP 1. Shall mean any of the three areas of land laid out as Local Equipped Areas for Play each with an activity zone of 400m ² .	Developer (Onsite provision)	Developer	Short-Medium. Relates to development phasing
3.32F	Green Infrastructure: LEAP 2	Necessary	LEAP 2. Shall mean any of the three areas of land laid out as Local Equipped Areas for Play each with an activity zone of 400m ² .	Developer (Onsite provision)	Developer	Medium-Long. Relates to development phasing
3.33F	Green Infrastructure: LEAP 3	Necessary	LEAP 3. Shall mean any of the three areas of land laid out as Local Equipped Areas for Play each with an activity zone of 400m ² .	Developer (Onsite provision)	Developer	Medium-Long. Relates to development phasing
3.34F	Green Infrastructure: NEAP	Necessary	NEAP. Shall mean the area of land laid out as a Neighbourhood Equipped Area for Play with an activity zone of 1000m ² .	Developer (Onsite provision)	Developer	Short-Medium. Relates to development phasing
3.35F	Green Infrastructure: Allotments Sites	Necessary	Allotments Sites Phase 1 and Phase 5. Areas of land totalling 0.7ha for the provision of Allotments on Phase 1 and Phase 5	Developer (Onsite provision)	Developer	Short-Long. Relates to development phasing
3.36F	Green Infrastructure: Off Site POS Contribution	Necessary	£2,600,000 towards the offsite provision of formal play space for use by the public at large including residents of the Development	Developer (as specified in scheme description)	Cardiff Council	Short-Long. Relates to development phasing
3.37F	Green Infrastructure: MUGA Site and Contribution	Necessary	MUGA Site - An area of land to be located within the locality of the District Centre for the provision by the Council of a multi-use games area. MUGA Contribution - £84,000 towards the provision of a multiuse games area on the MUGA Site.	Developer (as specified in scheme description)	Developer / Cardiff Council	Medium-Long. Relates to development phasing
3.38F	Community Facilities: Community and Health Facility	Necessary	Design, construction and delivery of a Community and Health Facility and Older Persons Units in accordance with the Community and Health Facility Specification on the Community and Health Facility Site.	Developer (as specified in scheme description)	Cardiff Council	Short-Long. Relates to development phasing
3.39F	Community Facilities: District Centre	Necessary	District Centre - Area of land for the provision of a district centre within the Development. Floorspace of the land uses to be safeguarded and made available within the District Centre shall include: the Community and Health Facility Site; Business (B1a-c) up to 2,000sqm; Leisure (D2) up to 2,000sqm; Retail (A1) up to 2,500sqm including land for a food store of up to 1500m ² ; Professional Services, Food & Drink (A2-A3) up to 1,000sqm	Developer (as specified in scheme description)	Developer / Cardiff Council / Others	Medium-Long. Relates to development phasing

3.40F	Environmental Management. Waste Management	Necessary	Payment of the waste management contribution for the phase for the purpose of providing waste management services to the development	Developer	Developer / Cardiff Council	Short – Long. Relates to all phases of the development.
3.41F	Sustainable Urban Drainage Systems (SUDS)	Essential / Enabling	To layout and complete the SUDS for the Phase in accordance with the details of the approved Drainage Scheme for each Phase.	Developer (onsite provision)	Developer	Short – Long. Relates to all phases of the development.

Chapter 4. Housing Allocations - Infrastructure Summary Tables

Strategic Housing Sites (H1A)

- SH1.1 - Land at Church Farm (LDP Site F) – Est Units 205
- SH1.2 - Land West of Rudry Road, Lisvane (LDP Site F) - Est Units 100
- SH1.3 - Land to the north of Ty-Draw Road (LDP Site F) – Est Units 350
- SH1.4 - Land south of Llantrisant Road (LDP Site D) - Est Units 300
- SH1.5 - Land at Llantrisant Road (A4119) (LDP Site D) - Est Units 150
- SH1.6 - Land at Llwynioli Farm (LDP Site D) – Est Units 70
- SH1.7 - Former Gas Works, Ferry Road - Estimated Units 500

Non-Strategic Housing Sites (H1B)

- H1.1 - Land at areas 9-12, St Mellons – Estimated Units 150
- H1.2 - Rookwood Hospital – Estimated Units 90

H2: Housing Led Regeneration Areas

- H2.1 - International Sports Village
- H2.2 - Whitchurch Hospital/Velindre Site
- H2.3 - Cardiff Gate Business Park (West)
- H2.5 - Porth Teigr and Alexandra Head
- H2.6 - Hadfield Road
- H2.7 - Callaghan Square

A master planning approach will be undertaken for these sites in line with Policy SP3 (Ensuring a Masterplanning Approach) and infrastructure will be secured in line with associated policies, including (but not limited to) SP5 (Securing New Infrastructure), SP6 (Securing Planning Obligations), SP18 (Delivering Sustainable Transport and Active Travel and SP19 (Securing New Transport Infrastructure). Infrastructure Provision that will be sought as part of future development proposals (where the need arises as a result of the proposed development) includes:

ID	Type of Infrastructure	Infrastructure Category	Scheme Description	Locational Factors	Estimated Cost	Potential Funding Sources	Delivery Lead	Anticipated Timescale for Delivery
4.1	Transportation and Highways (Walking, Cycling, Bus, Rail, Metro and Highway Infrastructure)	Essential / Enabling	On-site: Comprehensive network of high-quality walking, cycling and sustainable transport routes linking key destinations. Off-site: Provision to integrate development sites with existing routes and trip destinations in the surrounding area and / or contributions towards the provision of and/or upgrading to off-site infrastructure.	Details will be relevant to each application site	Onsite provision to form part of development proposal. Off Site provision TBC	Developer	Cardiff Council / Developer	Short – Long. To 2036 / dependent on associated development(s)
4.2	Education	Necessary	Contribution towards the provision of new (or upgrading of existing) schools where the need arises as a result of the proposed development.	Details will be relevant to each application site, including school catchments and existing capacity	TBC – To be determined by the scale and housing composition of each proposed development.	Developer	Cardiff Council.	Short – Long. To 2036 / dependent on associated development(s)
4.3	Green Infrastructure	Necessary	On-site provision and/or off-site contributions towards the provision of recreational spaces, allotments, play areas, teen facilities, sports pitches and games areas will be determined as part of the master planning of each site.	Details will be relevant to each application site, and the provision of existing facilities in the vicinity of the development.	TBC – To be determined by the scale of each proposed development.	Developer	Cardiff Council / Developer	Short – Long. To 2036 / dependent on associated development(s)
4.4	Community Facilities	Necessary	The on-site provision of, and/or off-site contributions towards the provision of community facilities will be determined as part of the master planning of each site.	Details will be relevant to each application site, and the provision of existing facilities in the vicinity of the development.	TBC – To be determined by the scale of each proposed development.	Developer	Cardiff Council / Developer	Short – Long. To 2036 / dependent on associated development(s)

4.5	Environmental Management (Recycling / Waste)	Necessary	Onsite residential waste collection provisions.	To be provided per dwelling	TBC – To be determined by the number and type of dwellings at each application site	Developer	Cardiff Council / Developer	Short – Long. To 2036 / dependent on associated development(s)
4.6	Environmental Management (Renewable Energy)	Necessary	Onsite provision or connection to off site networks.	Dependent on existing infrastructure provision and the associated size / location of new developments	TBC – Will be relevant to each individual application site	Developer	Cardiff Council / Developer	Short - Long. To 2036 / dependent on associated development(s)
4.7	Environmental Management (Flood Defences and Sustainable Urban Drainage)	Essential / Enabling	Sustainable Urban Drainage and flood mitigation measures relating to associated development sites	Dependent on existing infrastructure provision and the associated size / location of new developments	TBC – Will be relevant to each individual application site	Developer	Developer Through SAB process for SuDS and Through Flood Consequence Assessment.	Short – Long. To 2036 / dependent on associated development(s)
4.8	Utility Services (water and waste water)	Essential /Enabling	Works to facilitate new water and sewerage supplies to associated development sites (Include any necessary upstream reinforcement works).	Dependent on existing infrastructure provision and the associated size / location of new developments	TBC – Will be relevant to each individual application site	Site Developer / Dwr Cymru Welsh Water	Site Developer / Dwr Cymru Welsh Water	Short – Long. To 2036 / dependent on associated development(s)
4.9	Utility Services (Gas)	Essential /Enabling	Works to facilitate a new gas supply to associated development sites (Including any necessary upstream reinforcement works).	Dependent on existing infrastructure and the size / location of new development	TBC – Will be relevant to each individual application site	National Gas Transmission, Wales and West Utilities and Site Developer	National Gas Transmission, Wales and West Utilities and Site Developer	Short – Long. To 2036 / dependent on associated development(s)
4.10	Utility Services (Electricity)	Essential /Enabling	Works to facilitate a new electricity supply to associated development sites (Including any necessary upstream reinforcement works).	Dependent on existing infrastructure and the size / location of new development	TBC – Will be relevant to each individual application site	National Grid Electricity Distribution, National Grid Electricity Transmission and Site Developer	National Grid Electricity Distribution, National Grid Electricity Transmission and Site Developer	Short – Long. To 2036 / dependent on associated development(s)
4.11	Utility Services (Digital)	Essential /Enabling	Works to provide Fibre to the Premise (FTTP) through associated ducts.	Dependent on existing infrastructure and the size / location of new development	TBC – Will be relevant to each individual application site	Site Developer	Openreach / Virgin Media and Site Developer	Short – Long. To 2036 / dependent on associated development(s)

Chapter 5. Employment Land - Infrastructure Summary Tables

EC1: Central and Bay Business Areas and SP2: Sustaining Economic Growth and Resilience

Employment sites will be designed in line with Policy SP4 (Securing Good Quality and Sustainable Design) and, where a project involves more than one phase of development, Policy SP3 (Ensuring a Masterplanning Approach). Infrastructure will be secured in line with associated policies, including (but not limited to) SP5 (Securing New Infrastructure), SP6 (Securing Planning Obligations), SP18 (Delivering Sustainable Transport and Active Travel) and SP19 (Securing New Transport Infrastructure). Infrastructure Provision that will be sought as part of future development proposals (where the need arises as a result of the proposed development) includes:

ID	Type of Infrastructure	Infrastructure Category	Scheme Description	Locational Factors	Estimated Cost	Potential Funding Sources	Delivery Lead	Anticipated Timescale for Delivery
5.1	Transportation and Highways (Walking, Cycling, Bus, Rail, Metro and Highway Infrastructure)	Essential / Enabling	On site and off-site provision to integrate development sites with existing routes and trip destinations in the surrounding area and / or contributions towards the provision of and/or upgrading to off-site infrastructure.	Details will be relevant to each application site	Onsite provision to form part of development proposal. Off Site provision TBC	Developer	Cardiff Council / Developer	Short – Long. To 2036 / dependent on associated development(s)
5.2	Highways (Public Realm)	Necessary	On site and off-site provision to integrate development sites with existing routes and trip destinations in the surrounding area and / or contributions towards the provision of and/or upgrading to off-site infrastructure.	Details will be relevant to each application site	Onsite provision to form part of development proposal. Off Site provision TBC	Developer	Cardiff Council / Developer	Short – Long. To 2036 / dependent on associated development(s)
5.3	Green Infrastructure	Necessary	The In-kind provision of and / or a financial contribution towards the provision of compensatory functional open space / replacement facilities.	In circumstances where a development proposal involves the loss of functional open space.	TBC – To be determined by the scale of each proposed development.	Developer	Cardiff Council / Developer	Short – Long. To 2036 / dependent on associated development(s)

5.4	Environmental Management (Recycling / Waste)	Necessary	Onsite waste collection provisions.	Details will be relevant to each application site	TBC – To be determined by the scale and nature of the proposed development.	Developer	Cardiff Council / Developer	Short – Long. To 2036 / dependent on associated development(s)
5.5	Environmental Management (Renewable Energy)	Necessary	Onsite provision or connection to off-site networks.	Dependent on existing infrastructure provision and the associated size / location of new developments	TBC – Will be relevant to each individual application site	Developer	Cardiff Council / Developer	Short - Long. To 2036 / dependent on associated development(s)
5.6	Environmental Management (Flood Defences and Sustainable Urban Drainage)	Essential / Enabling	Sustainable Urban Drainage and flood mitigation measures relating to associated development sites	Dependent on existing infrastructure provision and the associated size / location of new developments	TBC – Will be relevant to each individual application site	Developer	Developer Through SAB process for SuDS and Through Flood Consequence Assessment.	Short – Long. To 2036 / dependent on associated development(s)
5.7	Utility Services (Water and Waste Water)	Essential /Enabling	Works to facilitate new water and sewerage supplies to associated development sites (Include any necessary upstream reinforcement works).	Dependent on existing infrastructure provision and the associated size / location of new developments	TBC – Will be relevant to each individual application site	Site Developer / Dwr Cymru Welsh Water	Site Developer / Dwr Cymru Welsh Water	Short – Long. To 2036 / dependent on associated development(s)
5.8	Utility Services (Gas)	Essential /Enabling	Works to facilitate a new gas supply to associated development sites (Including any necessary upstream reinforcement works).	Dependent on existing infrastructure and the size / location of new development	TBC – Will be relevant to each individual application site	National Gas Transmission, Wales and West Utilities and Site Developer	National Gas Transmission, Wales and West Utilities and Site Developer	Short – Long. To 2036 / dependent on associated development(s)
5.9	Utility Services (Electricity)	Essential /Enabling	Works to facilitate a new electricity supply to associated development sites (Including any necessary upstream reinforcement works).	Dependent on existing infrastructure and the size / location of new development	TBC – Will be relevant to each individual application site	National Grid Electricity Distribution, National Grid Electricity Transmission and Site Developer	National Grid Electricity Distribution, National Grid Electricity Transmission and Site Developer	Short – Long. To 2036 / dependent on associated development(s)
5.10	Utility Services (Digital)	Essential /Enabling	Works to provide Fibre to the Premise (FTTP) through associated ducts.	Dependent on existing infrastructure and the size / location of new development	TBC – Will be relevant to each individual application site	Site Developer	Openreach / Virgin Media and Site Developer	Short – Long. To 2036 / dependent on associated development(s)

Land south of St Mellons Business Park (EC2)

Summary of S106 Contributions relating to Infrastructure Provision:

Note: These are summarised details only. For exact wording refer to the associated S106 Agreement.

ID	Type of Infrastructure	Infrastructure Category	Scheme Description	Potential Funding Sources	Delivery Lead	Anticipated Timescale for Delivery
5.11	Highways	Essential / Enabling	£10,000 Traffic Regulation Order Contribution - For the purposes of making traffic regulation orders required as a consequence of the Development.	Developer	Cardiff Council	Short – Long. To 2036 / dependent on implementation of development.
5.12	Highways	Essential / Enabling	£100,000 Travel Plan Contribution in the event of the approved Travel Plan under the Planning Permission failing to meet its targets. To be used in order to carry out such intervention measures as the Council may reasonably consider to be necessary in order to rectify any failures or shortcomings	Developer	Cardiff Council	Short – Long. To 2036 / dependent on implementation of development.
5.13	Highways	Essential / Enabling	Offsite Highway Improvement Works – As set out in Schedule 1, Paragraph 5 of the S106 Agreement. Cost TBC.	Developer	Developer / Cardiff Council	Short – Long. To 2036 / dependent on implementation of development.
5.14	Green Infrastructure	Necessary	Open Space Contribution: £60,000.00 towards the repair/relaying of part of the footpath network within Hendre Lake Park. £10,000.00 towards directional signage within Hendre Lake.	Developer	Cardiff Council	Short – Long. To 2036 / dependent on implementation of development.
5.15	Green Infrastructure	Necessary	Open Space and SSSI Mitigation Land and SINC: The Owners and CPDL shall lay out and complete the Open Space and SSSI Mitigation Land for each Phase of the Development in accordance with the details plans drawings specifications and timetable for implementation approved by the Council pursuant to the Strategic Green Infrastructure Management Scheme conditions of the Planning Permission.	Developer (on site provision)	Developer	Short – Long. To 2036 / dependent on implementation of development.
5.16	Green Infrastructure	Necessary	“SSSI Offsite Compensation Measures” shall mean a minimum of one thousand five hundred (1,500) metres of SSSI Compensation Field Ditches. “SSSI Offsite Enhancement Measures” shall mean such measures benefiting the features of the Rumney and Peterstone SSSI in addition to the SSSI Offsite Compensation Measures as shall be included within the SSSI Offsite Compensation Measures Scheme as CPDL and / or the Owners shall include in that scheme and shall subsequently be approved by the Council pursuant to provisions of Schedule 4.	Developer (off site provision)	Developer / Cardiff Council / NRW	Short – Long. To 2036 / dependent on implementation of development.
5.17	Environmental Management (Recycling / Waste)	Necessary	Contribution for the purposes of providing waste management services to the Development. (To be calculated prior to first occupation)	Developer	Cardiff Council	Short – Long. To 2036 / dependent on implementation of development.

