

# Cardiff Local Development Plan 2006 - 2026



## 1st Annual Monitoring Report

October 2017



# **Cardiff Local Development Plan 1<sup>st</sup> Annual Monitoring Report 2017**

**Based on data collected for period  
1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017**

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

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## **1. Executive Summary**

The Cardiff Local Development Plan (LDP) was adopted on 28 January 2016. As part of the statutory development plan process the Council is required to prepare an Annual Monitoring Report (AMR).

The AMR provides the basis for monitoring the effectiveness of the LDP and ultimately determines whether any revisions to the Plan are necessary. It aims to demonstrate the extent to which the LDP strategy and objectives are being achieved and whether the Plan's policies are functioning effectively. It also allows the Council to assess the impact the LDP is having on the social, economic and environmental well-being of the County and identifies any significant contextual changes that may influence plan implementation or review.

This is the first AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017. As this is the first year the LDP has been operative and this is the first AMR to be prepared, it simply provides a short term position statement. This AMR therefore provides a baseline for future comparative analysis from which successive AMRs will be able to evidence the emergence of trends.

### **Key Findings of the First Annual Monitoring Process 2016-2017**

#### **Contextual Information**

A summary of the relevant contextual material that has been published since the adoption of the Plan at a national, regional and local level, along with general economic trends is included in Section 3. Overall, none of the changes identified to date suggest the need for an early review of the Plan. The implications of some of the contextual changes will take place over the longer term and subsequent AMRs will continue to provide updates on relevant contextual material and give further consideration to any changes which could affect the Plan's future implementation.

#### **Local Development Plan Monitoring – Policy Analysis**

Section 5 assesses how the Plan's strategic policies and associated supporting policies are performing against the identified key monitoring targets and outcomes and whether the LDP strategy and objectives are being delivered. This has enabled the Council to make an informed judgement of the Plan's progress in delivering the targets/monitoring outcomes and policies during this monitoring period. The table below provides a visual overview of the effectiveness of policies during the monitoring period based on the traffic light rating used in the assessment:

|  |  |
|--|--|
| <b>Continue Monitoring (Green)</b>   |  |
| Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.   |  |
| <b>Training Required (Blue)</b>  |  |
| Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.  |  |
| <b>Supplementary Planning Guidance Required (Purple)</b>   |  |
| Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.  |  |
| <b>Further Research (Yellow)</b>   |  |
| Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.  |  |
| <b>Policy Review (Orange)</b>  |  |
| Where indicators are suggesting the LDP policies are failing to implement the strategy a formal review of the Policy is required.<br>Further investigation and research may be required before a decision to formally review is confirmed. |  |
| <b>Plan Review (Red)</b>   |  |
| Where indicators are suggesting the LDP strategy is failing and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.           |  |

## Key Findings

As set out above it is important to note that this is the first AMR to be prepared and this year's AMR provides a short term 1 year position statement and baseline data for future comparative analysis in successive AMRs.

Overall the findings of the first AMR for year 1 are generally positive with the majority of the indicators shown as green indicating that the majority of LDP policies are being implemented effectively. For example:

- Significant progress in meeting the 50:50 modal shift for all journey purposes by 2026 over the monitoring period has been made and the targets set out in the AMR have been exceeded for all journey purposes.
- Employment land take up over the monitoring period has been strong and targets set out in the AMR have been achieved.
- Significant progress that has been made in producing a programme of new Supplementary Planning Guidance (SPG) to support the policies in the adopted Plan and the Cardiff Infrastructure Plan has been updated. Work on this SPG programme will continue through the next twelve months and will be evidenced in the next AMR.

There are a few indicators not shown as green and these represent areas where further work is being undertaken to fully understand and address relevant issues.

For example, housing completions from Strategic Sites allocated in the LDP have not been coming forward at the rates originally set out by Developers. Reasons for this vary from site to site, but it has become evident that there is a lag between LDP adoption and new houses being completed – in part reflective of land ownership/legal technicalities between Developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.

However, significant work has already been undertaken in addressing this issue in order to stimulate an enhanced trajectory of provision. Proactive dialogue is already taking place with all relevant Developers with the aim of enabling and bringing forward new homes within the master-planning and infrastructure planning framework set out in the LDP. The current situation is more encouraging with a number of planning consents now issued and on-going Development Management activity on a range of Strategic Sites and different outlets within the sites. It is therefore considered that this proactive approach will, over-time, secure enhanced delivery rates in future years and the matter will remain an on-going priority. Future AMR's will provide formal regular annual updates.

In addition work in progressing on the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites has been delayed due to the need to undertake additional detailed site investigations. These site investigations have now reached an advanced stage. It is anticipated that this work will help inform considerations of the way forward in the near future.

## **Sustainability Appraisal (SA) Monitoring**

Section 6 expands the assessment of the performance of the LDP against the SA monitoring objectives. This provides a short term position statement on the performance of the Plan against a number of sustainability indicators and provides a baseline for comparative analysis.

## **Conclusions**

The key conclusion from this first AMR is that while it is difficult to determine definitive trends in policy performance, good progress is generally being made in delivering the identified targets and monitoring outcomes and there is no evidence to suggest the need for a full or partial review of the LDP at this early stage in its implementation.

This is the first year the LDP has been operative and is the first AMR to be prepared following the adoption of the Plan. This AMR provides the baseline for future comparative analysis and preliminary conclusions from which future AMRs will be able to evidence the emergence of trends.

It is recommended that this AMR be submitted to the Welsh Government in accord with statutory requirements. The Council should continue to monitor the LDP through the preparation of successive AMRs. Future monitoring will be necessary to determine the effectiveness of the Plan's spatial strategy and policy framework particularly in relation to housing delivery including strategic housing site allocations, the delivery of affordable housing and the progress on strategic employment sites.

The Council is required to commence a full review of the LDP every four years. A review of the LDP in advance of the formal review will only take place if the conclusions of the AMR, or other exceptional circumstances, indicate otherwise.

## **2. Introduction**

The Annual Monitoring Report (AMR) process provides the basis for monitoring the effectiveness of the Local Development Plan (LDP) and helps inform whether any revisions to the Plan are necessary. It aims to demonstrate the extent to which the LDP strategy and objectives are being achieved and whether the Plan's policies are functioning effectively. It also allows the Council to assess the impact the LDP is having on the social, economic and environmental well-being of the County and identifies any significant contextual changes that might influence the Plan's implementation or review.

Monitoring is a continuous part of the plan making process. It provides the connection between evidence gathering, plan strategy and policy formulation, policy implementation, evaluation and plan review.

### **Adoption of the Cardiff Local Development Plan**

Under the Planning and Compulsory Purchase Act (2004) and associated Regulations, local planning authorities (LPAs) are required to produce a LDP. The Cardiff Local Development Plan was formally adopted by the Council on 28<sup>th</sup> January 2016. The LDP provides the land use framework which forms the basis on which decisions about future development in the city, including planning applications, are based.

This is the first AMR to be prepared since the adoption of the Cardiff LDP and is based on data collected for the period 1<sup>st</sup> April 2016 – 31<sup>st</sup> March 2017.

### **The Requirement for Monitoring Planning and Compulsory Purchase Act 2004**

The Council has a statutory obligation, under section 61 of the 2004 Act, to keep all matters under review that are expected to affect the development of its area. In addition, under section 76 of the Act, the Council has a duty to produce information on these matters in the form of an Annual Monitoring Report for submission to the Welsh Government at the end of October each year following plan adoption. The preparation of an AMR is therefore an integral part of the statutory development plan process.

In order to monitor LDP performance consistently, plans should be considered against a standard set of monitoring indicators and targets. The Welsh Government has issued regulations and guidance on the required content of AMRs.

### **Town and Country Planning (Local Development Plan) (Wales) (Amendment) Regulations 2015**

The Town and Country Planning (Local Development Plan) (Wales) Regulations have been amended to simplify certain aspects of the local development plan procedures, however, these do not affect the LDP monitoring process. Under Regulation 37 the

AMR is required to:

- Identify policies that are not being implemented;



And for each policy:

- Identify the reasons why the policy is not being implemented;
- Identify the steps (if any) that are intended to be taken to enable the policy to be implemented;
- Explore whether a revision to the plan to replace or amend the policy is required.

In addition, the AMR is required to monitor identified core indicators by specifying:

- The housing land supply from the current Housing Land Availability Study, and;
- The number (if any) of net additional affordable and general market dwellings built in the LPA area.

These are both for the year of the AMR and for the full period since the LDP was first adopted.

Other Core Output Indicators for LDPs include:

- Total housing units permitted on allocated sites as a % of overall housing provision
- Employment land permitted (ha) on allocated sites as a % of all employment allocations
- Amount of major retail, office and leisure development (sq m) permitted within and outside established town and district centre boundaries
- The extent of primary land-won aggregates permitted in accordance with the Regional Technical Statement for Aggregates expressed as a percentage of the total capacity required as identified in the Regional Technical Statement (MTAN).

### **Local Development Plan Manual (Edition 2, 2015)**

The LDP Manual states that aspects that are usefully included in an AMR are:

- Key findings, in the form of a 1-2 page Executive Summary.
- Significant contextual change, i.e. a review of wider strategic issues affecting the local area and the context within which the LDP operates, including the fortunes of any significant local industries, emerging national planning guidance or a significant planning application
- Sustainability monitoring related to the SA Report and integrated assessment process (see section 9.2.2).
- Strategy monitoring, to assess whether the plan is achieving its main objectives, and whether it is “on track” in terms of the level of implementation, e.g. the level of new housing development or take-up of major sites.
- Policy monitoring, to highlight any policies which are not functioning effectively, and to highlight how such issues will be addressed.
- Conclusions and recommendations; e.g. identify any improvements/changes to key parts of the plan which would need to be considered in a future review and possible plan revision. Other appropriate responses may include identifying the need for SPG or further research and evidence gathering.

The Manual states that it is not realistic or necessary for all policies to be monitored - this would lead to an unnecessarily large and complicated document. Some key areas

will need to be included consistently each year and this will be for the Authority to determine based on those elements crucial to delivering the plans strategy.

The Manual states the broad structure of the AMR should remain the same from year to year in order to provide ease of analysis between successive reports and build on preceding results. Good use of illustrative material such as charts, graphs and maps will also make the AMR more accessible.

The Manual states that it is important that the AMR has an analytical dimension. There is also merit in incorporating qualitative information from consultation with key stakeholders, for instance, the views of community leaders on their areas, and the plan makers' assessment of trends, conditions and issues driving change.

The Manual states that it is important to consider why information is needed, and to structure the analysis accordingly. The following questions may be relevant:

- What new issues have occurred in the area or in local/national policy (key recent contextual and national policy changes, future prospects)?
- How relevant, appropriate and up-to-date is the LDP strategy and its key policies and targets?
- What sites have been developed or delayed in relation to the plan's expectations on location and timing?
- What has been the effectiveness of delivering policies and in discouraging inappropriate development?

### **Cardiff LDP Monitoring Framework**

A Monitoring Framework is provided in Chapter Six and Appendix 9 of the LDP comprising a series of 5 contextual indicators and 102 core and local indicators, with corresponding targets and triggers for further action, in relation to the Plan's strategic policies. It also indicates the linkages between the Plan objectives, strategic policies and other Plan policies. The indicators were developed in accordance with the above Welsh Government Regulations and guidance on monitoring. The Monitoring Framework forms the basis of the AMR.

### **Strategic Environmental Assessment Regulations (2004) and The Conservation of Habitats and Species Regulations 2010 (as amended 2011)**

In addition the LDP and AMR must comply with European Directives and Regulations. The Final Sustainability Appraisal Report, January 2016 identifies a further set of indicators (26) that will be used to monitor progress on sustainability issues. Whilst interlinked, these are set out separately from the LDP Policy Monitoring Framework and have been used in the AMR to measure the environmental, economic and social impacts of the LDP.

The completion of the AMR accords with the requirements for monitoring the sustainability performance of the Plan through the Strategic Environmental Assessment Regulations (2004) and The Conservation of Habitats and Species Regulations 2010 (as amended 2011).

## **AMR Format and Content**

The AMR has been designed to be a succinct and easily accessible document that can be used as a convenient point of reference for all strategic policy areas.

The structure of the AMR is as follows:

**Section 1 Executive Summary** - Provides a succinct written summary of the key monitoring findings.

**Section 2 Introduction** - Outlines the requirement for, the purpose and structure of the AMR.

**Section 3 Contextual Information** - Provides a brief overview of the relevant contextual information which, although outside the remit of the Plan, could affect the performance of the LDP policy framework. Policy specific contextual information is provided in the relevant policy analysis section, including changes to policy framework at a national or local level.

**Section 4 LDP Monitoring Process** - Explains the monitoring process undertaken.

**Section 5 LDP Monitoring - Policy Analysis** - Reports on the 107 LDP monitoring indicators which were agreed during the LDP examination process and set out in the Inspectors Report.

**Section 6 Sustainability Appraisal Monitoring** - Provides an assessment of the LDP's performance against the 28 SA monitoring indicators.

**Section 7 Conclusions and Recommendations** – Sets out an overall overview of all indicators and Plan performance in the first year following adoption.

**Publication** – The AMR will be published on the Council's website.

## **Future Monitoring**

The broad structure of the AMR should remain the same from year to year in order to provide ease of analysis between successive reports. However, given that the monitoring process is dependent upon a wide range of statistical information that is sourced from both the Council and external sources, any changes to these sources could make certain indicators ineffective or out-dated. Accordingly, the monitoring framework may evolve over the Plan period and AMRs will be used as a means of identifying any such inevitable changes to the framework.

The Council is required to commence a full review of the LDP every four years after Plan adoption. A review of the LDP in advance of the formal review will only take place if the conclusions of the AMR or other exceptional circumstances indicate otherwise.

### **3. Contextual Changes**

This section provides a brief summary of the relevant contextual material that has been published during the current monitoring period. This includes national legislation and relevant plans, policies and strategies at the national, regional and local level. Any potential overall implications for the LDP as a whole are outlined where appropriate. General economic trends which have occurred since the LDP's adoption are also set out, together with progress on key supplementary planning guidance.

Contextual information which is specific to a particular LDP policy area is provided in the relevant policy analysis section for ease of reference and is therefore not repeated here.

#### **Legislative Changes**

##### **Planning (Wales) Act 2015**

The Planning (Wales) Act received Royal Assent in July 2015 and came into force in stages between October 2015 and January 2016. It sets out a series of legislative changes to deliver reform of the planning system in Wales, to ensure that it is fair, resilient and enables development. The Act addresses 5 key objectives which includes strengthening the plan-led approach to planning. It introduces a legal basis for the preparation of a National Development Framework (NDF) and Strategic Development Plans (SDP). The NDF is a national land use plan which will set out Welsh Government's policies in relation to the development and use of land in Wales. It is anticipated that this will be produced in 2018/9 when it will replace the Wales Spatial Plan. SDPs will address cross-boundary issues at a regional level such as housing, employment and waste and must be in general conformity with the NDF. The Regulations make reference to three strategic planning areas including South East Wales. It is anticipated that Cardiff will be part of this strategic planning area, in alignment with the emerging Cardiff Capital Region City Deal proposals. LDPs will continue to have a fundamental role in the plan-led system. The Act requires LDPs to be in general conformity with the NDF and any SDP which includes all or part of the area of the authority.

##### **The Town and Country Planning (Local Development Plan) (Wales) (Amendment) Regulations 2015**

Amendments to The Town and Country Planning (Local Development Plan) (Wales) Regulations 2005 were carried out in response to the outcome of the LDP Refinement Exercise and aim to simplify certain aspects of the local development plan process.

The amended Regulations:

- Remove the statutory requirement to advertise consultation stages in the local press;
- Allow local planning authorities to make revisions to the local development plan where the issues involved are not of sufficient significance to warrant the full procedure, without going through the full revision process;
- Eliminate the need to call for and consult on alternative sites following the deposit consultation; and

- Make minor and consequential amendments.

The amended LDP Regulations came into force on 28 August 2015 and together with the related policy and guidance in Planning Policy Wales (PPW) and the revised LDP Manual aim to make the LDP process more efficient and effective (i.e. enabling swifter plan preparation and revision without imposing unnecessary prescription). The amended Regulations do not have any implications for the current LDP but will need to be considered in relation to any Plan review and will be given further consideration as necessary.

### **Well-being of Future Generations (Wales) Act 2015**

The Well-being of Future Generations (Wales) Act gained Royal Assent in April 2015 and came into force on 1<sup>st</sup> April 2016. The Act strengthens existing governance arrangements for improving the well-being of Wales by ensuring that sustainable development is at the heart of government and public bodies. It aims to make a difference to the lives of people in Wales in relation to a number of well-being goals including improving health, culture, heritage and sustainable resource use. The Act provides the legislative framework for the preparation of Local Well-being Plans which will replace Single Integrated Plans. Given that sustainable development is the core underlying principle of the LDP (and SEA) there are clear associations between the aspirations of both the LDP and Act/Local Well-being Plans. Indeed, it is considered that the LDP evidence base, SEA/SA and AMR will inform the Council's Local Well-being Plan. Moving forward, sustainable development principles will continue to inform any review of the Plan.

### **Environment (Wales) Act 2016**

This Act received Royal Assent in March 2016 and came into force on 21<sup>st</sup> May 2016 and sits alongside the Planning (Wales) Act 2015 and the Well-being of Future Generations (Wales) Act 2015 in promoting sustainable use, management and development of Welsh resources. The Environment (Wales) Act introduces new legislation for the environment and provides an iterative framework which ensures that managing Wales' natural resources sustainably will be a core consideration in decision-making. It requires Natural Resources Wales (NRW) to prepare a State of Natural Resources Report that provides an assessment of natural resources and considers the extent to which they are being sustainably managed. The Act also requires Welsh Government to produce a National Natural Resources Policy that sets out the priorities, risks and opportunities for managing Wales' natural resources sustainably. NRW will also produce a local evidence base (Area Statements) to help implement the priorities, risks and opportunities identified in the National Policy and set out how these will be addressed. Any subsequent implications for the LDP will be given further consideration as necessary.

### **Historic Environment (Wales) Act 2016**

The Historic Environment (Wales) Act 2016 received Royal Assent in March 2016. The Act makes important changes to the two main UK laws that provide the legislative framework for the protection and management of the historic environment: the Ancient Monuments and Archaeological Areas Act 1979 and the Planning (Listed Buildings



and Conservation Areas) Act 1990. The Act will give more effective protection to listed buildings and scheduled ancient monuments; improve the sustainable management of the historic environment; and introduce greater transparency and accountability into decisions taken on the historic environment. While some of the Act's measures came into force in May 2016, the majority will require further secondary legislation or other preparations before they are brought into effect later in 2017 or in 2018. Any implications for the LDP will be given further consideration as necessary.

## **National Planning Policy Amendments**

### **Planning Policy Wales (Edition 8, January 2016)**

A revised version of Planning Policy Wales (PPW) was published in January 2016. The main changes contained in Edition 8 relate to the following matters:

#### ***Local Development Plans (Chapter 2):***

A revised version of Chapter 2 was published on 25 September 2015 following the refinement of the LDP process. It takes account of related amendments to the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005, to the guidance in the Local Development Plan Manual (Edition 2, 2015) and to the withdrawal of Local Development Plans Wales: Policy on Preparation of LDPs (2005).

#### ***Planning for Sustainability (Chapter 4):***

Chapter 4 has been updated to take into account the Well-being of Future Generations (Wales) Act 2015. The amendments insert information on the provisions of the Act, including the seven well-being goals and the sustainable development principle. The description of legislative requirements for sustainable development in the planning system has also been updated. The changes also illustrate how the Welsh Government's planning policy objectives link to the well-being goals. It has also been updated to reflect the Welsh language provisions of the Planning (Wales) Act 2015 which strengthen the consideration given to the Welsh language in the planning system.

#### ***Minerals (Chapter 14):***

This new Chapter integrates into PPW the Welsh Government's planning policies for minerals development which were previously set out in Minerals Planning Policy Wales (2001). No changes to existing policy have been made as part of this integration exercise and Minerals Planning Policy Wales has been cancelled as a result.

### **Planning Policy Wales (Edition 9 November 2016)**

Edition 9 of *Planning Policy Wales* (PPW) was published in November 2016. This edition of PPW incorporates fully revised chapters on 'The Historic Environment' and on 'Retail and Commercial Development', along with changes to take account of provisions of the Planning (Wales) Act 2015 and the coming into force of the Well-being of Future Generations (Wales) Act 2015. The main changes to PPW are as follows:

#### ***Introduction (Chapter 1)***

This has been updated to reflect the introduction of both the 'Planning Performance Framework' and the validation appeals policy expectations.

### ***Local Development Plans (Chapter 2)***

Chapter 2 has been updated to take account of changes in legislation, including provisions of the Planning (Wales) Act 2015. Some procedural elements that are covered in the LDP Manual (Edition 2, 2015) have also been removed.

### ***Making and Enforcing Planning Decision (Chapter 3)***

Chapter 3 has been streamlined as a result of the publication of the Development Management Manual. The revised chapter also now includes reference to 'Developments of National Significance' following the coming into force of the relevant Regulations related to the Planning (Wales) Act 2015.

### ***Planning for Sustainability (Chapter 4)***

Chapter 4 has been updated to include the statutory purpose of the planning system which was introduced by the Planning (Wales) Act 2015. There have also been amendments to take account of the coming into force of the Well-being of Future Generations (Wales) Act 2015 and regarding Design and Access Statements, linked to the Planning (Wales) Act.

### ***The Historic Environment (Chapter 6)***

Chapter 6 has been fully revised in conjunction with Cadw following the consultation exercise that took place earlier this year and Royal Assent of the Environment (Wales) Act 2016.

### ***Retail and Commercial Development (Chapter 10)***

Chapter 10 has been refreshed to update the Welsh Government's planning policy for retail and commercial development. The requirement remains to consider retail and commercial centres first and complementary uses, as well as the requirements for retail need and sequential tests and the undertaking of impact assessments where appropriate. The updated Chapter is accompanied by a revised Technical Advice Note 4, *Retail and Commercial Development*.

## **Technical Advice Notes (TANs)**

TAN 12 Design and Guidance on Site Context Analysis was updated in March 2016 and TAN4 Retail and Commercial Development in November 2016. The potential implications of the changes to these TAN's for the LDP are provided in the relevant policy analysis section.

## **Regional Context**

### **Cardiff Capital Region and City Deal**

South-East Wales is identified as a new city-region in Wales, covering Cardiff and South-East Wales Local Authorities. As set out in the report 'Powering the Welsh Economy'<sup>1</sup>, the Cardiff Capital Region is intended to encourage the ten local authorities and other key partners in its boundaries to work together and collaborate

on projects and plans for the area. A transition board has been established although Progress remains at an early stage and at present the potential consequences for the LDP are not clear. Similarly the Authorities forming the Capital Region are continuing to work on a City Deal bid to fund projects aimed at boosting the competitiveness of the region over the next 20 years. Of note, the City Deal document was signed by the 10 local authority leaders, Secretary of State for Wales, Chief Secretary to the Treasury and First Minister in March 2016. The progress of the Cardiff Capital Region agenda, City Deal Bid and any subsequent implications for the LDP will be given further consideration in subsequent AMRs where appropriate.

## **Local Context**

### **Capital Ambition Report**

This report was issued in July 2017 and sets out the Council's new administration's five-year plan for the city. It outlines the Council's vision for Cardiff to become a leading city on the world stage. The plan focuses on four main areas:

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

### **Cardiff Community Infrastructure Levy (CIL) Update**

Consultation on the CIL Draft Charging Schedule commenced during the current monitoring period. As this matter has now been devolved to Welsh Government the Council is currently awaiting guidance from Welsh Government on this matter before deciding how to proceed with the next steps in the preparation process. This guidance is due to be issued by Welsh Government in early 2018. The progress of the CIL and any subsequent implications for the LDP will be given further consideration in successive AMRs where appropriate.

## **General Economic Trends**

### **Economic Activity**

Key economic activity data for Cardiff and Wales from the LDP base date of 2006 to the current monitoring period is shown in the tables below. The data demonstrates that Cardiff has experienced improved economic performance in relation to these indicators with employment, unemployment and earnings indicators all higher than the LDP base date of 2006. However, such changes are not considered to be so significant to have any implications for the LDP. These economic indicators will be considered in subsequent AMRs and any potential implications recorded.

## Economically Active – In Employment

|                          | Cardiff      | Wales        |
|--------------------------|--------------|--------------|
| April 2006 to March 2007 | <b>66.7%</b> | <b>69.1%</b> |
| April 2007 to March 2009 | <b>68.9%</b> | <b>69.3%</b> |
| April 2008 – March 2009  | <b>69.5%</b> | <b>68.4%</b> |
| April 2009 – March 2010  | <b>68.15</b> | <b>66.6%</b> |
| April 2010 – March 2011  | <b>64.7%</b> | <b>66.4%</b> |
| April 2011 – March 2012  | <b>65.5%</b> | <b>66.7%</b> |
| April 2012 – March 2013  | <b>65.5%</b> | <b>67.6%</b> |
| April 2013 – March 2014  | <b>69.4%</b> | <b>69.5%</b> |
| April 2014 – March 2015  | <b>65.6%</b> | <b>69.3%</b> |
| April 2015 – March 2016  | <b>69.2%</b> | <b>71.1%</b> |
| Oct 2015 to Sept 2016    | <b>67.9%</b> | <b>71.1%</b> |

Source: Nomis

## Economically Active – Unemployed

|                          | Cardiff     | Wales       |
|--------------------------|-------------|-------------|
| April 2006 to March 2007 | <b>6.2%</b> | <b>5.3%</b> |
| April 2007 to March 2008 | <b>6.1%</b> | <b>5.6%</b> |
| April 2008 – March 2009  | <b>6.9%</b> | <b>6.8%</b> |
| April 2009 – March 2010  | <b>8.7%</b> | <b>8.3%</b> |
| April 2010 – March 2011  | <b>8.9%</b> | <b>8.4%</b> |
| April 2011 – March 2012  | <b>9.1%</b> | <b>8.4%</b> |
| April 2012 – March 2013  | <b>10%</b>  | <b>8.3%</b> |
| April 2013 – March 2014  | <b>8.1%</b> | <b>7.4%</b> |
| April 2014 – March 2015  | <b>8.4%</b> | <b>6.8%</b> |
| April 2015 – March 2016  | <b>6.7%</b> | <b>5.4%</b> |
| Oct 2015 – Sept 2016     | <b>5.3%</b> | <b>4.7%</b> |

Source: Nomis

## Gross Weekly Pay Full-Time Workers (Earnings by Residence)

|                          | Cardiff       | Wales         |
|--------------------------|---------------|---------------|
| April 2006 to March 2007 | <b>£442.2</b> | <b>£414.8</b> |
| April 2007 to March 2009 | <b>£453.2</b> | <b>£424.8</b> |
| April 2008 – March 2009  | <b>£483.0</b> | <b>£444.6</b> |
| April 2009 – March 2010  | <b>£499.3</b> | <b>£456.2</b> |
| April 2010 – March 2011  | <b>£498.5</b> | <b>£455.1</b> |
| April 2011 – March 2012  | <b>£495.4</b> | <b>£454.9</b> |
| April 2012 – March 2013  | <b>£503.6</b> | <b>£475.3</b> |
| April 2013 – March 2014  | <b>£496.4</b> | <b>£480.0</b> |
| April 2014 – March 2015  | <b>£519.0</b> | <b>£487.6</b> |
| April 2015 – March 2016  | <b>£531.4</b> | <b>£498.3</b> |

Source: Nomis

## House Prices

As demonstrated in the table below, Land Registry data indicates that in general average house prices in Cardiff have increased over the current monitoring period, with the exception of quarter 3 2016 (July to September). Subsequently, average prices in February 2017 at £232,476 were higher than the 2006 baseline price (£177,469). The data below shows that house prices have risen by 9% during the monitoring period.

### Cardiff Average House Prices 2006 to 2017

| Time Period    | Average House Price |
|----------------|---------------------|
| 2006           | £177,469            |
| 2007           | £184,136            |
| 2008           | £174,278            |
| 2009           | £173,100            |
| 2010           | £183,498            |
| 2011           | £181,529            |
| 2012           | £181,690            |
| 2013           | £190,048            |
| 2014           | £195,390            |
| 2015           | £202,970            |
| Quarter 1 2016 | £213,444            |
| Quarter 2 2016 | £216,949            |
| Quarter 3 2016 | £209,904            |
| Quarter 4 2016 | £213,726            |
| January 2017   | £215,652            |
| February 2017  | £232,476            |

Source: Land Registry

## Supplementary Planning Guidance

A number of supplementary planning guidance (SPG) documents to support key LDP policy areas have been adopted during the current monitoring period. These are:

- Houses in Multiple Occupation
- Waste Collection and Storage Facilities
- Locating Waste Management Facilities
- Planning Obligations
- Tall Buildings
- Residential Design Guide

In addition a number of SPG have been prepared and consulted on during the monitoring period. It is anticipated that they will be progressed through to approval by Cabinet and Council during the next monitoring period. These are:

- Childcare SPG



- Planning for Health
- Infill Design Guidance
- Residential Extensions and Alterations Guidance
- Green Infrastructure (including Technical Guidance Notes relating to Open Space, Ecology and Biodiversity, Trees, Soils, Public Rights of Way and River Corridors)
- Safeguarding Business and Industrial Land and Premises
- Food, Drink and Leisure Uses

Work on other SPG is ongoing and progress on these will be reported in the next AMR.

## **Summary**

As detailed above, new legislation and national, regional and local plans, policies and strategies have emerged during the current monitoring period, some of which may have implications for the future implementation of the LDP. However, none of contextual changes identified to date suggest the need for an early review of the Plan. Subsequent AMRs will continue to provide updates on relevant contextual material which could affect the Plan's future implementation.

## 4. LDP Monitoring Process

### How is the LDP Monitored?

Section 5 considers the extent to which the LDP's strategy is being realised with reference to the performance of particular policies against the indicators, targets and triggers contained within the LDP monitoring framework. The structure of the section is as follows:

#### Strategic objective

This is the starting point for the monitoring process. The AMR replicates each of the 4 overarching LDP objectives set out below from which the LDP policies flow.

- **Objective 1** – To respond to evidenced economic needs and provide the necessary infrastructure to deliver development
- **Objective 2** – To respond to evidenced social needs
- **Objective 3** – To deliver economic and social needs in a co-ordinated way that respects Cardiff's environment and responds to the challenges of climate change
- **Objective 4** – To create sustainable neighbourhoods that form part of a sustainable city

#### Contextual information

Significant contextual information that has been published since the Plan's adoption is outlined where relevant to a particular strategic policy. This will enable the AMR to determine whether the performance of a policy has been affected by contextual changes. These can include new or amended legislation, national, regional and local plans, policies or strategies as well as external social and economic trends which could affect the delivery of the LDP such as economic conditions. Any such changes lie outside the remit of the LDP.

#### Indicators

The LDP monitoring framework contains a variety of core and local indicators which will inform policy progress and achievement. The selection of these indicators has been guided by the need to identify output indicators which are able to measure quantifiable physical activities that are directly related to the implementation of LDP policies.

Several of the core indicators are either prescribed by LDP Regulation 37 or recommended by the LDP Manual for their ability to enable an assessment of the implementation of national policy. Further core indicators were identified on the basis of their ability to provide useful information on whether the delivery of the LDP strategy is progressing as anticipated.

The local indicators supplement the core indicators and have been selected based on the availability and quality of data and their relevance to the local area. Some local contextual indicators have also been included which cover key local characteristics against which LDP policies operate.

## **Targets**

The policy indicators are associated with corresponding targets which provide a benchmark for measuring policy implementation. Given the length of the plan period, it is necessary to incorporate 'milestone' targets to determine whether the Plan is progressing towards meeting the overall strategy. The timeframe attributed to such targets primarily relates to the anticipated delivery of development. The Council will investigate any policy that fails to meet its target. The level of consideration given to such policies within the AMR will depend on the reasons identified for the failure and the significance of the policy for the delivery of the overall plan strategy.

## **Triggers**

Trigger levels have also been included for certain targets to more accurately help measure plan performance. They will provide an indication of when policy targets are not being met, or insufficient progress is being made towards meeting them.

## **Analysis**

Having regard to the indicators, relevant targets, triggers and monitoring outcomes, the AMR assesses whether the Plan's policies are being implemented as intended and whether the LDP objectives and strategy are being achieved. This includes the identification and further investigation of any policy that fails to meet its target and/or has reached its trigger point. However, the fact that a policy reaches its trigger level does not automatically imply that the policy is failing. The analysis will consider whether such performance may be due to extraneous circumstances or could be justified in the context of the overall policy framework. In certain instances it has been difficult to identify meaningful trends due to the limited amount of data available and consequently some of the conclusions drawn are preliminary and will need to be verified by a longer period of monitoring. In instances where the Council has been unable to monitor an indicator or where an indicator has been superseded, an explanation will be provided in the relevant policy analysis section.

## **Recommendations**

Taking account of the policy analysis, appropriate recommendations are provided including a statement of any necessary actions required. If policies are found to be failing the AMR will set out clear recommendations on what, if anything, needs to be done to address this.

## **Overall findings for each strategic objective**

Finally, for each strategic objective, an overall statement of performance is provided and a conclusion made on whether that particular objective is being achieved through the combination of policies identified.

## Policy Performance Traffic Light Rating

As a visual aid in monitoring the effectiveness of the Plan's strategic policies and to provide a quick reference overview of policy performance a 'traffic light' rating is included for relevant indicators as follows:

|  |  |
|--|--|
| <b>Continue Monitoring (Green)</b>   |  |
| Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.   |  |
| <b>Training Required (Blue)</b>  |  |
| Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.  |  |
| <b>Supplementary Planning Guidance Required (Purple)</b>   |  |
| Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.  |  |
| <b>Further Research (Yellow)</b>   |  |
| Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.  |  |
| <b>Policy Review (Orange)</b>  |  |
| Where indicators are suggesting the LDP policies are failing to implement the strategy a formal review of the Policy is required.<br>Further investigation and research may be required before a decision to formally review is confirmed. |  |
| <b>Plan Review (Red)</b>   |  |
| Where indicators are suggesting the LDP strategy is failing and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.           |  |

## **Sustainability Appraisal Monitoring Framework**

The Sustainability Appraisal Monitoring expands the assessment of the performance of the LDP against the Sustainability Appraisal (SA) monitoring objectives. The SA identifies 26 indicators developed to measure the environmental, economic and social impacts of the LDP. This is set out in Section 6 of the AMR.

This section provides a detailed assessment of whether the Plan's strategic policies, and associated supporting policies, are being implemented as intended and whether the LDP objectives and strategy are being achieved. Appropriate recommendations are subsequently provided, together with necessary actions to address any policy implementation issues identified through the monitoring process. Aligned with the LDP, the analysis is set out in strategic policy order.



## 5. LDP Monitoring Policy Analysis

### Contextual Indicators

| Contextual Indicators   | Target  | Trigger   | Result   |
|---|---|---|--|
| Annual unemployment rate  | The annual unemployment rate decreases  | The annual unemployment rate increase for two or more consecutive years   | 5.3%   |
| Percentage of population in the 100 most deprived wards in Wales          | The percentage of population in the 100 most deprived wards in Wales decreases  | The percentage of population in the 100 most deprived wards in Wales increases for 2 or more consecutive years            | The latest Welsh Index of Multiple Deprivation data from 2015 shows that 12% of the population of Cardiff is in the 100 most deprived wards in Wales   |
| Level of Police recorded crime in Cardiff                                 | Police Recorded Crime rates decrease  | Police Recorded Crime rates increase for two or more consecutive years.   | No ONS data currently available for 2017. In the quarter ending December 2016, crime rates were up in Cardiff (and in the South Wales force area) compared with the corresponding quarter in 2015. Crime rates in Cardiff increased from 23.08 crimes per thousand residents to 25.72 crimes per thousand residents. |
| Percentage of adults meeting recommended guidelines for physical activity | The percentage of adults meeting recommended guidelines for physical activity increases annually over the Plan period | The percentage of adults meeting recommended guidelines for physical activity decreases for two or more consecutive years | 62% of adults reported being physically active for more than 150 mins in the previous week<br><br>23% of adults reported being physically active for less than 30 mins in the previous week  |
| Waste Reduction Rate  | Waste reduction rate of 1.2% annually to 2050   | The waste reduction rate falls below 1.2% for two or more consecutive years   | The amount of household waste collected and generated between 2014/15 and 2015/16 increased by 3% from 170,715 to 177,457 tonnes   |

**Objective 1** – To respond to evidenced economic needs and provide the necessary infrastructure to deliver development

### **Reference OB1 EC1**

**Relevant LDP Policies:** KP2, KP9, EC1 – EC7

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target | Trigger | Performance  |
|---|--------|---------|--|
| <b>Core</b><br>Employment land permitted (ha) on allocated sites as a percentage of all employment allocations. | None   | None    | Total land area of Allocations = 132 ha<br><br>Employment development permitted on allocated sites (April 2016 to April 2017) = 11.6 ha. This equates to 9 % |

#### **Analysis**

Please see table below for a breakdown of employment land permitted during the monitoring period on allocated sites:

| Application No. | Proposal   | Address  | Site Area (ha) | Status                               |
|-----------------|--|--|----------------|--------------------------------------|
| 16/02731/MJR    | Erection of transport interchange residential apartments and offices | Land to the North of Cardiff Central Railway Station | 1.14           | Not yet started (Granted 01/03/2017) |
| 16/01584/MJR    | New Office Building  | Land at John Street, Butetown                        | 0.84           | Not yet started (Granted 22/02/2017) |
| 16/01749/MJR    | Mixed Use Commercial Office Building                                 | No 4 Capital Quarter, Tyndall Street, Atlantic Wharf | 0.69           | Not yet started (Granted 23/11/2016) |

|              |  |                                |             |                                      |
|--------------|--|--------------------------------|-------------|--------------------------------------|
| 08/02716/C   | Office Development (outline permission)                          | Plot E04 Callaghan Square      | 2.4         | Not yet started (Granted 17/11/2016) |
| 14/02733/MJR | Residential led mixed use development including 15,500 sqm of B1 | North West Cardiff             | 2 (approx.) | Not yet started (Granted 20/03/2017) |
| 14/00852/MJR | Major mixed use development                                      | Land North of J33, M4, Cregiau | 6.5         | Not yet started (Granted 08/02/2017) |
|              |  | <b>Total</b>                   | <b>11.6</b> |                                      |

The employment land permitted (ha) on allocated sites during the period 1<sup>st</sup> April 2016 to 31<sup>st</sup> March 2017 as a percentage of all employment allocations is 9%. Please note a significant area of this allocation already has an existing development footprint, or has already been developed during the LDP plan period. Furthermore, a significant proportion of residential or mixed use development is expected to come forward, in addition to employment schemes in this zone.

Within the Cardiff Central Enterprise Zone a significant number of planning applications have now been granted, and land take up has also been high. The development is for multi-storey high density office developments, in accordance with Policy KP2 (A) Cardiff Central Enterprise Zone and Regional Transport Hub.

Full planning permission has now been granted for the required employment provision on Strategic Sites KP2(C) North West Cardiff and KP2(D) North of Junction 33 on M4.

### Recommendations

No action is required at present. Continue to monitor.

## **Reference OB1 EC2**

**Relevant LDP Policies:** KP2, KP9, EC1-EC7

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger  | Performance   |
|---|--|--|---|
| <b>Core</b><br>Annual<br>Employment<br>land take up<br>(based on<br>completions) in<br>Cardiff<br>(including on<br>Strategic Sites –<br>Policy KP2)   | Offices (B1) =<br>27,000-33,400<br>sqm annually.<br><br>Industrial (B1 b/c,<br>B2, B8) = 4 to 7 ha<br>annually | Offices (B1) = Take<br>up is more than<br>10% above or below<br>the target for 2 or<br>more consecutive<br>years (B1b/c, B2,<br>B8) = Take up is<br>more than 10%<br>above or below the<br>target for two or<br>more consecutive<br>years. | Office Take Up<br>(April 2016 to April<br>2017) = 9760 sqm<br>(please see<br>analysis)<br><br>Industrial Take up<br>(April 2016 to April<br>2017) = 12.3 ha |
| <b>Analysis</b>   |  |  |   |
| <p>Office Take up is based on completions during the period April 2016 to 31<sup>st</sup> March 2017. In this period 9790 sqm of office floorspace was completed through the development of Capital Quarter, No 2, Tyndall Street. Although this falls below the target set, it is important to note that One Central Square, in the city centre was recently completed in February 2016 which equates to 16,000 sqm office floorspace. Furthermore, Fusion Point Phase 3, Dumballs Road is also currently under construction (8,830 sqm), with an anticipated completion date Summer 2017. Finally, Capital Quarter No 3, Tyndall street, is well under construction (8,700 sqm) with anticipated completion scheduled for Winter 2017. If these figures were to be considered this would provide a further 33,530 sqm of office floorspace.</p> <p>Taking these figures into consideration, Cardiff's Office market is deemed to be strong, and no concerns are raised in relation to this indicator.</p> <p>Industrial Take-up exceeds the target based on completions during the period April 2016 to April 2017. However, 11.2 ha of this figure can be attributed to the completion of the Aldi Distribution Centre, Capital Business Park, Wentloog. No concerns are raised in relation to this indicator.</p> |  |  |   |
| <b>Recommendations</b>  |  |  |   |
| No action is required at present. Continue to monitor.  |  |  |   |

## **Reference OB1 EC3**

**Relevant LDP Policies:** KP2, EC1-EC7

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target  | Trigger  | Performance  |
|---|---|--|--|
| <b>Local</b><br>Amount of employment land lost to non-employment uses in primary and local employment sites (Policy EC1)  | No loss of employment land (Policy EC1) unless in accordance with Policy EC3. | Loss of one or more occupied premises or land on primary or local employment sites (Policy EC1) unless in accordance with Policy EC3 | No loss of employment land on EC1 protected sites, except for developments which have been considered a complimentary use under Policy EC2, or which have been considered to satisfy Policy EC3. |
| <b>Analysis</b>   |   |  |  |
| <p>In relation to complimentary uses, a number of small scale gyms as well as two creches have been approved in addition to one A3 use. All of these developments have been considered appropriate ancillary/complimentary facilities in accordance with Policy EC2.</p> <p>Three vehicle showrooms have been approved in the Penarth Road/Hadfield Road Area (EC1:10). However, the schemes incorporate workshops, in relation to the servicing/repair of vehicles. This would constitute a B2 use. These schemes subsequently did not raise any land use policy concerns.</p> <p>It is therefore considered that policy EC1 and EC3 are functioning effectively. The council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p> |   |  |  |
| <b>Recommendations</b>  |   |  |  |
| No action is required at present. Continue to monitor.  |   |  |  |

## **Reference OB1 EC4**

**Relevant LDP Policies:** KP2(A), KP9, EC1 – EC7

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger  | Performance   |
|---|--|--|---|
| <b>Local</b><br>Employment provision on Allocated Sites – (KP2 A – Cardiff Central Enterprise Zone) | Employment densities for B1 use at least 14.5 per sqm (gross external value) | No trigger is set at present but will be revised once further details are known. | <p>Within the Allocated Site (KP2 A) 9760 sqm of office floorspace has been completed (April 2016 – April 2017)</p> <p>23,380 sqm of office floorpace is currently under construction.</p> <p>A further 157,897 sqm of office floorspace is in the pipeline with planning permission.</p> <p>For an individual breakdown please see the analysis section.</p> <p>In summary, a significant number of planning applications have now been granted, and land take up has also been high within this allocation. The development is for multi-storey high density office developments, in accordance with Policy KP2 (A) Cardiff Central Enterprise Zone and Regional Transport Hub.</p> |

## Analysis

Within the Allocated Site (KP2 A) 9760 sqm of office floorspace has been completed (April 2016 – April 2017) *(Note a further 16,000 sqm was completed in February just outside of the monitoring period)*

23,380 sqm of office floorspace is currently under construction.

A further 157,897 sqm of office floorspace is in the pipeline with planning permission.

## Take Up

| Application No. | Proposal  | Address  | Floorspace (sqm) | Status              |
|-----------------|---|--|------------------|---------------------|
| 13/02267/DCI    | 6-7 Storey Office building with under-croft parking and landscaping works | Block G, Capital Quarter, Tyndall Street, Atlantic Wharf   | 9760             | Complete            |
| 14/00385/DCI    | 9 Storey Office Development   | 1 Central Square, City Centre  | 16,000           | Complete (Feb 2016) |
| 15/02766/MNR    | 6-7 Storey Office Development with lower ground floor parking             | Block H, Capital Quarter, Tyndall Street, Atlantic Wharf   | 8700             | Under Construction  |
| 16/00857/MJR    | Office development  | Fusion Point 3, Dumballs Road  | 8830             | Under construction  |
| 14/2405/DCI     | Demolition of Marland House, Media Centre and Office development (Plot 2) | Land to the North of Cardiff Central Railway Station, incorporating Cardiff bus station, Marland House | 14,550           | Under construction  |

**Sites with planning permission**

| Application No. | Proposal   | Address  | Office Floorspace (sqm) | Status                               |
|-----------------|--|--|-------------------------|--------------------------------------|
| 16/02731/MJR    | Erection of transport interchange residential apartments and offices | Land to the North of Cardiff Central Railway Station | 12,052                  | Not yet started (Granted 01/03/2017) |
| 16/01584/MJR    | New Office Building  | Land at John Street, Butetown                        | 40,000                  | Not yet started (Granted 22/02/2017) |
| 16/01749/MJR    | Mixed Use Commercial Office Building                                 | No 4 Capital Quarter, Tyndall Street, Atlantic Wharf | 11,022                  | Not yet started (Granted 23/11/2016) |
| 08/02716/C      | Office Development (outline permission)                              | Plot E04 Callaghan Square                            | 42,883                  | Not yet started (Granted 17/11/2016) |
| 14/00430/DCI    | Hybrid Application 2150 dwellings, 48,350 sqm commercial offices     | Land at Dumballs Road, Butetown                      | 48,350                  | Not yet started (Granted 02/07/2014) |
| 14/01026/DCI    | 6 Storey Office Development  | Crawshay Court, 6 Curran Road, Butetown              | 3,590                   | Not yet started (Granted 16/07/2014) |

In summary, a significant number of planning applications have now been granted, and land take up has also been high within this allocation. The development is for multi-storey high density office developments, in accordance with Policy KP2 (A) Cardiff Central Enterprise Zone and Regional Transport Hub.

It is, therefore, considered that policy KP2 A is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

**Recommendations**

No action is required at present. Continue to monitor.



## **Reference OB1 EC5**

**Relevant LDP Policies:** KP2(C), KP9, EC1 – EC7

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target                     | Trigger  | Performance   |
|---|----------------------------|--|---|
| <b>LOCAL</b><br>Employment provision on Allocated Sites – (KP2 C – North West Cardiff)  | 15,000sq m (B1 & B1 (b&c)) | No trigger was set at present but will be revised once further details are known.<br>. | 15,500sq m B1(a), B1(b) & B1(c) included in planning application (ref 14/02733/MJR) approved 20/03/2017 |
| <b>Analysis</b>   |                            |  |   |
| <p>Planning permission 14/02733/MJR granted 20/03/2017 for the residential led mixed use development of this strategic site which includes the target level of B1 floorspace.</p> <p>It is, therefore, considered that policy KP2 C is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue</p> |                            |  |   |
| <b>Recommendations</b>  |                            |  |   |
| No action is required at present. Continue to monitor.  |                            |  |   |

## **Reference OB1 EC6**

**Relevant LDP Policies:** KP2 (D&E), KP9, EC1 – EC7

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger   | Performance   |
|---|--|---|---|
| <b>LOCAL</b><br>Employment provision on Allocated Sites – (KP2 D&E - North of J33 & South of Creigiau)  | 3 ha by J33 plus 2.5ha flexible local employment space | No trigger was set at present but will be revised once further details are known. | 6.47ha employment space including interchange included in planning application (ref 14/00852/MJR) approved 28/02/2017 |
| <b>Analysis</b>   |  |   |   |
| <p>Planning permission 14/00852/MJR granted 28/02/2017 for the residential led mixed use development of this strategic site which includes the target level of employment floorspace.</p> <p>It is, therefore, considered that policy KP2 D&amp;E is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue</p> |  |   |   |
| <b>Recommendations</b>  |  |   |   |
| No action is required at present. Continue to monitor.  |  |   |   |

## **Reference OB1 EC7**

**Relevant LDP Policies:** KP2 (F), KP9, EC1 – EC7

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target                               | Trigger  | Performance                      |
|--|--------------------------------------|--|----------------------------------|
| <b>LOCAL</b><br>Employment provision on Allocated Sites – (KP2 F - North East Cardiff)   | 6.5ha B1 & B1 (b&c) employment space | No trigger is set at present but will be revised once further details are known. | No application submitted to date |
| <b>Analysis</b>  |                                      |  |                                  |
| No application submitted to date.<br><br>The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue |                                      |  |                                  |
| <b>Recommendations</b>   |                                      |  |                                  |
| No action is required at present. Continue to monitor.   |                                      |  |                                  |

## **Reference OB1 EC8**

**Relevant LDP Policies:** KP2 (H), KP9, EC1 – EC7

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>   | <b>Target</b>                      | <b>Trigger</b>   | <b>Performance</b>               |
|--|------------------------------------|--|----------------------------------|
| <b>LOCAL</b><br>Employment provision on Allocated Sites – (KP2 H – South of St. Mellons Business Park)   | 80,000 to 90,000sq m ( B1 (b)/(c)) | No trigger is set at present but will be revised once further details are known. | No application submitted to date |
| <b>Analysis</b>  |                                    |  |                                  |
| No application submitted to date.<br><br>The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue |                                    |  |                                  |
| <b>Recommendations</b>   |                                    |  |                                  |
| No action is required at present. Continue to monitor.   |                                    |  |                                  |

## **Reference OB1 EC9**

**Relevant LDP Policies:** KP2, KP9, EC1 - EC7

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>   | <b>Target</b>  | <b>Trigger</b>   | <b>Performance</b>  |
|--|--|--|---|
| <b>LOCAL</b><br>Net job creation over the remaining Plan period (Total = 40,000 over whole Plan period, 20,900 jobs created between 2006 and 2015) | 19,100 by 2026 or 1,736 annually. Target is set at 1,750 jobs annually over the remaining Plan period. | If annual creation of new jobs falls more than 10% below the anticipated rate of 1,750 jobs for 2 or more consecutive years. | Total jobs in Cardiff - 202,000 In 2015 (latest Nomisweb.co.uk figures, May 2017) |
| <b>Analysis</b>  |  |  |   |
| The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue                  |  |  |   |
| <b>Recommendations</b>   |  |  |   |
| No action is required at present. Continue to monitor.   |  |  |   |

## Reference OB1 EC10

**Relevant LDP Policies:** R1-R8

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger   | Performance   |
|---|--|---|---|
| <b>Local</b><br><br>Active A1 (retail) units within District and Local Centres remaining the predominant use. | A1 units comprising 40% of all units within District & Local Centres (Base Level in 2013). | A1 units comprising less than 40% of all units within a centre. | District Centres – Average of 46% active A1 retail units within centres.<br><br>Local Centres – Average of 47% active A1 retail units within centres.<br><br>For an individual breakdown please see the analysis section. |

### Analysis

#### District Centres

| <i>District Centre</i>     | <i>Total No of Units</i> | <i>No active A1 (retail) units</i> | <i>Percentage Active A1 (retail) units</i> |
|----------------------------|--------------------------|------------------------------------|--|
| Albany Road/Wellfield Road | 197                      | 98                                 | 50%  |
| City Road                  | 164                      | 67                                 | 41%  |
| Clifton Street             | 98                       | 50                                 | 60%  |
| Cowbridge Road East        | 195                      | 85                                 | 44%  |
| Crwys Road/Woodville Road  | 132                      | 51                                 | 39%  |
| Bute Street/James Street   | 61                       | 19                                 | 31%  |
| Merthyr Road, Whitchurch   | 94                       | 50                                 | 53%  |
| Penarth Road/Clare Road    | 68                       | 35                                 | 51%  |
| St Mellons                 | 20                       | 8                                  | 40%  |
| Thornhill                  | 7                        | 4                                  | 57%  |
| Whitchurch Road            | 119                      | 45                                 | 38%  |
|                            |                          | <b>Average</b>                     | <b>46%</b>                                 |

The average percentage of active A1 retail units within District Centres is 46 percent. The majority of District centres well exceed the 40 percent target with the

exception of Bute St/James Street, Crwys Road/Woodville Road and Whitchurch Road.

It is acknowledged that Bute Street/James Street has historically had a large element of restaurants/cafes given its location within Mermaid Quay, Cardiff Bay. Being 9% below the 40% target in terms of active retail units does not raise cause for concern in this instance. This is because there has been a 4% increase in A1 retail within this centre since 2013 (as evidence in Background Technical Paper No.7 Sept 2013). This has also been the case in Crwys Road, whereby there has been a 3% increase in active retail units. Whitchurch Road has also experienced a small increase of 2%. The latter two centres are therefore well on course to meeting the 40% target of the plan period.

### Local Centres

| <b>Local Centre</b>          | <b>Total No of Units</b> | <b>No active A1 (retail) units</b> | <b>Percentage of Active A1 (retail) units</b> |
|------------------------------|--------------------------|------------------------------------|---|
| Birchgrove                   | 44                       | 19                                 | 43%   |
| Bute Street (Loudoun Square) | 10                       | 8                                  | 80%   |
| Cathedral Road               | 28                       | 16                                 | 57%   |
| Countisbury Avenue           | 35                       | 19                                 | 54%   |
| Caerau Lane                  | 9                        | 5                                  | 56%   |
| Fairwater Green              | 16                       | 7                                  | 44%   |
| Gabalfa Avenue               | 15                       | 5                                  | 33%   |
| Grand Avenue                 | 15                       | 8                                  | 53%   |
| High Street, Llandaff        | 33                       | 11                                 | 33%   |
| Maelfa, Llanedeyrn*          | N/A*                     | N/A*                               | N/A*  |
| Newport Road, Rumney         | 46                       | 22                                 | 48%   |
| Rhiwbina Village             | 46                       | 25                                 | 54%   |
| Salisbury Road               | 44                       | 15                                 | 34%   |
| Splott Road                  | 37                       | 11                                 | 30%   |
| Station Road, Llanishen      | 29                       | 15                                 | 52%   |
| Station Road, Llandaff North | 25                       | 12                                 | 48%   |
| Station Road, Radyr          | 14                       | 8                                  | 57%   |
| Tudor Street                 | 34                       | 12                                 | 35%   |
| Willowbrook Drive            | 5                        | 1                                  | 20%   |
| Wilson Road                  | 15                       | 8                                  | 53%   |
|                              |                          | <b>Average</b>                     | <b>47%</b>                                    |

*\*Maelfa Local Centre is currently undergoing a mixed use redevelopment (Planning Application 11/1082/DCO)*

The average percentage of active A1 retail units within Local Centres is 47 percent. The majority of Local centres well exceed the 40 percent target with the exception of Gabalfa Avenue, High Street, Llandaff, Salisbury Road, and Tudor Street. These centres fall just below the 40% threshold. Any further non-shopping uses within these centres will be scrutinised in light of this evidence, however each case will be assessed on its merits.

Splott Road and Willowbrook Drive both fall well below the 40% target. Splott Road has experienced a high vacancy rate over the last few years and this trend seems set to continue, despite retail policy designation.

Willowbrook Drive has also failed to attract new A1 occupiers during the plan period, whereby two large retail units have been vacant for over 10 years. These long term vacancies have attracted various forms of anti-social behaviour by way of theft, damage, graffiti, fly-tipping, and vandalism.

### **Recommendations**

No action is required at present. The majority of centres are providing a strong retail function. Carefully scrutinise further applications for change of use of A1 units in the following Local centres Gabalfa Avenue, High Street, Llandaff, Salisbury Road and Tudor Street. Continue to monitor.



## **Reference OB1 EC11**

**Relevant LDP Policies:** R2, R3

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target | Trigger | Performance  |
|--|--------|---------|--|
| <b>LOCAL</b><br>Proportion of protected City Centre shopping frontages with over 50% Class A1 (Shop) units.  | 100%   | 90%     | 54 (84.4%) of the city centres 64 Protected Shopping Frontages have over 50% Class A1 units. |
| <b>Analysis</b>  |        |         |  |
| <ul style="list-style-type: none"><li>• The Council's City Centre Land Use and Floorspace Survey (LUFS) is published each autumn.</li><li>• The October 2016 survey identifies that 54 (84.4%) out of city centres 64 Protected Shopping Frontages comprised of over 50% Class A1 units.</li><li>• It should be noted that the 10 Protected Shopping Frontages which have been identified as falling below the 50% threshold are weaker frontages that have not historically achieved 50%, but were included as protected frontages in the LDP for their group value within the Central Shopping Area (CSA).</li></ul> |        |         |  |
| <b>Recommendations</b>   |        |         |  |
| <ul style="list-style-type: none"><li>• For the purpose of this indicator going forward, it is recommended that 54 Protected Shopping Frontages represents the 100% target for the future monitoring of this benchmark.</li><li>• No actions are triggered under the first year of performance monitoring.</li></ul>   |        |         |  |

## Reference OB1 EC12

**Relevant LDP Policies:** KP10, R1-R8

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger   | Performance   |
|---|--|---|---|
| <b>Local</b><br><br>Percentage of ground floor vacant retail units in the Central Shopping Area, District and Local Centres | Vacancy levels are no higher than the national UK average (12%). Current vacancy levels in Cardiff are 9% (City Centre), 10% (District Centres) and 9% (Local Centres) | Vacancy levels rise above national UK average for more than two consecutive years | <p>District Centres – Average of 6% vacancy rate within centres.</p> <p>Local Centres – Average of 7% vacancy rate within centres.</p> <p>For an individual breakdown please see the analysis section.</p> <p>13.9% of the Central Shopping Areas (CSA) ground floor retail units are currently (at October 2016) vacant. This equates to 9.4% of the CSA's ground floor retail floorspace (sqm).</p> |

### Analysis

#### District Centres

| <i>District Centre</i>     | <i>Total No of Units</i> | <i>No vacant retail units</i> | <i>Percentage vacant retail units</i> |
|----------------------------|--------------------------|-------------------------------|---------------------------------------|
| Albany Road/Wellfield Road | 197                      | 6                             | 3%                                    |
| City Road                  | 164                      | 14                            | 9%                                    |
| Clifton Street             | 98                       | 4                             | 4%                                    |
| Cowbridge Road East        | 195                      | 7                             | 4%                                    |
| Crwys Road/Woodville Road  | 132                      | 11                            | 8%                                    |
| Bute Street/James Street   | 61                       | 10                            | 16%                                   |
| Merthyr Road, Whitchurch   | 94                       | 4                             | 4%                                    |

|                         |     |                |           |
|-------------------------|-----|----------------|-----------|
| Penarth Road/Clare Road | 68  | 7              | 10%       |
| St Mellons              | 20  | 1              | 5%        |
| Thornhill               | 7   | 0              | 0%        |
| Whitchurch Road         | 119 | 8              | 7%        |
|                         |     | <b>Average</b> | <b>6%</b> |

All the District centres fall below the 10% vacancy trigger, with the exception of Bute Street/James Street which has a 16% vacancy rate. Continue to monitor this centre for improvements next year.

### Local Centres

| <b>Local Centre</b>          | <b>Total No of Units</b> | <b>No vacant retail units</b> | <b>Percentage vacant retail units</b> |
|------------------------------|--------------------------|-------------------------------|---------------------------------------|
| Birchgrove                   | 44                       | 2                             | 5%                                    |
| Bute Street (Loudoun Square) | 10                       | 0                             | 0%                                    |
| Cathedral Road               | 28                       | 0                             | 0%                                    |
| Countisbury Avenue           | 35                       | 1                             | 3%                                    |
| Caerau Lane                  | 9                        | 1                             | 11%                                   |
| Fairwater Green              | 16                       | 1                             | 6%                                    |
| Gabalfa Avenue               | 15                       | 1                             | 7%                                    |
| Grand Avenue                 | 15                       | 1                             | 7%                                    |
| High Street, Llandaff        | 33                       | 0                             | 0%                                    |
| Maelfa, Llanedeyrn*          | N/A*                     | N/A*                          | N/A*                                  |
| Newport Road, Rumney         | 46                       | 2                             | 4%                                    |
| Rhiwbina Village             | 46                       | 3                             | 7%                                    |
| Salisbury Road               | 44                       | 3                             | 7%                                    |
| Splott Road                  | 37                       | 7                             | 19%                                   |
| Station Road, Llanishen      | 29                       | 0                             | 0%                                    |
| Station Road, Llandaff North | 25                       | 1                             | 4%                                    |
| Station Road, Radyr          | 14                       | 0                             | 0%                                    |
| Tudor Street                 | 34                       | 5                             | 15%                                   |
| Willowbrook Drive            | 5                        | 2                             | 40%                                   |
| Wilson Road                  | 15                       | 1                             | 7%                                    |
|                              |                          | <b>Average</b>                | <b>7%</b>                             |

*\*Maelfa Local Centre is currently undergoing a mixed use redevelopment (Planning Application 11/1082/DCO)*

All the Local centres fall below the 9% vacancy trigger, with the exception of Caerau Lane, Tudor Street, Splott Road and Willowbrook Drive. It is noted that Caerau Lane only has 1 vacant unit which does not raise cause for concern. Tudor Street has a 15% vacancy rate, and will continue to be monitored for improvements next year.

Splott Road and Willowbrook Drive well exceed the 9% trigger. It is noted that Splott Road has experienced a high vacancy rate over the last few years.

Willowbrook Drive has also failed to attract new A1 occupiers during the plan period, whereby two large retail units have been vacant for over 10 years. These long term vacancies have attracted various forms of anti-social behaviour by way of theft, damage, graffiti, fly-tipping, and vandalism.

Monitoring over future years will evidence if these trends continue.

### **City Centre**

The Council's City Centre Land Use and Floorspace Survey (LUFS) is published each autumn.

The October 2016 survey identifies that 13.9% of the Central Shopping Areas (CSA) ground floor retail units are currently (at October 2016) vacant. It should be noted however that this equates to only 9.4% of the CSA's ground floor retail floorspace (sqm).

It is considered that the figure recorded in 2016 has been impacted upon, in part, by the level of vacant units within the Capitol Shopping Centre, which has risen from 21.4% (6 out of 28 units) in 2013 to 46.4% (13 out of 28 units) in 2016. This higher level of vacancy is considered to be a temporary issue while redevelopment proposals are considered for the centre.

As the survey is undertaken over a 5 day period, it does not recognise where a unit maybe temporarily vacant due to an imminent change in occupiers. 2016 marks the first year of the survey for the LDP and as it builds year-on-year, it will be possible to distinguish between short-term and long-term vacant units.

### **Recommendations**

No action is required at present. Vacancy rates are predominantly below the required threshold. Continue to monitor.

## **Reference OB1 EC13**

**Relevant LDP Policies:** KP10, R1, R2, R3, R4, R5, R6, R7 & R8

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target   | Trigger  | Performance   |
|--|--|--|---|
| <b>LOCAL</b><br>Number of Retail Developments permitted outside of the Central Shopping Area and District Centres not in accordance with Policy R6 and an assessment of need and strict application of the sequential test   | No retail developments permitted outside these areas (unless in accordance with Policy R6 and an assessment of need and strict application of the sequential test) | 1 or more retail developments are permitted outside of the Central Shopping Area and District Centres not in accordance with Policy R6 and an assessment of need and strict application of the sequential test | 27 applications approved for retail development outside the Central Shopping Area and District Centres. 7 applications were accompanied by an assessment of need and sequential test. The remaining 20 were not accompanied by an assessment as specific circumstance did not require them (as outlined below). |
| <b>Analysis</b>  |  |  |   |
| <p>During the monitoring period 27 applications were approved for developments within the A Use Class or as part of mixed use development including A Use Class outside the Central Shopping Area and District Centres. Of these 20 involved additional retail floorspace and had not submitted an assessment of need or demonstrated they satisfied the sequential test as specific circumstances did not require them. The reasons for this are outlined below:-</p> <p>In all cases the retail floorspace proposed was small scale (less than 200sq m) and well below the TAN4 threshold of 2,500sq m. In addition;</p> <ul style="list-style-type: none"> <li>• 1 application was edge of centre, the premises were already in A2 use and the change of use related to a hairdressing training academy</li> <li>• 4 applications were ancillary to the development of residential and/or student accommodation and the university</li> <li>• 4 applications involved new retail floorspace in undesignated but existing commercial areas and premises</li> <li>• 3 applications were for small scale retail A3 coffee shops</li> </ul> |  |  |   |

- 3 applications were A3 uses which were considered to provide complementary facilities in an employment area and considered compliant with Policy EC2
- 3 applications related to bulky goods and were considered policy compliant with Policy R6 and paragraph 5.287 of the supporting text
- 1 application involved internal reconfiguration of mezzanine floorspace to improve access and circulation and;
- 1 application was specialised in nature and related to a small scale farm shop located in a garden centre.

It is, therefore, considered that policy R6 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.

### **Recommendations**

No action is required at present. Continue to monitor.

## Reference OB1 EC14

**Relevant LDP Policies:** KP2, KP6, KP8, T1-T9

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target  | Trigger  | Performance  |
|---|---|--|--|
| <b>Local</b><br>Achievement of 50:50 modal split for all journeys by 2026 | Increase the sustainable travel proportion of the modal split by 1% per annum for each journey purpose:<br>1) Work = 45.2% (2014)<br>2) Education = 57.8% (2014)<br>3) Shopping (City Centre) = 67.1% (2014)<br>4) Shopping (Other) = 43.2% (2014)<br>5) Leisure = 58% (2014) | Failure to achieve an annual increase of 1% for each journey purpose for two or more consecutive years | 1) Work:<br>2014 = 45.2%<br>2015 = 45.0% (-0.2%)<br>2016 = 48.1% (+3.1%)<br><br>2) Education:<br>2014 = 57.8%<br>2015 = 50.4% (-7.4%)<br>2016 = 59.6% (+9.2%)<br><br>3) Shopping (City Centre):<br>2014 = 67.1%<br>2015 = 66.0% (-1.1%)<br>2016 = 67.9% (+1.9%)<br><br>4) Shopping (Other):<br>2014 = 43.2%<br>2015 = 41.3% (-1.9%)<br>2016 = 45.6% (+4.3%)<br><br>5) Leisure:<br>2014 = 58.0%<br>2015 = 54.8% (-3.2%)<br>2016 = 60.2% (+5.4%) |

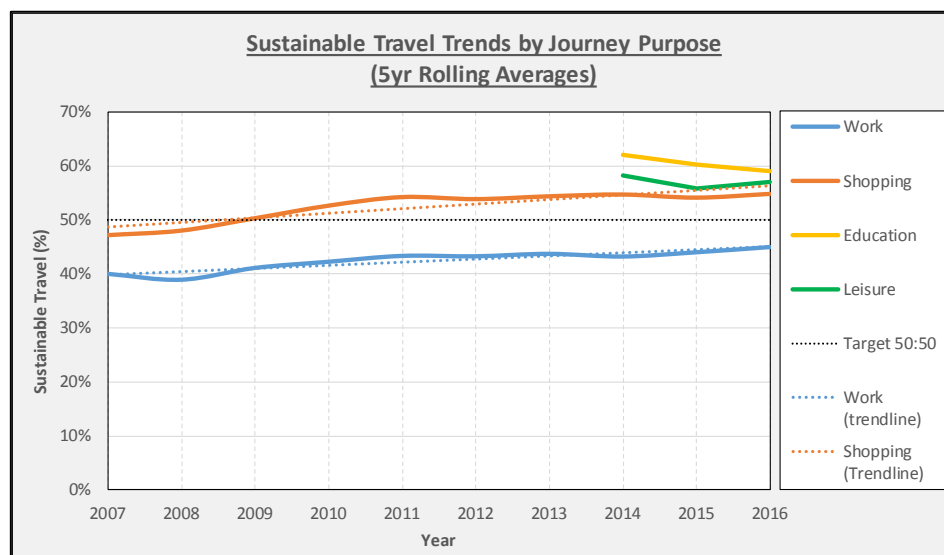
### Analysis

Although an annual increase of 1% was not achieved between the 2014 baseline and 2015, with a decrease in the proportion of sustainable travel for each journey purpose; there has since been a significant increase between 2015 and 2016. This increase is far higher than the required 1% annual mode-shift, and in each instance the value for 2016 is also significantly higher than that in 2014. The outturns for 2014 through to 2016 are summarised below –

|                        | 2014  | 2015  | 2016  | Change 2014-2015 | Change 2015-2016 | Change 2014-2016 |
|------------------------|-------|-------|-------|------------------|------------------|------------------|
| Work                   | 45.2% | 45.0% | 48.1% | -0.2%            | +3.1%            | +2.9%            |
| Education              | 57.8% | 50.4% | 59.6% | -7.4%            | +9.2%            | +1.8%            |
| Shopping (City Centre) | 67.1% | 66.0% | 67.9% | -1.1%            | +1.9%            | +0.8%            |

|                  |       |       |       |       |       |       |
|------------------|-------|-------|-------|-------|-------|-------|
| Shopping (Other) | 43.2% | 41.3% | 45.6% | -1.9% | +4.3% | +2.4% |
| Leisure          | 58.0% | 54.8% | 60.2% | -3.2% | +5.4% | +2.2% |

In order to provide further confidence that the overall trend is that travel by sustainable modes is increasing, the historic 5yr rolling average for each journey purposes has been plotted below –



Above it can be seen that there is clear evidence that travel to both Work and Shopping is increasingly being made by sustainable modes. Note that both Leisure and Education have been included in the above for completeness sake, but annual raw data for these only extend as far back as 2010, therefore 5yr rolling averages cannot be established prior to 2014, and as such there is insufficient data to determine the long-term trend for these.

Currently, the 50:50 is being achieved for Education trips, Shopping (City Centre) trips and Leisure trips. Meanwhile both Work and Shopping (Other) trips are on target to achieve the 50:50 by 2026 as required.

## Recommendations

Continue to work with developers to deliver the infrastructure necessary to meet the 50:50 across all journey purposes by 2026. Continue to monitor.



## Reference OB1 EC15

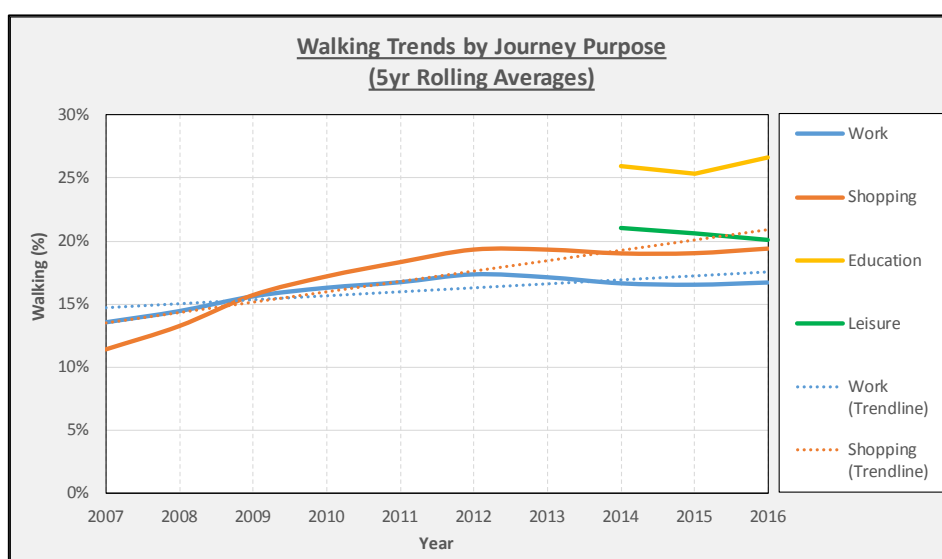
**Relevant LDP Policies:** KP2, KP6, KP8, T1-T9

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target  | Trigger  | Performance  |
|--|---|--|--|
| <b>Local</b><br>Percentage of people walking (all journeys)  | An annual increase of journeys made on foot for each journey purpose:<br>1) Work = 15.9% (2014)<br>2) Education = 24.1% (2014)<br>3) Shopping (City Centre) = 16.7% (2014)<br>4) Shopping (Other) = 22.3% (2014)<br>5) Leisure = 19% (2014) | Failure to achieve an annual increase for each journey purpose for two or more consecutive years | 1) Work:<br>2014 = 15.9%<br>2015 = 16.6% (↑)<br>2016 = 17.9% (↑)<br><br>2) Education:<br>2014 = 24.1%<br>2015 = 22.6% (↓)<br>2016 = 27.6% (↑)<br><br>3) Shopping (City Centre):<br>2014 = 16.7%<br>2015 = 16.5% (↓)<br>2016 = 18.4% (↑)<br><br>4) Shopping (Other):<br>2014 = 22.3%<br>2015 = 22.2% (↓)<br>2016 = 23.5% (↑)<br><br>5) Leisure:<br>2014 = 19.0%<br>2015 = 18.9% (↓)<br>2016 = 21.8% (↑) |
| <b>Analysis</b>  |   |  |  |
| <p>An increase has been achieved in walking to work, both between 2014 and 2015, and between 2015 and 2016. However, for the other journey purpose, there was a decrease in walking between the 2014 baseline and 2015. Nevertheless, not only in each instance is the 2016 value higher than that of 2015, it is also significantly higher than that of 2014, indicating a general increase in walking for all journey purposes. The outturns for 2014 through to 2016 are summarised below –</p> |   |  |  |

|                        | 2014  | 2015  | 2016  | Change<br>2014 to<br>2015 | Change<br>2015 to<br>2016 | Change<br>2014 to<br>2016 |
|------------------------|-------|-------|-------|---------------------------|---------------------------|---------------------------|
| Work                   | 15.9% | 16.6% | 17.9% | 0.7%                      | 1.3%                      | 2.0%                      |
| Education              | 24.1% | 22.6% | 27.6% | -1.5%                     | 5.0%                      | 3.5%                      |
| Shopping (City Centre) | 16.7% | 16.5% | 18.4% | -0.2%                     | 1.9%                      | 1.7%                      |
| Shopping (Other)       | 22.3% | 22.2% | 23.5% | -0.1%                     | 1.3%                      | 1.2%                      |
| Leisure                | 19.0% | 18.9% | 21.8% | -0.1%                     | 2.9%                      | 2.8%                      |

In order to provide further confidence that the overall trend is that travel by walking is increasing, the historic 5yr rolling average for each journey purposes has been plotted below –



From the above, it can be seen that the long-term trend is that the proportion of those walking to Work and Shopping is increasing. Note that both Leisure and Education have been included in the above for completeness sake, but annual raw data for these only extend as far back as 2010, therefore 5yr rolling averages cannot be established prior to 2014, and as such there is insufficient data to determine the long-term trend for these.

### Recommendations

No action is required at present. Continue to monitor.

## Reference OB1 EC16

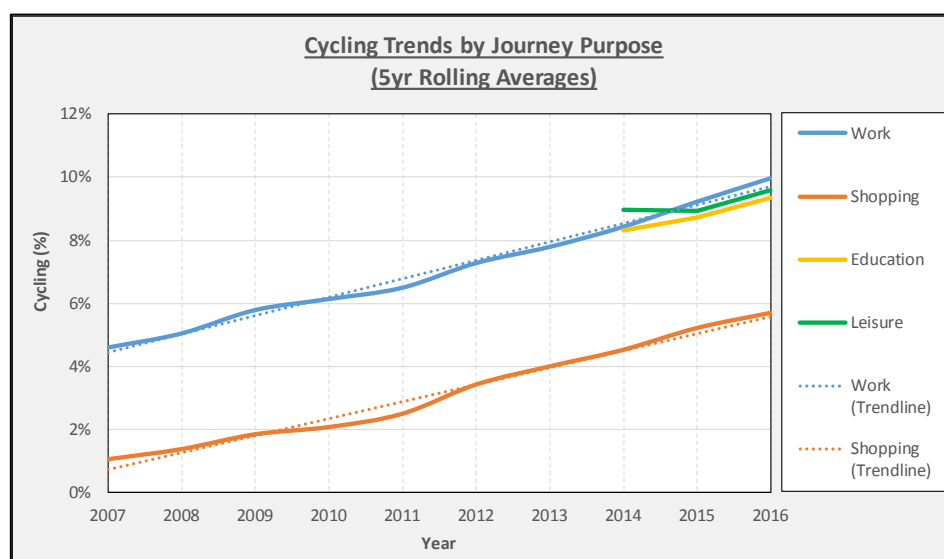
**Relevant LDP Policies:** KP2, KP6, KP8, T1-T9

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger  | Performance  |
|---|--|--|--|
| <b>Local</b><br>Percentage of people cycling(all journeys)  | An annual increase of journeys made by bike for each journey purpose:<br>1) Work = 10.6% (2014)<br>2) Education = 9.5% (2014)<br>3) Shopping (City Centre) = 5.9% (2014)<br>4) Shopping (Other) = 5.7% (2014)<br>5) Leisure = 10.1% (2014) | Failure to achieve an annual increase for each journey purpose for two or more consecutive years | 1) Work:<br>2014 = 10.6%<br>2015 = 10.0% (↓)<br>2016 = 11.3% (↑)<br><br>2) Education:<br>2014 = 9.5%<br>2015 = 8.9% (↓)<br>2016 = 9.6% (↑)<br><br>3) Shopping (City Centre):<br>2014 = 5.9%<br>2015 = 5.9% ( )<br>2016 = 6.6% (↑)<br><br>4) Shopping (Other):<br>2014 = 5.7%<br>2015 = 5.3% (↓)<br>2016 = 6.0% (↑)<br><br>5) Leisure:<br>2014 = 10.1%<br>2015 = 9.6% (↓)<br>2016 = 10.0% (↑) |
| <b>Analysis</b>   |  |  |  |
| For all journey purposes, the proportion cycling has either decreased or remained the same between the 2014 baseline and 2015. However, the proportion cycling has since increased between 2015 and 2016, and with the exception of leisure, the 2016 values are also higher than those of 2014, indicating a general increase in cycling. The outturns for 2014 through to 2016 are summarised below – |  |  |  |

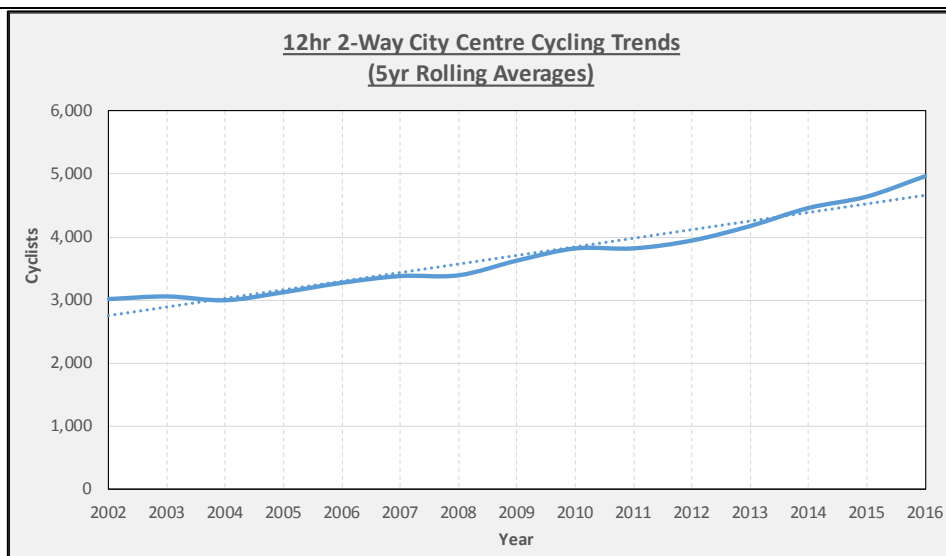
|                        | 2014  | 2015  | 2016  | Change<br>2014 to<br>2015 | Change<br>2015 to<br>2016 | Change<br>2014 to<br>2016 |
|------------------------|-------|-------|-------|---------------------------|---------------------------|---------------------------|
| Work                   | 10.6% | 10.0% | 11.3% | -0.6%                     | 1.3%                      | 0.7%                      |
| Education              | 9.5%  | 8.9%  | 9.6%  | -0.6%                     | 0.7%                      | 0.1%                      |
| Shopping (City Centre) | 5.9%  | 5.9%  | 6.6%  | 0.0%                      | 0.7%                      | 0.7%                      |
| Shopping (Other)       | 5.7%  | 5.3%  | 6.0%  | -0.4%                     | 0.7%                      | 0.3%                      |
| Leisure                | 10.1% | 9.6%  | 10.0% | -0.5%                     | 0.4%                      | -0.1%                     |

In order to provide further confidence that the overall trend is that travel by cycling is increasing, the historic 5yr rolling average for each journey purposes has been plotted below –



The above demonstrates significant gains in the proportions cycling for all journey purposes, albeit that historic data for Leisure and Education is limited such as to reliably establish the long-term trends for these. Of note, the proportion cycling has almost doubled between 2008 and 2016, while the proportion cycling for shopping related trips has tripled over the same period. The trend also demonstrates that Cardiff is on-target to achieve the required doubling in the number of cyclists required by the Cycling Strategy between 2015 and 2016.

In order to further demonstrate the increases in levels of cycle use, 5yr rolling average trends for the daily number of cyclists crossing the City Centre cordon (12hr 2-way, based on Council classified counts) are provided below. This shows that the numbers of cyclists within the City Centre has risen by around 65% between 2002 and 2016, which corresponds to an average relative increase of around 5% per annum.



### **Recommendations**

No action is required at present. Continue to monitor.

## Reference OB1 EC17

**Relevant LDP Policies:** KP2, KP6, KP8, T1-T9

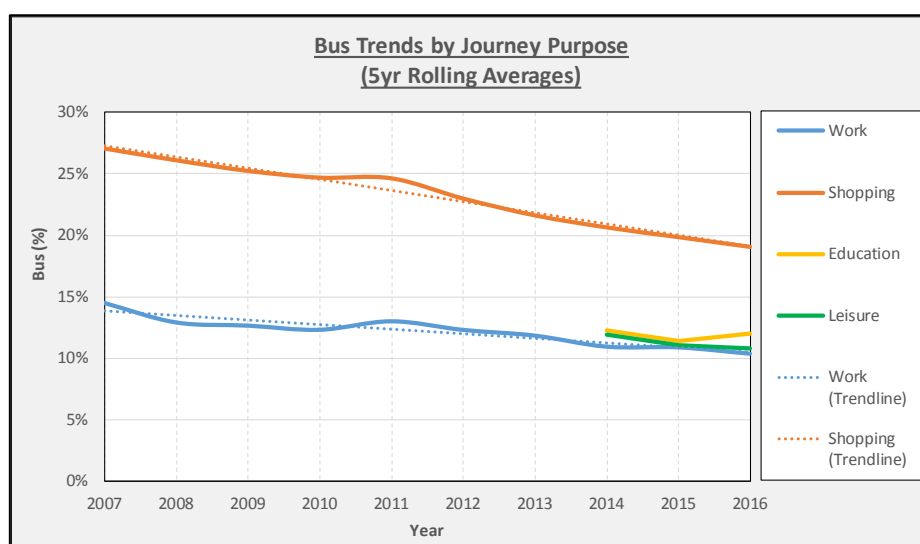
**Contextual Changes:** The previous Cardiff Bus Station closed in August 2015, and is to be replaced by the new Integrated Transport Hub. There were reductions in bus subsidy for 2014/2015, as discussed in the Report to Environmental Scrutiny on 08/05/14 – Agenda Item 4 “Bus Routes & Subsidies”, with further reductions in 2015/2016, leading to a reduction in service frequency on some services, and a reduction in service provision during evening and on Sundays. Meanwhile, new cross-city services have been introduced, with the X1 in May 2015, followed by the X11 in January 2016, and the X8 and X45 in March 2017. A list of infrastructure being provided and funding secured can be found in OB1 EC21-22 and SA4a.

| Indicator   | Target  | Trigger  | Performance   |
|---|---|--|---|
| <b>Local</b><br>Percentage of people travelling by bus (all journeys)   | An annual increase of journeys made by bus for each journey purpose:<br>1) Work = 11.1% (2014)<br>2) Education = 13% (2014)<br>3) Shopping (City Centre) = 29.4% (2014)<br>4) Shopping (Other) = 8.6% (2014)<br>5) Leisure = 11.2(2014) | Failure to achieve an annual increase for each journey purpose for two or more consecutive years | 1) Work:<br>2014 = 11.1%<br>2015 = 10.7% (↓)<br>2016 = 10.0% (↓)<br><br>2) Education:<br>2014 = 13.0%<br>2015 = 11.6% (↓)<br>2016 = 12.8% (↑)<br><br>3) Shopping (City Centre):<br>2014 = 29.4%<br>2015 = 29.4% ( )<br>2016 = 26.7% (↓)<br><br>4) Shopping (Other):<br>2014 = 8.6%<br>2015 = 8.4% (↓)<br>2016 = 8.9% (↑)<br><br>5) Leisure:<br>2014 = 11.2%<br>2015 = 10.8% (↓)<br>2016 = 10.5% (↓) |
| <b>Analysis</b>   |   |  |   |
| Importantly, bus use as a mode, makes up the biggest proportion (more than a quarter) of Shopping trips to the City Centre, second only to those travelling by car. Levels in bus use overall have decreased or remained the same between the 2014 baseline and 2015. While levels of bus use have since increased for Education and Shopping (Other) trips between 2015 and 2016, the other journey purposes |   |  |   |

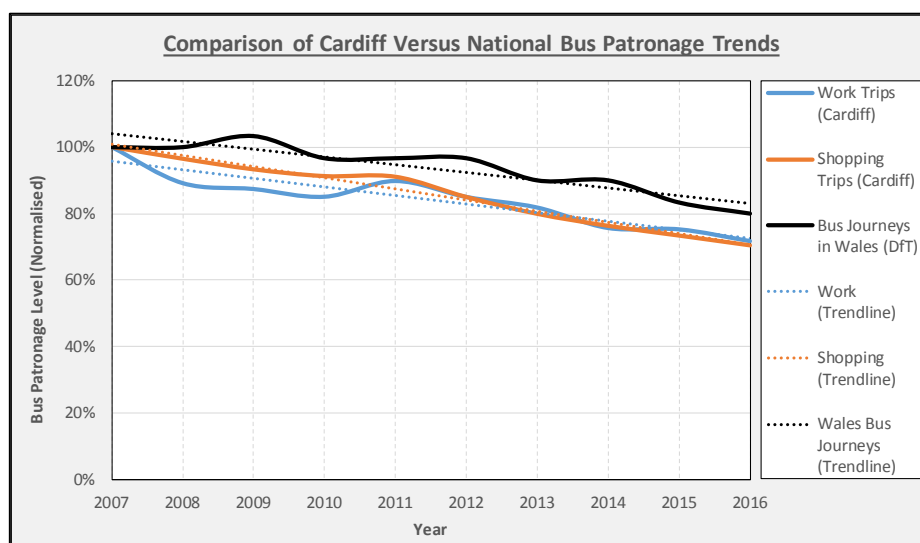
have decreased yet again over this period. The outturns for 2014 through to 2016 are summarised below –

|                        | 2014  | 2015  | 2016  | Change<br>2014 to<br>2015 | Change<br>2015 to<br>2016 | Change<br>2014 to<br>2016 |
|------------------------|-------|-------|-------|---------------------------|---------------------------|---------------------------|
| Work                   | 11.1% | 10.7% | 10.0% | -0.4%                     | -0.7%                     | -1.1%                     |
| Education              | 13.0% | 11.6% | 12.8% | -1.4%                     | 1.2%                      | -0.2%                     |
| Shopping (City Centre) | 29.4% | 29.4% | 26.7% | 0.0%                      | -2.7%                     | -2.7%                     |
| Shopping (Other)       | 8.6%  | 8.4%  | 8.9%  | -0.2%                     | 0.5%                      | 0.3%                      |
| Leisure                | 11.2% | 10.8% | 10.5% | -0.4%                     | -0.3%                     | -0.7%                     |

The above are symptomatic of a longer term trend in the decline in bus use, as demonstrated in the chart below –



However, the decline in bus use is not specific to Cardiff, and closely follows the national trends in the number of bus journeys in Wales, as presented below –



As further evidence, a comparative of bus-related satisfaction between 2009 and 2016, based on data from the Ask Cardiff Survey, is presented below. This demonstrates a significant general decline in bus satisfaction levels over this period. This having said, the overall satisfaction in public transport has increased from 58% in 2015 to 64% in 2016 –

|                                    | 2009 | 2016 | Change |
|------------------------------------|------|------|--------|
| Provision of Real-Time Information | 62%  | 50%  | -12%   |
| Bus Service Reliability            | 66%  | 55%  | -11%   |
| Condition of Bus Stops/Shelters    | 60%  | 56%  | -4%    |
| Bus Service Frequency              | 70%  | 57%  | -13%   |
| Provision of PT Information        | 67%  | 55%  | -12%   |
| Bus Service Overall                | 62%  | 57%  | -5%    |

Ultimately however, levels of bus use are influenced by a number of factors, such as congestion leading to reduced reliability, but are also subject to externalities such as increasing fares and comparative fuel prices.

### **Recommendations**

The Council is currently exploring methods to measure bus journey times and reliability, and to compare these between bus and car, and to establish a measure of congestion; using tools such as the DfT's TrafficMaster dataset and the VIX BusNet Operator Reports System. Furthermore, the Council canvases user opinion on bus provision through its annual Ask Cardiff Survey, and intends to undertake extensive data collection for the strategic corridors. Collectively this data which shall be available prior to next year's report, should help explain recent trends in bus use, and suggest suitable opportunities for improvement.

The Council will continue to work with developers, bus operators and partners in Welsh Government, to deliver the infrastructure and improvements necessary to encourage increases in bus use, as part of the target which has been set to double the number of trips made by public transport by 2026.



## Reference OB1 EC18

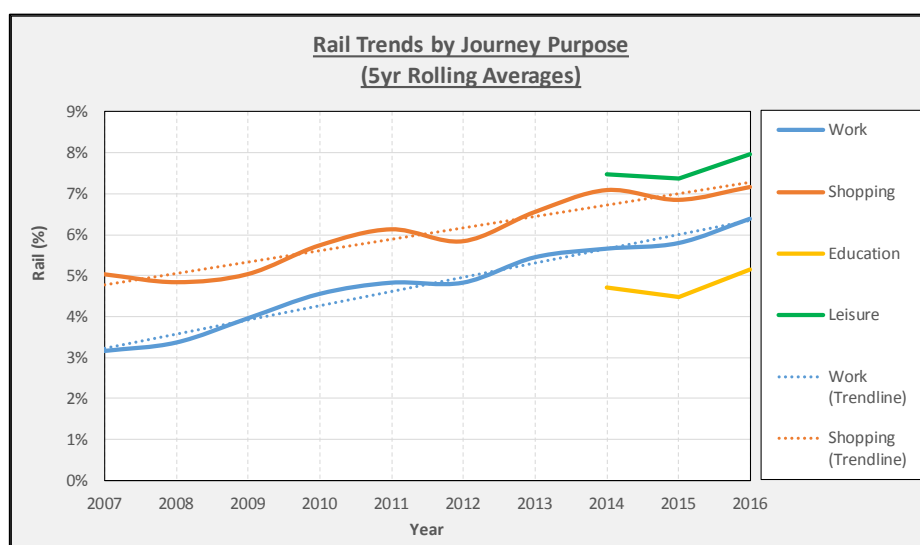
**Relevant LDP Policies:** KP2, KP6, KP8, T1-T9

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

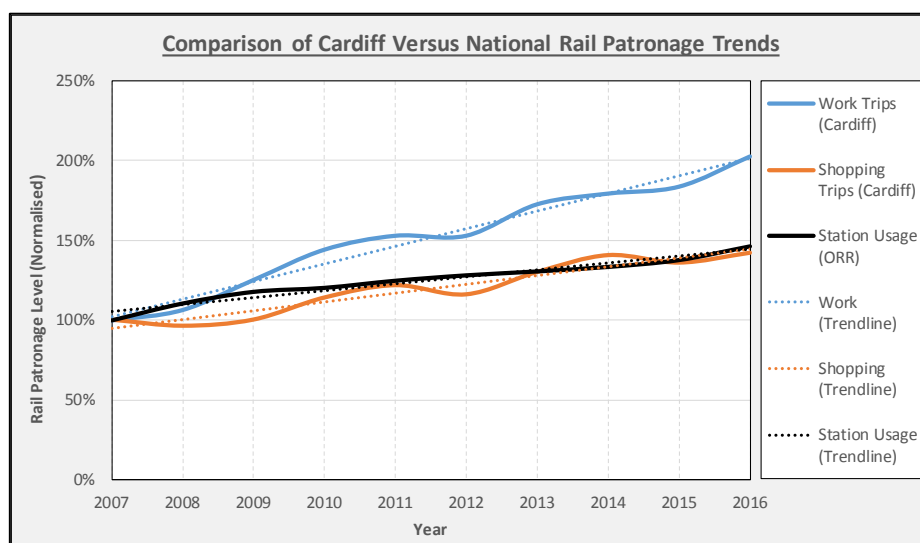
| Indicator  | Target   | Trigger  | Performance  |
|--|--|--|--|
| <b>Local</b><br>Percentage of people travelling by train (all journeys)  | An annual increase of journeys made by train for each journey purpose:<br>1) Work = 5.8% (2014)<br>2) Education = 5.2% (2014)<br>3) Shopping (City Centre) = 10.6% (2014)<br>4) Shopping (Other) = 3.8% (2014)<br>5) Leisure = 8.7% (2014) | Failure to achieve an annual increase for each journey purpose for two or more consecutive years | 1) Work:<br>2014 = 5.8%<br>2015 = 6.0% (↑)<br>2016 = 7.6% (↑)<br><br>2) Education:<br>2014 = 5.2%<br>2015 = 4.8% (↓)<br>2016 = 5.6% (↑)<br><br>3) Shopping (City Centre):<br>2014 = 10.6%<br>2015 = 10.1% (↓)<br>2016 = 11.3% (↑)<br><br>4) Shopping (Other):<br>2014 = 3.8%<br>2015 = 3.0% (↓)<br>2016 = 4.4% (↑)<br><br>5) Leisure:<br>2014 = 8.7%<br>2015 = 7.5% (↓)<br>2016 = 8.8% (↑) |
| <b>Analysis</b>  |  |  |  |
| While the proportion of journeys to work by rail increased between the 2014 baseline and 2015, the proportions for the other journey purposes decreased over the same period. However, the proportion between 2015 and 2016 increased, and in each case was higher than the value for 2014. The outturns for 2014 through to 2016 are summarised below – |  |  |  |

|                        | 2014  | 2015  | 2016  | Change<br>2014 to<br>2015 | Change<br>2015 to<br>2016 | Change<br>2014 to<br>2016 |
|------------------------|-------|-------|-------|---------------------------|---------------------------|---------------------------|
| Work                   | 5.8%  | 6.0%  | 7.6%  | 0.2%                      | 1.6%                      | 1.8%                      |
| Education              | 5.2%  | 4.8%  | 5.6%  | -0.4%                     | 0.8%                      | 0.4%                      |
| Shopping (City Centre) | 10.6% | 10.1% | 11.3% | -0.5%                     | 1.2%                      | 0.7%                      |
| Shopping (Other)       | 3.8%  | 3.0%  | 4.4%  | -0.8%                     | 1.4%                      | 0.6%                      |
| Leisure                | 8.7%  | 7.5%  | 8.8%  | -1.2%                     | 1.3%                      | 0.1%                      |

Exploring the above in further detail; taking the historic 5yr rolling average for each journey purposes, we have the following –



Comparing the data above with that for published rail station usage for Cardiff (ORR), as provided below; it can be seen that the trend in shopping trips by rail, closely mirrors that of station usage, with usage levels having increased by around 50% between 2007 and 2016 –



|  |
|--|
| <b>Recommendations</b>                                 |
| No action is required at present. Continue to monitor. |

## Reference OB1 EC19

**Relevant LDP Policies:** KP2, KP6, KP8, T1-T9

**Contextual Changes:** The Council is currently awaiting access to the tools necessary to determine bus journey times and reliability, namely the DfT's TrafficMaster dataset and the VIX BusNet Operator Reports System. Without use of these, it is not feasible at this stage to be able to determine bus journey times and reliability directly. Therefore, as an interim measure for this year's report, levels of bus user satisfaction of journey times and reliability as recorded in the Ask Cardiff Survey, will be used instead as a proxy, until such time that the required tools become available. Further contextual changes relating to bus use are defined in OB1 EC17, and a list of infrastructure being provided and funding secured can be found in OB1 EC21-22 and SA4a.

| Indicator   | Target  | Trigger   | Performance   |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
|---|---|---|---|--|------|------|--|----------------|-----|-----|--|------------------|-------|-------|--|-----------------|-------|-------|--|-----------------|-------|-------|--------|---------------------|-------|-------|------|
| <b>Local</b><br>Improvement in journey times by bus   | An annual 1 percent improvement in journey times for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from adoption of the Local Development Plan | Failure to achieve an annual improvement in bus journey times of 1% for two or more consecutive years | Public Satisfaction Regarding Bus Journey Times (Ask Cardiff Survey):<br><br>2015 = 59.8%<br>2016 = 62.6%<br>Change = +2.7% |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| <b>Analysis</b>   |   |   |   |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| Satisfaction regarding bus journey times, has been determined from summing all responses of 'Very Satisfied' and 'Fairly Satisfied' from the corresponding question of the Ask Cardiff Survey. A summary of the calculations is provided below –  |   |   |   |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| <table> <tr> <td></td><td>2015</td><td>2016</td><td></td></tr> <tr> <td>Very Satisfied</td><td>682</td><td>557</td><td></td></tr> <tr> <td>Fairly Satisfied</td><td>1,760</td><td>1,661</td><td></td></tr> <tr> <td>All Respondents</td><td>4,082</td><td>3,545</td><td></td></tr> <tr> <td>TOTAL Satisfied</td><td>2,442</td><td>2,218</td><td>Change</td></tr> <tr> <td>TOTAL Satisfied (%)</td><td>59.8%</td><td>62.6%</td><td>2.7%</td></tr> </table> |   |   |   |  | 2015 | 2016 |  | Very Satisfied | 682 | 557 |  | Fairly Satisfied | 1,760 | 1,661 |  | All Respondents | 4,082 | 3,545 |  | TOTAL Satisfied | 2,442 | 2,218 | Change | TOTAL Satisfied (%) | 59.8% | 62.6% | 2.7% |
|   | 2015  | 2016  |   |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| Very Satisfied  | 682   | 557   |   |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| Fairly Satisfied  | 1,760   | 1,661   |   |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| All Respondents   | 4,082   | 3,545   |   |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| TOTAL Satisfied   | 2,442   | 2,218   | Change  |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| TOTAL Satisfied (%)   | 59.8%   | 62.6%   | 2.7%  |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| <b>Recommendations</b>  |   |   |   |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| Make use of alternative tools to monitor, as these become available.  |   |   |   |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |

## Reference OB1 EC20

**Relevant LDP Policies:** KP2, KP6, KP8, T1-T9

**Contextual Changes:** The Council is currently awaiting access to the tools necessary to determine bus journey times and reliability, namely the DfT's TrafficMaster dataset and the VIX BusNet Operator Reports System. Without use of these, it is not feasible at this stage to be able to determine bus journey times and reliability directly. Therefore, as an interim measure for this year's report, levels of bus user satisfaction of journey times and reliability as recorded in the Ask Cardiff Survey, will be used instead as a proxy, until such time that the required tools become available. Further contextual changes relating to bus use are defined in OB1 EC17, and a list of infrastructure being provided and funding secured can be found in OB1 EC21-22 and SA4a.

| Indicator   | Target   | Trigger  | Performance  |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
|---|--|--|--|--|------|------|--|----------------|-----|-----|--|------------------|-------|-------|--|-----------------|-------|-------|--|-----------------|-------|-------|--------|---------------------|-------|-------|------|
| <b>Local</b><br>Improvement in bus journey time reliability   | An annual 1 percent improvement in journey time reliability for key corridors (North West Corridor, North East Corridor, Eastern Corridor and Southern Corridor) from adoption of the Local Development Plan | Failure to achieve an annual improvement in bus journey time reliability of 1% for two or more consecutive years | Public Satisfaction Regarding Bus Journey Time Reliability (Ask Cardiff Survey):<br><br>2015 = 50.4%<br>2016 = 55.2%<br>Change = +4.8% |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| <b>Analysis</b>   |  |  |  |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| Satisfaction regarding bus journey time reliability, has been determined from summing all responses of 'Very Satisfied' and 'Fairly Satisfied' from the corresponding question of the Ask Cardiff Survey. A summary of the calculations is provided below –   |  |  |  |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| <table> <tr> <td></td><td>2015</td><td>2016</td><td></td></tr> <tr> <td>Very Satisfied</td><td>448</td><td>412</td><td></td></tr> <tr> <td>Fairly Satisfied</td><td>1,602</td><td>1,544</td><td></td></tr> <tr> <td>All Respondents</td><td>4,067</td><td>3,545</td><td></td></tr> <tr> <td>TOTAL Satisfied</td><td>2,050</td><td>1,956</td><td>Change</td></tr> <tr> <td>TOTAL Satisfied (%)</td><td>50.4%</td><td>55.2%</td><td>4.8%</td></tr> </table> |  |  |  |  | 2015 | 2016 |  | Very Satisfied | 448 | 412 |  | Fairly Satisfied | 1,602 | 1,544 |  | All Respondents | 4,067 | 3,545 |  | TOTAL Satisfied | 2,050 | 1,956 | Change | TOTAL Satisfied (%) | 50.4% | 55.2% | 4.8% |
|   | 2015   | 2016   |  |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| Very Satisfied  | 448  | 412  |  |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| Fairly Satisfied  | 1,602  | 1,544  |  |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| All Respondents   | 4,067  | 3,545  |  |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| TOTAL Satisfied   | 2,050  | 1,956  | Change   |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| TOTAL Satisfied (%)   | 50.4%  | 55.2%  | 4.8%   |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| <b>Recommendations</b>  |  |  |  |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |
| Make use of alternative tools to monitor, as these become available.  |  |  |  |  |      |      |  |                |     |     |  |                  |       |       |  |                 |       |       |  |                 |       |       |        |                     |       |       |      |

## **Reference OB1 EC21**

**Relevant LDP Policies:** KP2, KP6, KP8, T4

**Contextual Changes:** Planning approval for the new Integrated Transport Hub was granted in March 2017.

| Indicator  | Target   | Trigger   | Performance  |
|--|--|---|--|
| <b>Local</b><br>Delivery of a regional transport hub | A regional transport hub will be delivered by 2018 | Failure to deliver a regional transport hub by 2018 | Whilst significant progress has been made in relation to the wider masterplanning and delivery of the wider area and securing planning approval for the Transport Hub, project delivery has slipped against the originally proposed timescales |

### **Analysis**

Key consideration and milestones in relation to delivery of the new Integrated Transport Hub, are as follows –

- The previous Cardiff Bus Station catered for 56 services and 765 bus movements per 12 hours (07:00-19:00), as yet it is unclear how many services will use the new facility.
- Demolition of this began on the 1<sup>st</sup> of August 2015, preceded by changes to the junction of Central Square, and followed by construction of the new 150,000 sq. ft. BBC Cymru Wales HQ (for 1,200 staff) which began on the 7<sup>th</sup> of December 2015 (Central Square Phase 2 - Plot 3).
- Works on the 135,000 sq. ft. office development at One Central Square were completed in March 2016 (Central Square Phase 1 - Plot 1).
- Demolition of Marland House began in May 2016 and completed in December 2016, while demolition of the former Wood Street NCP multi-storey car park began in January 2017 and completed in May 2017.
- The current arrangement is that services previously using the bus station, now operate from existing and additional on-street stops, with layover stands also provided on-street.

- The developer for the new hub is Rightacres Property Co. Ltd, which will form Phase 3 of the redevelopment of Central Square, on Plots 9-13.
- Planning approval was granted to the proposed design on the 1st of March 2017, based on a 14-stand facility with Drive-in-Reverse-out (DIRO) arrangement.
- Included within the design for Central Square are – offices, ancillary retail, residential apartments, student accommodation, seating, toilets and amenities, 225 private car parking spaces, and a 500-space public bike store facility.
- The proposals also include improvements to the following sections of the network – Central Square, Westgate Street, Wood Street, Havelock Street, Scott Road, Park Street and Bute Terrace.
- The hub is developer funded, with a bid for funding having been submitted to Welsh Government to cover fit-out, and a separate bid for funding is expected to be made as part of City Deal.
- Construction of the 100,000 sq. ft. office development at Two Central Square, is currently nearing completion (Central Square Phase 2 - Plot 2).
- Demolition is expected over the current months of – Saunders Road Car Park (Central Square Phase 3), Thompson House (Central Square Phase 4 - Plots 4, 5 & 8), and finally by St David's House (Central Square Phase 5 – Plots 6 & 7).

### **Recommendations**

No action is required at present. Continue to monitor.

## Reference OB1 EC22

**Relevant LDP Policies:** KP2, KP6, KP8, T1-T9

**Contextual Changes:** No significant contextual changes but observation of the challenges currently faced with regard to funding constraints and securing the active engagement from relevant agents/consultants to deliver appropriate sustainable transportation infrastructure.

| Indicator   | Target   | Trigger   | Performance  |  |
|---|--|---|--|--|
| <b>Local</b><br>Delivery of new sustainable transportation infrastructure including: Rapid Bus Corridors, Cycle Network, Transport Hubs and LTP schemes to mitigate development impacts and support modal shift | To prepare & implement a range of sustainable transport schemes including schemes identified in the Cardiff LTP which support modal shift and the delivery of the Masterplanning principles set out in the LDP | Failure to deliver projects identified in LTP timeframes and/or failure to deliver sustainable key principles as referenced in OB4 SN12 | Not all LTP and LDP identified schemes have been able to be delivered within the timeframes originally set out.<br><br>However, 3 schemes are complete, and a further 15 are currently on-going. |  |
| <b>Analysis</b>   |  |   |  |  |
| Progress against LTP and LDP identified sustainable transport infrastructure schemes for the period 2015-2017, are summarised below –   |  |   |  |  |
| <b>Timeframe</b>  | <b>Type</b>  | <b>Scheme</b>   | <b>Completed?</b>  | <b>Commentary</b>  |
| 2015-   | Rail Improvements  | Electrification of South Wales Mainline   | On-going   | Works on going as far as Cardiff   |
| 2015-   | Rail Improvements  | Electrification of Valleys Lines  | On-going   | Expected to form part of City Deal and the new Wales & Borders rail franchise          |
| 2015-   | Rail Improvements  | Other CCC-Led Station Improvements as specified in the LDP Infrastructure Plan  | On-going   | Rail infrastructure improvements under WG  |
| 2015-   | Transport Hubs   | Park & Ride North of M4 J33   | No   | 1,000-space P&R to be delivered as part of Strategic Site (subject to signing of S106) |
| 2015/2016   | Cycle Networks / Active Travel   | North Cardiff Community Route (NCCR) - Phase 4  | No   | Route is identified as a secondary Integrated Network Map route                        |



|           |                                |  |          |  |
|-----------|--------------------------------|--|----------|--|
| 2015/2016 | Cycle Networks / Active Travel | Strategic Cycle Network Route 1 - Heath Halt Road                      | No       | To be provided as part of the North-South Superhighway   |
| 2015/2016 | Cycle Networks / Active Travel | Strategic Cycle Network Route 1 - King George V Drive East             | No       | To be provided as part of the North-South Superhighway   |
| 2015/2016 | Cycle Networks / Active Travel | Strategic Cycle Network Route 5 (Penarth Road Corridor) - Phase 2      | Yes      | Scheme completed in 2015   |
| 2015/2016 | Cycle Networks / Active Travel | Strategic Cycle Network Route 50 (Wood St-Leckwith Rd)                 | Yes      | Scheme completed in 2015   |
| 2015/2016 | Cycle Networks / Active Travel | Strategic Cycle Network Route 6 - Cowbridge Rd East/West               | On-going | Cowbridge Road East Toucan completed in 2016; Ely River Bridge completed in 2017; WCAT design being progressed 2017/2018   |
| 2015/2016 | Cycle Networks / Active Travel | WNP Llanrumney, St Mellons and Ely & Caerau - Phase 1                  | On-going | Phase 1 completed in 2015/2016; Phase 2 completed in 2016/2017; Phase 3 to be completed in 2017/2018   |
| 2015/2016 | Rail Improvements              | Access Improvements to Danescourt, Waun-Gron Park & Fairwater Stations | No       | On hold - awaiting funding   |
| 2015/2016 | Rapid Bus Corridors            | A469 Phase 1: St Georges Road to Birchgrove Road                       | On-going | Consultation complete, awaiting funding; Some improvements made south of Birchgrove Road junction  |
| 2015/2016 | Rapid Bus Corridors            | A470 Phase 1: Coryton to Gabalfa                                       | On-going | Birchgrove Road to Caegwyn Road complete; Remaining 2 sections are on-hold, awaiting funding   |
| 2015-2017 | Multi-Modal                    | Newport Road / West Grove Junction Improvements                        | On-going | Phase 1: East Grove/Howard Place = complete 05/05/16; Phase 2a: West Grove/The Parade = complete 25/08/16; Phase 2b: Newport Road/West Grove = complete 14/03/17; Phase 3: Newport Road/Fitzalan Road = to be undertaken Q3-Q4 2017/2018 |
| 2016-     | Rail Improvements              | WG Metro Station Improvements: Llandaf Station                         | On-going | Works on-going since 05/12/16  |
| 2016-     | Rail Improvements              | WG Metro Station Improvements: Radyr Station                           | On-going | Works on-going since 05/12/16  |

|           |                                |   |          |   |
|-----------|--------------------------------|---|----------|---|
| 2016-     | Rapid Bus Corridors            | A469 Phase 3: North of Maes-y-Coed Road                         | On-going | Consultation complete, awaiting funding   |
| 2016-     | Rapid Bus Corridors            | A470 Phase 2: Gabalfa to City Centre                            | No       | On hold - awaiting funding  |
| 2016-     | Rapid Bus Corridors            | City Centre Improvements: Bus Lanes, Bus Gates & Bus Priority   | On-going | Concept design completed for Bute Terrace and Station Terrace/Stuttgarter Strasse; Detailed design proceeding   |
| 2016-     | Rapid Bus Corridors            | Part-time Bus Lanes on Strategic Routes                         | No       | Has not yet been required but may be needed where there is conflict with parking requirements   |
| 2016/2017 | Cycle Networks / Active Travel | Strategic Cycle Network Route 3 (Newport-Cardiff) - Phase 1     | No       | Segregated cycle route on Newport Rd to be provided as part of East-West Superhighway; Greenway Rd identified as secondary Integrated Network Map route |
| 2016/2017 | Cycle Networks / Active Travel | Strategic Cycle Network Route 34 - Bute Dock Footway Shared Use | No       | Route is identified as a secondary Integrated Network Map route scheme 119  |
| 2016/2017 | Cycle Networks / Active Travel | Strategic Cycle Network Route 34 - Bute East Dock-Hemingway Rd  | No       | Route is identified as a secondary Integrated Network Map route scheme 120  |
| 2016/2017 | Cycle Networks / Active Travel | Strategic Cycle Network Route 34 - Connection to Route 3        | No       | Route is identified as a secondary Integrated Network Map route   |
| 2016/2017 | Cycle Networks / Active Travel | Strategic Cycle Network Route 34 - Sanquahar/Windsor Rd         | On-going | New crossing has been implemented; route is identified as a secondary Integrated Network Map route  |
| 2016/2017 | Cycle Networks / Active Travel | Strategic Cycle Network Route 34 - Tyndall St/Schooner Way)     | No       | Route is identified as a secondary Integrated Network Map route scheme 138a   |
| 2016/2017 | Cycle Networks / Active Travel | Strategic Cycle Network Route 50 (Leckwith) - Phase 2           | No       | Route is identified as a secondary Integrated Network Map route   |
| 2016/2017 | Cycle Networks / Active Travel | Strategic Cycle Network Route 6 - Ely Bridge Roundabout         | On-going | Cowbridge Road East Toucan completed in 2016; Ely River Bridge completed in 2017; WCAT design being progressed 2017/2018                                |
| 2016/2017 | Cycle Networks / Active Travel | WNP Splott, Grangetown and Llandaff North - Phase 1             | On-going | WNP superseded by Integrated Network Map; SRiC has been implemented in area.  |

|   |                     |   |     |                            |
|---|---------------------|---|-----|----------------------------|
| 2016/2017   | Rail Improvements   | Access Improvements to Radyr, Ty-Glas & Birchgrove Stations | No  | On hold - awaiting funding |
| 2016-2017   | Rapid Bus Corridors | A469 Phase 2: Birchgrove Road to Maes-y-Coed Road           | Yes | Delivered in 2016/2017     |
| <b>Recommendations</b>  |                     |   |     |                            |
| Many of the above undelivered cycle network schemes are being progressed through the Integrated Network Mapping as part of the Cycling Strategy. Continue to monitor. |                     |   |     |                            |

## **Reference OB1 EC23**

**Relevant LDP Policies:** R3

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target | Trigger   | Performance  |
|---|--------|---|--|
| <b>LOCAL</b><br>Central Shopping Area Protected Frontages SPG   |        | Failure to adopt SPG within 12 months of adoption of the Plan | The Central Shopping Area Protected Frontages SPG is due to be issued for public consultation in March 2018. |
| <b>Analysis</b>   |        |   |  |
| Preparatory work has commenced on preparation of the SPG and it is due to be issued for public consultation in March 2018. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |        |   |  |
| <b>Recommendations</b>  |        |   |  |
| No action is required at present. Continue to monitor.  |        |   |  |

## **Reference OB1 EC24**

**Relevant LDP Policies:** KP5

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target | Trigger  | Performance  |
|---|--------|--|--|
| <b>LOCAL</b><br>Shop Fronts<br>and Signs<br>Guidance SPG  |        | Failure to adopt<br>SPG within 18<br>months of adoption<br>of the Plan | The Shop Fronts<br>and Signs<br>Guidance SPG is<br>due to be issued<br>for public<br>consultation in<br>November 2017. |
| <b>Analysis</b>   |        |  |  |
| Preparatory work on the SPG is at an advanced stage and it is due to be issued for public consultation in November 2017. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |        |  |  |
| <b>Recommendations</b>  |        |  |  |
| No action is required at present. Continue to monitor.  |        |  |  |

## **Reference OB1 EC25**

**Relevant LDP Policies:** EC1, EC3

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target | Trigger   | Performance  |
|---|--------|---|--|
| <b>LOCAL</b><br>Protection of Employment Land and Premises for Business and Industry and Warehousing SPG  |        | Failure to adopt SPG within 18 months of adoption of the Plan | The Protection of Employment Land and Premises for Business and Industry and Warehousing SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017 |
| <b>Analysis</b>   |        |   |  |
| The SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |        |   |  |
| <b>Recommendations</b>  |        |   |  |
| No action is required at present. Continue to monitor.  |        |   |  |

## Objective 2 – To respond to evidenced social needs

### Reference OB2 SO1

**Relevant LDP Policies:** KP1

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target  | Trigger   | Performance   |
|--|---|---|---|
| <b>CORE</b><br>The housing land supply taken from the current Housing Land Availability Study (TAN1)   | A minimum 5 year supply of land for residential development is maintained throughout the Plan period. | Less than a 5 year supply of residential land is recorded for any year. | The housing land supply taken from the current Joint Housing Land Availability Study (1 <sup>st</sup> April 2017) is 3.6 years. |
| <b>Analysis</b>  |   |   |   |
| <p><u>TAN1/Residual Methodology</u></p> <p>It is important to stress that the Council believes that in reality more land is potentially available for development than the figure derived through the rigid residual methodology prescribed in TAN1 which is solely based on the LDP housing figure as opposed to taking account of past build rates. In this respect, it should be noted that the current land bank (sites over 10 units) is 24,995 dwellings which compares to 9,998 dwellings which meet the requirements of the JHLAS reporting process. Much land, while physically available in Cardiff is not eligible for inclusion in the 5-year calculation. This includes sites subject to the signing of a s106 agreement<sup>1</sup> (328 units) or sites with consent categorised as constrained in the C3/C4 categories (14,629 units). These categories are not eligible to be counted in the JHLAS, but could add considerably (around 4.8 years' worth of land) to the official 3.6 year supply.</p> <p>While no longer permitted, TAN1 previously allowed comparison of the current land supply with past building rates. The past build rate methodology was introduced in 1992 by PPG3 (Wales) to address instances where the residual calculation does not accurately reflect supply. Comparison with both the previous 10-year past building rate and 5-year building rate provide land supply figures for Cardiff of 9.6 years and 14.8 years, respectively. Whilst it is accepted that these build periods may reflect the effects of recession it nevertheless offers a useful perspective.</p> <p><u>Students</u></p> |   |   |   |

<sup>1</sup> Where a Section 106 agreement remains unsigned for more than one year after the date of the resolution to grant planning permission

Historically, private student accommodation was eligible for inclusion in Cardiff's 5-year land supply. This was established practice since students living in private student accommodation are included in the dwelling requirement which underlies the development plan. This form of accommodation also reduces pressure on the traditional private rented sector thereby contributing to overall stock. Revised TAN1 guidance (January 2015) introduced a condition that only dwellings within the C3 Use Class Order definition can be counted towards the supply. This restricts student accommodation from the JHLAS which is considered *Sui Generis* rather than C3. This sector has provided an important source of accommodation in Cardiff over the past 15 years and has more recently experienced a boom. To provide an indication of scale, approximately 480 student units were eligible to be included in Cardiff's 5-year supply in the 2014 JHLAS. Between 1<sup>st</sup> April 2014 and 1<sup>st</sup> April 2016 a further 1,699 additional units (2,975 bed spaces) were approved. Typically, these schemes have been built readily without experiencing the delays affecting traditional residential schemes. Current evidence shows the further strength of the student accommodation market in Cardiff.

Revised TAN1 came into effect after Cardiff's LDP had been submitted for Examination and this change of Policy had not been anticipated since it did not form part of the consultation proposals. As such, household projections within the adopted LDP, and the subsequent dwelling requirement (41,415) take into account the requirements of students living in private accommodation but new student accommodation cannot technically contribute to the supply. This issue was acknowledged by Inspectors during the LDP Examination, reported in paragraphs 4.18 & 4.19 of the Inspectors' Report. Future work will be required to address this matter of reconciling student demand and supply ahead of the Plan review process.

#### Short-term Delays on Strategic Sites

For the current JHLAS period (2018-2022) completion forecasts amounted to a combined contribution of 8,030 units on strategic sites. A further 2,302 units were anticipated to be completed prior to the Study, between 2015 and 2017. During this year's JHLAS process the Council has received revised forecasts for each strategic site representing a total contribution of 5,498 contribution over the period 2018-2022, resulting in a loss 2,532 units from the anticipated 5-year supply equivalent to approximately 0.8 years supply. Similarly, only 113 completions have taken place to date on strategic sites, a shortfall of 2,189 from anticipated completions over the period, representing 0.7 years. Under the residual method, any shortfall in anticipated completions is factored in to the calculation (residual requirement) thereby making it more difficult to achieve a 5-year supply.

Reasons for delays vary from site to site, but in general start dates have slipped post adoption. The Council considers that these delays are therefore at least partly responsible for the lack of a 5-year housing land supply in Cardiff, and that in reality Cardiff is not faced with a supply issue, but a delivery challenge where the development sector is not delivering the rates previously anticipated.

#### Population Growth

Welsh Government's most recent population estimates for local authorities in Wales indicate Cardiff has a current population of 361,468 (2016 MYE). This suggests that to date, population growth has been slower than previously projected



by Welsh Government, whose 2011-based projections estimated a population of 366,761 in 2016 (approx. 5,300 difference). Though the adopted LDP dwelling requirement remains below that indicated by Welsh Government's 2011 projections, the population growth underpinning the LDP has not yet materialised either (approx. 4,200 difference when compared with the 2016 MYE).

In September 2016, Welsh Government released its most up to date (2014-based) official population projections for local authorities in Wales. Over the 25 year period, 2014 to 2039, the population of Cardiff is projected to increase by 90,400 (25.5%) – more than any other local authority in Wales. However, the latest figures suggest that Cardiff's growth is lower than in the previous, 2011-based projections. Between 2014 and 2036, Cardiff's projected growth has decreased from 27.2% (2011-based projections) to 22.3% (2014-based projections). Projected population growth has also been revised downwards by 2026, the end of the LDP period, from 412,801 to 395,679.

PPW specifies that latest Household Projections should form the starting point for assessing housing requirements. In this respect, it should be noted that population projections become increasingly uncertain the further into the future they run and thus as the Plan period progresses, it will be increasingly important to monitor new demographic evidence as set out in forthcoming official population and household projections.

#### National Perspective

It should be noted that the lack of a 5-year supply in Cardiff is no exception when considered within the context of Wales as a whole; many LPAs have experienced similar land supply situations, post LDP adoption. In 2013, 2014 and 2015 respectively, 18 (72%) Welsh LPAs had less than 5-years' housing land supply. The situation has not improved over time, with 19 LPAs recording a sub 5-year land supply in 2016. Average land supply across Wales also fell during this period, from 4.3 years in 2013 to 2.5 years by 2016. The widespread difficulty in demonstrating a 5-year housing land supply across Welsh LPAs is recognised by Welsh Government who have conducted research into the issues surrounding delivery. While viability appears to be a key underlying factor throughout much of Wales, other primary factors are evident in Cardiff, as described above.

#### **Conclusion**

This Council has identified several underlying reasons which it believes may be significant in considering the latest housing land availability figure set out in the 2017 JHLAS. The Council consider these technical factors distort the reality of a much healthier supply of housing land which exists in practice with a key challenge being the ability of the housing sector to effectively deliver build rates promoted during the LDP examination process. These factors should be taken into account where attributing weight to the 5-year supply figure for the purpose of determining planning applications.

It is considered that the Council is being proactive in following the enabling approach set out by Welsh Government, and positive dialogue is taking place with the development sector to achieve mutual objectives of delivering a plan-led

approach. Continuous review of new evidence through the AMR process will help to ensure the land supply situation remains closely monitored.

### **Recommendations**

Whilst there is clearly a 'delivery lag' following LDP adoption, the Council is liaising with landowners and developers with the aim of stimulating an enhanced trajectory of provision on Strategic Sites. It is hoped that this proactive and enabling approach will, over time, secure enhanced delivery rates in future years and the matter will remain an on-going priority. Future AMR's will provide regular annual updates.

## Reference OB2 S02

**Relevant LDP Policies:** KP1

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger   | Performance   |
|---|--|---|---|
| <b>CORE</b><br>The number of net general market dwellings built   | Provide 22,555 net general market dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below:<br>2016: 2,495<br>2018: 4,096<br>2020: 4,153<br>2022: 4,042<br>2024: 4,010<br>2026: 3,759 | Failure to deliver the required number of dwellings for each 2 year period. | The total number of general market dwellings built during 2014/15 was 377.<br><br>The total number of general market dwellings built during 2015/16 was 489.<br><br>The combined total of general market dwellings built by 1 <sup>st</sup> April 2016 was 866. |
| <b>Analysis</b>   |  |   |   |
| <p>This is the first year the LDP has been operative and this is the first AMR to be prepared. Therefore, this year's AMR provides a short term position statement and baseline data for future comparative analysis in successive AMRs. Future monitoring over a longer period will enable trends to be identified and firmer conclusions drawn.</p> <p>The original housing completion rates set out in the LDP evidence base as 'Statements of Common Grounds' for each of the strategic site allocations were submitted by developers, landowners and agreed with the Council during December 2014. The original phasing of the strategic sites as agreed within these Statements of Common Grounds are reflected in this Annual Monitoring Framework. The anticipated completion rates were examined by Inspectors in January 2015 and no changes were made during the examination process or in the Inspector's Report.</p> <p>It is considered that as the Cardiff LDP was adopted in January 2016, the significant complexity of the development of the strategic sites has resulted in slower start up times when compared to the original agreed phasing plans. Reasons for this vary from site to site, but it has become evident that there is a lag between LDP adoption and new houses being completed - in part reflective of land ownership/legal technicalities between Developers and landowners and also the complexity of</p> |  |   |   |

securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.

Whilst it is difficult to determine definitive trends in policy performance in the first year of reporting, progress has been made on most of the strategic sites in terms of planning applications being granted or construction having started.

### **Recommendations**

Whilst there is clearly a 'delivery lag' following LDP adoption, the Council is liaising with landowners and developers with the aim of stimulating an enhanced trajectory of provision on Strategic Sites. It is hoped that this proactive and enabling approach will, over time, secure enhanced delivery rates in future years and the matter will remain an on-going priority. Future AMR's will provide regular annual updates.

## Reference OB2 S03

**Relevant LDP Policies:** KP1, KP2, KP4, KP13, H3

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger   | Performance  |
|---|--|---|--|
| <b>CORE</b><br>The number of net additional affordable dwellings built (TAN2) | Provide 6,646 net affordable units over the remaining Plan period (representing an average of 22.8% of total housing provision).<br><br>Expected delivery rate to meet the target set out below:<br>2016: 735<br>2018: 1,207<br>2020: 1,224<br>2022: 1,191<br>2024: 1,181<br>2026: 1,108 | Failure to deliver the required number of dwellings for each 2 year period. | The total number of affordable dwellings provided during 2014/15 was 105.<br><br>The total number of affordable dwellings provided during 2015/16 was 244.<br><br>The combined total of affordable dwellings provided by 1 <sup>st</sup> April 2016 was 349. |

### Analysis

This is the first year the LDP has been operative and this is the first AMR to be prepared. Therefore, this year's AMR provides a short term position statement and baseline data for future comparative analysis in successive AMRs. Future monitoring over a longer period will enable trends to be identified and firmer conclusions drawn.

The original housing completion rates set out in the LDP evidence base as 'Statements of Common Grounds' for each of the strategic site allocations were submitted by developers, landowners and agreed with the Council during December 2014. The original phasing of the strategic sites as agreed within these Statements of Common Grounds are reflected in this Annual Monitoring Framework. The anticipated completion rates were examined by Inspectors in January 2015 and no changes were made during the examination process or in the Inspector's Report.

It is considered that as the Cardiff LDP was adopted in January 2016, the significant complexity of the development of the strategic sites has resulted in slower start up times when compared to the original agreed phasing plans. Reasons for this vary

from site to site, but it has become evident that there is a lag between LDP adoption and new houses being completed - in part reflective of land ownership/legal technicalities between Developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.

Whilst it is difficult to determine definitive trends in policy performance in the first year of reporting, progress has been made on most of the strategic sites in terms of planning applications being granted or construction having started.

In addition to the affordable completions expected from strategic sites, a partnership between the City of Cardiff Council and Wates Residential: Cardiff Living will eventually deliver 1,500 high quality and sustainable new affordable homes across a number of locations throughout Cardiff.

### **Recommendations**

Whilst there is clearly a 'delivery lag' following LDP adoption, the Council is liaising with landowners and developers with the aim of stimulating an enhanced trajectory of provision on Strategic Sites. It is hoped that this proactive and enabling approach will, over time, secure enhanced delivery rates in future years and the matter will remain an on-going priority. Future AMR's will provide regular annual updates.

## **Reference OB2 S04**

**Relevant LDP Policies:** KP1

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target  | Trigger   | Performance   |
|--|---|---|---|
| <b>CORE</b><br>Annual dwelling completions (all dwellings) | Provide 29,201 dwellings over the remaining Plan period in accordance with the cumulative 2 year targets set out below:<br>2016: 3,230<br>2018: 5,303<br>2020: 5,377<br>2022: 5,233<br>2024: 5,191<br>2026: 4,866 | Failure to deliver the required number of dwellings for each 2 year period. | The total number of all dwellings provided during 2014/15 was 482.<br><br>The total number of all dwellings provided during 2015/16 was 733.<br><br>The combined total by 1 <sup>st</sup> April 2016 was 1,215. |

### **Analysis**

This is the first year the LDP has been operative and this is the first AMR to be prepared. Therefore, this year's AMR provides a short term position statement and baseline data for future comparative analysis in successive AMRs. Future monitoring over a longer period will enable trends to be identified and firmer conclusions drawn.

The original housing completion rates set out in the LDP evidence base as 'Statements of Common Grounds' for each of the strategic site allocations were submitted by developers, landowners and agreed with the Council during December 2014. The original phasing of the strategic sites as agreed within these Statements of Common Grounds are reflected in this Annual Monitoring Framework. The anticipated completion rates were examined by Inspectors in January 2015 and no changes were made during the examination process or in the Inspector's Report.

It is considered that as the Cardiff LDP was adopted in January 2016, the significant complexity of the development of the strategic sites has resulted in slower start up times when compared to the original agreed phasing plans. Reasons for this vary from site to site, but it has become evident that there is a lag between LDP adoption and new houses being completed - in part reflective of land ownership/legal technicalities between Developers and landowners and also the complexity of

securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.

Whilst it is difficult to determine definitive trends in policy performance in the first year of reporting, progress has been made on most of the strategic sites in terms of planning applications being granted or construction having started.

### **Recommendations**

Whilst there is clearly a 'delivery lag' following LDP adoption, the Council is liaising with landowners and developers with the aim of stimulating an enhanced trajectory of provision on Strategic Sites. It is hoped that this proactive and enabling approach will, over time, secure enhanced delivery rates in future years and the matter will remain an on-going priority. Future AMR's will provide regular annual updates.



## **Reference OB2 S05**

**Relevant LDP Policies:** KP1

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>  | <b>Target</b>   | <b>Trigger</b>   | <b>Performance</b>   |
|---|---|--|--|
| <b>LOCAL</b><br>Number of windfall units completed per annum on all sites   | Annual target of overall anticipated windfall contributions for the remainder of the Plan period - 488 dwellings per annum. | Delivery varies by more than 10% above or below 488 dwellings per annum for any consecutive 2 year period. | The total number of windfall contributions during 2016/17 was 449 dwellings. |
| <b>Analysis</b>   |   |  |  |
| During the monitoring period for 1 <sup>st</sup> April 2016 to 31 <sup>st</sup> March 2017, there were 449 dwellings completed which were considered 'windfall' sites as they were over 10 dwellings, were not the result of a change of use and did not form part of an LDP allocated site. The 449 completed windfall unit's fall within the 10% buffer set out in the trigger. |   |  |  |
| <b>Recommendations</b>  |   |  |  |
| No action is required at present. Continue to monitor.  |   |  |  |

## **Reference OB2 SO6**

**Relevant LDP Policies:** KP3(B) Settlement Boundaries EN1: Countryside Protection

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>  | <b>Target</b>  | <b>Trigger</b>  | <b>Performance</b>  |
|---|--|---|---|
| <b>LOCAL</b><br>Number of dwellings permitted annually outside the defined settlement boundaries that does not satisfy LDP policies   | Number of dwellings permitted that are not in accordance with KP3(B) | 1 or more permission that does not satisfy LDP policies | No applications permitted outside the settlement boundary that do not satisfy policy. |
| <b>Analysis</b>   |  |   |   |
| During the monitoring period 5 applications for residential development outside the settlement boundary were permitted. Of these applications 4 of the applications the principle of residential development on the site had already been established through an earlier application. For the remaining application it was considered the application met national planning guidance. |  |   |   |
| <b>Recommendations</b>  |  |   |   |
| No action is required at present. Continue to monitor.  |  |   |   |

## **Reference OB2 SO7**

**Relevant LDP Policies:** H7

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target | Trigger   | Performance   |
|---|--------|---|---|
| <b>LOCAL</b><br>Keep the Seawall Road site under review for potential permanent residential Gypsy and Traveller accommodation   |        | Site is no longer categorised within Flood Risk Zone C2 | Site is still categorised within Flood Risk Zone C2 in latest Development Advice Maps |
| <b>Analysis</b>   |        |   |   |
| <p>This site was included as an allocation for a Gypsy and Traveller site in the Deposit LDP in September 2013. However the site was deleted from the Plan at the LDP Examination in 2015 as it was located in a C2 Flood Risk Zone where highly vulnerable development such as Gypsy and Traveller sites are precluded by Welsh Government Planning Guidance. It was agreed at the LDP Examination that an indicator would be included in the Monitoring Framework to keep the site under review should the position regarding flood risk change over the lifetime of the Plan. This will ensure that the site can continue to be considered along with other sites to accommodate the need for new Gypsy and Traveller pitches.</p> <p>The status of the site in terms of flood risk remains unchanged and the site is still lies within Flood Risk Zone C2 in the latest Development Advice Maps produced by Welsh Government and Natural Resources Wales.</p> <p>A feasibility Study has been undertaken by the Council to investigate options to improve flood defences along the Rover Way Foreshore and River Rhymney. This Study recommends design options for improving the flood defences along this stretch of the coastline and has been submitted to Welsh Government for grant funding to implement the recommended works.</p> <p>Should funding be forthcoming and the works implemented it is anticipated the flood risk relating to the site could change and progress with this scheme will continue to be monitored and reported on in future AMR's.</p> |        |   |   |
| <b>Recommendations</b>  |        |   |   |
| No action is required at present. Continue to monitor.  |        |   |   |

## **Reference OB2 SO8**

**Relevant LDP Policies:** H7

**Contextual Changes:** In November 2016 the Welsh Government approved an updated Gypsy and Traveller Accommodation Assessment (GTAA) in March 2017. This identifies a reduced need for 72 permanent pitches in the city by 2026 (compared to a need for 108 pitches in the previous 2013 GTAA) and a regional need for a transit site of 10 pitches. Of the 72 permanent pitches 48 are required short term in the next five years compared to 43 in the previous 2013 GTAA.

| Indicator  | Target  | Trigger                          | Performance   |
|--|---|----------------------------------|---|
| <b>LOCAL</b><br>Provision is made for meeting identified needs for permanent Gypsy and Traveller accommodation | <ol style="list-style-type: none"> <li>1. Agree project management arrangements including reporting structure and representatives – July 2015</li> <li>2. Agree methodology for undertaking site search and assessment – December 2015</li> <li>3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – February 2016</li> <li>4. Undertake a site search and assessment and secure approval of findings – July 2016</li> <li>5. Secure planning permission and funding (including any grant funding from Welsh Government) for identified site(s) required to meet short term need for 43 pitches by May 2017</li> <li>6. Secure planning permission and funding (including any grant funding from Welsh Government) for</li> </ol> | Failure to achieve these targets | <p>Project management arrangements, including reporting structure and representatives have been established and a methodology for undertaking site search and assessment was approved at Cabinet in January 2016. In addition an updated Gypsy and Traveller Accommodation Assessment (GTAA) was approved by Welsh Government in November 2016.</p> <p>Cabinet in September 2016 noted that good progress has been made in undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites but agreed that the assessment is not yet fully complete and there was a clear need to undertake more detailed technical investigations.</p> |

|                 |   |  |   |
|-----------------|---|--|---|
|                 | identified site(s) required to meet long term need for 65 pitches by May 2021 |  | <p>At Cabinet it was agreed that it would be premature to conclude the site assessment process until these have been completed.</p> <p>Work on undertaking these more detailed technical assessments has been ongoing throughout the year. When these assessments are complete the Council will consider the findings and determine a way forward</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community.</p> <p>The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014.</p> |
| <b>Analysis</b> |   |  |   |

The Gypsy and Traveller Study is being project managed jointly by Officers from Housing and the Planning Service. Work undertaken by the Group is overseen by a Steering Group comprising senior Officers from the Housing and Planning Service and relevant Cabinet Members. The aim of the study is to identify the need for permanent and transit Gypsy and Traveller accommodation within the city and identify sites to meet this need.

Progress to date includes the completion of an updated Gypsy and Traveller Accommodation Assessment (GTAA), which was approved by the Welsh Government in November 2016. This identifies a reduced need for 72 permanent pitches in the city by 2026 (compared to a need for 108 pitches in the previous 2013 GTAA) and a regional need for a transit site of 10 pitches. Of the 72 permanent pitches 48 are required short term in the next five years compared to 43 in the previous 2013 GTAA.

In order to meet this need a comprehensive city wide search for suitable sites for Gypsy and Travellers has been undertaken using site selection criteria approved by the Council's Cabinet in January 2016. The approved site selection criteria sets out assessment criteria around three main headings relating to availability, site suitability and achievability. Availability considerations include whether the site is genuinely available long term and there are no legal issues. Site suitability considerations include a comprehensive list of policy and physical constraints, and deliverability considerations relate to the consideration of total cost (including any abnormal costs) to ensure it does not prejudice the ability to develop the site.

To date good progress has been made with undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites and Cabinet in September 2016 noted that the study had reached the point where there is a clear need to further investigate technical aspects identified in the agreed methodology. Given this Cabinet considered that it would be premature to conclude the site assessment process until these detailed technical investigations have been carried out and detailed technical investigations, particularly flood risk assessments, have been commissioned to fully establish the extent of risk at this stage, along with the potential scope of mitigation measures and any other relevant site-specific technical matters. This work is being carried out in liaison with Natural Resources Wales and takes account of the most up to date information with regard to flood risk data.

These site investigations have now reached an advanced stage. It is anticipated that this work will help inform considerations of the way forward in the near future.

The Council recognises it has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community. I can confirm there remains a firm and absolute commitment to comply with the requirements of the Housing (Wales) Act 2014.

Progress with this will continue to be monitored and reported on in future AMR's.

## **Recommendations**

No action is required at present. Continue to monitor.

## **Reference OB2 SO9**

**Relevant LDP Policies:** H7

**Contextual Changes:** In November 2016 the Welsh Government approved an updated Gypsy and Traveller Accommodation Assessment (GTAA) in March 2017. This identifies a reduced need for 72 permanent pitches in the city by 2026 (compared to a need for 108 pitches in the previous 2013 GTAA) and a regional need for a transit site of 10 pitches. Of the 72 permanent pitches 48 are required short term in the next five years compared to 43 in the previous 2013 GTAA.

| Indicator   | Target  | Trigger                          | Performance  |
|---|---|----------------------------------|--|
| LOCAL<br>Provision is made for meeting identified needs for transit Gypsy and Traveller accommodation | <ol style="list-style-type: none"> <li>1. Agree project management arrangements including reporting structure and representatives – July 2015</li> <li>2. Agree methodology for undertaking site search and assessment – December 2015</li> <li>3. Undertake Gypsy and Traveller Needs Assessment for both permanent and transit pitches in accordance with Housing (Wales) Act 2014 – February 2016</li> <li>4. Undertake a site search and assessment and secure approval of findings – July 2016</li> <li>5. Secure planning permission and funding</li> </ol> | Failure to achieve these targets | <p>Project management arrangements, including reporting structure and representatives have been established and a methodology for undertaking site search and assessment was approved at Cabinet in January 2016. In addition an updated Gypsy and Traveller Accommodation Assessment (GTAA) was approved by Welsh Government in November 2016.</p> <p>Cabinet in September 2016 noted that good progress has been made in undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites but agreed that the</p> |



|  |  |   |
|--|--|---|
|  | <p>(including any grant funding from Welsh Government) for identified site(s) required to meet short term need for 43 pitches by May 2017</p> <p>6. Secure planning permission and funding (including any grant funding from Welsh Government) for identified site(s) required to meet long term need for 65 pitches by May 2021</p> | <p>assessment is not yet fully complete and there was a clear need to undertake more detailed technical investigations. At Cabinet it was agreed that it would be premature to conclude the site assessment process until these have been completed.</p> <p>Work on undertaking these more detailed technical assessments has been ongoing throughout the year. When these assessments are complete the Council will consider the findings and determine a way forward</p> <p>Although this represents a delay to the agreed targets the Council recognise that it clearly has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community.</p> |
|--|--|---|

|   |  |  |   |
|---|--|--|---|
|   |  |  | The Council also remains firmly and absolutely committed to comply with the requirements of the Housing (Wales) Act 2014. |
| <b>Analysis</b>   |  |  |   |
| <p>The Gypsy and Traveller Study is being project managed jointly by Officers from Housing and the Planning Service. Work undertaken by the Group is overseen by a Steering Group comprising senior Officers from the Housing and Planning Service and relevant Cabinet Members. The aim of the study is to identify the need for permanent and transit Gypsy and Traveller accommodation within the city and identify sites to meet this need.</p> <p>Progress to date includes the completion of an updated Gypsy and Traveller Accommodation Assessment (GTAA), which was approved by the Welsh Government in November 2016. This identifies a reduced need for 72 permanent pitches in the city by 2026 (compared to a need for 108 pitches in the previous 2013 GTAA) and a regional need for a transit site of 10 pitches. Of the 72 permanent pitches 48 are required short term in the next five years compared to 43 in the previous 2013 GTAA.</p> <p>In order to meet this need a comprehensive city wide search for suitable sites for Gypsy and Travellers has been undertaken using site selection criteria approved by the Council's Cabinet in January 2016. The approved site selection criteria sets out assessment criteria around three main headings relating to availability, site suitability and achievability. Availability considerations include whether the site is genuinely available long term and there are no legal issues. Site suitability considerations include a comprehensive list of policy and physical constraints, and deliverability considerations relate to the consideration of total cost (including any abnormal costs) to ensure it does not prejudice the ability to develop the site.</p> <p>To date good progress has been made with undertaking a city wide search for land which could be suitable for Gypsy and Traveller sites and Cabinet in September 2016 noted that the study had reached the point where there is a clear need to further investigate technical aspects identified in the agreed methodology. Given this Cabinet considered that it would be premature to conclude the site assessment process until these detailed technical investigations have been carried out and detailed technical investigations, particularly flood risk assessments, have been commissioned to fully establish the extent of risk at this stage, along with the potential scope of mitigation measures and any other relevant site-specific technical matters. This work is being carried out in liaison with Natural Resources</p> |  |  |   |

Wales and takes account of the most up to date information with regard to flood risk data.

These site investigations have now reached an advanced stage. It is anticipated that this work will help inform considerations of the way forward in the near future.

The Council recognises it has an obligation to progress the site assessment as soon as possible; however, this needs to be balanced against the need to find the best possible site for the community. I can confirm there remains a firm and absolute commitment to comply with the requirements of the Housing (Wales) Act 2014.

Progress with this will continue to be monitored and reported on in future AMR's.

### **Recommendations**

No action is required at present. Continue to monitor

## **Reference OB2 SO10**

**Relevant LDP Policies:** H7

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target   | Trigger  | Performance   |
|--|--|--|---|
| <b>LOCAL</b><br>Total number of Gypsy and Traveller pitches for residential accommodation  | Ensure the existing supply of pitches is maintained<br>(Should existing pitches be no longer available alternative pitches will be sought) | Any net loss of existing Gypsy and Traveller pitch provision | There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period |
| <b>Analysis</b>  |  |  |   |
| The updated Gypsy and Traveller Accommodation Assessment (GTAA) approved by the Welsh Government states that there are 80 pitches on two local authority owned sites at Shirenewton (59 pitches) and Rover Way (21 pitches). In addition there are four authorised private sites with a total of 22 pitches giving a total of 92 pitches for the County as a whole. There has been no net loss of existing Gypsy and Traveller pitch provision during the monitoring period. |  |  |   |
| <b>Recommendations</b>   |  |  |   |
| No action is required at present. Continue to monitor.   |  |  |   |

## **Reference OB2 SO11**

**Relevant LDP Policies:** KP2

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger   | Performance   |
|---|--|---|---|
| <b>LOCAL</b><br>Total annual dwelling completions of Strategic Housing Site A – Cardiff Central Enterprise Zone   | 2,150 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below.<br>Expected delivery rates based on the JHLAS 2014 and developer intentions:<br>2016: 231<br>2018: 254<br>2020: 405<br>2022: 400<br>2024: 400<br>2026: 460 | Failure to deliver the required number of dwellings for each 2 year period. | As at 1 <sup>st</sup> April 2016 there had been no completions on Strategic Housing Site A. |
| <b>Analysis</b>   |  |   |   |
| <p>As at 1<sup>st</sup> April 2016, there had been no residential completions on Strategic Site A and so the target of 231 units as originally anticipated has not been met. There are however now two extant residential planning permissions on this site, representing a total of 2,259 dwellings (i.e. above the allocated figure of 2,150 dwellings). These are summarised below:</p> <ul style="list-style-type: none"> <li>14/00430 Hybrid application granted 15/08/2014 comprising: Full consent for 690 dwellings and Outline consent for 1,460 dwellings</li> <li>17/00159: Planning Committee (21/06/2017) resolved to grant Full planning consent for a mixed-use development comprising 109 no. 1 and 2 bedroom apartments</li> </ul> <p>During the latest (2017) JHLAS, the agent for 14/00430 has confirmed that delivery rates remain valid. Whilst it is accepted that there has been some slippage on this application, at this stage it is not envisaged that the delivery of Strategic Site A will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.</p> |  |   |   |

| <b>Recommendations</b>                                 |
|--|
| No action is required at present. Continue to monitor. |

## Reference OB2 SO12

**Relevant LDP Policies:** KP2

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target  | Trigger   | Performance  |
|---|---|---|--|
| <b>LOCAL</b><br>Total annual dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road.  | 500 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:<br>2016: 0<br>2018: 80<br>2020: 140<br>2022: 170<br>2024: 110<br>2026: 0 | Failure to deliver the required number of dwellings for each 2 year period. | In line with the target for this indicator, as at 1 <sup>st</sup> April 2017, there had been no completions on Strategic Site B. |
| <b>Analysis</b>   |   |   |  |
| <p>The agent for this site has advised that there has been some delay in marketing the site. The site was marketed in late 2016 and remediation work is scheduled to be completed by mid-2018. On this basis it is expected that development will commence in 2019/20, with the first completions coming forward in 2020. It is not envisaged that there will be any change to delivery rates thereafter.</p> <p>Whilst some slippage to the delivery targets set out above is now inevitable, based on recent dialogue with the agent it is not envisaged that the delivery of Strategic Site B will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.</p> |   |   |  |
| <b>Recommendations</b>  |   |   |  |
| No action is required at present. Continue to monitor.  |   |   |  |

## Reference OB2 SO13

### Relevant LDP Policies: KP2

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target  | Trigger   | Performance   |
|--|---|---|---|
| <b>LOCAL</b><br>Total annual dwelling completions of Strategic Housing Site C – North West Cardiff   | 5,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below.<br>Expected delivery rates are based on developer intentions:<br>2016: 135<br>2018: 624<br>2020: 1,060<br>2022: 1,060<br>2024: 1,060<br>2026: 1,060 | Failure to deliver the required number of dwellings for each 2 year period. | As at 1 <sup>st</sup> April 2016 there had been no completions on Strategic Housing Site C. |
| <b>Analysis</b>  |   |   |   |
| <p>As at 1<sup>st</sup> April 2016 there had been no completions on Strategic Housing Site C and so the target of 135 units by 2016, as originally anticipated has not been met. The initial lag in developers getting on site is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Despite this initial delay, much progress has been made since the adoption of the LDP. Planning permissions have now either been consented, or received for in excess of 7,000 units (summarised below), and as of summer 2017 construction work has commenced on site.</p> <ul style="list-style-type: none"> <li>• <b>Plasdwr (Redrow)</b> 14/02733 Outline planning granted 20/03/2017 up to 5,970 residential units.</li> <li>• <b>Land North and South of Llantrisant Road (Redrow)</b> 14/02157 Outline granted 09/08/2016 for 630 units and 16/02016 Reserved Matters granted 23/12/2016 for Phase 1A (126 units)</li> <li>• <b>Land South of Pentrebane Road (Redrow)</b> 14/02188 Outline granted 13/12/2016 290 Units (30% Affordable) and 17/00414 Reserved Matters (received for 120 units)</li> </ul> |   |   |   |



- **Goitre Fach Farm, Llantrisant Road (BDW South Wales) 16/00106**  
Outline 300 dwellings granted 27/04/2017 and Reserved Matters application 17/01012 submitted for 265 units

At the latest JHLAS meeting (June 2017) developers confirmed that despite the delay, delivery rates on Strategic Site C will ramp up to remain broadly aligned with the rates agreed in the LDP. Completion rates of 400+ unit's p.a. are anticipated by 2020 and 530+ units p.a. by 2022. Accordingly, at this stage it is envisaged that the delivery of 5,000 units at Strategic Site C will not slip beyond the beyond the Plan period. The Council will continue to monitor the delivery of this site through annual monitoring.

### **Recommendations**

No action is required at present. Continue to monitor.

## Reference OB2 SO14

**Relevant LDP Policies:** KP2

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target  | Trigger   | Performance   |
|--|---|---|---|
| <b>LOCAL</b><br>Total annual dwelling completions of Strategic Housing Site D – North of Junction 33   | 2,000 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below.<br>Expected delivery rates are based on developer intentions:<br>2016: 110<br>2018: 240<br>2020: 300<br>2022: 400<br>2024: 450<br>2026: 500 | Failure to deliver the required number of dwellings for each 2 year period. | As at 1 <sup>st</sup> April 2017 there had been no completions on Strategic Site D. |
| <b>Analysis</b>  |   |   |   |
| <p>As at 1<sup>st</sup> April 2017 there had been no completions on this strategic site and so the 2016 delivery target of 110 units, as originally anticipated has not been met.</p> <p>As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. There has however been significant progress since adoption, with Planning Committee recently (08/02/2017) resolving to grant outline permission for 1,500 units subject to the signing of a section 106 agreement.</p> <p>At the latest (2017) JHLAS it was agreed that this slippage be reflected in the schedule of completions for this site, however, at this stage it is not envisaged that delivery of Strategic Housing Site D will necessarily fall beyond the Plan period. The Council will continue to monitor the delivery of this site through annual monitoring.</p> |   |   |   |
| <b>Recommendations</b>   |   |   |   |

No action required at present. Continue to monitor.

## **Reference OB2 SO15**

**Relevant LDP Policies:** KP2

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger   | Performance  |
|---|--|---|--|
| <b>LOCAL</b><br>Total annual dwelling completions of Strategic Housing Site E – South of Creigiau   | 650 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below.<br>Expected delivery rates are based on developer intentions:<br>2016: 150<br>2018: 300<br>2020: 200 | Failure to deliver the required number of dwellings for each 2 year period. | As at 1 <sup>st</sup> April 2016 there have been no completions at Strategic Site E. |
| <b>Analysis</b>   |  |   |  |
| As at 1st April 2017 there have been no completions at Strategic Site E and so the 2016 delivery target of 150 units, as originally anticipated has not been met. Planning Applications have not yet been submitted for South of Creigiau, however, during recent consultation for the Cardiff JHLAS the site agent confirmed that technical work is on-going and an application is being targeted in the near future. At this stage, it is not envisaged that the delivery of South of Creigiau will slip beyond the Plan period. The Council will continue to monitor progress at Land South of Creigiau and will endeavour to process any forthcoming application efficiently, preventing unnecessary delay to the delivery of the site. |  |   |  |
| <b>Recommendations</b>  |  |   |  |
| No action is required at present. Continue to monitor.  |  |   |  |

## Reference OB2 SO16

**Relevant LDP Policies:** KP2

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target  | Trigger   | Performance   |
|--|---|---|---|
| <b>LOCAL</b><br>Total annual dwelling completions of Strategic Housing Site F – North East | 4,500 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below.<br>Expected delivery rates are based on developer intentions:<br>2016: 180<br>2018: 1,197<br>2020: 808<br>2022: 808<br>2024: 808<br>2026: 699 | Failure to deliver the required number of dwellings for each 2 year period. | As at 1 <sup>st</sup> April 2016, 49 completions had taken place at Strategic Site F. |

### Analysis

While the delivery target of 180 units, as originally anticipated, has not been met, as at 1<sup>st</sup> April 2016, there were 49 completions on Strategic Housing Site F, situated at Land off Cefn Mabley Road, Lisvane. This parcel of land, totalling 51 houses had been completed by 1<sup>st</sup> April 2017.

As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.

Notably, it is understood that the primary developer had not secured full land ownership by April 2017 (but at the time of writing, it has now been confirmed that land ownership is in place so this should promptly trigger the planning application process.

In terms of the planning status of the site, there are two extant outline consents for part of the site, known as Churchlands (1,000 units and 1,200 units respectively) while during the recent (2017) JHLAS, the agent confirmed that contracts have exchanged between landowners and developers are keen to progress the

development of the North East Cardiff. An outline application for the bulk of the land and a full planning application for a part of the site are anticipated shortly, which should accelerate delivery now the land issues have been resolved.

The Council will continue to monitor progress at North East Cardiff and will endeavour to process any forthcoming applications efficiently, preventing unnecessary delay to the delivery of the site.

**Recommendations**

No action is required at present. Continue to monitor.

## **Reference OB2 SO17**

**Relevant LDP Policies:** KP2

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger   | Performance   |
|---|--|---|---|
| <b>LOCAL</b><br>Total annual dwelling completions of Strategic Housing Site G – East of Pontprennau Link Road   | 1,300 dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below.<br>Expected delivery rates are based on developer intentions:<br>2016: 140<br>2018: 375<br>2020: 285<br>2022: 270<br>2024: 200<br>2026: 30 | Failure to deliver the required number of dwellings for each 2 year period. | As at 1 <sup>st</sup> April 2016 there had been no completions at Strategic Site G. |
| <b>Analysis</b>   |  |   |   |
| As at 1 <sup>st</sup> April 2016 there had been no residential completions at Strategic Site G and so the delivery target of 140 units, as originally anticipated had not been met. However, as at 1 <sup>st</sup> April 2017 construction was underway on Site G, both on Land at Church Road (Bellway) and St Edeyrns Village (Persimmons) where there had been 62 completions. During the latest (2017) JHLAS, it was agreed that the trajectory for this site be pushed back to reflect the lag in getting on site, however, the rates of annual delivery remain broadly aligned to those in the LDP. The Council will continue to monitor the delivery of this site through annual monitoring. |  |   |   |
| <b>Recommendations</b>  |  |   |   |
| No action is required at present. Continue to monitor.  |  |   |   |

## Reference OB2 SO18

**Relevant LDP Policies:** KP2, KP13

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger   | Performance  |
|---|--|---|--|
| <b>LOCAL</b><br>Annual affordable dwellings completions of Strategic Housing Site A – Cardiff Central Enterprise Zone | 430 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on the JHLAS 2014 and developer intentions:<br>2016: 47<br>2018: 50<br>2020: 81<br>2022: 80<br>2024: 80<br>2026: 92 | Failure to deliver the required number of dwellings for each 2 year period. | As at 1 <sup>st</sup> April 2016 there had been no affordable completions on Strategic Housing Site A. |

### Analysis

The above figures have been amended from the original to accurately reflect a 20% brownfield affordable housing contribution across the Plan period.

As at 1<sup>st</sup> April 2016, there had been no residential completions on Strategic Site A and so the target of 231 units as originally anticipated has not been met. There are however now two extant residential planning permissions on this site, representing a total of 2,259 dwellings (i.e. above the allocated figure of 2,150 dwellings). These are summarised below:

- 14/00430 Hybrid application granted 15/08/2014 comprising: Full consent for 690 dwellings and Outline consent for 1,460 dwellings
- 17/00159: Planning Committee (21/06/2017) resolved to grant Full planning consent for a mixed-use development comprising 109 no. 1 and 2 bedroom apartments

During the latest (2017) JHLAS, the agent for 14/00430 has confirmed that delivery rates remain valid. Whilst it is accepted that there has been some slippage on this application, at this stage it is not envisaged that the delivery of Strategic Site A will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.



|  |
|--|
| <b>Recommendations</b>                                 |
| No action is required at present. Continue to monitor. |

## Reference OB2 SO19

**Relevant LDP Policies:** KP2, KP13

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target  | Trigger   | Performance  |
|---|---|---|--|
| <b>LOCAL</b><br>Annual affordable dwelling completions of Strategic Housing Site B – Gas Works, Ferry Road  | 100 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:<br>2016: 0<br>2018: 16<br>2020: 28<br>2022: 34<br>2024: 22<br>2026: 0 | Failure to deliver the required number of dwellings for each 2 year period. | In line with the target for this indicator, as at 1 <sup>st</sup> April 2017, there had been no completions on Strategic Site B. |
| <b>Analysis</b>   |   |   |  |
| <p>The agent for this site has advised that there has been some delay in marketing the site. The site was marketed in late 2016 and remediation work is scheduled to be completed by mid-2018. On this basis it is expected that development will commence in 2019/20, with the first completions coming forward in 2020. It is not envisaged that there will be any change to delivery rates thereafter.</p> <p>Whilst some slippage to the delivery targets set out above is now inevitable, based on recent dialogue with the agent it is not envisaged that the delivery of Strategic Site B will slip beyond the Plan period. The Council will continue to monitor the delivery of this site through subsequent annual monitoring.</p> |   |   |  |
| <b>Recommendations</b>  |   |   |  |
| No action is required at present. Continue to monitor.  |   |   |  |

## Reference OB2 SO20

**Relevant LDP Policies:** KP2, KP13

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger   | Performance  |
|---|--|---|--|
| <b>LOCAL</b><br>Annual affordable dwelling completions of Strategic Housing Site C – North West Cardiff   | 1,500 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:<br>2016: 41<br>2018: 187<br>2020: 318<br>2022: 318<br>2024: 318<br>2026: 318 | Failure to deliver the required number of dwellings for each 2 year period. | As at 1 <sup>st</sup> April 2016 there had been no affordable completions on Strategic Housing Site C. |
| <b>Analysis</b>   |  |   |  |
| <p>As at 1<sup>st</sup> April 2016 there had been no completions on Strategic Housing Site C and so the target of 135 units by 2016, as originally anticipated has not been met. The initial lag in developers getting on site is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. Despite this initial delay, much progress has been made since the adoption of the LDP. Planning permissions have now either been consented, or received for in excess of 7,000 units (summarised below), and as of summer 2017 construction work has commenced on site.</p> <ul style="list-style-type: none"> <li>• <b>Plasdwr (Redrow)</b> 14/02733 Outline planning granted 20/03/2017 up to 5,970 residential units.</li> <li>• <b>Land North and South of Llantrisant Road (Redrow)</b> 14/02157 Outline granted 09/08/2016 for 630 units and 16/02016 Reserved Matters granted 23/12/2016 for Phase 1A (126 units)</li> <li>• <b>Land South of Pentrebane Road (Redrow)</b> 14/02188 Outline granted 13/12/2016 290 Units (30% Affordable) and 17/00414 Reserved Matters (received for 120 units)</li> <li>• <b>Goitre Fach Farm, Llantrisant Road (BDW South Wales)</b> 16/00106 Outline 300 dwellings granted 27/04/2017 and Reserved Matters application 17/01012 submitted for 265 units</li> </ul> |  |   |  |

At the latest JHLAS meeting (June 2017) developers confirmed that despite the delay, delivery rates on Strategic Site C will ramp up to remain broadly aligned with the rates agreed in the LDP. Completion rates of 400+ unit's p.a. are anticipated by 2020 and 530+ unit's p.a. by 2022. Accordingly, at this stage it is envisaged that the delivery of 5,000 units at Strategic Site C will not slip beyond the beyond the Plan period. The Council will continue to monitor the delivery of this site through annual monitoring.

#### **Recommendations**

No action is required at present. Continue to monitor.

## **Reference OB2 SO21**

**Relevant LDP Policies:** KP2, KP13

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target  | Trigger   | Performance  |
|--|---|---|--|
| <b>LOCAL</b><br>Annual affordable dwelling completions of Strategic Housing Site D - North of Junction 33  | 603 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:<br>2016: 100<br>2018: 100<br>2020: 100<br>2022: 100<br>2024: 100<br>2026: 103 | Failure to deliver the required number of dwellings for each 2 year period. | As at 1 <sup>st</sup> April 2017 there had been no affordable completions on Strategic Site D. |
| <b>Analysis</b>  |   |   |  |
| <p>As at 1<sup>st</sup> April 2017 there had been no completions on this strategic site and so the 2016 delivery target of 110 units, as originally anticipated has not been met.</p> <p>As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP. There has however been significant progress since adoption, with Planning Committee recently (08/02/2017) resolving to grant outline permission for 1,500 units subject to the signing of a section 106 agreement.</p> <p>At the latest (2017) JHLAS it was agreed that this slippage be reflected in the schedule of completions for this site, however, at this stage it is not envisaged that delivery of Strategic Housing Site D will necessarily fall beyond the Plan period. The Council will continue to monitor the delivery of this site through annual monitoring.</p> |   |   |  |
| <b>Recommendations</b>   |   |   |  |
| No action is required at present. Continue to monitor.   |   |   |  |

## **Reference OB2 SO22**

**Relevant LDP Policies:** KP2, KP13

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target   | Trigger   | Performance   |
|--|--|---|---|
| <b>LOCAL</b><br>Annual affordable dwelling completions of Strategic Housing Site E – South of Creigiau   | 195 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:<br>2016: 150<br>2018: 300<br>2020: 200 | Failure to deliver the required number of dwellings for each 2 year period. | As at 1 <sup>st</sup> April 2016 there have been no affordable completions at Strategic Site E. |
| <b>Analysis</b>  |  |   |   |
| <p>The above figures have been amended from the original to accurately reflect a 20% brownfield affordable housing contribution across the Plan period.</p> <p>As at 1st April 2017 there have been no completions at Strategic Site E and so the 2016 delivery target of 150 units, as originally anticipated has not been met. Planning Applications have not yet been submitted for South of Creigiau, however, during recent consultation for the Cardiff JHLAS the site agent confirmed that technical work is on-going and an application is being targeted in the near future. At this stage, it is not envisaged that the delivery of South of Creigiau will slip beyond the Plan period. The Council will continue to monitor progress at Land South of Creigiau and will endeavour to process any forthcoming application efficiently, preventing unnecessary delay to the delivery of the site.</p> |  |   |   |
| <b>Recommendations</b>   |  |   |   |
| No action is required at present. Continue to monitor.   |  |   |   |

## Reference OB2 SO23

**Relevant LDP Policies:** KP2, KP13

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target  | Trigger   | Performance   |
|--|---|---|---|
| <b>LOCAL</b><br>Annual affordable dwelling completions of Strategic Housing Site F - North East Cardiff (West of Pontprennau)  | 1,350 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:<br>2016 : 54<br>2018: 359<br>2020: 242<br>2022: 242<br>2024: 243<br>2026: 210 | Failure to deliver the required number of dwellings for each 2 year period. | As of 1 <sup>st</sup> April 2017 there have been no affordable completions on site. |
| <b>Analysis</b>  |   |   |   |
| <p>While the delivery target of 180 units, as originally anticipated, has not been met, as at 1<sup>st</sup> April 2016, there were 49 completions on Strategic Housing Site F, situated at Land off Cefn Mabley Road, Lisvane. This parcel of land, totalling 51 houses had been completed by 1<sup>st</sup> April 2017.</p> <p>As with several strategic sites, the initial lag is considered in part reflective of land ownership/legal technicalities between developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.</p> <p>Notably, it is understood that the primary developer had not secured full land ownership by April 2017 (but at the time of writing, it has now been confirmed that land ownership is in place so this should promptly trigger the planning application process.</p> <p>In terms of the planning status of the site, there are two extant outline consents for part of the site, known as Churchlands (1,000 units and 1,200 units respectively) while during the recent (2017) JHLAS, the agent confirmed that contracts have exchanged between landowners and developers are keen to progress the development of the North East Cardiff. An outline application for the bulk of the</p> |   |   |   |

land and a full planning application for a part of the site are anticipated shortly, which should accelerate delivery now the land issues have been resolved.

The Council will continue to monitor progress at North East Cardiff and will endeavour to process any forthcoming applications efficiently, preventing unnecessary delay to the delivery of the site.

**Recommendations**

No action is required at present. Continue to monitor.



## Reference OB2 SO24

**Relevant LDP Policies:** KP2, KP13

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target  | Trigger   | Performance   |
|---|---|---|---|
| <b>LOCAL</b><br>Annual affordable dwelling completions of Strategic Housing Site G – East of Pontpennau Link Road   | 390 affordable dwellings will be delivered over the remainder of the Plan period on this Strategic Site in accordance with the 2 year cumulative delivery rates set out below. Expected delivery rates are based on developer intentions:<br>2016: 42<br>2018: 113<br>2020: 86<br>2022: 81<br>2024: 60<br>2026: 8 | Failure to deliver the required number of dwellings for each 2 year period. | As of 1 <sup>st</sup> April 2017 there have been no affordable completions on site. |
| <b>Analysis</b>   |   |   |   |
| As at 1 <sup>st</sup> April 2016 there had been no completions at Strategic Site G and so the delivery target of 140 units, as originally anticipated had not been met. However, as at 1 <sup>st</sup> April 2017 construction was underway on Site G, both on Land at Church Road (Bellway) and St Edeyrns Village (Persimmons) where there had been 62 completions. During the latest (2017) JHLAS, it was agreed that the trajectory for this site be pushed back to reflect the lag in getting on site, however, the rates of annual delivery remain broadly aligned to those in the LDP. The Council will continue to monitor the delivery of this site through annual monitoring. |   |   |   |
| <b>Recommendations</b>  |   |   |   |
| No action is required at present. Continue to monitor.  |   |   |   |

## **Reference OB2 SO25**

**Relevant LDP Policies:** KP13, H3

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger   | Performance                     |
|---|--|---|---------------------------------|
| <b>LOCAL</b><br>Changes in market value of property in Cardiff on Greenfield and Brownfield areas   | Provide 6,646 affordable units over the remaining Plan period based on achieving 30% on Greenfield sites and 20% on Brownfield sites. Expected delivery rate to meet the target set out below:<br>2016: 735<br>2018: 1,207<br>2020: 1,224<br>2022: 1,191<br>2024: 1,181<br>2026: 1,108 | An increase or decrease of 10% of market values of properties in Cardiff on Greenfield and Brownfield areas | Data not available for 2016/17. |
| <b>Analysis</b>   |  |   |                                 |
| It is not considered that this indicator provides a useful assessment of the performance of the LDP and is not something that the Plan could seek to have any significant influence over. |  |   |                                 |
| <b>Recommendations</b>  |  |   |                                 |
| As the data is not readily available it is suggested that the indicator is deleted and not monitored in future Annual Monitoring Reports.   |  |   |                                 |

## **Reference OB2 SO26**

**Relevant LDP Policies:** KP1

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>  | <b>Target</b>  | <b>Trigger</b>  | <b>Performance</b>   |
|---|--|---|--|
| <b>LOCAL</b><br>Need for release of additional housing land identified in the flexibility allowance   | To ensure sufficient land is brought forward for development in accordance with the Plan strategy and to maintain a minimum 5 year supply of land as set out in the JHLAS. | Build rates exceed the anticipated number of completions as set out in indicator OB2 SO4 by the 1st Plan review i.e. more than 13,910 dwellings completed between 2014 - 2020 | Build rates have not exceeded the anticipated number of completions as set out in Indicator OB2 S04 for the first 2 year period to 1 <sup>st</sup> April 2016. |
| <b>Analysis</b>   |  |   |  |
| As set out in paragraph 4.25 of the Cardiff Local Development Plan, the LDP tests of soundness required that LDPs are sufficiently flexible to positively respond to a change in circumstances. However, as expected the need to release additional land is not necessary as build rates have not exceed the anticipated number of completions as set out in Indicator OB2 S04. |  |   |  |
| <b>Recommendations</b>  |  |   |  |
| No action is required at present. Continue to monitor.  |  |   |  |

## **Reference OB2 SO27**

**Relevant LDP Policies:** KP13, H3

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target | Trigger   | Performance  |
|---|--------|---|--|
| <b>LOCAL</b><br>Affordable<br>Housing SPG   |        | Failure to adopt<br>SPG within 6<br>months of adoption<br>of the Plan | Detailed<br>supplementary<br>guidance relating<br>to affordable<br>housing<br>incorporated in the<br>Planning<br>Obligations SPG<br>which was<br>approved by the<br>Council in January<br>2017 |
| <b>Analysis</b>   |        |   |  |
| Detailed supplementary guidance relating to affordable housing provision has been incorporated in the Planning Obligations SPG which was approved by the Council on 26 <sup>th</sup> January 2017. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. |        |   |  |
| <b>Recommendations</b>  |        |   |  |
| No action is required.  |        |   |  |

## **Reference OB2 SO28**

**Relevant LDP Policies:** H5

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target | Trigger  | Performance  |
|--|--------|--|--|
| <b>LOCAL</b><br>Houses in Multiple Occupation SPG  |        | Failure to adopt SPG within 6 months of adoption of the Plan | The Houses in Multiple Occupation SPG was approved in January 2017 |
| <b>Analysis</b>  |        |  |  |
| The SPG was approved by Council on 26 <sup>th</sup> January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. |        |  |  |
| <b>Recommendations</b>   |        |  |  |
| No action is required.   |        |  |  |

## **Reference OB2 SO29**

**Relevant LDP Policies:** KP7

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target | Trigger  | Performance  |
|--|--------|--|--|
| <b>LOCAL</b><br>Planning<br>Obligations<br>SPG   |        | Failure to adopt<br>SPG within 12<br>months of adoption<br>of the Plan | The Planning<br>Obligations SPG<br>was approved in<br>January 2017 |
| <b>Analysis</b>  |        |  |  |
| The SPG was approved by Council on 26 <sup>th</sup> January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. |        |  |  |
| <b>Recommendations</b>   |        |  |  |
| No action is required.   |        |  |  |

## **Reference OB2 SO30**

**Relevant LDP Policies:** C1

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target | Trigger  | Performance   |
|---|--------|--|---|
| <b>LOCAL</b><br>Community<br>Facilities and<br>Residential<br>Development<br>SPG  |        | Failure to adopt<br>SPG within 18<br>months of adoption<br>of the Plan | Detailed<br>supplementary<br>guidance relating<br>to community<br>facilities and<br>residential<br>development has<br>been incorporated<br>in the Planning<br>Obligations SPG<br>which was<br>approved by the<br>Council in January<br>2017 |
| <b>Analysis</b>   |        |  |   |
| Detailed supplementary guidance relating to community facilities and residential development has been incorporated in the Planning Obligations SPG which was approved by the Council on 26th January 2017. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. |        |  |   |
| <b>Recommendations</b>  |        |  |   |
| No action is required.  |        |  |   |

## **Reference OB2 SO31**

**Relevant LDP Policies:** C1

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target | Trigger   | Performance  |
|--|--------|---|--|
| Local<br>Childcare<br>Facilities SPG   |        | Failure to adopt<br>SPG within 18<br>months of Plan<br>adoption | The Childcare<br>Facilities SPG was<br>issued for public<br>consultation in<br>June 2017 and is<br>due to be<br>considered by<br>Cabinet and<br>Council for<br>approval in<br>October 2017 |
| <b>Analysis</b>  |        |   |  |
| The SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in November 2017. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |        |   |  |
| <b>Recommendations</b>   |        |   |  |
| No action is required at present. Continue to monitor.   |        |   |  |



## **Reference OB2 SO32**

**Relevant LDP Policies:** C6

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target | Trigger  | Performance   |
|--|--------|--|---|
| Local Health SPG   |        | Failure to adopt SPG within 18 months of Plan adoption | The Planning for Health SPG issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017 |
| <b>Analysis</b>  |        |  |   |
| The SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in November 2017. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |        |  |   |
| <b>Recommendations</b>   |        |  |   |
| No action is required at present. Continue to monitor.   |        |  |   |

## **Reference OB2 SO33**

**Relevant LDP Policies:** H8

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target | Trigger   | Performance  |
|---|--------|---|--|
| <b>LOCAL</b><br>Gypsy and Traveller Sites SPG   |        | Failure to adopt SPG within 18 months of adoption of the Plan | The Gypsy and Traveller Sites SPG is due to be issued for public consultation in March 2018. |
| <b>Analysis</b>   |        |   |  |
| Preparatory work has commenced on preparation of the SPG and it is due to be issued for public consultation in March 2018. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |        |   |  |
| <b>Recommendations</b>  |        |   |  |
| No action is required at present. Continue to monitor.  |        |   |  |

**Objective 3 – To deliver economic and social needs in a co-ordinated way that respects Cardiff’s environment and responds to the challenges of climate change**

**Reference OB3 EN1**

**Relevant LDP Policies:** KP3(A), KP3(B), KP5, KP15, KP16, KP18, EN14

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target   | Trigger   | Performance  |
|--|--|---|--|
| <b>Core</b><br>Amount of development (by TAN15 paragraph 5.1 development category) permitted in C1 floodplain area not meeting all TAN 15 tests  | No permissions granted for highly vulnerable development within C1 floodplain area that does not meet TAN 15 tests | 1 application permitted for development in any 1 year that does not meet TAN 15 tests | No applications were permitted in C1 floodplain areas that did not meet all TAN 15 tests |
| <b>Analysis</b>  |  |   |  |
| During the monitoring period 48 applications for highly vulnerable development were permitted in Zone C1. All these application met the TAN15 tests demonstrating that Policy EN14 is functioning effectively. |  |   |  |
| <b>Recommendations</b>   |  |   |  |
| No action is required at present. Continue to monitor.   |  |   |  |

## **Reference OB3 EN2**

**Relevant LDP Policies:** KP3(A), KP3(B), KP5, KP15, KP16, KP18, EN14

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target   | Trigger   | Performance                                       |
|--|--|---|---|
| <b>Core</b><br>Amount of development (by TAN15 paragraph 5.1 development category) permitted in C2 floodplain areas  | No permissions granted for highly vulnerable development within C2 floodplain area | 1 application permitted for development in any 1 year | No applications permitted in C2 floodplain areas. |
| <b>Analysis</b>  |  |   |   |
| During the monitoring period no applications for highly vulnerable development were permitted in Zone C2 without flood mitigation measures which were confirmed as appropriate through advice provided by NRW. Given this it is considered that Policy EN14 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue. |  |   |   |
| <b>Recommendations</b>   |  |   |   |
| No action is required at present. Continue to monitor.   |  |   |   |

### **Reference OB3 EN3**

**Relevant LDP Policies:** KP15, KP16, KP18, EN4, EN10, EN11 & EN14

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>   | <b>Target</b>   | <b>Trigger</b>  | <b>Performance</b>  |
|--|---|---|---|
| <b>LOCAL</b><br>Percentage of water bodies of good status  | No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water) | 1 application permitted for development in any 1 year | No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water) |
| <b>Analysis</b>  |   |   |   |
| No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning status of water bodies. |   |   |   |
| <b>Recommendations</b>   |   |   |   |
| No action is required at present. Continue to monitor.   |   |   |   |

## **Reference OB3 EN4**

**Relevant LDP Policies:** KP15, KP16, KP18, EN4, EN10, EN11 & EN14

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>   | <b>Target</b>   | <b>Trigger</b>  | <b>Performance</b>  |
|--|---|---|---|
| <b>LOCAL</b><br>Number of permissions granted where there is a known risk of deterioration in status   | No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water) | 1 application permitted for development in any 1 year | No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water) |
| <b>Analysis</b>  |   |   |   |
| No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning status of water bodies. |   |   |   |
| <b>Recommendations</b>   |   |   |   |
| No action is required at present. Continue to monitor.   |   |   |   |

## **Reference OB3 EN5**

**Relevant LDP Policies:** KP15, KP16, KP18, EN4, EN10, EN11 & EN14

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>  | <b>Target</b>   | <b>Trigger</b>  | <b>Performance</b>  |
|---|---|---|---|
| <b>LOCAL</b><br>Number of permissions incorporating measures designed to improve water quality where appropriate  | No planning consents granted planning permission contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water) | 1 application permitted for development in any 1 year | No applications have been approved contrary to the advice of Natural Resources Wales and/or Dŵr Cymru (Welsh Water) |
| <b>Analysis</b>   |   |   |   |
| No applications have been approved contrary to the advice of Dwr Cymru / Welsh Water or Natural Resources Wales concerning measures to improve water quality. |   |   |   |
| <b>Recommendations</b>  |   |   |   |
| No action is required at present. Continue to monitor.  |   |   |   |

## **Reference OB3 EN6**

**Relevant LDP Policies:** KP18, EN11 & EN14

**Contextual Changes:**

| <b>Indicator</b>  | <b>Target</b>  | <b>Trigger</b>  | <b>Performance</b>  |
|---|--|---|---|
| <b>LOCAL</b><br>Number of planning permissions granted contrary to the advice of the water supplier concerning adequate levels of water quality and quantity and waste water provision          | No planning consents issued where there is an objection concerning provision of water quality and quantity and waste water from water supplier | 1 application permitted for development in any 1 year | No planning consents issued where there is an outstanding objection from the water supplier |
| <b>Analysis</b>   |  |   |   |
| No applications have been approved where there is an outstanding objection from Dwr Cymru / Welsh Water concerning provision of water quality and quantity and waste water from water supplier. |  |   |   |
| <b>Recommendations</b>  |  |   |   |
| No action is required at present. Continue to monitor.  |  |   |   |



## **Reference OB3 EN7**

**Relevant LDP Policies:** KP3(A): Green Wedge EN1: Countryside Protection

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger   | Performance  |
|---|--|---|--|
| OB3 EN7<br><b>LOCAL</b><br>The number of inappropriate developments permitted within the Green Wedge that do not satisfy LDP policies   | No inappropriate developments granted planning permission contrary to policies KP3 (A) and EN1 | 1 application permitted for development in any 1 year | No applications permitted in the Green Wedge that do not satisfy policy. |
| <b>Analysis</b>   |  |   |  |
| During the monitoring period five applications have been permitted of these on one the site benefited from an extant planning permission, one the principal of development had been established in an earlier application and for the remaining three applications it was considered that the development would maintain the openness of the green wedge and would therefore not conflict with the purposes of including land within it such as regularisation of an existing use which through planning conditions further mitigates impacts on the local environment. |  |   |  |
| <b>Recommendations</b>  |  |   |  |
| No action is required at present. Continue to monitor.  |  |   |  |

## **Reference OB3 EN8**

**Relevant LDP Policies:** EN3: LANDSCAPE

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger   | Performance   |
|---|--|---|---|
| OB3 EN8<br><b>LOCAL</b><br><br>The number of planning permissions granted contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas   | No development granted planning permission contrary to Policy EN3 which would cause unacceptable harm to Special Landscape Areas | 1 application permitted for development in any 1 year | No applications permitted within a Special Landscape Area that does not satisfy policy. |
| <b>Analysis</b>   |  |   |   |
| During the monitoring period six relevant applications were approved on land within a Special Landscape Area. Of these applications all were considered to be policy compliant /policy compliant subject to conditions/recommendations. In addition in four cases the principle of development on the site had already been established through an earlier application. |  |   |   |
| <b>Recommendations</b>  |  |   |   |
| No action is required at present. Continue to monitor.  |  |   |   |

## **Reference OB3 EN9**

**Relevant LDP Policies:** EN8: Trees, Woodlands and Hedgerows

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>   | <b>Target</b>   | <b>Trigger</b>  | <b>Performance</b>  |
|--|---|---|---|
| OB3 EN9<br><br><b>LOCAL</b><br>Ancient Semi-Natural Woodland   | No inappropriate development granted planning permission contrary to Policy EN8 | 1 application permitted for development in any 1 year | No applications permitted within areas of Ancient Semi Natural Woodland that do not satisfy policy. |
| <b>Analysis</b>  |   |   |   |
| During the monitoring period two relevant applications were permitted on areas of ancient semi natural woodland. Both applications were considered to be policy compliant subject to conditions/recommendations placed on the approval, for example where the principal of development had been established under a previous application or for minor proposals such as erection of fencing. |   |   |   |
| <b>Recommendations</b>   |   |   |   |
| No action is required at present. Continue to monitor.   |   |   |   |

## **Reference OB3 EN10**

**Relevant LDP Policies:** EN1 - 8

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>  | <b>Target</b>   | <b>Trigger</b>  | <b>Performance</b>  |
|---|---|---|---|
| OB3 EN10<br><br><b>LOCAL</b><br>The number of planning permissions granted on SSSI or SINC designated areas.  | No planning permissions granted permission that would result in an unacceptable impact which could not be mitigated against on an SSSI or SINC that does not satisfy LDP policies | 1 application permitted for development in any 1 year | No applications were permitted on SSSIs and SINC that do not satisfy policy |
| <b>Analysis</b>   |   |   |   |
| During the monitoring period twelve relevant applications were permitted on SSSI or SINC designated areas. It is considered that these permissions were policy compliant/policy compliant subject to conditions/recommendations placed on the application |   |   |   |
| <b>Recommendations</b>  |   |   |   |
| No action is required at present. Continue to monitor.  |   |   |   |

## **Reference OB3 EN11**

**Relevant LDP Policies:** EN1 - 8

### **Contextual Changes:**

There have been no significant contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>   | <b>Target</b>   | <b>Trigger</b>   | <b>Performance</b>  |
|--|---|--|---|
| OB3 EN11<br><br><b>LOCAL</b><br>Number of planning applications granted which have an adverse effect on the integrity of a Natura 2000 site  | Ensure protection of European designated sites as required by paragraph 5.3.9 in Planning Policy Wales, Annex 3 in TAN 5 and policies | 1 application permitted contrary to the advice of NRW or the authority's ecologist | No applications were permitted on Natura 2000 sites that do not comply with policy. |
| <b>Analysis</b>  |   |  |   |
| During the monitoring period fourteen applications were approved within Natura 2000 sites. Each of these applications were considered to be policy compliant/policy compliant subject to conditions and not contrary to the advice of NRW and the authority's ecologist. |   |  |   |
| <b>Recommendations</b>   |   |  |   |
| No action is required at present. Continue to monitor.   |   |  |   |

## **Reference OB3 EN12**

**Relevant LDP Policies:** EN1 - 8

### **Contextual Changes:**

There have been no significant contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>  | <b>Target</b>  | <b>Trigger</b>   | <b>Performance</b>  |
|---|--|--|---|
| OB3 EN12<br><br><b>LOCAL</b><br>Number of planning applications granted which would result in detriment to the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute  | No application granted permission that would result in detriment to the maintenance of the favourable conservation status of EU protected species in their natural range or significant harm to species protected by other statute | 1 application permitted contrary to the advice of NRW or the authority's ecologist | No developments have been permitted contrary to the advice of NRW or the authority's ecologist. |
| <b>Analysis</b>   |  |  |   |
| During the monitoring period of the relevant applications approved it is considered that no applications were approved contrary to the advice of NRW or the authority's ecologist. Approved applications were policy compliant/policy compliant subject to conditions/recommendations placed on the permission. |  |  |   |
| <b>Recommendations</b>  |  |  |   |
| No action is required at present. Continue to monitor.  |  |  |   |

## **Reference OB3 EN13**

**Relevant LDP Policies:** KP16, KP18, C5

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target   | Trigger  | Performance   |
|--|--|--|---|
| <b>LOCAL</b><br>Achievement of functional open space requirement across Cardiff as set out in Policy C5  | 2.43 Ha functional open space per 1,000 population | Less than 2.43 Ha functional open space per 1,000 population | Latest figures show 1.18 ha of functional open space per 1,000 population in Cardiff.<br><br>For all types of open space the equivalent figure is 7.44 ha of open space per 1,000 population. |
| <b>Analysis</b>  |  |  |   |
| <p>The latest survey of open space shows that the baseline figure for the first Annual Monitoring Report is 1.18 ha of functional open space per 1,000 population in Cardiff. This figure increases if you include educational playing fields to 1.89 functional open space per 1,000 population in Cardiff and if you include all types of open space the equivalent figure is 7.44 ha of open space per 1,000 population, well in excess of the indicator target.</p> <p>Significant additional functional open space will be provided in conjunction with the large strategic housing sites which are at the very early stages of development or are yet to commence. Once significant progress has been made on these sites it is anticipated that the amount of functional open space per 1,000 population will increase over and above the baseline figure identified above.</p> |  |  |   |
| <b>Recommendations</b>   |  |  |   |
| <ul style="list-style-type: none"><li>For the purpose of this indicator going forward, it is recommended that 1.18 ha of functional open space per 1,000 population represents the baseline and the target for future monitoring should be an increase in this baseline figure as the strategic housing sites come forward.</li><li>No actions are triggered under the first year of performance monitoring.</li></ul>   |  |  |   |

## **Reference OB3 EN14**

**Relevant LDP Policies:** EN13

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target                                | Trigger                     | Performance   |
|--|---------------------------------------|-----------------------------|---|
| <b>LOCAL</b><br>Number of Air Quality Management Areas   | No more than 4 current AQMA in action | One or more additional AQMA | There are currently 4 AQMA's within Cardiff meaning there has been no change in the number of AQMA's during the monitoring period |
| <b>Analysis</b>  |                                       |                             |   |
| <p>There are currently four established AQMAs within Cardiff:</p> <ol style="list-style-type: none"><li>1. Cardiff City Centre- declared 1st April 2013</li><li>2. Llandaff- declared 1st April 2013</li><li>3. Stephenson Court- declared 1s December 2010</li><li>4. Ely Bridge- declared 1st Feb 2007</li></ol> <p>Each of these AQMAs was declared as a result of road-traffic derived Nitrogen Dioxide. There is one action plan in place for Ely Bridge AQMA and interim Action Plans have prepared for Cardiff City Centre, Llandaff and Stephenson Court AQMAs.</p> <p>These recommend that further monitoring is undertaken and set out measures to improve air quality in these areas. Such measures include Environmental Health Officers working closely with Planning Officers to advise on any development with the potential for detrimental impacts on air quality, requesting Air Quality Assessments and applying conditions where necessary and working to reduce traffic and emissions through implementation of the Local Transport Plan (LTP).</p> |                                       |                             |   |
| <b>Recommendations</b>   |                                       |                             |   |
| No action is required at present. Continue to monitor.   |                                       |                             |   |



## **Reference OB3 EN15**

**Relevant LDP Policies:** C4, C5

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target | Trigger   | Performance  |
|---|--------|---|--|
| <b>LOCAL</b><br>Open Space<br>SPG   |        | Failure to adopt<br>SPG within 6<br>months of adoption<br>of the Plan | The Green<br>Infrastructure<br>SPG, incorporating<br>guidance on open<br>space was issued<br>for public<br>consultation in<br>June 2017 and is<br>due to be<br>considered by<br>Cabinet and<br>Council for<br>approval in<br>October 2017. |
| <b>Analysis</b>   |        |   |  |
| The Open Space SPG has been incorporated in the Green Infrastructure SPG which was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in November 2017. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |        |   |  |
| <b>Recommendations</b>  |        |   |  |
| No action is required at present. Continue to monitor.  |        |   |  |

## **Reference OB3 EN16**

**Relevant LDP Policies:** T1

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target | Trigger   | Performance   |
|---|--------|---|---|
| <b>LOCAL</b><br>Public Rights of Way and Development SPG  |        | Failure to adopt SPG within 18 months of adoption of the Plan | The Green Infrastructure SPG, incorporating guidance on public rights of way was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017. |
| <b>Analysis</b>   |        |   |   |
| The Public Rights of Way and Development SPG has been incorporated in the Green Infrastructure SPG which was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in November 2017. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |        |   |   |
| <b>Recommendations</b>  |        |   |   |
| No action is required at present. Continue to monitor.  |        |   |   |

## **Reference OB3 EN17**

**Relevant LDP Policies:** EN8

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target | Trigger   | Performance  |
|--|--------|---|--|
| <b>LOCAL</b><br>Trees and Development SPG  |        | Failure to adopt SPG within 18 months of adoption of the Plan | The Green Infrastructure SPG, incorporating guidance on trees and development was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017. |
| <b>Analysis</b>  |        |   |  |
| The Trees and Development SPG has been incorporated in the Green Infrastructure SPG which was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in November 2017. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |        |   |  |
| <b>Recommendations</b>   |        |   |  |
| No action is required at present. Continue to monitor.   |        |   |  |

## **Reference OB3 EN18**

**Relevant LDP Policies:** EN5, EN6, EN7

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target | Trigger  | Performance  |
|---|--------|--|--|
| <b>LOCAL</b><br>Biodiversity<br>SPG   |        | Failure to adopt<br>SPG within 18<br>months of adoption<br>of the Plan | The Green<br>Infrastructure<br>SPG, incorporating<br>guidance on<br>biodiversity was<br>issued for public<br>consultation in<br>June 2017 and is<br>due to be<br>considered by<br>Cabinet and<br>Council for<br>approval in<br>October 2017. |
| <b>Analysis</b>   |        |  |  |
| The Biodiversity SPG has been incorporated in the Green Infrastructure SPG which was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in November 2017. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |        |  |  |
| <b>Recommendations</b>  |        |  |  |
| No action is required at present. Continue to monitor.  |        |  |  |

## **Reference OB3 EN19**

**Relevant LDP Policies:** EN14

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target | Trigger   | Performance   |
|---|--------|---|---|
| <b>LOCAL</b><br>Flooding SPG  |        | Failure to adopt SPG within 12 months of adoption of the Plan | The Flooding SPG is due to be issued for public consultation in March 2018. |
| <b>Analysis</b>   |        |   |   |
| Preparatory work has commenced on preparation of the SPG and it is due to be issued for public consultation in March 2018. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |        |   |   |
| <b>Recommendations</b>  |        |   |   |
| No action is required at present. Continue to monitor.  |        |   |   |

## **Reference OB3 EN20**

**Relevant LDP Policies:** KP16, EN3 - EN8

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target | Trigger  | Performance   |
|---|--------|--|---|
| <b>LOCAL</b><br>Natural Heritage<br>Network SPG   |        | Failure to adopt<br>SPG within 12<br>months of adoption<br>of the Plan | The Green<br>Infrastructure<br>SPG, incorporating<br>guidance on the<br>natural heritage<br>network was<br>issued for public<br>consultation in<br>June 2017 and is<br>due to be<br>considered by<br>Cabinet and<br>Council for<br>approval in<br>October 2017. |
| <b>Analysis</b>   |        |  |   |
| The Natural Heritage Network SPG has been incorporated in the Green Infrastructure SPG which was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in November 2017. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |        |  |   |
| <b>Recommendations</b>  |        |  |   |
| No action is required at present. Continue to monitor.  |        |  |   |

## **Reference OB3 EN21**

**Relevant LDP Policies:** EN14

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>  | <b>Target</b> | <b>Trigger</b>  | <b>Performance</b>  |
|---|---------------|---|---|
| <b>LOCAL</b><br>Archaeologically Sensitive Areas SPG  |               | Failure to adopt SPG within 18 months of adoption of the Plan | The Archaeologically Sensitive Areas SPG is due to be issued for public consultation in March 2018. |
| <b>Analysis</b>   |               |   |   |
| Preparatory work has commenced on preparation of the SPG and it is due to be issued for public consultation in March 2018. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |               |   |   |
| <b>Recommendations</b>  |               |   |   |
| No action is required at present. Continue to monitor.  |               |   |   |

## Objective 4 – To create sustainable neighbourhoods that form part of a sustainable city

### Reference OB4 SN1

**Relevant LDP Policies:** EN12

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target  | Trigger   | Performance  |
|--|---|---|--|
| <b>Local</b><br>The number and capacity of renewable energy developments permitted   | An increase in the number of renewable energy schemes permitted | No increase in the number of renewable energy schemes permitted for two or more consecutive years | No notable renewable energy schemes were permitted during the monitoring period. |
| <b>Analysis</b><br><br>In many respects, it is considered that there is relatively limited scope for renewable energy in Cardiff. Unlike some other local authorities in Wales, Cardiff has no Strategic Search Areas (TAN8) thereby restricting the potential for harnessing large-scale onshore wind power. With regards to other technologies, Cardiff is a relatively small area with much of its land already developed. Outside the urban areas, topography, environmental constraints plus relatively high land values constrain opportunities for medium-large renewable energy generation. There are however exceptions, within the former docklands two notable schemes are already in operation including an Energy Recovery Facility in Splott (30MW) and more recently a biomass plant in Tremorfa (2MW). As such, further opportunities relating to these technologies may be somewhat limited.<br><br>It should also be noted that under the provisions of The Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2012, householders and businesses benefit from ‘permitted development’ rights relating to microgeneration/small-scale renewable energy technologies. Given the extent of these rights, it is inevitable that many small-scale renewable energy schemes will take place in Cardiff without the need for obtaining planning permission. Subsequently, holistic monitoring of renewable energy developments is not possible and certain developments will not be captured by this monitoring indicator. |   |   |  |
| <b>Recommendations</b><br><br>No action is required at present. Continue to monitor.   |   |   |  |



## **Reference OB4 SN2**

**Relevant LDP Policies:** KP12, W1

**Contextual Changes:** A 'Waste Planning Monitoring Report' for South East Wales was published in April 2016 (covering the year 2014/15) in response to the requirement in TAN21 for regional waste monitoring.

| Indicator  | Target   | Trigger    | Performance  |
|--|--|------------|--|
| <b>LOCAL</b><br>Maintain a sufficient amount of land and facilities to cater for Cardiff's waste capacity  | Maintain a sufficient capacity to cater for Cardiff's waste (to be confirmed at a regional level in accordance with TAN21) | No trigger | A sufficient amount of land and facilities are available to cater for Cardiff's waste capacity |
| <b>Analysis</b>  |  |            |  |
| <p>TAN21 and its associated regional monitoring reports will be used to monitor whether each region has enough capacity to manage its waste arising's and anticipate when additional regional capacity will be needed. Cardiff is part of the South East Wales region. The 'Waste Planning Monitoring Report: South East Wales' published in April 2016 concluded that there is no further need for landfill capacity within the South East Wales region and that any proposals for further residual waste treatment should be carefully assessed to ensure that the facility would not result in overprovision.</p> <p>Waste developments of significance within the monitoring period are as follows:</p> <ul style="list-style-type: none"> <li>• An Anaerobic Digestion plant with a capacity of 35,000t which will take food waste from Cardiff and the Vale of Glamorgan opened in Tremorfa in March 2017;</li> <li>• Permission was granted for a replacement HWRC at Lamby Way;</li> <li>• An application to vary a condition at Viridor's Energy Recovery Facility proposed an increased throughput of 425,000t per annum;</li> <li>• An application to modify the s106 agreement at Viridor's Energy Recovery Facility was approved which would allow waste from outside South East Wales to be recovered at the facility.</li> </ul> <p>Therefore, it is considered that policies KP12 and W1 are functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p> |  |            |  |
| <b>Recommendations</b>   |  |            |  |
| No action required at present. Continue to monitor.  |  |            |  |

## **Reference OB4 SN3**

**Relevant LDP Policies:** KP12, W1, W2

**Contextual Changes:** There have been no contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target   | Trigger   | Performance  |
|---|--|---|--|
| <b>LOCAL</b><br>Amount of household waste recycled  | Minimum Overall Recycling - 58% by 2016, 64% by 2020 and 70% by 2025. Maximum Landfill = n/a by 2016, 10% by 2020 and 5% by 2025 | Minimum Overall Recycling - Less than 58% by 2016, 64% by 2020 and 70% by 2025, Maximum Landfill = n/a by 2016, less than 10% by 2020 | The amount of household waste recycled in 2015/16 was 58.2% and amount sent to landfill was 7.5% |
| <b>Analysis</b>   |  |   |  |
| <p>Latest figures produced by Welsh Government show that the household recycling rate in 2015/16 was 58.2% which met the target set out above. This rate continues an upward trend over the last few years as rates in 2014/15 were 53.4% and 2013/14 were 49.7%. Only 7.5% of household waste was sent to landfill in 2015/16 which is below the 10% target for 2020 set out above. This percentage represents a significant reduction from 2012/13 when 39% was sent to landfill.</p> <p>Therefore, it is considered that policies KP12, W1 and W2 are functioning effectively in this regard. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p> |  |   |  |
| <b>Recommendations</b>  |  |   |  |
| No action is required at present. Continue to monitor.  |  |   |  |

## **Reference OB4 SN4**

**Relevant LDP Policies:** KP12, W1, W2

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target  | Trigger                                      | Performance  |
|---|---|--|--|
| <b>LOCAL</b><br>Applications received for waste management uses on B2 sites   | Maintain a sufficient range and choice of waste management facilities | 1 or more applications refused in any 1 year | No applications for waste management uses on B2 land refused |
| <b>Analysis</b>   |   |  |  |
| <p>During the monitoring period, one application for a change of use to a scrap yard on B2 land was approved. No applications for waste management uses on B2 land were refused during the monitoring period.</p> <p>An application to modify the s106 agreement relating to Viridor's energy recovery facility was approved which would allow waste from outside south east Wales to be processed at the facility. An application to vary a condition allowing up to 425,000 tonnes of waste to be treated at the facility was granted, subject to s106 agreement.</p> <p>Therefore, it is considered that policies KP12 and W2 are functioning effectively in this regard. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p> |   |  |  |
| <b>Recommendations</b>  |   |  |  |
| No action is required at present. Continue to monitor.  |   |  |  |

## **Reference OB4 SN5**

**Relevant LDP Policies:** KP11, M7

**Contextual Changes:** There have been no contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target         | Trigger                  | Performance  |
|--|----------------|--------------------------|--|
| <b>LOCAL</b><br>Maintain a minimum 10 year landbank of crushed rock reserves   | 10 year supply | Less than 10 year supply | More than 10 year supply maintained throughout the plan period |
| <b>Analysis</b>  |                |                          |  |
| <p>The most recent published data on the landbank is the SWRAWP Annual Report 2014. This states that Cardiff has a landbank of crushed rock of 32 years based on a 3 year average of sales (2012-2014) and 37 years based on a 10 year average of sales (2005-2014). The Annual Report for 2015 has not yet been published and data for 2016 is currently being collated. The Council cannot publish any information on rates of sales in relation to reserves in an uncollated format due to the need to protect the commercial confidentiality of operators.</p> <p>Given that there would be a landbank in excess of 10 years at the end of the plan period in 2026, it is considered that policy M7 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue.</p> |                |                          |  |
| <b>Recommendations</b>   |                |                          |  |
| No action is required at present. Continue to monitor.   |                |                          |  |

## **Reference OB4 SN6**

**Relevant LDP Policies:** KP11, M6

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target  | Trigger   | Performance   |
|---|---|---|---|
| <b>LOCAL</b><br>Amount of development within Sand Wharf Protection Area   | No permanent development which would prejudice the ability to land marine dredged sand and gravel will be permitted within the safeguarded sand wharfs which is contrary to Policy M6 | 1 application permitted for development in any 1 year | No applications permitted with the Sand Wharf Protection Area |
| <b>Analysis</b>   |   |   |   |
| During the monitoring period no applications were permitted within the Sand Wharf Protection Area. It is, therefore, considered that policy M6 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue. |   |   |   |
| <b>Recommendations</b>  |   |   |   |
| No action is required at present. Continue to monitor.  |   |   |   |

## **Reference OB4 SN7**

**Relevant LDP Policies:** KP11, M7

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target   | Trigger   | Performance   |
|--|--|---|---|
| <b>LOCAL</b><br>Amount of development permitted within a mineral safeguarding area   | No permanent sterilising development as defined in MPPW/MTAN 1 will be permitted within a Mineral Safeguarding Area which is contrary to Policy M7 of the Plan | 1 application permitted for development in any 1 year | No permanently sterilising developments permitted contrary to policy M7 |
| <b>Analysis</b>  |  |   |   |
| <p>During the monitoring period three applications located within mineral safeguarding areas were approved:</p> <ul style="list-style-type: none"><li>• Retention of and extension to a stable block located within the Limestone Safeguarding Area;</li><li>• Wooden pavilion at an existing cricket ground within the Limestone Safeguarding Area;</li><li>• Drive through coffee shop, where part of the site area was within the Sand and Gravel Safeguarding Area.</li></ul> <p>The stable block and cricket pavilion would not be considered permanent development. The part of the coffee shop proposal which fell within the safeguarding area was indicated as being for car parking, so would be unlikely to permanently sterilise the mineral resource.</p> |  |   |   |
| <b>Recommendations</b>   |  |   |   |
| No action is required at present. Continue to monitor.   |  |   |   |

## **Reference OB4 SN8**

**Relevant LDP Policies:** M2

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>  | <b>Target</b>                    | <b>Trigger</b>  | <b>Performance</b>   |
|---|----------------------------------|---|--|
| <b>LOCAL</b><br>Number of planning permissions permitted for extraction of aggregate mineral not in line with Policy M2   | 0 planning permissions permitted | 1 application permitted for development in any 1 year | No applications permitted for extraction of aggregate mineral not in line with Policy M2 |
| <b>Analysis</b>   |                                  |   |  |
| During the monitoring period no applications for mineral extraction which could be considered to be not in line with Policy M2 were permitted.<br><br>An application for a lateral extension to Creigiau Quarry was approved subject to s106 agreement in October 2016. |                                  |   |  |
| <b>Recommendations</b>  |                                  |   |  |
| No action required at present. Continue to monitor.   |                                  |   |  |

## **Reference OB4 SN9**

**Relevant LDP Policies:** M4

**Contextual Changes:** There have been no contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target                          | Trigger   | Performance  |
|--|---------------------------------|---|--|
| <b>LOCAL</b><br>Number of planning permissions for inappropriate development e.g. dwellings/ mineral working, permitted in Minerals Buffer Zones contrary to Policy M4   | 1 planning permission permitted | 1 application permitted for development in any 1 year | No applications for inappropriate development permitted within the Minerals Buffer Zones |
| <b>Analysis</b>  |                                 |   |  |
| During the monitoring period no applications for inappropriate development were permitted within the Minerals Buffer Zones. It is, therefore, considered that policy M4 is functioning effectively. The Council will continue to monitor this indicator to determine the effectiveness of the policy framework relating to this issue. |                                 |   |  |
| <b>Recommendations</b>   |                                 |   |  |
| No action is required at present. Continue to monitor.   |                                 |   |  |



## **Reference OB4 SN10**

**Relevant LDP Policies:** M3

**Contextual Changes:** There have been no contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>   | <b>Target</b>   | <b>Trigger</b>  | <b>Performance</b>  |
|--|---|---|---|
| <b>LOCAL</b><br>Number of prohibition orders issued on dormant sites   | Ensure that those dormant sites deemed not likely to be re-worked in the future (as part of the annual review) are served with prohibition orders | LPA fails to serve prohibition orders on sites that are deemed not likely to be re-worked in the future | No prohibition orders served in the monitoring period. Work has progressed in securing the closure of southern and western parts of Creigiau Quarry in line with M3 |
| <b>Analysis</b>  |   |   |   |
| <p>The Council has not served any prohibition orders within the monitoring period.</p> <p>Planning application 15/01953/MJR concerning Creigiau Quarry was approved subject to s106 agreement in October 2016. The proposal would allow an extension to the south east of the current quarry area and would also secure a relinquishment of the southern and western parts of the site. The s106 agreement is yet to be finalised.</p> <p>It is considered that further research and investigation into the appropriateness of serving prohibition orders be carried out. The Council will continue to monitor progress on the application at Creigiau Quarry.</p> |   |   |   |
| <b>Recommendations</b>   |   |   |   |
| Further research on prohibition orders is required. Continue to monitor.   |   |   |   |

## **Reference OB4 SN11**

**Relevant LDP Policies:** KP17: Built Heritage, EN9: Conservation of the Historic Environment

### **Contextual Changes:**

From 16 March 2016, there has been a requirement for applicants to undertake pre-application consultation applies to all planning applications for 'major' development (full or outline) for development affecting a scheduled monument or its setting, registered historic landscapes, registered historic parks or gardens

This requirement also falls upon a local authority when a major application affecting one of these assets is registered.

| <b>Indicator</b>  | <b>Target</b>  | <b>Trigger</b>   | <b>Performance</b>  |
|---|--|--|---|
| OB4 SN11<br><br><b>LOCAL</b><br>Number of applications permitted contrary to Policy EN9 that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas  | No developments permitted over the course of the Plan where there is an outstanding objection from statutory heritage advisors or that would adversely affect Scheduled Ancient Monuments, registered historic parks and gardens, Listed Buildings or Conservation Areas | 1 application permitted for development in any 1 year where there is an outstanding objection from statutory heritage advisors | No developments have been permitted with an outstanding objection from statutory heritage advisors. |
| <b>Analysis</b>   |  |  |   |
| During the monitoring period ninety-four relevant applications were received on historic environment assets. Of these applications all were considered to be policy compliant/policy compliant subject to conditions/recommendations placed on the permission. No applications were permitted with an outstanding objection from statutory heritage advisors. |  |  |   |
| <b>Recommendations</b>  |  |  |   |
| No action is required at present. Continue to monitor.  |  |  |   |

## Reference OB4 SN12

**Relevant LDP Policies:** KP2 (A-H), KP4, KP6

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target   | Trigger                                  | Performance  |
|--|--|--|--|
| <b>LOCAL</b><br>Delivery of each key principle from the Strategic Sites Masterplanning Framework as embedded in the LDP to ensure delivery of key infrastructure including sustainable transportation interventions, social and community facilities, together with any other key Masterplanning requirements  | Failure of any key principles being effectively delivered in accordance with details which are approved through the Development Management process (e.g. S106 obligations & planning conditions) | 1 (or more) key principles not delivered | As of June 2017, planning permission(s) have been granted at Strategic Sites C (North West Cardiff), F (North East Cardiff – West of Pontprennau) and G (East of Pontprennau Link Road). Associated S106 agreements link to infrastructure provision identified through policies KP2(A-H). To date, construction work has only commenced at Site G and the delivery of infrastructure provision identified through the associated S106 agreements will be monitored as schemes progress over the coming years. |
| <b>Analysis</b>  |  |  |  |
| All of the LDP Strategic Sites are at their initial stages of development (submission of planning applications / granting of permissions etc) and, as such, the delivery of infrastructure provision onsite will commence over the coming years. At this stage (2017) it is only possible to monitor Strategic Site infrastructure provision through the details set out in the S106 agreements associated with the granting of planning permissions. These details will be identified in the 2017 update of the Cardiff Infrastructure Plan to be completed later in 2017 |  |  |  |
| <b>Recommendations</b>   |  |  |  |
| <ul style="list-style-type: none"> <li>Continue to monitor the delivery of Strategic Site infrastructure provision through annual updates of the Cardiff Infrastructure Plan.</li> <li>No actions are triggered under the first year of performance monitoring.</li> </ul>   |  |  |  |

## **Reference OB4 SN13**

**Relevant LDP Policies:** KP6

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target   | Trigger   | Performance   |
|--|--|---|---|
| <b>LOCAL</b><br>Preparing an annual Infrastructure Plan and Infrastructure Plan Delivery Report update.  | Update the Infrastructure Plan and Infrastructure Plan Delivery Report annually to reflect the latest available information with regard to key infrastructure, costs/funding and estimated timescales. | Failure to update the Infrastructure Plan and Infrastructure Plan Delivery Report annually. | The current (2016) version of the Cardiff Infrastructure Plan was published in September. The 2017 version is currently being prepared in advance of completion later in 2017 |
| <b>Analysis</b>  |  |   |   |
| <ul style="list-style-type: none"><li>• A review / update of the Cardiff Infrastructure Plan is undertaken on an annual basis, with the current version having been published in September 2016.</li><li>• Works is currently being undertaken to update the Infrastructure Plan for 2017, which will be published in the autumn. The structure of the document is being amended to capture / record the S106 agreements for permissions granted on LDP Strategic Sites and the associated delivery of infrastructure provision going forward.</li></ul> |  |   |   |
| <b>Recommendations</b>   |  |   |   |
| <ul style="list-style-type: none"><li>• No actions are triggered under the first year of performance monitoring.</li></ul>   |  |   |   |

## **Reference OB4 SN14**

### **Relevant LDP Policies: T5**

**Contextual Changes:** The requirements of the SPG have changed significantly from those originally foreseen, giving rise to the need for extensive additional technical work, which together with a lack of staff resource, has meant significant delays in its progress towards delivery.

| <b>Indicator</b>  | <b>Target</b>      | <b>Trigger</b>  | <b>Performance</b>  |
|---|--------------------|---|---|
| <b>Local</b><br>Design and<br>Parking<br>Guidance SPG<br>(incorporating<br>Access,<br>Circulation and<br>Parking<br>Requirements<br>SPG and<br>sustainable<br>design<br>guidance)   | To deliver the SPG | Failure to adopt<br>SPG within 6<br>months of adoption<br>of the Plan | The Draft SPG is<br>in the process of<br>being finalised. |
| <b>Analysis</b>   |                    |   |   |
| <p>The Council adopted the LDP on the 28th of January 2016. The intention was that the SPG should have been adopted by the end of July 2016.</p> <p>However, progress on the document has been delayed due to the extensive additional technical work which has been required in preparing the guidance, in combination with limitations of workloads and staffing capacity.</p> <p>The substantial technical work needed has been as a result of changing requirements (e.g. the need to establish new cycle parking standards), but also crucially the need to give the agents of developers significantly more guidance on methodology than has been historically required. This is because of a lack of willingness for some agents/consultants to cooperate with providing the Council the information needed to determine applications in an efficient and effective manner, and to demonstrate sufficient mitigation measures, in order to support future demand and the delivery of modal split targets.</p> <p>The future timescales for delivery of the SPG are anticipated that internal and member consultation to be undertaken during 2017, with publication of the draft SPG expected for public consultation in 2017/18. It should also be noted, that some technical parts of the SPG will be 'live' working documents in the appendices, which will be amended as the new approaches are applied.</p> |                    |   |   |
| <b>Recommendations</b>  |                    |   |   |

Prioritise resources to the delivery of the SPG as per the above timescales, to ensure adoption in 2018.

## **Reference OB4 SN15**

**Relevant LDP Policies:** W1, W2

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target | Trigger   | Performance   |
|--|--------|---|---|
| <b>LOCAL</b><br>Locating Waste Management Facilities SPG   |        | Failure to adopt SPG within 12 months of adoption of the Plan | The Locating Waste Management Facilities SPG was approved in January 2017 |
| <b>Analysis</b>  |        |   |   |
| The SPG was approved by Council on 26 <sup>th</sup> January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. |        |   |   |
| <b>Recommendations</b>   |        |   |   |
| No action is required.   |        |   |   |

## **Reference OB4 SN16**

**Relevant LDP Policies:** KP5

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target | Trigger  | Performance  |
|--|--------|--|--|
| <b>LOCAL</b><br>Infill Sites<br>Design<br>Guidance SPG   |        | Failure to adopt<br>SPG within 18<br>months of adoption<br>of the Plan | The Infill Sites<br>Design Guidance<br>SPG was issued<br>for public<br>consultation in<br>June 2017 and is<br>due to be<br>considered by<br>Cabinet and<br>Council for<br>approval in<br>October 2017. |
| <b>Analysis</b>  |        |  |  |
| The SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in November 2017. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |        |  |  |
| <b>Recommendations</b>   |        |  |  |
| No action is required at present. Continue to monitor.   |        |  |  |



## **Reference OB4 SN17**

**Relevant LDP Policies:** KP5

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target | Trigger  | Performance  |
|--|--------|--|--|
| <b>LOCAL</b><br>Tall Buildings<br>SPG  |        | Failure to adopt<br>SPG within 18<br>months of adoption<br>of the Plan | The Tall Buildings<br>SPG was<br>approved in<br>January 2017 |
| <b>Analysis</b>  |        |  |  |
| The SPG was approved by Council on 26 <sup>th</sup> January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. |        |  |  |
| <b>Recommendations</b>   |        |  |  |
| No action is required.   |        |  |  |

## **Reference OB4 SN18**

**Relevant LDP Policies:** KP5

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target | Trigger  | Performance  |
|---|--------|--|--|
| <b>LOCAL</b><br>Householder<br>Design<br>Guidance SPG   |        | Failure to adopt<br>SPG within 18<br>months of adoption<br>of the Plan | The Residential<br>Design Guidance<br>SPG was<br>approved in<br>January 2017 |
| <b>Analysis</b>   |        |  |  |
| The SPG has been renamed Residential Design Guidance SPG and was approved by Council on 26 <sup>th</sup> January 2017 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. |        |  |  |
| <b>Recommendations</b>  |        |  |  |
| No action is required.  |        |  |  |

## **Reference OB4 SN19**

**Relevant LDP Policies:** KP5

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>  | <b>Target</b> | <b>Trigger</b>  | <b>Performance</b>  |
|---|---------------|---|---|
| <b>LOCAL</b><br>Public Art SPG  |               | Failure to adopt SPG within 18 months of adoption of the Plan | The Public Art SPG is due to be issued for public consultation in March 2018. |
| <b>Analysis</b>   |               |   |   |
| Preparatory work has commenced on preparation of the SPG and it is due to be issued for public consultation in March 2018. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |               |   |   |
| <b>Recommendations</b>  |               |   |   |
| No action is required at present. Continue to monitor.  |               |   |   |

## **Reference OB4 SN20**

**Relevant LDP Policies:** R8

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target | Trigger   | Performance  |
|--|--------|---|--|
| <b>LOCAL</b><br>Food Drink and Leisure Uses and Premises for Eating, Drinking and Entertainment in Cardiff City Centre SPG   |        | Failure to adopt SPG within 18 months of adoption of the Plan | The SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in October 2017. |
| <b>Analysis</b>  |        |   |  |
| The SPG was issued for public consultation in June 2017 and is due to be considered by Cabinet and Council for approval in November 2017. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |        |   |  |
| <b>Recommendations</b>   |        |   |  |
| No action is required at present. Continue to monitor.   |        |   |  |

## **Reference OB4 SN21**

**Relevant LDP Policies:** W1, W2

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator  | Target | Trigger  | Performance   |
|--|--------|--|---|
| <b>LOCAL</b><br>Waste<br>Collection and<br>Storage<br>Facilities SPG   |        | Failure to adopt<br>SPG within 18<br>months of adoption<br>of the Plan | The Waste<br>Collection and<br>Storage Facilities<br>SPG was<br>approved in<br>October 2016 |
| <b>Analysis</b>  |        |  |   |
| The SPG was approved by Council on 20 <sup>th</sup> October 2016 and has been taken into consideration in all planning applications determined since that date. Given this, there is no need to continue to monitor this indicator but the Council will continue to assess the effectiveness of the adopted SPG. |        |  |   |
| <b>Recommendations</b>   |        |  |   |
| No action is required.   |        |  |   |

## **Reference OB4 SN22**

**Relevant LDP Policies:** H5

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| <b>Indicator</b>  | <b>Target</b> | <b>Trigger</b>   | <b>Performance</b>   |
|---|---------------|--|--|
| <b>LOCAL</b><br>Design<br>Guidance and<br>Standards for<br>Flat<br>Conversions<br>SPG   |               | Failure to adopt<br>SPG within 12<br>months of adoption<br>of the Plan | The Design<br>Guidance and<br>Standards for Flat<br>Conversions SPG<br>is due to be issued<br>for public<br>consultation in<br>March 2018. |
| <b>Analysis</b>   |               |  |  |
| Preparatory work has commenced on preparation of the SPG and it is due to be issued for public consultation in March 2018. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |               |  |  |
| <b>Recommendations</b>  |               |  |  |
| No action is required at present. Continue to monitor.  |               |  |  |

## **Reference OB4 SN23**

**Relevant LDP Policies:** EN12

**Contextual Changes:** There have been no significant contextual changes relating to this policy area during the monitoring period.

| Indicator   | Target | Trigger  | Performance   |
|---|--------|--|---|
| <b>LOCAL</b><br>Renewable<br>Energy<br>Assessments<br>SPG   |        | Failure to adopt<br>SPG within 12<br>months of adoption<br>of the Plan | The Renewable<br>Energy<br>Assessments SPG<br>is due to be issued<br>for public<br>consultation in<br>March 2018. |
| <b>Analysis</b>   |        |  |   |
| Preparatory work has commenced on preparation of the SPG and it is due to be issued for public consultation in March 2018. An update on this will be provided in 2 <sup>nd</sup> AMR in 2018. |        |  |   |
| <b>Recommendations</b>  |        |  |   |
| No action is required at present. Continue to monitor.  |        |  |   |

## 6. Sustainability Appraisal Monitoring

### Methodology

The Sustainability Appraisal monitoring expands the assessment of the performance of the LDP against the Sustainability Appraisal (SA) Monitoring Objectives. The data collated includes a mix of qualitative and quantitative data with a commentary in the latter column to describe the progress and provide a recommendation.

Indicators may have been amended where there is a data gap to allow for similar information to be collated, the text is italicised to identify indicators where a change has been made. There is also overlap with some LDP indicators, these indicators are marked in bold and coloured green for clarity. This is intended to provide an indication of how the LDP monitoring and SA monitoring are interlinked. A brief commentary is provided although reference should be made to Section 5 LDP Policy Analysis for additional information.

There are a number of SA indicators where information is not published annually, for example those based on the census. The purpose of the monitoring framework is to review changes on an annual basis, as a consequence these are not necessarily going to be useful moving forward in terms of future monitoring. They have however been retained in order to provide a baseline, further work will be undertaken in time for the next AMR to determine whether alternative sources of information are available.

The traffic light rating system used for the LDP Monitoring Indicators has not been taken forward for use with the SA Monitoring. Many of the SA objectives are aspirational. In addition, the LDP alone would not be the only factor that would need to be considered in achieving their aims. The SA Monitoring does not include targets as such, unlike the LDP monitoring, it would therefore prove difficult to interpret the commentary into a traffic light rating. This is the first SA monitoring to be undertaken since the adoption of the LDP and it provides a baseline only, emerging trends are therefore not apparent. Accordingly, the direction of change is not included in the commentary for this monitoring period but will be included in future AMRs. This will be utilised to assess the LDPs progression towards meeting the identified sustainable development indicators.

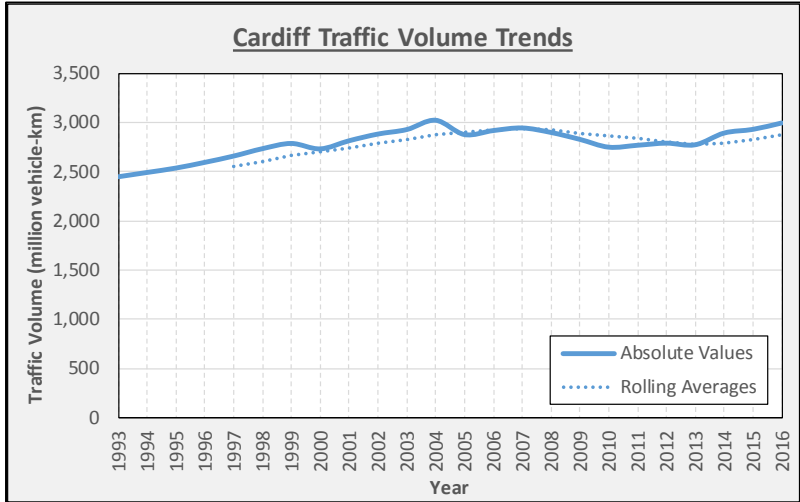
Information contained in the SA monitoring framework in the main relates to a wide range of data produced internally, by various departments of the Council and externally from other organisations. Where data has been sourced externally, a footnote is provided to ensure the data source is easily identifiable.

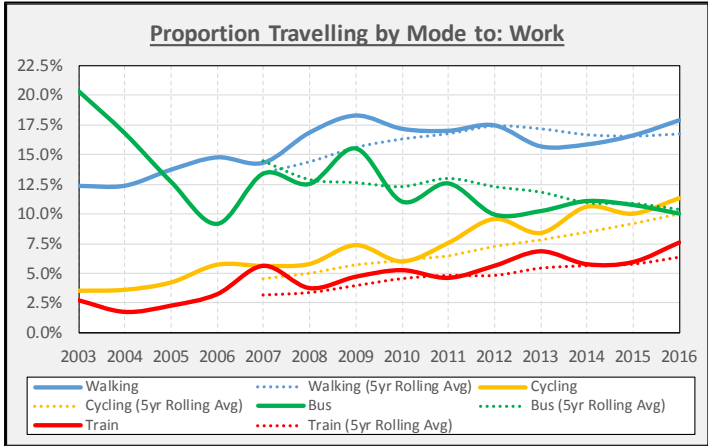
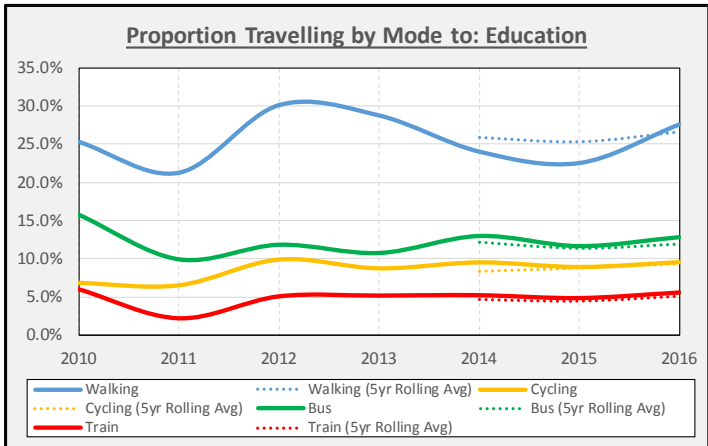


| SA objective   | Indicator   | Target  | Data                     | Commentary  |
|--|---|---|--------------------------|---|
| 1. Help deliver equality of opportunity and access for all | The percentage of population in the 100 most deprived wards in Wales      | Reduction   | 12% is the 2015 baseline | The latest Welsh Index of Multiple Deprivation data from 2015 shows that 12% of the population of Cardiff is in the 100 most deprived wards in Wales                |
|  | The number of net additional affordable dwellings built                   | 6,646 net affordable units over the remaining Plan period (representing an average of 22.8% of total housing provision) | 579                      | From 2014/15 to 2016/17 a total of 579 affordable dwellings were completed leaving a residue of 6,067 dwellings to be completed over the remaining 9 years to 2026. |
|  | Total number of Gypsy and Traveller pitches for residential accommodation | Net increase  | No increase              | Work ongoing to identify new site for Gypsy and Traveller pitches.  |

| SA objective   | Indicator  | Target                    | Data   | Commentary   |
|--|--|---------------------------|--|--|
| 2. Maintain and improve air quality                  | NO2 levels   | 40µgm3                    | Exceedance's of the 40µgm3 within the declared AQMAs | The 2015 nitrogen dioxide Council monitoring data shows a number of sites representative of relevant exposure with exceedances of the 40µgm3 annual mean objective. These sites are predominantly contained within the declared AQMAs. However, there are two monitoring locations (Station Terrace & Ocean Way) which are not located within AQMAs, but it should be noted that annual exceedances are not out of character for these sites and are in locations not representative of relevant exposure. |
| 3. Protect and enhance biodiversity, flora and fauna | Number and extent of designated sites of importance (SACs, SPAs, SSSIs, Ramsars, LNRs and SINCs, ancient woodland) | No loss of area           | No loss of area                                      | It is considered that there has been no loss of area as a result of applications permitted within the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/policy compliant subject to conditions/recommendations placed on the permission  |
|  | Condition of SSSIs   | No reduction in condition | No reduction in condition                            | It is considered that there has been no reduction in the condition of SSSIs as a result of applications permitted within the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/policy compliant subject to conditions/recommendations placed on the permission.  |

| SA objective   | Indicator  | Target                 | Data   | Commentary  |
|--|--|------------------------|--|---|
|  | Extent of Local Biodiversity Action Plan priority habitats | No reduction in extent |  | Local Biodiversity Action Plans are not currently being progressed. To be updated once a replacement has been established.  |
| 4. Reduce emissions of greenhouse gases that cause climate change and adapt to its effects | Traffic volumes (vehicle-km)                               | n/a                    | 2015 = 2,927<br>2016 = 2,991<br>Change = +2.2% | <p>According to DfT published road traffic statistics data, traffic volumes in Cardiff have increased by a significant 2.2% from 2,927 to 2,991 million vehicle-km between 2015 and 2016, respectively. This level of growth is consistent with the average for the region, for GB and for Wales as a whole, and comparable to that for many local authorities.</p> <p>Examining the longer term trends as presented below, it is clear that historically traffic volumes have been increasing, but that these dipped between around 2008 and 2012, likely due to the economic downturn, and have since returned to their previous levels –</p> |

| SA objective | Indicator  | Target | Data  | Commentary   |
|--------------|--|--------|---|--|
|              |  |        |   |  <p><b>Cardiff Traffic Volume Trends</b></p> <p>The graph displays traffic volume in million vehicle-km from 1993 to 2016. The y-axis ranges from 0 to 3,500 in increments of 500. The x-axis shows years from 1993 to 2016. A solid blue line represents 'Absolute Values' and a dotted blue line represents 'Rolling Averages'. Both lines show a general upward trend with some fluctuations, starting around 2,400 in 1993 and reaching nearly 3,000 by 2016.</p> |
|              | % of people walking, cycling, travelling by bus and train for each journey purpose | n/a    | <p>Work (2016):</p> <p>Walking = 17.9%</p> <p>Cycling = 11.3%</p> <p>Bus = 10.0%</p> <p>Train = 7.6%</p> <p>Education (2016):</p> <p>Walking = 27.6%</p> <p>Cycling =</p> | <p>Historic trends for these modes and the main journey purposes are provided below, based on results of the Ask Cardiff Survey –</p>  |

| SA objective | Indicator | Target | Data   | Commentary   |
|--------------|-----------|--------|--|--|
|              |           |        | <p>9.6%</p> <p>Bus = 12.8%</p> <p>Train = 5.6%</p> <p>Shopping (City Centre) (2016):</p> <p>Walking = 18.4%</p> <p>Cycling = 6.6%</p> <p>Bus = 26.7%</p> <p>Train = 11.3%</p> <p>Shopping (Other) (2016):</p> <p>Walking = 23.5%</p> <p>Cycling = 6.0%</p> <p>Bus = 8.9%</p> <p>Train = 4.4%</p> <p>Leisure (2016):</p> <p>Walking = 21.8%</p> |   |

| SA objective | Indicator | Target | Data   | Commentary  |
|--------------|-----------|--------|--|---|
|              |           |        | Cycling = 10.0%<br>Bus = 10.5%<br>Train = 8.8% | <div data-bbox="1317 272 2022 719"> <p><b>Proportion Travelling by Mode to: Shopping</b></p> </div> <div data-bbox="1317 764 2022 1211"> <p><b>Proportion Travelling by Mode to: Leisure</b></p> </div> <p>The above illustrate that the proportion travelling by each of these modes and for each journey purpose is rising. The exception being bus; while for travel to education and out of</p> |

| SA objective | Indicator  | Target | Data   | Commentary  |
|--------------|--|--------|--|---|
|              |  |        |  | <p>town shopping this has increased, otherwise the proportion travelling by bus has decreased.</p> <p>The data also demonstrate that walking is the most significant mode at typically around 20% for each journey purpose, the only exception being for travel for shopping in the City Centre, where the proportion travelling by bus is even higher at more than 25%.</p>  |
|              | No. residents working in Cardiff, no. people commuting out of Cardiff, no. people commuting into Cardiff | n/a    | <p>Residents Working in Cardiff:<br/>2015 = 131,400<br/>2016 = 139,500 (+6%)</p> <p>Residents Commuting Out of Cardiff:<br/>2015 = 34,000<br/>2016 = 27,700 (-19%)</p> <p>Commuting into Cardiff from Outside:<br/>2015 = 84,400<br/>2016 = 89,700 (+7%)</p> | <p>According to data from the Annual Population Survey as published by the Welsh Government, there are currently 229,200 people working in Cardiff. Of these around 139,500 are resident in Cardiff, with the remaining 89,700 having travelled in from outside (all modes). Meanwhile, around 27,700 residents currently commute outside of the authority.</p> <p>The total number working in Cardiff has increased by 6% since 2015, with a similar 7% increase over the same period in those commuting into Cardiff from outside. The data also demonstrates a large decrease in the number of residents working outside of Cardiff (-19%), to instead work within the authority. This could be as a result of increased attractive employment opportunities in recent years within Cardiff itself, resulting in a reduced need to travel outside in order to seek employment.</p> <p>The number and proportion of those travelling into Cardiff to work by origin, is provided in the table below –</p> |

| SA objective | Indicator | Target | Data   | Commentary                           |                   |                   |        |
|--------------|-----------|--------|--|--------------------------------------|-------------------|-------------------|--------|
|              |           |        | Total Working in Cardiff:<br>2015 = 215,400<br>2016 = 229,200<br>(+6%) | Origin                               | 2015              | 2016              | Change |
|              |           |        |  | Blaenau Gwent                        | 1,000<br>(0.5%)   | 1,100<br>(0.5%)   | 10%    |
|              |           |        |  | Bridgend                             | 6,200<br>(3%)     | 7,700<br>(3%)     | 24%    |
|              |           |        |  | Caerphilly                           | 13,200<br>(6%)    | 14,300<br>(6%)    | 8%     |
|              |           |        |  | Cardiff (Internal)                   | 131,400<br>(61%)  | 139,500<br>(61%)  | 6%     |
|              |           |        |  | Merthyr Tydfil                       | 1,500<br>(1%)     | 2,700<br>(1%)     | 80%    |
|              |           |        |  | Monmouthshire                        | 2,500<br>(1%)     | 2,300<br>(1%)     | -8%    |
|              |           |        |  | Newport                              | 9,700<br>(5%)     | 8,100<br>(4%)     | -16%   |
|              |           |        |  | Rhondda Cynon Taf                    | 18,800<br>(9%)    | 22,000<br>(10%)   | 17%    |
|              |           |        |  | Vale of Glamorgan                    | 20,300<br>(9%)    | 20,100<br>(9%)    | -1%    |
|              |           |        |  | Torfaen                              | 3,100<br>(1%)     | 3,500<br>(2%)     | 13%    |
|              |           |        |  | TOTAL From Region<br>(excl. Cardiff) | 76,300<br>(35%)   | 81,800<br>(36%)   | 7%     |
|              |           |        |  | TOTAL From<br>Outside Region         | 7,700<br>(4%)     | 7,900<br>(3%)     | 3%     |
|              |           |        |  | TOTAL Commuting<br>In                | 84,000<br>(39%)   | 89,700<br>(39%)   | 7%     |
|              |           |        |  | TOTAL Working in<br>Cardiff          | 215,400<br>(100%) | 229,200<br>(100%) | 6%     |



| SA objective | Indicator   | Target  | Data   | Commentary   |
|--------------|-------------|---|--|--|
|              |             |   |  | <p>As can be seen from the above, there are currently around 81,000 commuting into Cardiff from the Southeast Wales region. Of these the most significant proportion are from Rhondda Cynon Taf (10% of total working in Cardiff), Vale of Glamorgan (9%), Caerphilly (6%), Newport (4%), and Bridgend (3%).</p> <p>The number commuting from the region has risen by 7% since 2015, with large increases over this period from Merthyr Tydfil (+80%), Bridgend (+24%), Rhondda Cynon Taf (+17%), and Torfaen (+13%). Meanwhile, the proportion from Newport and Monmouthshire has declined over the same period, by 16% and 8% respectively.</p>  |
|              | Modal split | 'At least 50% of all trips on Cardiff's transport network. made by sustainable modes by the end of the Plan period in 2026' | <p>Absolute Values:<br/>2015 = 46.0%<br/>2016 = 50.3%</p> <p>5yr Rolling Averages:<br/>2015 = 47.6%<br/>2016 = 48.0%</p> | <p>Travel by mode is recorded each year in the Ask Cardiff Survey for the following journey purposes – Work, Education, Shopping (City Centre), Shopping (Other), and Leisure. However this does not take into account business-related journeys, escort journeys which are not education based, or journeys for personal business. Therefore, in order to account for these unobserved journey purposes, it is necessary to infill with data from the National Travel Survey (NTS), as published annually by the DfT in Table NTS0409. Note that in past analyses the DfT's TEMPRO had been used for this purpose. This same NTS dataset is also used to relatively proportion each journey purpose such as to arrive at a single figure for use of sustainable modes for all journeys.</p> <p>The resulting figures show that as of 2016, 50% of all journeys are already being made by sustainable modes, an increase</p> |

| SA objective | Indicator | Target    | Data    | Commentary  |       |              |           |         |          |       |              |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |
|--------------|-----------|-----------|---------|---|-------|--------------|-----------|---------|----------|-------|--------------|------|------|------|-------|-------|----|-------|------|------|------|-------|-------|----|-------|------|------|------|-------|-------|----|-------|------|------|------|-------|-------|----|-------|------|------|------|-------|-------|----|-------|------|------|------|-------|-------|----|-------|------|------|------|-------|-------|----|-------|
|              |           |           |         | <p>from 46.0% in 2015. While it may appear that the 2026 target has already been achieved, when taking a more representative 5yr rolling average, the current trend is at 48.0%, compared with 47.6% in 2015. Nevertheless, the reality is that significant efforts shall be required in order to maintain a 50% mode-split, in the face of the increased pressure from a 12% rise in population projected between 2016 and 2026, and with a corresponding growth in the number of trips.</p> <p>A breakdown of the proportions of total trips, which travel sustainably by each journey purpose, based on the methodology described previous, is provided in the table below –</p> <table><tr><td></td><td>Work</td><td>Education</td><td>Leisure</td><td>Shopping</td><td>Other</td><td>All Journeys</td></tr><tr><td>2010</td><td>6.4%</td><td>6.9%</td><td>20.2%</td><td>11.5%</td><td>6%</td><td>50.7%</td></tr><tr><td>2011</td><td>6.8%</td><td>7.4%</td><td>17.5%</td><td>10.7%</td><td>6%</td><td>48.2%</td></tr><tr><td>2012</td><td>6.7%</td><td>8.0%</td><td>17.3%</td><td>10.4%</td><td>6%</td><td>48.0%</td></tr><tr><td>2013</td><td>6.7%</td><td>7.8%</td><td>16.8%</td><td>10.2%</td><td>6%</td><td>47.0%</td></tr><tr><td>2014</td><td>7.3%</td><td>7.1%</td><td>18.1%</td><td>10.5%</td><td>6%</td><td>48.6%</td></tr><tr><td>2015</td><td>7.0%</td><td>6.1%</td><td>16.8%</td><td>10.6%</td><td>5%</td><td>46.0%</td></tr><tr><td>2016</td><td>7.3%</td><td>7.3%</td><td>19.2%</td><td>11.1%</td><td>5%</td><td>50.3%</td></tr></table> <p>The above is illustrated graphically in the stacked chart below. This demonstrates that of all those currently travelling sustainably, the largest proportion are made up for Leisure-</p> |       | Work         | Education | Leisure | Shopping | Other | All Journeys | 2010 | 6.4% | 6.9% | 20.2% | 11.5% | 6% | 50.7% | 2011 | 6.8% | 7.4% | 17.5% | 10.7% | 6% | 48.2% | 2012 | 6.7% | 8.0% | 17.3% | 10.4% | 6% | 48.0% | 2013 | 6.7% | 7.8% | 16.8% | 10.2% | 6% | 47.0% | 2014 | 7.3% | 7.1% | 18.1% | 10.5% | 6% | 48.6% | 2015 | 7.0% | 6.1% | 16.8% | 10.6% | 5% | 46.0% | 2016 | 7.3% | 7.3% | 19.2% | 11.1% | 5% | 50.3% |
|              | Work      | Education | Leisure | Shopping  | Other | All Journeys |           |         |          |       |              |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |
| 2010         | 6.4%      | 6.9%      | 20.2%   | 11.5%   | 6%    | 50.7%        |           |         |          |       |              |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |
| 2011         | 6.8%      | 7.4%      | 17.5%   | 10.7%   | 6%    | 48.2%        |           |         |          |       |              |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |
| 2012         | 6.7%      | 8.0%      | 17.3%   | 10.4%   | 6%    | 48.0%        |           |         |          |       |              |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |
| 2013         | 6.7%      | 7.8%      | 16.8%   | 10.2%   | 6%    | 47.0%        |           |         |          |       |              |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |
| 2014         | 7.3%      | 7.1%      | 18.1%   | 10.5%   | 6%    | 48.6%        |           |         |          |       |              |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |
| 2015         | 7.0%      | 6.1%      | 16.8%   | 10.6%   | 5%    | 46.0%        |           |         |          |       |              |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |
| 2016         | 7.3%      | 7.3%      | 19.2%   | 11.1%   | 5%    | 50.3%        |           |         |          |       |              |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |      |      |      |       |       |    |       |

| SA objective | Indicator             | Target                  | Data                 | Commentary  |       |                   |           |         |          |       |                   |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |
|--------------|-----------------------|-------------------------|----------------------|---|-------|-------------------|-----------|---------|----------|-------|-------------------|------|-------|-------|-------|-------|------|-------|------|-------|-------|-------|-------|------|-------|------|-------|-------|-------|-------|------|-------|------|-------|-------|-------|-------|------|-------|------|-------|-------|-------|-------|------|-------|------|-------|-------|-------|-------|------|-------|------|-------|-------|-------|-------|------|-------|
|              |                       |                         |                      | <p>based trips. Currently both Work and ‘Other’ trips are failing to achieve the 50% sustainable target, at 48% and 25%, respectively. This is in spite of Work-related trips making up 15% of the overall demand, and ‘Other’ trips accounting for a further 22% (37% with both combined). This therefore demonstrates the importance of these journey purposes towards achieving the 50:50 modal split for all journeys by 2026 –</p> <div><p><b>Proportion of Sustainable Travel by Journey Purpose</b></p><table><caption>Estimated data from the chart (Percentage of Sustainable Travel)</caption><thead><tr><th>Year</th><th>Work</th><th>Education</th><th>Leisure</th><th>Shopping</th><th>Other</th><th>TOTAL Sustainable</th></tr></thead><tbody><tr><td>2010</td><td>15.0%</td><td>10.0%</td><td>15.0%</td><td>10.0%</td><td>5.0%</td><td>55.0%</td></tr><tr><td>2011</td><td>15.0%</td><td>10.0%</td><td>15.0%</td><td>10.0%</td><td>5.0%</td><td>55.0%</td></tr><tr><td>2012</td><td>15.0%</td><td>10.0%</td><td>15.0%</td><td>10.0%</td><td>5.0%</td><td>55.0%</td></tr><tr><td>2013</td><td>15.0%</td><td>10.0%</td><td>15.0%</td><td>10.0%</td><td>5.0%</td><td>55.0%</td></tr><tr><td>2014</td><td>15.0%</td><td>10.0%</td><td>15.0%</td><td>10.0%</td><td>5.0%</td><td>55.0%</td></tr><tr><td>2015</td><td>15.0%</td><td>10.0%</td><td>15.0%</td><td>10.0%</td><td>5.0%</td><td>55.0%</td></tr><tr><td>2016</td><td>15.0%</td><td>10.0%</td><td>15.0%</td><td>10.0%</td><td>5.0%</td><td>55.0%</td></tr></tbody></table><p>Legend: Work (orange), Education (yellow), Leisure (green), Shopping (light green), Other (purple), TOTAL Sustainable (solid blue line), Sustainable (5yr Avg) (dotted blue line), Target 50:50 (dotted red line).</p></div> <p>A further consideration is that the above measure relates to an average across the day. However, the greatest pressures are known to occur during peak periods when a higher proportion of movements are made by car.</p> | Year  | Work              | Education | Leisure | Shopping | Other | TOTAL Sustainable | 2010 | 15.0% | 10.0% | 15.0% | 10.0% | 5.0% | 55.0% | 2011 | 15.0% | 10.0% | 15.0% | 10.0% | 5.0% | 55.0% | 2012 | 15.0% | 10.0% | 15.0% | 10.0% | 5.0% | 55.0% | 2013 | 15.0% | 10.0% | 15.0% | 10.0% | 5.0% | 55.0% | 2014 | 15.0% | 10.0% | 15.0% | 10.0% | 5.0% | 55.0% | 2015 | 15.0% | 10.0% | 15.0% | 10.0% | 5.0% | 55.0% | 2016 | 15.0% | 10.0% | 15.0% | 10.0% | 5.0% | 55.0% |
| Year         | Work                  | Education               | Leisure              | Shopping  | Other | TOTAL Sustainable |           |         |          |       |                   |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |
| 2010         | 15.0%                 | 10.0%                   | 15.0%                | 10.0%   | 5.0%  | 55.0%             |           |         |          |       |                   |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |
| 2011         | 15.0%                 | 10.0%                   | 15.0%                | 10.0%   | 5.0%  | 55.0%             |           |         |          |       |                   |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |
| 2012         | 15.0%                 | 10.0%                   | 15.0%                | 10.0%   | 5.0%  | 55.0%             |           |         |          |       |                   |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |
| 2013         | 15.0%                 | 10.0%                   | 15.0%                | 10.0%   | 5.0%  | 55.0%             |           |         |          |       |                   |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |
| 2014         | 15.0%                 | 10.0%                   | 15.0%                | 10.0%   | 5.0%  | 55.0%             |           |         |          |       |                   |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |
| 2015         | 15.0%                 | 10.0%                   | 15.0%                | 10.0%   | 5.0%  | 55.0%             |           |         |          |       |                   |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |
| 2016         | 15.0%                 | 10.0%                   | 15.0%                | 10.0%   | 5.0%  | 55.0%             |           |         |          |       |                   |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |
|              | Delivery of transport | As per the LDP and site | SSA. Cardiff Central | The following sustainable infrastructure and initiatives have been agreed to be delivered as part of the key strategic sites,   |       |                   |           |         |          |       |                   |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |      |       |       |       |       |      |       |

| SA objective | Indicator                                     | Target      | Data  | Commentary   |
|--------------|---|-------------|---|--|
|              | infrastructure as part of key strategic sites | masterplans | <p>Enterprise Zone - S106 Funding Contributions:</p> <ul style="list-style-type: none"> <li>16/02731/MJR Integrated Transport Hub (Awaiting signing of S106)</li> </ul> <p>SSC. NW Cardiff - S106 Funding Contributions:</p> <ul style="list-style-type: none"> <li>14/02157/MJR - Land North &amp; South of Llantrisant Road £605,000 (£5,000 Received)</li> </ul> | <p>which will help to reduce greenhouse gas emissions –</p> <p><b>SSA. Cardiff Central Enterprise Zone</b></p> <p>16/02731/MJR - Integrated Transport Hub:</p> <ul style="list-style-type: none"> <li>Integrated Transport Hub, based on 14 stands with DIRO arrangement</li> <li>500-space Bike Store Facility</li> </ul> <p><b>SSC. NW Cardiff</b></p> <p>14/02157/MJR - Land North &amp; South of Llantrisant Road:</p> <ul style="list-style-type: none"> <li>Cycle parking, including at Radyr Station</li> <li>3x new priority access junctions on Newport Road, with footways, cycleways &amp; crossing facilities</li> <li>New 3m wide eastbound bus lane on Llantrisant Road with associated bus stops</li> <li>New traffic signal control junction at Llantrisant Road/Heol Isaf, with Toucan facilities on all arms, bus lane on southern arm, and associated footways &amp; cycleways</li> <li>New raised roundabout with zebra crossing on Newport Road</li> <li>2x new Toucan crossing facilities</li> <li>Subsidy to provide extension to existing bus services for 2 years between Danescourt and Clos Parc Radyr</li> </ul> |

| SA objective | Indicator | Target | Data  | Commentary   |
|--------------|-----------|--------|---|--|
|              |           |        | <ul style="list-style-type: none"> <li>14/02733/MJR – Plasdwr £26.03 million (Subject to Schedule)</li> <li>16/00106/MJR - Goitre Fach Farm £1.29 million (Subject to Schedule)</li> <li>14/02188/MJR - South of Pentreban e £1.33 million (Subject to Schedule)</li> </ul> <p>SSD. North of J33 - S106</p> | <ul style="list-style-type: none"> <li>Provision of 1-year free bus pass &amp; £50 cycle voucher to first residential occupiers</li> </ul> <p>14/02733/MJR - Plasdwr:</p> <ul style="list-style-type: none"> <li>New traffic control junction at Llantrisant Road/Crofft-y-Genau, with Toucan facilities on all arms (J1)</li> <li>New tabled zebra crossing on Rhydlafar Drive, with footway widening &amp; shared use</li> <li>Safeguarding of corridor for the provision of northbound bus lane on Crofft-y-Genau Road</li> <li>Spine-road treatment on Crofft-y-Genau Road</li> <li>New traffic control access junction on Llantrisant Road, with cycle feeder lanes &amp; dropped kerbs (J2)</li> <li>Safeguarding of land for the provision of a northbound bus lane at the southern arm to J2</li> <li>New traffic control junction at Llantrisant Road/Clos Park Radyr, with formal crossings to link cycle tracks &amp; cycle feeder lanes (J3)</li> <li>New northbound bus lane at the southern arm to J3</li> <li>3x new priority access junctions on Llantrisant Road, with crossing facilities, footways, cycleways, shared use &amp; raised tables (J4-6)</li> <li>New traffic control junction at Pentreban e Road/Waterhall Road, with associated bidirectional 3m wide cycle lanes &amp; Toucan crossings on all arms (J11)</li> <li>New segregated cycling facility between Amethyst Road and J11</li> </ul> |

| SA objective | Indicator | Target | Data  | Commentary  |
|--------------|-----------|--------|---|---|
|              |           |        | <p>Funding Contributions:</p> <ul style="list-style-type: none"> <li>14/00852/DCO – North of J33 (Awaiting signing of S106)</li> </ul> <p>SSF. NE Cardiff - S106</p> <p>Funding Contributions:</p> <ul style="list-style-type: none"> <li>14/02891/MJR - Churchlands (Awaiting signing of S106)</li> </ul> <p>SSG. St Edeyrns - S106 Funding Contributions:</p> | <ul style="list-style-type: none"> <li>2x new priority access junctions on Pentrebane Road, with associated bidirectional 3m wide cycle lanes, crossing facilities &amp; dropped kerbs (J12-13)</li> <li>Safeguarding of land for the provision of a southbound bus lane at the northern arm to J12</li> <li>Realignment of Crofft-y-Genau Road into Pentrebane Road, providing cyclist &amp; pedestrian access to St Brides Road (J14)</li> <li>Stopping up of Pentrebane Road, with provision of shared use link</li> <li>ANPR traffic gate to limit tidal flow access to Crofft-y-Genau Road</li> <li>2x new priority access junctions on Crofft-y-Genau Road , with associated ANPR traffic gate &amp; access flared for bus movements (J15-16)</li> <li>Bridge Road 270m southbound bus lane, shared cycle footway &amp; signalised junction with Llantrisant Road</li> <li>Cardiff Road/Fairwater Road upgrade of traffic signals</li> <li>Cardiff Road cycling &amp; bus stop improvements between Ely Road and Fairwater Road</li> <li>Provision of segregated off-road cycleway on disused rail line</li> <li>90m Southbound bus lane on Fairwater Road approach to St Fagans Road</li> <li>Heol Isaf pedestrian &amp; cycle improvements</li> <li>Llantrisant Road segregated cycleway on southern side between Danescourt Station and Cardiff Road</li> <li>300m eastbound bus lane &amp; shared cycle footway on southern side of St Fagans Road</li> </ul> |

| SA objective | Indicator | Target | Data  | Commentary   |
|--------------|-----------|--------|---|--|
|              |           |        | <ul style="list-style-type: none"> <li>13/00578/DCO - St Edeyrns £2.79 million (£6,500 Received)</li> </ul> | <ul style="list-style-type: none"> <li>St Fagans Road safety improvements</li> <li>100m westbound bus lane on Waun-Gron Road</li> <li>A48 Western Avenue/Waun-Gron Road junction improvements</li> <li>Amethyst Road cycle street between Plasmawr Road and Keyston Road</li> <li>Cardiff Road northbound bus lane improvements at Western Avenue junction</li> <li>East-West cycle primary route, Llandaff</li> <li>New traffic control junction at Llantrisant Road/Danescourt Road East</li> <li>New traffic control junction at Llantrisant Road/Danescourt Road West</li> <li>Llantrisant Road shared cycleway footway between Danescourt Road East/West</li> <li>Llantrisant Road shared cycleway footway between Waterhall Road and Heol Aradur</li> <li>Pwllmelin Road and Fairwater Road traffic calming &amp; cycling improvements</li> <li>Radyr Court Road traffic calming of cycle route</li> <li>Radyr Court Road pedestrian &amp; cycling safety and access improvements, with zebra crossing on Bridge Road</li> <li>Radyr Court Road upgrade of cycle link to Llantrisant Road</li> <li>Western Avenue to Ely Roundabout southbound traffic pre-signals</li> <li>Western Avenue/Ely Road (East) junction toucan crossing</li> </ul> |

| SA objective | Indicator | Target | Data | Commentary  |
|--------------|-----------|--------|------|---|
|              |           |        |      | <ul style="list-style-type: none"> <li>Western Avenue to Waun-Gron Road shared cycle footway on west side</li> <li>Cardiff Road/Palace Road junction, pedestrian &amp; traffic calming improvements</li> <li>Provision of £12 million bus subsidies, to provide services linking the development, Pentrebane, Radyr, Cardiff City Centre (via Llantrisant Road &amp; Pentrebane Road), Pontyclun/Talbot Green, Heath Hospital, J33 Park &amp; Ride, Cardiff West Interchange, Cardiff Bay (via Ely Mill), and Whitchurch (via Llandaff)</li> </ul> <p>16/00106/MJR - Goitre Fach Farm:</p> <ul style="list-style-type: none"> <li>Cycle parking</li> <li>New traffic signal access junction at Llantrisant Road with Toucan &amp; Puffin crossing facilities</li> <li>Realignment of segregated cycleway on Llantrisant Road</li> <li>New public transport, pedestrian &amp; cycle facilities along Llantrisant Road</li> <li>New raised crossing facility on Llantrisant Road</li> <li>New spine-road with 2x 2m wide footway, 3m wide segregated cycleway, and 6.3m wide carriageway</li> <li>Bus contribution to Llantrisant Road (subject to occupation)</li> <li>Cycling measures on A4119 between Waterhall Road roundabout and Penhill Road</li> <li>Provision of 1-year free bus pass &amp; £50 cycle voucher to first residential occupiers</li> </ul> |



| SA objective | Indicator | Target | Data | Commentary  |
|--------------|-----------|--------|------|---|
|              |           |        |      | <p>14/02188/MJR - South of Pentrebanne:</p> <ul style="list-style-type: none"> <li>• New Pentrebanne Road priority access junction to accommodate safe &amp; convenient 2-way bus movement, with associated footway &amp; cycle provision</li> <li>• Provision of bus stop &amp; bus turning circle, with 3m wide segregated cycleways, 2m wide footways &amp; 6.1m carriageways to promote sustainable travel</li> <li>• Secure cycle parking, including covered cycle parking at Fairwater Station &amp; at key bus stops</li> <li>• Improvements to Llantrisant Road &amp; Pentrebanne Road as part of the North West Corridor programme</li> <li>• Bus contribution (in accordance with trigger points &amp; installments)</li> <li>• Provision of 1-year free bus pass &amp; £50 cycle voucher to first residential occupiers</li> </ul> <p><b>SSD. North of J33</b></p> <p>14/00852/DCO - North of J33:</p> <ul style="list-style-type: none"> <li>• 1,000 space Park &amp; Ride facility, with 3/4 accessed from J33 &amp; 1/4 accessed from A4119 (subject to imminent signing of S106)</li> <li>• New junctions on Llantrisant Road, including crossing facilities, associated cycle &amp; footway provision, and bus lanes (subject to imminent signing of S106)</li> </ul> |

| SA objective | Indicator | Target | Data | Commentary   |
|--------------|-----------|--------|------|--|
|              |           |        |      | <ul style="list-style-type: none"> <li>On-site public transport infrastructure, bus &amp; cycle lanes (subject to imminent signing off S106)</li> <li>Financial contribution to new and enhanced bus services (subject to imminent signing off S106)</li> </ul> <p><b>SSF. NE Cardiff</b></p> <p>14/02891/MJR – Churchlands<br/> <i>(Infrastructure not confirmed, as waiting signing of S106)</i></p> <p><b>SSG. St Edeyrns</b></p> <p>13/00578/DCO - St Edeyrns:</p> <ul style="list-style-type: none"> <li>Provision of missing link to Rhymney Trail, south of A48 between Pentwyn Link Interchange and development, including upgrade of A48 subway</li> <li>Cycle parking spaces</li> <li>Investigation &amp; provision of a northbound bus lane on A4232</li> <li>Bus service extension from the development to City Centre serving Church Road and St Mellons Road</li> <li>Investigation &amp; provision of bus service extension on A48 from A4232</li> <li>A scheme to demonstrate effective operation of Heol Pontpennau Roundabout, including bus priority measures, Toucan crossing facilities, and associated pedestrian &amp; cyclist provision</li> </ul> |

| SA objective  | Indicator   | Target       | Data         | Commentary   |
|---|---|--------------|--------------|--|
|   |   |              |              | <ul style="list-style-type: none"> <li>• Spine-road treatment on access road, including the provision of bus lane</li> <li>• Widening of existing footways linking the Toucan crossing and Heol Pontprennau signalised crossing</li> <li>• Scheme to provide shared path south of Heol Pontprennau Roundabout, providing direct traffic-free link to A48 Interchange with Church Road</li> <li>• Scheme to reduce the speed limit on Pentwyn Link towards J30 from 50mph to 40mph</li> <li>• Scheme to prevent vehicular through access via St Mellons Road and Bridge Road, with the provision of bus gates at both ends</li> <li>• Provision of a new bridge across the River Rumney for pedestrians &amp; cyclists to St Mellons</li> </ul> |
|   | Permissions granted for highly vulnerable development in C1 and C2 flood risk areas | 0            | 0            | No applications were granted for highly vulnerable development in C1 and C2 flood risk areas during the monitoring period.   |
| 5. Protect and enhance historic and cultural heritage | Number of listed buildings, conservation areas, etc.                                | No reduction | No reduction | There has been no reduction in the number of local, national or international designations as a result of applications approved during the monitoring period. It is considered that all relevant applications permitted during the monitoring period were policy compliant/policy compliant subject to conditions/recommendations placed on the permission.  |

| SA objective  | Indicator   | Target  | Data  | Commentary  |                   |         |        |         |  |                   |  |  |  |      |      |      |      |      |      |        |      |     |     |     |     |     |     |    |
|---|---|---|---|---|-------------------|---------|--------|---------|--|-------------------|--|--|--|------|------|------|------|------|------|--------|------|-----|-----|-----|-----|-----|-----|----|
| 6. Help deliver the growth of a sustainable and diversified economy | Net job creation over the remaining Plan period                       | 40,000 net additional jobs over plan period, 20,900 between 2006 and 2015 | 12,000 since 2009   | Total jobs in Cardiff - 202,000 in 2015 (latest Nomisweb.co.uk figures, May 2017). This compares to an equivalent figure from 2009 of 190,000 jobs in Cardiff which represents a 12,000 increase in jobs over that period.  |                   |         |        |         |  |                   |  |  |  |      |      |      |      |      |      |        |      |     |     |     |     |     |     |    |
| 7. Improve health and well-being                                    | Delivery of community infrastructure as part of key development sites |   |   | As of June 2017, planning permission(s) have been granted at Strategic Sites C (North West Cardiff), F (North East Cardiff – West of Pontprennau) and G (East of Pontprennau Link Road). Associated S106 agreements link to infrastructure provision identified through policies KP2 (A-H). To date, construction work has only commenced at Site G and the delivery of infrastructure provision identified through the associated S106 agreements will be monitored as schemes progress over the coming years.   |                   |         |        |         |  |                   |  |  |  |      |      |      |      |      |      |        |      |     |     |     |     |     |     |    |
|   | % of journeys made by walking/cycling                                 | Increase  | Work:<br>2015 = 26.6%<br>2016 = 29.2%<br>(+2.6%)<br><br>Education:<br>2015 = 31.5%<br>2016 = 37.2%<br>(+5.7%)<br><br>Shopping (City Centre): 2015 = 22.4%<br>2016 = 25.0% | Based on data from the Ask Cardiff Survey, the proportion of journeys made by active travel modes (i.e. walking and cycling), has increased between 2015 and 2016. In total, the proportion of these are calculated to make up 27.4% of all journeys in 2016, compared with 24.4% in 2015, corresponding to a rise of around 3%. The proportion walking and cycling for each journey purpose is presented in the table below –<br><table><tr><td></td><td colspan="2">Walking</td><td colspan="2">Cycling</td><td colspan="3">Walking &amp; Cycling</td></tr><tr><td></td><td>2015</td><td>2016</td><td>2015</td><td>2016</td><td>2015</td><td>2016</td><td>Change</td></tr><tr><td>Work</td><td>17%</td><td>18%</td><td>10%</td><td>11%</td><td>27%</td><td>29%</td><td>3%</td></tr></table> |                   | Walking |        | Cycling |  | Walking & Cycling |  |  |  | 2015 | 2016 | 2015 | 2016 | 2015 | 2016 | Change | Work | 17% | 18% | 10% | 11% | 27% | 29% | 3% |
|   | Walking   |   | Cycling   |   | Walking & Cycling |         |        |         |  |                   |  |  |  |      |      |      |      |      |      |        |      |     |     |     |     |     |     |    |
|   | 2015  | 2016  | 2015  | 2016  | 2015              | 2016    | Change |         |  |                   |  |  |  |      |      |      |      |      |      |        |      |     |     |     |     |     |     |    |
| Work  | 17%   | 18%   | 10%   | 11%   | 27%               | 29%     | 3%     |         |  |                   |  |  |  |      |      |      |      |      |      |        |      |     |     |     |     |     |     |    |

| SA objective | Indicator   | Target    | Data   | Commentary   |           |     |     |     |     |     |     |    |  |  |  |  |  |  |
|--------------|---|-----------|--|--|-----------|-----|-----|-----|-----|-----|-----|----|--|--|--|--|--|--|
|              |   |           | (+2.6%)  |  | Education | 23% | 28% | 9%  | 10% | 32% | 37% | 6% |  |  |  |  |  |  |
|              |   |           |  | Shopping (City Centre)   | 17%       | 18% | 6%  | 7%  | 22% | 25% | 3%  |    |  |  |  |  |  |  |
|              |   |           |  | Shopping (Other)   | 22%       | 24% | 5%  | 6%  | 28% | 30% | 2%  |    |  |  |  |  |  |  |
|              |   |           |  | Leisure  | 19%       | 22% | 10% | 10% | 29% | 32% | 3%  |    |  |  |  |  |  |  |
|              |   |           |  | ALL Journeys   | 18%       | 20% | 6%  | 7%  | 24% | 27% | 3%  |    |  |  |  |  |  |  |
|              |   |           |  |  |           |     |     |     |     |     |     |    |  |  |  |  |  |  |
|              |   |           | Shopping (Other):<br>2015 = 27.5%<br>2016 = 29.5%<br>(+2.0%) |  |           |     |     |     |     |     |     |    |  |  |  |  |  |  |
|              |   |           | Leisure:<br>2015 = 28.5%<br>2016 = 31.8%<br>(+3.3%)          |  |           |     |     |     |     |     |     |    |  |  |  |  |  |  |
|              |   |           | All Journeys:<br>2015 = 24.4%<br>2016 = 27.4%<br>(+3.0%)     |  |           |     |     |     |     |     |     |    |  |  |  |  |  |  |
|              | Percentage of population in the 100 most deprived wards in Wales in the 10% most deprived wards in Wales for physical environment | Reduction | 28%  | The latest Welsh Index of Multiple Deprivation data from 2015 shows that 28% of the population of Cardiff is in the 100 most deprived wards in Wales for physical environment. |           |     |     |     |     |     |     |    |  |  |  |  |  |  |

| SA objective   | Indicator   | Target                                | Data                          | Commentary  |
|--|---|---------------------------------------|-------------------------------|---|
| 8. Protect and enhance the landscape                             | Achievement of functional open space requirements | 2.43ha per 1,000 population           | 1.18ha per 1,000 population   | Latest figures show 1.18 ha of functional open space per 1,000 population in Cardiff. For all types of open space the equivalent figure is 7.44 ha of open space per 1,000 population.  |
|  | Special Landscape Areas                           | Five SLAs designated by plan adoption | Five SLAs designated          | Five SLAs have been designated at: <ul style="list-style-type: none"> <li>• St Fagans Lowlands and the Ely Valley</li> <li>• Garth Hill and Pentyrch Ridges</li> <li>• Fforest Fawr and Caerphilly Ridge</li> <li>• Wentloog Levels</li> <li>• Flat Holm</li> </ul> |
| 9. Use natural resources efficiently and safeguard their quality | Percent of housing on previously developed land   | 60%                                   | 84.2%                         | For the year 2016/17 84.2% of housing was on previously developed land.   |
|  | Average density of new development                |                                       | 118.7 dwellings per hectare   | For 2016/17 the average density of new housing development in Cardiff was 118.7 dwellings per hectare.  |
|  | Area of contaminated land cleared up              | >0                                    | N/A                           | Presently no data is available to monitor this indicator. Will re-assess position in next monitoring report.  |
| 10. Respond to demographic changes in a sustainable way          | Total population                                  | n/a                                   | 361,468                       | The latest Mid Year estimate for Cardiff produced by Office of National Statistics shows that Cardiff has a population of 361,468 in 2016.  |
|  | No. homes in Cardiff                              | 45,400 net additional homes by 2026   | 14,247 completed 2006 to 2017 | Since the base date of the Plan in 2006 14,247 dwellings have been completed leaving 27,168 to be completed.  |

| SA objective                                    | Indicator            | Target                  | Data  | Commentary  |
|---|----------------------|-------------------------|-------|---|
| 11. Minimise waste, increase re-use & recycling | Waste reduction rate | Reduction per household | +2.6% | Waste generated per household in Cardiff increased from 1.16 to 1.19 tonnes per household between 2014/15 and 2015/16 which represents an increase of 2.6%. |

## 7. Conclusions

This is the first AMR to be prepared since the adoption of the Cardiff LDP and provides a short term position statement on the initial impacts of the LDP. The key conclusion is that while it is difficult to determine definitive trends in policy performance, good progress is being made in delivering the identified targets/ monitoring outcomes and policies and there is no evidence to suggest the need for a full or partial review of the LDP at this early stage in its implementation. The findings of this report provide for future comparative analysis in successive AMRs and the monitoring of the policy framework over a longer period will enable trends to be identified and firmer conclusions drawn.

Welsh Government procedural guidance 'Local Development Plans Wales (Edition 2 2015), (para 4.3) sets out seven questions that the AMR should address. The issues included in these questions have been considered throughout the AMR as part of the analysis of the monitoring data.

- What new issues have occurred in the area or in local/national policy (key recent contextual and national policy changes, future prospects)?
- How relevant, appropriate and up-to-date is the LDP strategy and its key policies and targets?
- What sites have been developed or delayed in relation to the plan's expectations on location and timing?
- What has been the effectiveness of delivering policies and in discouraging inappropriate development?

This section concludes the findings of the monitoring process and directly responds to the LDPW questions, ensuring that the procedural guidance is fully addressed.

### **What new issues have occurred in the area or in local/national policy (key recent contextual and national policy changes, future prospects)?**

Section 3 contains contextual information outlining the changes to national planning policy guidance and technical advice which have taken place over the monitoring period. Whilst these changes will need to be incorporated into any future review of LDP policies they are not considered to be of a scale that requires reconsideration of the Plan strategy or individual policies at this time.

### **How relevant, appropriate and up-to-date is the LDP strategy and its key policies and targets?**

The evidence collected through the AMR process indicates that progress is being made with the implementation of the spatial strategy and it remains sound at this time. It is, however, difficult to determine definitive trends at this stage as this is the first monitoring period.

Section 5 provides a detailed assessment of how the Plan's strategic policies, and associated supporting policies, are performing against the identified key monitoring targets and outcomes and whether the LDP strategy and objectives are being delivered. This has enabled the Council to make an informed judgement of the Plan's



progress in delivering the targets/monitoring outcomes and policies during this monitoring period. The table below provides a visual overview of the effectiveness of the Plan's policies during the monitoring period based on the traffic light rating used in the assessment:

|  |           |
|--|-----------|
| <b>Continue Monitoring (Green)</b>   | <b>80</b> |
| Where indicators are suggesting the LDP Policies are being implemented effectively and there is no cause for review.   |           |
| <b>Training Required (Blue)</b>  | <b>0</b>  |
| Where indicators are suggesting that LDP policies are not being implemented as intended and further officer or Member training is required.  |           |
| <b>Supplementary Planning Guidance Required (Purple)</b>   | <b>0</b>  |
| Indicators may suggest the need for further guidance to be provided in addition to those already in the Plan.  |           |
| <b>Further Research (Yellow)</b>   | <b>22</b> |
| Where indicators are suggesting the LDP policies are not being as effective as they should, further research and investigation is required.  |           |
| <b>Policy Review (Orange)</b>  | <b>0</b>  |
| Where indicators are suggesting the LDP policies are failing to implement the strategy a formal review of the Policy is required.<br>Further investigation and research may be required before a decision to formally review is confirmed. |           |
| <b>Plan Review (Red)</b>   | <b>0</b>  |
| Where indicators are suggesting the LDP strategy is failing and a formal review of the Plan is required. This option to fully review the Plan will need to be fully investigated and undertaken following serious consideration.           |           |

## **What sites have been developed or delayed in relation to the plan's expectations on location and timing?**

The analysis demonstrates that there are no policy indicator targets / monitoring outcomes which are causing concerns over policy implementation (red traffic light rating). There are, however, a number which are not currently being achieved but with no corresponding concerns over policy implementation (yellow traffic light rating). Further investigation has determined that there are justified reasons for the performance recorded and this is not representative of any fundamental issues with the implementation of the policy framework or strategy at this time. The most significant findings in relation to these are set out in the key findings below.

### **Key Findings**

As set out above it is important to note that this is the first AMR to be prepared and this year's AMR provides a short term 1 year position statement and baseline data for future comparative analysis in successive AMRs.

Overall the findings of the first AMR for year 1 are generally positive with the majority of the indicators shown as green indicating that the majority of LDP policies are being implemented effectively. For example:

- Significant progress in meeting the 50:50 modal shift for all journey purposes by 2026 over the monitoring period has been made and the targets set out in the AMR have been exceeded for all journey purposes.
- Employment land take up over the monitoring period has been strong and targets set out in the AMR have been achieved.
- Significant progress that has been made in producing a programme of new Supplementary Planning Guidance (SPG) to support the policies in the adopted Plan and the Cardiff Infrastructure Plan has been updated. Work on this SPG programme will continue through the next twelve months and will be evidenced in the next AMR.

There are a few indicators not shown as green and these represent areas where further work is being undertaken to fully understand and address relevant issues.

For example, housing completions from Strategic Sites allocated in the LDP have not been coming forward at the rates originally set out by Developers. Reasons for this vary from site to site, but it has become evident that there is a lag between LDP adoption and new houses being completed – in part reflective of land ownership/legal technicalities between Developers and landowners and also the complexity of securing planning consents and accompanying Section 106 Agreements which fully deliver the Council's aspirations as set out in the LDP.

However, significant work has already been undertaken in addressing this issue in order to stimulate an enhanced trajectory of provision. Proactive dialogue is already taking place with all relevant Developers with the aim of enabling and bringing forward new homes within the master-planning and infrastructure planning framework set out in the LDP. The current situation is more encouraging with a number of planning consents now issued and

on-going Development Management activity on a range of Strategic Sites and different outlets within the sites. It is therefore considered that this proactive approach will, over-time, secure enhanced delivery rates in future years and the matter will remain an on-going priority. Future AMR's will provide formal regular annual updates.

In addition work in progressing on the identification of sites to meet the evidenced need for permanent and transit Gypsy and Traveller sites has been delayed due to the need to undertake additional detailed site investigations. These site investigations have now reached an advanced stage. It is anticipated that this work will help inform considerations of the way forward in the near future.

The SA monitoring provides a short term position statement on the performance of the Plan against a number of sustainability indicators. As such it provides a baseline for comparative analysis from which future AMRs will be able to evidence the emergence of trends.

There is no evidence to suggest that there is a need for a full or partial review of the LDP at this early stage in its implementation. This is the first year the LDP has been operative and is the first AMR to be prepared following the adoption of the Plan. This AMR provides the baseline data for future comparative analysis and preliminary conclusions from which future successive AMRs will be able to evidence the emergence of trends.

### **What has been the effectiveness of delivering policies and in discouraging inappropriate development?**

The policies have been very effective in discouraging inappropriate development and the Council does not consider that any aspects of the Plan need adjusting or replacing at this time.

### **Conclusions:**

1. No action is required at present in terms of a full or partial plan review.
  2. Submit the 2017 first AMR to the Welsh Government by 31 October 2017 in accord with statutory requirements. Publish the AMR on the Council's website.
  3. Continue to monitor the Plan through the preparation of successive AMRs. Close monitoring will be necessary to determine the effectiveness of the Plan's spatial strategy and policy framework particularly in relation to housing delivery including strategic housing site allocations, the delivery of affordable housing and the progress on strategic employment sites.
- 
1. Prepare the 2018 second AMR, report to Cabinet and submit to the Welsh Government by the required deadline, 31 October 2018.

## Appendix 1: Table setting out summary of findings

### Objective 1 –To respond to evidenced economic needs and provide the necessary infrastructure to deliver development

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| OB1 EC3  | Amount of employment land lost to non-employment uses in primary and local employment sites  | 27   |
| OB1 EC4  | Employment provision on allocated sites KP2 (A)  | 28   |
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## Objective 2 - To respond to evidenced social needs

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