

11 Socioeconomic

11.1 Introduction

- 11.1.1 This chapter reports the findings of an assessment of the likely socioeconomic effects of the proposed development. It focuses on the potential socioeconomic impacts (defined as a change resulting from the proposed development) and effects (defined as a consequence of an impact) associated with both the construction and operational phases.
- 11.1.2 The chapter considers and assesses the effects and extent of the impacts arising from the proposed development on: the economy and labour market; local businesses: access; amenity; local residents; public rights of way (PRoW); land use; and future land use. Where potential significant effects are identified, the chapter presents appropriate mitigation measures to minimise impacts.
- 11.1.3 This chapter has been prepared on the basis of information gathered through site analysis, desk-based work and through the consultation process.
- 11.1.4 In the absence of published guidance and advice in relation to socioeconomic assessment, the chapter utilises best practice and a methodology which has been established, tested and accepted through similar schemes, and with Cardiff County Council at Scoping stage. The approach relies in part on the professional judgement of the assessment team in drawing conclusions.
- 11.1.5 Chapters within the Environmental Statement (ES) have been prepared to assess two forms of development proposal; one which includes the core elements of the development described in Chapter 3 of the ES but does not include the improvements to the crossings of Green Lane Reen and the pressure reduction station, and a second “optimal” form which does include those elements. The additions within the “optimal” development would only potentially affect residents and businesses in terms of accessibility to the wider area, therefore the assessment considers the “optimal” development for these receptors only.

11.2 Review of Proposed Development

- 11.2.1 The proposed development is described in detail in Chapter 3 proposed Development. Given the transport / connectivity and

employment focus of the proposed development, potential socioeconomic effects could include:

- The creation of jobs within the construction sector through construction of the railway station, business park infrastructure and subsequent buildings / end users of the business park;
- The creation of up to 6,000 jobs during operation of the proposed development, with a focus on high value sectors;
- Potential supply chain benefits during both construction and operation, bring wider benefits to the local economy;
- Potential disruption associated with construction for businesses and residents in the areas surrounding the proposed development site;
- New and improved transport infrastructure which would benefit the local population and business community in terms of accessibility and connectivity;
- Increased opportunity for sustainable travel associated within the new railway station and active travel links;
- Benefits associated with increased investment in the area and the potential for new investment from businesses outside of the region.

11.3 Legislation, policy context and guidance

Legislation

Well-being of Future Generations (Wales) Act 2015

- 11.3.1 The Well-being of Future Generations (Wales) Act 2015, hereafter referred to as ‘the Act’, places a duty on public bodies in Wales to improve the social, economic, environmental and cultural well-being of Wales with an overarching aim of creating “*a Wales we all want to live in, now and in the future*”. To help achieve this duty, public bodies must set and publish well-being objectives and give greater consideration to the long term, work better with people and communities and each other, look to prevent problems and take a more joined-up approach. To ensure public bodies work towards the same vision, the Act puts in place seven well-being goals, as shown in Table 11.1.

Table 11.1 Well-being Goals

Goal	Description of Goal
A prosperous Wales	An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.
A resilient Wales	A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).
A healthier Wales	A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.
A more equal Wales	A society that enables people to fulfil their potential no matter what their background or circumstances (including their socioeconomic background and circumstances).
A Wales of cohesive communities	Attractive, viable, safe and well-connected communities.
A Wales of vibrant culture and thriving Welsh Language	A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts and sports and recreation.
A globally responsible Wales	A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

Active Travel (Wales) Act 2013

- 11.3.2 Enacted in 2013 by the National Assembly for Wales, the Active Travel (Wales) Act 2013 sets a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them.
- 11.3.3 It also requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport so that local communities rely less on cars when making short journeys.
- 11.3.4 The proposed development includes infrastructure which would provide people with attractive and viable alternatives to car-based travel, providing significant opportunity for an increase in public transport use as well as helping to support connectivity for pedestrians and cyclists. The network of streets has been designed

to support a modal hierarchy that prioritises pedestrians, cyclists and public transport.

Policy context

Planning Policy Wales 2018

- 11.3.5 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The sections of PPW which are of particular relevance to this socioeconomic assessment include:
- Section 2- Maximising well-being and creating sustainable places through placemaking;
 - Section 3- Making strategically and/or spatially focused choices;
 - Section 4- Ensuring the creation of active and social places through the design of well-connected cohesive communities;
 - Section 5- Creating productive and enterprising places which promote economic, social, environmental and cultural well-being; and
 - Section 6- Constructing distinctive and natural places.
- 11.3.6 In relation to transport, PPW states that *“the potential of new/improved transportation infrastructure to create new or renew hubs of economic activity should be realised with careful master-planning around sustainable transport nodes and interchanges to create places which can be easily accessed by sustainable transport and which capitalise on their location and the opportunities which this presents”*.
- 11.3.7 In relation to transport and employment, section 5.4.13 states that planning authorities should *“align jobs and services with housing and sustainable transport infrastructure, to reduce the need for travel, and dependency on travel by car”*.
- 11.3.8 PPW places emphasis on the Well-being of Future Generations Act, and states how *“[a] more Equal Wales can be achieved through promoting sufficient employment and enterprise opportunities for people to realise their potential and by*

recognising and building on the existing economic strengths of places to assist in delivering prosperity for all”.

One Wales: Connecting the Nation – The Wales Transport Strategy 2008

- 11.3.9 The Wales Transport Strategy (WTS) aims to promote sustainable transport networks that both protect the environment and strengthen the Welsh economy and society.
- 11.3.10 The WTS places emphasis on reducing the contribution of transport to greenhouse gas emissions. Chapter 14 Climate Change provides further information in relation to the greenhouse gas emission reduction targets of the Welsh Government. The Welsh Assembly Government state that a key action of the WTS will be to encourage a modal shift to more sustainable travel modes such as public transport and park and ride, including through the provision of more infrastructure to support the shift.
- 11.3.11 The key principles of the WTS are as follows:
- Building sustainable communities;
 - Promoting sustainable economies;
 - Valuing our environment;
 - Achieving sustainable accessibility; and
 - Respecting distinctiveness.

National Transport Finance Plan 2018

- 11.3.12 The National Transport Finance Plan (NTFP) was published in 2015 and has since been updated twice with the most recent edition published on 3 May 2019. The NTFP provides an update on what has been achieved to date, new initiatives, as well as a revised programme for the next two years. The NTFP sets a detailed approach to deliver the outcomes set out in the WTS.
- 11.3.13 A new railway station at St Mellons is identified within the NTFP (Reference R10). The proposed development site is located within St Mellons.

Economic Renewal: A New Direction 2010

- 11.3.14 Economic Renewal: A New Direction sets out Welsh Government’s plan to help shape the conditions in which a dynamic economy functions, particularly looking at how government and the wider public sector can contribute to the

success of the private and third sectors. The priorities of Economic Renewal: A New Direction include:

- Investing in high quality and sustainable infrastructure;
- Making Wales a more attractive place to do business; and
- Broadening and deepening the skills base.

People, Places, Futures: The Wales Spatial Plan 2008

11.3.15 The vision of the Wales Spatial Plan (WSP) is:

“We will sustain our communities by tackling the challenges presented by population and economic change. We will grow in ways which will increase Wales’ competitiveness while assisting less well-off areas to catch up on general prosperity levels and reducing negative environmental impacts. We will enhance the natural and built environment and we will sustain our distinctive identity.”

11.3.16 The WSP states how a fully integrated high-quality transport system is key to achieving a networked city region. It is stated that this increased connectivity should be driven through making better use of existing transport infrastructure, which will also help to address problems with congestion.

Draft National Development Framework 2019

11.3.17 The new National Development Framework (NDF) is set to replace The Wales Spatial Plan, providing a framework for development between 2020 and 2040. The NDF’s aim is to address key national priorities through considering sustainable development and improving the health and well-being of our communities. The NDF sets the direction for where we should invest in infrastructure and development for the greater good of Wales and its people. One of the topics the NDF focuses on is growth around sustainable forms of transport, making us and the environment healthier.

Cardiff Local Development Plan 2016

11.3.18 The Cardiff Local Development Plan (LDP) allocates St Mellons Business Park as a Strategic Employment Site capable of attracting inward investment opportunities for high value service and knowledge sectors (Policy KP2 (H): South of St Mellons Business Park). The allocation covers the entirety of the proposed development site. The allocation includes the essential, enabling and necessary supporting infrastructure of which will be delivered

in a phased manner. Policy T7 (ii): Strategic Transportation Infrastructure states that support will be given to the development of St Mellons rail interchange including Park and Ride, a key piece of strategic transportation infrastructure. This interchange would potentially serve St Mellons Business Park and would form part of the South Wales Metro network.

11.3.19 The details set out in relation to Policy KP2 (H): South of St Mellons Business Park are as follows:

Essential / Enabling Infrastructure

Transport and Highways:

- Provision of transport hub including new rail station served by relief line rail services connecting to the city centre and services to Cardiff Airport and London via Cardiff Central;
- Provision of Park and Ride Facility;
- Off-site infrastructure including bus priority measures to develop bus-based Rapid Transit Corridors integrating with the site, the Eastern Bus Corridors and other routes within the North Eastern/Eastern Rapid Transit Corridor including services linked to the City Centre and Strategic Sites G and F;

Walking and Cycling:

- Provide high quality on-site and off-site walking and cycling links and facilities to maximise walking and cycling access to the site from neighbouring communities including Trowbridge and St Mellons;

Flood Mitigation / Defences:

- Flood mitigation works including raising the development plateaus and providing compensatory flood storage areas south of the rail line.
- Necessary Infrastructure
- Retain the area of land to the east of Cypress Drive and Faendre Reen as green space linked with Hendre Lake Park;
- If the infilling of any reen or field ditch proves to be unavoidable at the application stage it should be realigned (with at least an equal capacity) around the perimeter of the development or a compensatory length of ditch should be provided elsewhere within the site.

Key Masterplanning Requirements

- Provide 44 ha of business land capable of accommodating up to 90,000 square metres campus style high quality

development similar to existing business park at St Mellons in a location which benefits from Assisted Area Status;

- Integrate the site with local facilities in the surrounding area;
- Effectively respond to landscape and biodiversity assets by:
 - Protecting the value of the Gwent Levels SSSI with development being a minimum of 12.5 metres from main reens and 7 metres from field ditches;
 - Ensuring that all development accords with the Natural Resources Wales (formerly Countryside Council for Wales) Wentloog Levels guidelines “Nature Conservation and Physical Developments on the Gwent Levels – the current and future implications”;
 - Integrating any landscape natural features, such as existing reens and hedgerows into the design including provision of suitable buffers;
 - Protecting the Marshfield SINC;
 - Respecting the intricate reen network and exiting hedgerows;
- Linking retained habitats through the provision of a series of open space corridors providing ecological connectivity, sustainable access routes and opportunities for sustainable drainage including:
 - Links between retained reens and hedgerows;
 - Green links to Hendre Lake Park which respond to the natural landscape value of the area;
 - Ensuring that there is no detriment to the maintenance of the favourable conservation status of the Shril Carder Bee by carrying out a survey, and if found, provide appropriate compensatory measures;
 - Ensuring that there is no detriment to the maintenance of the favourable conservation status of European Protected Species including bats, otters and reptiles including provision of suitable compensatory planting to supplement existing retained habitats;
- Effectively respond to heritage assets by:
 - Assessing and effectively addressing potential impacts on known assets including the Wentloog Levels Archaeologically Sensitive Area and registered Landscape of Outstanding Historic Interest.

11.3.20 The following policies of the LDP are of key relevance to this socioeconomic assessment:

- Policy KP1: Level of Growth;
- Policy KP2 (H): Strategic Sites: South of St Mellons Business Park;
- Policy KP6: New Infrastructure;
- Policy KP8: Sustainable Transport;
- Policy KP9: Responding to Evidenced Economic Needs;
- Policy KP16: Green Infrastructure;
- Policy EC1: Existing Employment Land;
- Policy EC2: Provision of Complementary Facilities for Employees in Business, Industrial and Warehousing Developments;
- Policy T1: Walking and Cycling;
- Policy T3: Transport Interchanges;
- Policy T7 (ii): Strategic Transportation Infrastructure – St Mellons rail interchange including Park and Ride;
- Policy T9: Cardiff City Region ‘Metro’ Network; and
- Policy C4: Protection of Open Space.

Newport Local Development Plan

11.3.21 Newport City Council adopted its LDP (NLDP) in 2016 for the period 2011-2026. The vision of the NLDP seeks Newport to be a centre of regeneration that celebrates its culture and heritage, while being a focus for varied economic growth that will strengthen its contribution to the region.

11.3.22 Strategic Policy 1 (SP1) of the NLDP relates to sustainability and indicates proposals will be required to make a positive contribution to sustainable development and will be assessed as to their potential contribution to several factors including:

- Provide for traffic-free walking and cycling facilities and expansion of the network;
- Encourage the use of public transport and other modes which reduce energy consumption and pollution;
- Improve road safety;
- Provide access to new development areas which incorporate sustainable transport modes;

- Relieve traffic congestion in the long term; and
- Result in other environmental improvements, including air quality, noise reduction, sustainable drainage and enhanced biodiversity.

11.3.23 Strategic Policy 14 (SP14) Transport Proposals sets out that transport proposals will be supported where they provide for:

- Provide for traffic-free walking and cycling facilities and expansion of the network;
- Encourage the use of public transport and other modes which reduce energy consumption and pollution;
- Improve road safety;
- Improve the quality of life of residents;
- Assist the local economy;
- Assist urban regeneration;
- Provide access to new development areas which incorporate sustainable transport modes;
- Relieve traffic congestion in the long term;
- Result in other environmental improvements, including air quality, noise reduction, sustainable drainage and enhanced biodiversity.

11.3.24 Strategic Policy 15 (SP15) Integrated Transport states that integrated transport will be pursued in line with the national and regional transport strategies. This includes innovative forms of

public transport and safeguarding and enhancing rail routes and new stations; and designation of transport interchanges.

Relevant guidance

Technical Advice Note (TAN) 16: Sport, recreation and open space 2009

- 11.3.25 TAN 16 refers to well-located sport, recreation and leisure facilities which should be sensitive to the needs of its users, attractive, well-maintained and accessible to all.

Technical Advice Note (TAN) 18: Transport 2007

- 11.3.26 TAN 18: Transport supports Planning Policy Wales by setting out the land use planning policies of the Welsh Assembly Government.
- 11.3.27 TAN 18 underlines the need for transport interchanges to be safe and efficient. Park and ride facilities must be supported by parking restraint policies and traffic management measures, and their designs should be sensitive to the landscape to reduce a negative visual impact.

Technical Advice Note (TAN) 23: Economic Development 2014

- 11.3.28 TAN 23 refers to how economic development should be considered as encompassing the economy, the environment and society.

Cardiff Green Infrastructure Supplementary Planning Guidance, Ecology and Biodiversity Technical Guidance Note 2017

- 11.3.29 This Technical Guidance Note (TGN) forms part of the Green Infrastructure Supplementary Planning Guidance and contains information about how planning applications are assessed based on the impact they could have on the ecology and biodiversity interests of a given area.

- 11.3.30 The TGN defines green infrastructure as:

‘The multi-functional, connected green spaces that make the best of land - providing green open space for all, at the same time helping wildlife to flourish, and delivering a wide range of economic, health and community benefits. This is as important to the city as its ‘grey’ infrastructure of roads, buildings and power

lines, and helps to address many of the social and environmental issues linked to urban life’.

- 11.3.31 The TGN states that the Cardiff LDP ecology, biodiversity and green infrastructure policies are intended to maintain and enhance biodiversity and green infrastructure, whilst not only providing benefits for ecosystems, but for all users.

11.4 Scoping and consultation

Scoping and Consultation

- 11.4.1 An EIA Scoping Report was prepared and submitted to Cardiff Council as the determining authority on 5 July 2018. There were no comments within the formal scoping response of specific relevance to the socioeconomic assessment and therefore the assessment has been completed on the basis of the Scoping Report. The Scoping Opinion was received on 25th September 2018 and is contained within Appendix A1.
- 11.4.2 The Scoping Report presented the overall approach to this socioeconomic assessment. Any changes in scope since the Scoping Opinion was received are detailed within this section.
- 11.4.3 The Scoping Report stated that a desk-based study would take place, focusing upon the following baseline elements:
- Policy review;
 - Population and community demographics;
 - Employment and economic activity;
 - Business demographics;
 - Commuting patterns; and
 - Land use and recreation receptors.
- 11.4.4 These elements have been considered within this socioeconomic assessment.
- 11.4.5 Within the Scoping Report, the study area for the LIA was a 5km buffer. However, since more in-depth desk-based and site-based work has been undertaken, this study area has been revised to a

2km buffer. This is considered to capture the receptors most likely to experience effects from the proposed development.

- 11.4.6 No further consultation has taken place specifically for this socioeconomic assessment.

11.5 Methodology

Methodology for establishing baseline conditions

- 11.5.1 This chapter will consider the potential effects of the proposed development in relation to the study area. The study area(s) have been defined as follows, depending on the type of effect being considered:

- A **local impact area (LIA)** including an area covering a buffer zone of approximately 2km from the proposed development site. For the purpose of data collection, this area focuses on the wards of Trowbridge, Pontprennau / Old St Mellons and Marshfield.

Where ward level data is not available, mid-level super output area data (MSOA) has been used to represent a similar geography. This study area is shown within Appendix A2.

- A **wider impact area (WIA)** comprises the Cardiff Council and Newport Council areas. This WIA will be used to consider potential wider effects during construction and operation (e.g. employment effects and multiplier effects).
- A **regional impact area (RIA)** including South East Wales (the Vale of Glamorgan, Rhondda Cynon Taff, Merthyr Tydfil, Caerphilly, Cardiff, Newport, Blaenau Gwent, Torfaen, Monmouthshire and Bridgend), will consider both the construction and operational impacts because of the nature of the proposed development.

- 11.5.2 In formulating the baseline position, data has been collected to match the defined study areas wherever possible and uses data at the lowest spatial scale (e.g. using ward level data for the LIA). Where this level of data is not available (e.g. commuting patterns), data has been drawn at the higher spatial scale e.g. WIA. A summary of the study areas and data sets utilised for each of the topics is contained within Appendix A3.

Assessment methodology

- 11.5.3 The assessment considers the potential direct and indirect effects of the proposed development for current and future residents and businesses within the study area, including any potential

cumulative effects arising from the proposed development in combination with other planned developments. Effects are considered both during the construction phase and once the proposed development is operational.

- 11.5.4 Where relevant, the assessment draws on the findings of other ES topics – including, but not limited to, Chapter 4 Traffic and Transport, Chapter 8 Air Quality, Chapter 9 Noise and Vibration, and Chapter 13 LVIA – in order to identify environmental impacts which could have the potential to result in effects for socioeconomic receptors.
- 11.5.5 The assessment of employment effects during operation has used the employment densities for each use class recommended by the Homes and Communities Agency (HCA) to calculate the gross number of jobs potentially supported by the proposed development. This is consistent with the methodology used within the Transport Chapter of this ES. A multiplier has been applied to capture the wider effects of induced spend and additional income within the local economy¹.
- 11.5.6 The assessment takes into account the potential economic and land use effects from the loss of agricultural land which forms the baseline position. It also considers the effects on other existing land uses (including PRow), and implications in terms of mitigation.
- 11.5.7 The socioeconomic assessment considers the potential for indirect amenity effects, drawing on the findings of other assessment chapters. This includes, for example, potential adverse effects for businesses as a result of construction activities and focuses on receptors that are considered to be sensitive to such impacts (e.g. those more reliant on their surroundings or more sensitive to changes in the local amenity, such as a hotel or business sensitive to vibration).
- 11.5.8 The assessment also considers the role of the proposed development site in delivering the employment growth planned for Cardiff, and in delivering the infrastructure required to support this growth.

Significance Criteria

- 11.5.9 There is no definitive guidance on the assessment of socioeconomic effects and as such the assessment draws on

¹ Homes and Communities Agency (2015) Employment Density Guide

existing industry accepted practice and a methodology which has been developed for and tested through the consenting of other projects. The focus of the assessment is on determining whether effects would change patterns of activity; social or economic.

- 11.5.10 Significance is measured as a function of the sensitivity or value of receptors affected, and the magnitude of the impact. Appropriate sensitivity and magnitude criteria have been developed, based on professional judgement and industry best practice. Table 11.2 provides definitions of the sensitivity criteria used in the assessment.

Table 11.2 Sensitivity or value of receptors

	Definition of sensitivity
High	Businesses, individuals, groups of individuals, or other receptors possessing very significant economic, social or community value, that are considered very likely to incur a material loss or gain as a result of potential changes in the environment. For example: a regional or national trail; residential properties, business premises or community facilities where they are directly affected; irreversible effects on Grade 1 Best Most Versatile (BMV) agricultural land.
Medium	Businesses, individuals, groups of individuals, or other receptors possessing some significant economic, social or community value, that are considered likely to incur some material loss or gain as a result of potential changes in the environment. For example: a footpath or bridleway; irreversible effects on Grades 2 and 3a BMV agricultural land.
Low	Businesses, individuals, groups of individuals, or other receptors possessing limited economic, social or community value, that are not considered likely to incur a material loss or gain as a result of potential changes in the environment. For example: a permissive trail; effects on Grades 3b to 5 agricultural land.

11.5.12 **Table 11.3** provides definitions of the magnitude of impact criteria used in the assessment.

Table 11.3 Magnitude of impact

	Definition of magnitude
High	An adverse or beneficial effect that would be likely to result in total or permanent changes to baseline conditions for a large number of businesses, individuals, groups of individuals, or other receptors.
Medium	An adverse or beneficial effect that would be very likely to result in partial changes to baseline conditions for a moderate number of businesses, individuals, groups of individuals, or other receptors.
Low	An adverse or beneficial effect that would be likely to result in minor changes to baseline conditions for a small number of businesses, individuals, groups of individuals, or other receptors.
Negligible	An adverse or beneficial effect that would be likely to result in little or no change to baseline conditions for businesses, individuals, groups of individuals, or other receptors.

11.5.13 **Table 11.4** illustrates how the sensitivity and magnitude criteria are used to assess significance. For the purposes of this socio-economic assessment, an effect which is moderate or greater is considered to be significant in line with the methodology in Chapter 2.

Table 11.4 Significance of Effects

		Sensitivity		
		Low	Medium	High
Magnitude	High	Moderate	Major or Moderate	Major
	Medium	Minor or Moderate	Moderate	Major or Moderate
	Low	Minor	Minor or Moderate	Moderate
	Negligible	Negligible	Minor	Minor

11.6 Limitations and assumptions

11.6.1 Cardiff Council has been consulted with through the EIA scoping process in regard to the approach taken for this socio-economic assessment. Section 11.4 provides further information on the scoping and consultation undertaken.

11.6.2 It should be noted that due to the lack of published / standard guidelines in relation to socioeconomic assessment, the study areas and the methodology utilised have been based on previous experience, the likely effects, and professional judgement.

11.6.3 The assessment relies, in part, on data provided by third parties (e.g. agricultural land information), with appropriate references included where this is the case. The information is considered to

be the most up to date information available at the time of the assessment.

- 11.6.4 Baseline data has largely been drawn from the 2011 Census which is considered to provide the most reliable / comprehensive dataset. Where possible, this has been supplemented by mid-year / annual estimates.
- 11.6.5 The assessment of impact on identified receptors has been based on a desktop exercise. Many of the potential effects are likely to be indirect in nature (with direct effects focused on receptors located within the proposed development site boundary / red line area) and therefore the assessment often focusses on indirect or amenity effects on receptors during construction and operation. Amenity, which considers the both key features of a facility or place and the pleasantness or attractiveness of that place, has been assessed using, and relies upon, the assessments of other competent experts. These include the results of the relevant assessments into potential noise and vibration, landscape and visual, and air quality effects. For example, the construction phase of the scheme may negatively affect the key features of a tourism / recreation resource.
- 11.6.6 In terms of assessing the quality of agricultural land in the study area, data has been drawn from the Soil Management Resource Strategy prepared by ADAS which includes the results of the Agricultural Land Classification (ALC) survey undertaken in 2019 (see Appendix A3).
- 11.6.7 Effects on property prices have not been considered as part of the assessment as it is not a matter that requires assessment under the EIA Regulations and is not a material consideration in the determination of planning merits of the proposal.

11.7 Baseline Environment

Population and Community

- 11.7.1 At the time of the 2011 Census, the population of Cardiff was 346,090. This equates to a population density of approximately 24.7 persons per hectare, significantly higher than the figure for Newport (7.6) and the average for Wales (1.5). From 2001 to 2011, the population of Cardiff increased by 13.3%. In comparison, the population of South East Wales has increased by

6.3% in the same ten year-period. Latest population estimate data for Cardiff suggests a population of 364,248 in 2018.

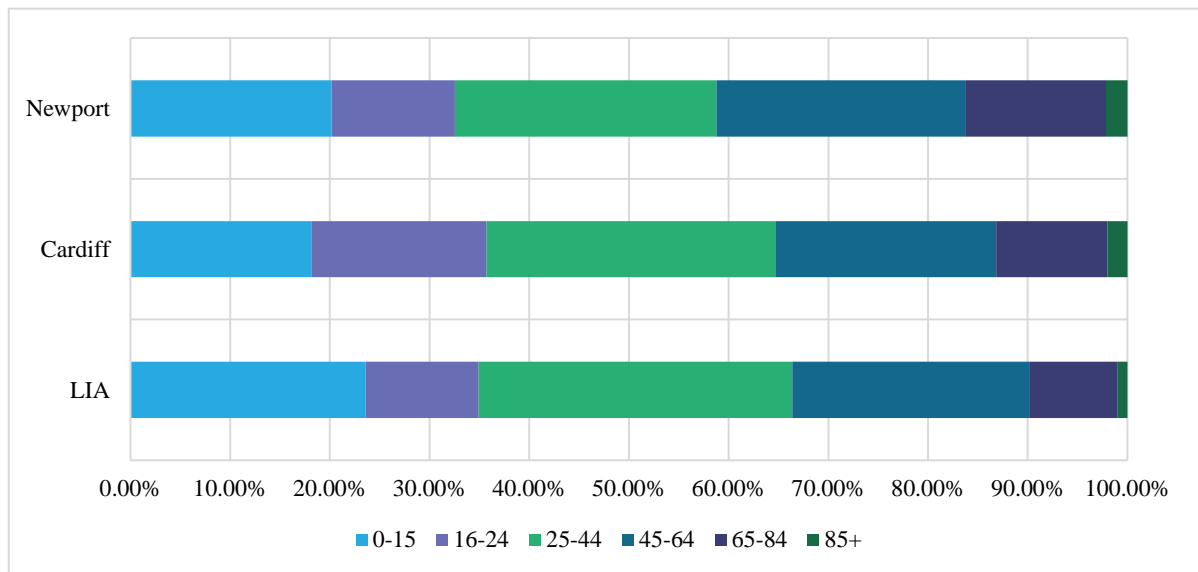
- 11.7.2 The population of the LIA, using ward level data, was 32,184 in 2011. Regarding population increase, due to the absence of ward level data in 2001, MSOA level data was used. The LIA experienced a population increase of 23.9% between 2001 and 2011.
- 11.7.3 The population of Cardiff is projected to increase by 33% between 2006-26, and the population of Newport by 11.35% between 2011-2026².
- 11.7.4 The proposed development site is directly to the south of St Mellons Business Park, a key employment centre located in the eastern outskirts of Cardiff. Compared to the built-up area of St Mellons, the proposed development site and areas to the north, east and south primarily comprise of agricultural land with fewer residential properties.

Age Structure

- 11.7.5 In 2011, the proportion of the population within the LIA who are of working age was 75.39%. This is slightly lower than the wider areas of Newport (77.67%) and Cardiff (75.39%), as seen in Figure 11.1. The number of residents who were under the age of 16 in the LIA is slightly higher than both Cardiff and Newport, while the number of residents who are 65 and over was lower than Cardiff and Newport, as well as the national figure.

² Cardiff Council – Cardiff Local Development Plan (January 2016)

Figure 11.1 Age Profile (Source: ONS Census 2011)



11.7.6 Policy KP5 of the Cardiff Local Development Plan (LDP) states that all new development should ensure no undue effect on the amenity of neighbouring occupiers and connecting positively to surrounding communities. When designing new development, the Newport Local Development Plan (LDP) highlights the importance of considering the needs of the elderly within the context of an ageing population.

Health and Deprivation

11.7.7 Deprivation is measured at the level of Lower Super Output Areas (LSOAs)³, across the eight ‘domains’ of income, employment, health, education, geographical access to services, community safety, physical environment and housing.

11.7.8 The proposed development site is located within Trowbridge 6 which, taking into account all eight domains, is amongst the 50% least deprived LSOAs in Wales. The LSOA of Trowbridge 4 is located to the west of the proposed development site and is ranked 6th most deprived out of the 214 LSOA’s in Cardiff and is amongst the 10% most deprived LSOA in Wales. Trowbridge 4 is also within the Local Impact Area and is among the 10% most deprived LSOA in Wales for housing, education, health,

³ An LSOA is a statistical unit used by the Office of National Statistics. Each LSOA comprises between 1,000 and 3,000 residents, and between 400 and 1,200 households.

employment and income⁴. These LSOA's are shown on ES Figure 12.2.

- 11.7.9 There are some LSOAs in the LIA that experience high levels of deprivation in relation to particular domains, for example, Trowbridge 6 is in the 20% most deprived in Wales for physical environment deprivation. However, other areas, including some in the village of Marshfield, record generally lower levels of deprivation.
- 11.7.10 Chapter 12 Health provides further detail regarding the existing health baseline situation. Its assessment includes that the proportion of adults that are overweight or obese in the Cardiff and Vale University Health Board region is lower than the Welsh average (54% compared to 58.6%).

Housing

- 11.7.11 Housing within the LIA and WIA is an important consideration given the potential accommodation needs of future employees and the fact that the proposed development could lead to people moving into the area.
- 11.7.12 As shown in Table 11.5, the 2011 Census showed that 64% of households in the LIA were owner-occupied, similar to the Newport figure of 64.2%, and slightly above the average for Cardiff. The proportion of private rental housing is significantly lower in the LIA (12.9%) when compared to Cardiff (21.9%).

Table 11.5 Housing tenure (Source: ONS, Census, 2011)

Housing tenure	LIA	Cardiff	Newport	Wales
Owned	64.0	59.1	64.2	67.4
Shared ownership	0.8	0.4	0.5	0.3
Social rented	21.3	17.1	19.8	16.5
Private rented	12.9	21.9	14.0	14.1
Living rent free	1.0	1.4	1.4	1.6

- 11.7.13 According to the 2011 Census, a significant majority of housing stock in the LIA comprised houses or bungalows, with 88.3% of all households living within detached or terraced houses or bungalows, compared to 73.7% in Cardiff and 82.9% in Newport. This is shown in Table 11.6. The proportion of households living in

⁴ Welsh Government- Welsh Index of Multiple Deprivation (WIMD) (2014)

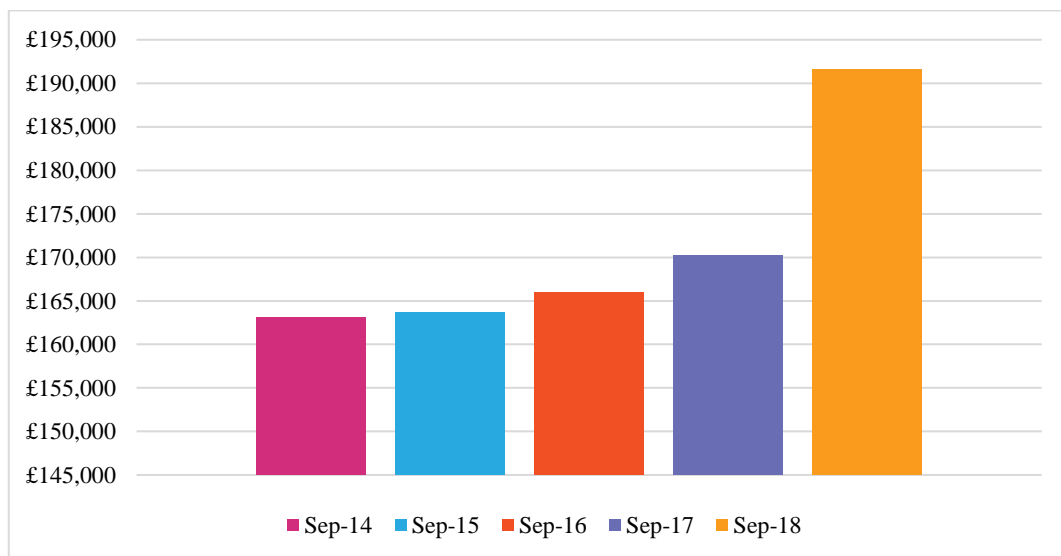
flats, maisonettes or apartments within the LIA was significantly lower than Cardiff.

Table 11.6 Household accommodation type (Source: ONS, Census 2011)

Household Accommodation Type		LIA	Cardiff	Newport	Wales
House or bungalow	Detached	32.3%	13.8%	18.9%	27.7%
	Semi-detached	32.5%	29.4%	30.9%	31.8%
	Terraced	23.4%	30.6%	33.1%	27.7%
Flat, maisonette or apartment		10.4%	25.8%	16.5%	12.3%
Caravan or other mobile / temporary structure		1.3%	0.1%	0.3%	0.3%
Shared dwelling		0.0%	0.4%	0.3%	0.2%

11.7.14 The median house price within the LIA has experienced an overall steady increase between 2014 and 2018. Between 2017 and 2018, the average median house price experienced the highest annual increase, by £21,491. Within the five-year period, median house prices experienced a 17.52% increase, as seen in Figure 11.2.

Figure 11.2 Change in median house prices in the LIA based off the middle super output areas: Cardiff 11, Cardiff 13 and Newport 20 (Source: ONS, 2014-18)



Schools and Education

11.7.15 Schools and the overall quality of education is an important consideration for both businesses looking to invest in an area and also for employees, particularly where they are relocating from elsewhere.

11.7.16 **Table 11.7** sets out data for schools within the LIA. There are ten primary schools and two secondary schools within the allocated site’s 2km buffer zone, in addition to St Johns College, an independent day school for Children aged 3-18. These schools are

predominately located to the south-west of proposed development site, as shown in Appendix A5.

Table 11.7 School Information

Existing School	No. of pupils (2019) ⁵	Pupil to teacher ratio ⁶	Capacity (2020) ⁷
Willowbrook Primary School	448	21.6	420
Meadowlane Primary School	349	22.2	315
Oakfield Primary School	441	21.7	388
St John Lloyd RC Primary School	336	21.5	315
Trowbridge Primary School	202	18.4	210
Marshfield Primary School	449	24.6	N/A
Bishop Childs CIW Primary School	213	25.7	199
Ysgol Pen y Pil	216	18.9	210
St Mellons Church in Wales Primary school	115	19.7	105
Ysgol Gynradd Pen-y-Bryn Primary School	255	21.0	210
Eastern High school	864	20.0	1,200
St Illtyds Catholic High school	868	16.4	879
St Johns College	547 ⁸	N/A	N/A

Retail and Leisure

11.7.17 Within the proposed development site's 2km buffer, the main leisure and retail activities are located to the north, north west, and south west of the proposed development site. There is limited retail and leisure provision east and south east of the proposed development site. These facilities are summarised in **Table 11.8** and shown on Appendix A6.

Table 11.8 Retail and Leisure Facilities

Retail / Convenience	Leisure/ Food and Drink
Tesco Superstore	St Mellons Golf Club
Wentloog Corporate Park	Coach House
Texaco	Marshfield Village Hall
Blue Diamond Garden Centre	Hendre Lake Park
Dŵr Cymru Welsh Water	The Beacon Centre
Paramount Interiors	Trowbridge Community Centre
Marshfield Post Office	Old St Mellons Village Hall

⁵ StatsWales- Pupils by school and school governance (2018)

⁶ Welsh Government- My Local School (2018)

⁷ Freedom of Information Request, data received 27 January 2020 - https://www.whatdotheyknow.com/request/schools_capacity_in_cardiff#outgoing-962921

⁸ <https://www.isc.co.uk/schools/wales/cardiff/cardiff/st-johns-college/>

Retail / Convenience	Leisure/ Food and Drink
Cardiff Business Club Ltd.	Lisvane Cricket Club
Blooms Garden Centre	Melrose Inn- Pub and Carvery
	The Willows Public House
	Shamrat Restaurant
	The Masons Arms
	Fox and Hounds
	The Poachers Arms
	The Crispy Cod
	Bluebell Inn
	Y Maerun
	Seoul House Restaurant

Economy & Labour Market

11.7.18 Gross Value Added (GVA) per head can be used as a high-level measure of economic performance.

11.7.19 Wales records the lowest levels of GVA per head in the UK, measuring at £20,738 in 2018⁹. At a regional level, South East Wales had an estimated GVA of £21,950 per head in 2018. The highest level of GVA per head in South East Wales is Cardiff at £32,310, with Newport second of the local authorities with £26,647 per head. GVA per head across the South East Wales region has shown steady growth since the 2008 recession.

Key Sectors

11.7.20 **Table 11.9** shows employment by industry for the LIA¹⁰, in comparison with Cardiff, Newport and Wales. The table demonstrates that public administration and defence, business administration and support services, and manufacturing are key industries in terms of employment within the LIA, followed by financial and insurance. Employment in mining, quarrying and utilities is higher in the LIA than elsewhere, and there is a slightly higher proportion of employment in the construction sector.

11.7.21 The health sector supports approximately 6% of employment in the LIA, considerably lower than in Cardiff, where it supports approximately 14% of employment, and Newport and Wales where it supports approximately 16% of employment. Employment in education is also considerably lower in the LIA than elsewhere, and there are smaller than average proportions of

⁹ StatsWales (2017) Gross Value Added by area and year

¹⁰ This data is not available at ward level, and so LIA data is for the MSOAs of Newport 020, Cardiff 011 and Cardiff 013.

residents employed in the retail and accommodation and food services sectors.

Table 11.9 Employment by Industry (Source: ONS, 2017)

Industry	LIA	Cardiff	Newport	Wales
Agriculture, forestry & fishing	0.04%	0.04%	0.17%	1.13%
Mining, quarrying & utilities	6.74%	2.34%	1.67%	1.69%
Manufacturing	12.90%	3.74%	10.67%	11.12%
Construction	5.45%	3.74%	3.00%	4.19%
Motor trades	0.36%	1.17%	2.00%	1.45%
Wholesale	1.92%	2.10%	2.67%	2.34%
Retail	2.40%	8.88%	10.67%	10.07%
Transport & storage (inc postal)	1.78%	2.34%	4.67%	3.22%
Accommodation & food services	1.88%	6.54%	6.67%	7.66%
Information & communication	8.36%	6.07%	4.67%	4.19%
Financial & insurance	8.54%	6.07%	4.67%	2.34%
Property	0.83%	1.40%	1.67%	1.21%
Professional, scientific & technical	6.76%	7.94%	4.67%	5.24%
Business administration & support services	13.95%	10.75%	8.00%	6.69%
Public administration & defence	14.47%	7.48%	8.00%	7.01%
Education	3.37%	10.28%	6.67%	9.83%
Health	5.47%	13.55%	16.00%	15.95%
Arts, entertainment, recreation & other services	4.96%	5.14%	5.33%	4.59%

11.7.22 The Cardiff Local Development Plan (LDP) refers to ensuring the cities employment areas outside of the Central and Bay business area are protected for B Use Class employment generating uses and activities.

11.7.23 The Newport Local Development Plan (LDP) refers to Newport's connectivity as attractive to investment, stating that this connectivity will continue to attract new employers and encourage indigenous growth.

Employment and Economic Activity

11.7.24 **Table 11.10** shows economic activity in the LIA¹¹, and in Cardiff and Newport.

11.7.25 Census data shows that, in 2011, the LIA had a higher than average rate of economic activity, with 82.6% of the population

¹¹ Using MSOA level data for Newport 020, Cardiff 011, Cardiff 013.

aged 16-74 categorised as economically active, in comparison to 71.5% in Cardiff and 70.1% in Newport. However, the LIA also recorded a higher percentage of those who are unemployed (5.3%) compared to Cardiff (3.9%) and Newport (4.9%). Cardiff and Newport both recorded a larger proportion of retired persons, students, persons looking after the home or family, and persons long-term sick or disabled in comparison to the LIA.

Table 11.10 Economic activity (Source: ONS Census 2011)

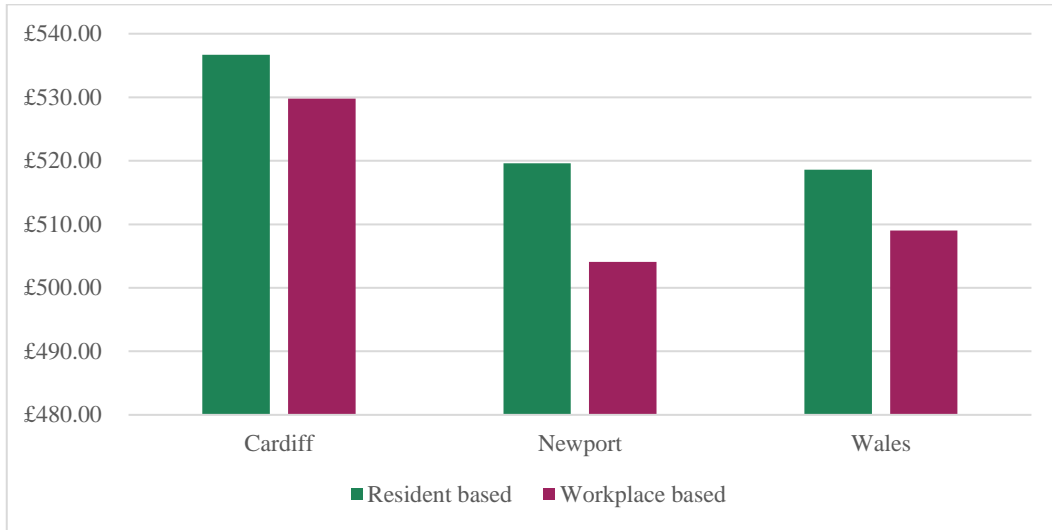
		LIA	Cardiff	Newport
Economically active	Total	82.6%	71.5%	70.1%
	Part-time employed	12.6%	13.6%	14.9%
	Full-time employed	59.2%	42.5%	40.9%
	Self-employed	5.5%	6.4%	6.1%
	Unemployed	5.3%	3.9%	4.9%
	Full-time student	2.2%	5.2%	3.3%
Economically inactive	Total	17.4%	28.5%	29.9%
	Retired	6.5%	9.0%	13.5%
	Student	2.9%	9.4%	4.9%
	Looking after home or family	3.3%	3.5%	4.1%
	Long-term sick or disabled	3.5%	4.5%	5.3%
	Other	1.3%	2.1%	2.2%

11.7.26 The Annual Population Survey provides more recent data on unemployment at the local authority level and above. In 2019, the rate of unemployment amongst residents of working age (16-64) in Newport was 4.3%, and 4.2% for Cardiff. These are both lower than the average for Wales at 4.6%. This data indicates a lower unemployment rate for Newport than previously recorded as part of the 2011 Census, and a higher unemployment rate for Cardiff. This data is not available at ward or MSOA level.

Earnings

11.7.27 In 2018, gross median weekly earnings, measured on a workplace basis were £529.80 in Cardiff. This is higher than for Newport and Wales. On a residence basis, earnings were slightly higher than the national average in Newport, and higher again in Cardiff, at £536.70 compared to £518.60 in Wales as a whole. This demonstrates that those residing within Cardiff and Newport overall have higher weekly earning than those who work within these areas, as seen in Figure 11.3. This data is not available at ward or MSOA level.

Figure 11.3 Gross median weekly earnings, residence and workplace-based (Source: ONS, Annual Survey of Hours and Earnings, 2018)

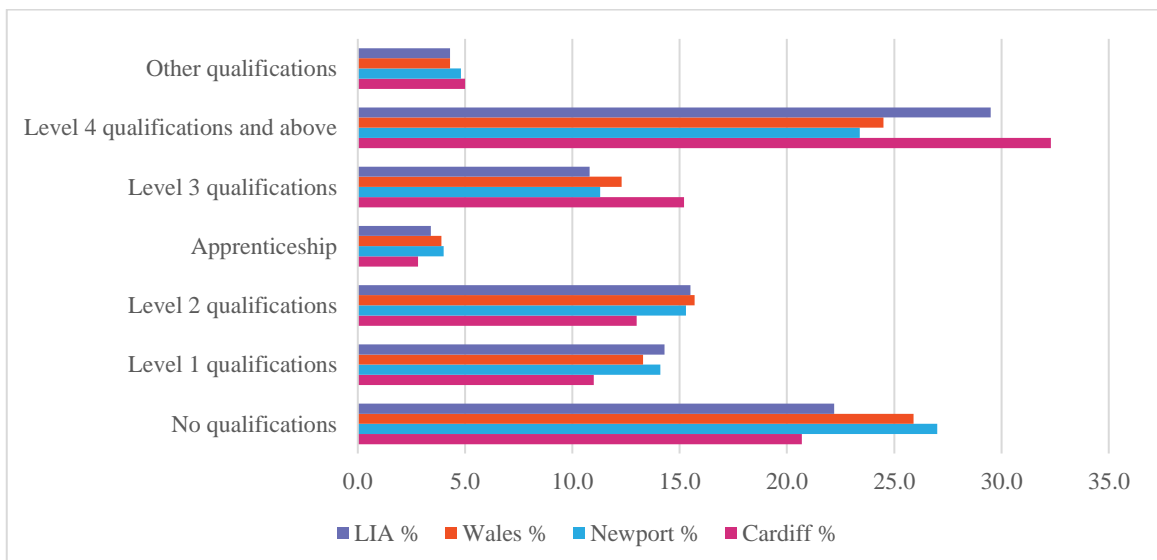


Workforce Qualifications

11.7.28 In 2011, the resident workforce in the LIA had a relatively high proportion of residents qualified at NVQ level four when compared to Newport and the national average, although this level was slightly lower when compared to the wider Cardiff area.

11.7.29 The LIA also had a lower proportion of residents with no qualification (22.2%) when compared to Newport (27%).

Figure 11.4 Qualifications (Source: ONS, Census 2011)



Commuting Patterns

11.7.30 Data from the Annual Population Survey shows that the majority of Newport’s working residents work within the city, with approximately 39% of working residents commuting out of the

authority for work (APS, 2018). Those who reside in Newport make up 55.5% of the total number of workers in Newport, with the remaining 45% commuting into the authority.

11.7.31 Within Cardiff, approximately 16% of residents commute out of the local authority¹² for work whilst approximately 38% of the workforce in the city commute in from elsewhere.

11.7.32 In 2011, 63.3% of residents within the LIA commuted less than 10km to work. This is lower than Cardiff's figure of 68.2%, and higher than Newport's figure by 3.1%, as shown in Table 11.11. The most common distance for workers residing in the LIA to travel, has been recorded as between 5 and 10km. For both Cardiff and Newport, the most common distance was 2km to less than 5km. The proportion of residents travelling less than 2km to work in the LIA was significantly less than both Cardiff and Newport overall.

Table 11.11 Distance travelled to work (Source: ONS, Census 2011)

	LIA	Newport	Cardiff
Less than 2km	10.1%	17.2%	20.2%
2km to less than 5km	14.7%	26.1%	27.4%
5km to less than 10km	38.5%	16.9%	20.6%
10km to less than 20km	12.8%	13.9%	8.0%
20km to less than 60km	6.7%	8.6%	6.3%
60km and over	3.0%	3.5%	2.8%
Work mainly at or from home	8.0%	7.3%	7.5%
Other	6.3%	6.5%	7.2%

In 2011, most residents of the LIA commuted by private car, van or taxi, either as a driver or as a passenger, as shown in

11.7.33 **Table 11.12.** A greater proportion of workers commuted in this way from the LIA in comparison to Cardiff and Newport, indicating a greater reliance on the private car for travel to work. There was a larger proportion of people walking to work from Cardiff, in comparison to the LIA and Newport overall, reflecting some existing opportunity for local employment within Cardiff. There was a higher proportion of residents commuting from Cardiff by bicycle than the LIA or Newport. Overall, the number of residents working from home for all three areas was roughly the same.

¹² StatsWales (2018) Commuting patterns by Welsh local authority and measure

Table 11.12 Method of travel to work (Source: ONS, Census 2011)

Method of travel	LIA	Cardiff	Newport
Car, van or private taxi	78.6%	62.4%	74.3%
Motorcycle	0.5%	0.4%	0.7%
Train	1.0%	3.3%	2.1%
Bus, minibus or coach	9.2%	10.2%	7.9%
Bicycle	1.2%	3.7%	1.5%
On foot	5.0%	15.4%	9.3%
Other	0.5%	0.6%	0.6%
Work mostly at or from home	3.9%	3.8%	3.6%

Land Use - Current Land Use

- 11.7.34 The proposed development site consists of mainly agricultural land which support cereal stubbles pastures which are grazed by cattle and sheep. The proposed development site also includes an area of scrub and brambles on the west and northern extents which are considered to be non-agricultural / woodland from a land use perspective. Roads and buildings are located on the northern and eastern edges of the proposed development site, in addition to the railway line that runs south west to north east across the lower section of the site.
- 11.7.35 The site lies between St Mellons to the west and the village of Marshfield to the east. St Mellons predominantly comprises of residential properties and a retail complex. Marshfield contains village facilities such as post office and convenience stores. St Mellons Business Park lies immediately north of the site boundary and contains a range of business uses.

Land Use - Agricultural land

- 11.7.36 The Agricultural Land Classification (ALC) provides a framework for classifying land according to the extent to which its physical characteristics impose long term limitations on the use of the land. Grade 1 is categorised as excellent quality; Grade 2: good quality; Grade 3a: good to moderate quality; Grade 3b: moderate quality; Grade 4: poor quality; and Grade 5 is very poor quality agricultural land. Grades 1-3a are considered ‘best and most versatile’ (BMV) agricultural land. The classification also includes ‘Other Land’ which can include urban areas (e.g. built-up or ‘hard’ uses), non-agricultural areas (e.g. ‘Soft’ uses such as

parkland, sports pitches etc.), woodland, agricultural buildings and open water.

11.7.37 ADAS were commissioned to undertake a soil resource survey to inform the ES and Soil Management Plan. A total of 100 auger borings were taken and examined to determine the soil types, with the land then divided into soil units which have similar characteristics. This fieldwork was carried out on 25-27th November 2019 and represents the most up to date survey of soil type / quality on the site.

11.7.38 An ALC grade has been assigned to the site based on Defra guidance¹³. The Soil Report outlines that the proposed development site is limited due to a combination of the soil wetness and heavy topsoil textures. The ALC is summarised in Table 11.13 and illustrated in Appendix A4.

Table 11.13 Agricultural Land Classification

Grade	Total Area (ha)	Agricultural Land Area (ha)	% of Total Area
1 – Excellent Quality (BMV)	-	-	-
2 – Good Quality (BMV)	-	-	-
3a – Good to Moderate Quality (BMV)	-	-	-
3b – Moderate Quality	-	-	-
4 – Poor Quality	85.28	85.28	83.57
5 – Very Poor Quality	-	-	-
Other Land	16.77	-	16.43
Total	102.05	85.28	100.00

11.7.39 This shows that the ALC across the proposed development site is limited to Grade 4 and the proposed development is therefore not expected to lead to any significant effects on BMV agricultural land.

11.7.40 The ALC of the proposed development site is shown on in Appendix 4 of the Soil Resource Strategy.

Public Rights of Way and Open Space

11.7.41 There is one PRow which crosses the proposed development site, this being St Mellons No. 4A. There are also a number of other PRow within the area surrounding the proposed development site

¹³ Defra: Agricultural Land Classification of England and Wales – revised guidelines and criteria for grading the quality of agricultural land.

and these are summarised in Table 11.14. All PRow are considered to be of medium sensitivity, with the exception of the Wales Coast Path given it's long distance / national status.

Table 11.14 PRow Within the Study Area

PRow Reference	Description	Sensitivity
St Mellons 4a (1 and 2)	A public footpath providing a connection between Cypress Drive and Heol Las. Access to the public footpath is currently not usable.	Medium
Footpath 412/GL1/1	A green lane between Heol Las and B4239.	Medium
St Mellons No. 33	A public footpath providing a connection between Vaendre Close and the access road to St Mellons Golf Club.	Medium
St Mellons No. 34	A public footpath providing a connection along the access road to St Mellons Golf Club.	Medium
Footpath 399/11/1	A public footpath providing a connection along the access road to St Mellons Golf Club.	Medium
Footpath 399/47/1	A public footpath connecting Marshfield with Footpath 412/3/1	Medium
Footpath 412/3/1	A public footpath between Footpath 399/47/1 and Peterstone Wentlooge.	Medium
Long-distance Wales Coast Path – 412/12/1	A public footpath along the entire coast of Wales.	High

- 11.7.42 The PRow considered to be of most relevance to the proposed development are identified within
- 11.7.43 Table 11.14, with all PRow within a 2km radius shown on Appendix A7.
- 11.7.44 A new footpath has been created in Marshfield. This runs from Whitethorn Way to the south, ultimately crossing the railway line over an upgraded bridge to join the Wales Coastal Path.
- 11.7.45 Open space is defined in the Town and Country Planning Act 1990 as ‘land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground’. Planning Policy Wales 10 (2018) further states how open space should be regarded as all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes

and reservoirs which offer important opportunities for sport, recreation and tourism, and can also act as a visual amenity, and may have conservation and biodiversity importance.

- 11.7.46 Although the site itself would not fall into the definition of open space, there are features within walking distance from the proposed development such as a wetland habitat, Hendre Lake which would provide benefit to any future occupiers given its recreational value.

Adjacent Land Uses

- 11.7.47 The proposed development site is located on the eastern edge of Cardiff and within the rural Gwent levels: a historic landscape with ecological value. To the south, the Severn estuary also borders the Gwent levels.
- 11.7.48 The A48 road, which provides access to the M4, is located approximately 1.5km north of the proposed development site. Located at the north of the proposed development site, Cypress Drive connects the site to the A48.
- 11.7.49 The historic village of Marshfield is located to the east of the proposed development site with an established community. To the west of the proposed development site is St Mellons which is a low to medium density residential community, largely developed during the 1970-1990s. St Mellons contains a number of primary schools, a local centre and a number of open spaces.
- 11.7.50 The low-density development of St Mellons Business Park is located to the north of the proposed development site. This is a car-based development established in the early 1980s and developed throughout the 1990s. The Business Park comprises a number of office units and factories and is accessible via Fortran Road, to the east of Cypress Drive. Organisations such as Natural Resources Wales and Dwr Cymru Welsh Water are located within the Business Park. Whilst the proposed development site is within closest proximity to the Business Park, a limited number of local facilities are also within proximity such as the Heron Marsh public house.
- 11.7.51 The proposed development site is located approximately 9km from both Cardiff Central station to the west, and Newport station to the east. The proposed development would provide, via the

Great Western Mainline, a connection to London, an approximate 2-hour train journey away.

Future Baseline

11.7.52 The proposed development site is located within an area of low activity in relation to construction and development approvals. Table 11.15 outlines key committed development within 2km (as the crow flies) of the proposed development.

11.7.53 No significant development is pending planning approval nor has been approved within St Mellons Business Park, immediately adjacent to the proposed development, within the most recent 5-year period.

Table 11.15 Key committed developments

Application description	Application reference (Cardiff)	Status	Location
Cardiff committed developments			
Outline planning application for the demolition of the existing office buildings, and the construction of 17 new residential dwellings, new pedestrian access to Vaendre Lane, parking and associated works.	17/02571/MJR	Approved 15/05/18	Melrose Hall, Cypress Drive, St Mellons, CF3 0YZ Approximately 500m to the north-west of the site of the proposed development.
Development of 192 Dwellings to the West of Willowbrook Drive and the south of Crickhowell Road, on the site referred to as Willowbrook West. Proposal include 58 affordable units (comprised of 33 apartments and 25 houses), and associated landscaping.	16/01260/MJR	Approved 18/11/16	West of Willowbrook Drive and the South of Crickhowell Road, Cardiff Approximately 1.2km to the west of the site of the proposed development.
70 no. dwellings accessed from Willowbrook Drive (Outline)	16/01670/MJR	Approved 02/02/18	Land off Willowbrook Drive, St Mellons, Cardiff Approximately 1.2km to the west of site of the proposed development.
Residential development comprising of 15 dwellings with access from Wakehurt place	16/01719/MJR	Approved 02/07/2017	St Mellons Community Enterprise Centre, 31 Crickhowell Road. Approximately 1.4 km to the west of the site of the proposed development.
Outline application to demolish the existing building and erect 9 dwellings (2 storey) and 18 flats (3 storey) on the site.	16/01680/MJR	Approved 12/07/2019	St Mellons Community Enterprise Centre, 31 Crickhowell Road. Approximately 1.4 km to the west of the site of the proposed development.

Application description	Application reference (Cardiff)	Status	Location
Change of use from existing D1 use nursery/Child centre to B1 use as offices	17/02753/MNR	Approved 21/12/2017	Unit 1 Resolven House, St Mellons Business park, Fortran Road, St Mellons, Cardiff, CF3 05Y Approximately 500m north of the site of the proposed development.
Extension to existing building to create new integrated community hub (D1/D2) with relocated car park, multi- use games area, external lighting, associated landscaping works	16/01400/MJR	Approved 02/08/2016	St Mellons Library and Hub, Bowling Green and land to rear Crickhowell Road, St Mellons, Cardiff, Approximately 1.24km west of the site of the proposed development.
New office accommodation, foul water treatment facility and car park to consolidate offices and car parking throughout the site	17/00599/MJR	Approved 07/01/2019	Ty to Maen Farm, Newton Roadm Wentloog Cardiff, CF3 2EJ Approximately 1.88 km north west of the site of the proposed development.
Reserved matters application for the erection of 83 units, public open space, landscape planting, highway improvements and other associated works	16/01150/MJR	Approved 21/03/2017	Land Adjacent to Springfield nurseries, Newport Road, St Mellons, Cardiff, CF 3 2WJ Approximately 1.55km north east of the site of the proposed development.
Re-development to provide new school, playing fields including floodlit sport associated works	15/02513/MJR	Approved 04/01/2016	Former Cardiff and Vale College, Trowbridge road, Trowbridge, Cardiff, Cf3 1 QJ Approximately 2km south west of the site of the proposed development.
Change of use from office space (B1) to pregnancy health care clinic (D1)	20/00235/MNR	Approved 31/03/2020	Unit 3C, Castleton Court, Fortran Road, St Mellons, Cardiff, CF3 0LT Approximately 600m to the north east of the site of the proposed development.
Prior approval determination for the installation of electronic communications apparatus at Rhubina	20/00300/MNR	No prior approval required 01/4/2020	Communication Station, Cobol Road, St Mellons Within the site of the proposed development.
Proposed construction of 21 affordable housing units (including 18no. 1 bed flats, 2no. 2 bed flats	18/00089/MJR	Approved 04/04/2018	Land at Harrison Drive, St Mellons

Application description	Application reference (Cardiff)	Status	Location
and 1no. 1 bed accessible flat) and associated works.			Approximately 1.2km to the south-west of the site of the proposed development.
Development of 8 dwellings at Ty to Maen Close (6no. open market sale and 2no. affordable dwellings), associated landscaping, access and highway works.	16/01592/MJR	Approved 25/01/2017	Site of former flats 11-20 Ty-to- Maen Close, Old St Mellons, Cardiff, CF3 5EY Approximately 1.9km to the site of the proposed development.
Construction of 33 affordable apartments, access and associated works.	17/01801/MJR	Approved 23/02/2018	Droke House, 948 Newport Road, Old St Mellons, Cardiff, CF3 5UA Approximately 2km to the west of the site of the proposed development.
Newport Committed developments			
Proposed alterations and extension of hotel to include new conference centre.	15/1228	Approved 03/08/2016	St Mellons Country Hotel & Country Club, NEWPORT ROAD, CARDIFF, CF3 2XR Approximately 1.24km to the north of the site of the proposed development.
Demolition of derelict house and construction of 5no. detached dwellings	19/1003	Registered application 04/03/2020	21, St Mellons Road, Marshfield, Cardiff, CF3 2TX Approximately 1.5km to the east of the site of the proposed development.
Extension of Marshfield Junior and Infants school to provide a nursery	15/1312	Approved 06/01/2016	Marshfield Junior and Infants School, Marshfield Road, Cardiff, CF3 2UW Approximately 1.5km to the north east of the site of the proposed development.

11.7.54 The committed developments presented within the future baseline form an important consideration for the assessment of socioeconomic effects, with benefits associated with the proposed development relating to those who live / work in the area at present, as well as those who will live in the area in the future. This is considered pertinent given the level of residential development planned in particular.

11.8 Assumed construction practices

11.8.1 The assumed construction practices are set out in the Outline Construction Environmental Management Plan (CEMP) which

will be secured as a planning condition. This includes standard best practice construction techniques and methods which would be employed to reduce the risk of potential impacts.

- 11.8.2 Specific to this assessment, practices such as dust suppression and noise screening will help reduce potential amenity effects on the areas and receptors surrounding the proposed development.
- 11.8.3 Further assumed construction practices are also set out within the Construction Traffic Management Plan (CTMP) which will be secured as a planning condition. This includes, for example, the appropriate traffic management to ensure continued access for businesses and residents within the surrounding areas.

11.9 Embedded mitigation

- 11.9.1 Where possible, the proposed development has been designed to avoid, eliminate or reduce potential impacts, with certain mitigation embedded into the design which is therefore considered as part of this assessment.
- 11.9.2 Of particular relevance to the socioeconomic assessment, the design would re-provide the PRow that currently runs across the proposed development site and, in addition, includes further linkages through the site. Walking and cycling connectivity enhancements are set out in further detail within Chapter 4 Traffic and Transport and the Transport Assessment.
- 11.9.3 The design also includes areas of green and blue infrastructure which would be accessible by those using the proposed development site and also those living / working in the surrounding areas. Further information on green and blue infrastructure is provided within the Design and Access Statement.

11.10 Assessment of effects

Assessment of effects from construction

Economy and Labour Market

- 11.10.1 The construction of the proposed development would create temporary employment and training opportunities over a period of seven years, between 2021 and 2028.
- 11.10.2 Total construction employment has been estimated based on the total cost of the proposed development and the average output per worker in the construction industry in 2018. It is estimated that the construction of the proposed development would require a total of 3,057 construction worker years, which equates to 306 full-time equivalent FTE jobs¹⁴.
- 11.10.3 The site of the proposed development is well connected by road and has good links to the motorway network. Research by the Construction Industry Training Board (CITB) found that the average (mean) distance travelled to work for construction workers is 22 miles¹⁵. A 22-mile buffer around the site of the proposed development would include workers living in Cardiff and Newport, as well as towns including Pencoed to the west, Caldicot to the east, and towns in the Valleys to the north including Pontypridd, Pontypool and Cwmbran.
- 11.10.4 As noted in the baseline, there is a higher than average proportion of construction workers in the local study area, although construction employment is lower than average in Cardiff and Newport. Unemployment is above average in the local study area, but below average in Cardiff and Newport. It is therefore assumed that there is the potential for some leakage of jobs outside of the wider study area, as there may be limited capacity within the existing construction workforce.
- 11.10.5 A medium leakage rate of 25% has therefore been applied, in line with HCA guidance¹⁶, which reflects local labour market conditions and transport links. Although there are a number of developments coming forward in the area (see Table 11.15), these are primarily residential led and therefore the potential for

¹⁴ This is calculated based on the standard benchmark that ten years of construction employment is equivalent to one FTE job.

¹⁵ Construction Industry Training Board (2015), Workforce Mobility and Skills in the UK Construction Sector 2015. Available online at: <https://www.citb.co.uk/documents/research/workforce%20mobility%202015/uk%20mobility%20report%202015.pdf>

¹⁶ HCA (2014), Additionality Guide: Fourth edition. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/378177/additionality_guide_2014_full.pdf

displacement is considered to be low and so a low displacement factor of 25% has been applied. This gives an estimated figure of 172 additional FTE jobs which would be retained within the wider study area.

- 11.10.6 A multiplier can be applied to capture knock-on effects associated with spend in the supply chain and additional spend in the local economy as a result of the jobs created by the construction of the proposed development. It is likely that the majority of the construction workforce will be home-based which would limit local expenditure, however it is likely that there will be some supply chain linkages. Therefore, a medium multiplier of 1.4 has been applied. This gives a total of 241 net FTE jobs that will be created directly and indirectly by the construction of the proposed development and retained within the wider study area.

Table 11.16: Calculation of net FTE construction employment

Construction employment	
Gross FTE construction employment	306
Minus leakage (-25%)	230
Minus displacement (-25%)	172
Economic multiplier	1.4
Total net FTE employment	241

- 11.10.7 While this gives an indication of the total number of FTE jobs that will be created in the local economy by the construction of the proposed development, levels of employment on the site will vary across the construction period depending on the works proposed.
- 11.10.8 Construction is expected to commence in 2021 with a focus on the railway station and Transport Interchange which is expected to open in 2023. Wider works on the Business District follow the interchange with works anticipated to be completed in 2028.
- 11.10.9 It is anticipated that construction employment will peak in the first 3-4 years of the project programme. Following this, employment numbers would tail off as works on the railway station and transport interchange finish. Fewer employees would be required for the infrastructure works for the business park.
- 11.10.10 Whilst a main contractor is yet to be appointed, Cardiff Parkway Developments Ltd (CPDL) has confirmed that those invited to

tender would be asked to confirm ways in which they would maximise benefits for the local economy through the procurement process. This could include, for example, Meet the Buyer events and connections with further education in the local area.

- 11.10.11 The sensitivity of the economy and labour market during construction is considered to be medium, and the magnitude of the impact in terms of job creation and opportunity for local supply chain is considered to be medium beneficial.
- 11.10.12 Overall it is considered that the proposed development would have a *moderate beneficial* effect on the local economy and employment which is significant. This effect would be temporary.

Local Businesses: Access

- 11.10.13 It is not anticipated that the proposed development would have any direct effects on local businesses, with no existing businesses located within the proposed development site boundaries.
- 11.10.14 The proposed development does, however, have the potential to result in temporary indirect effects for local businesses. Within the LIA, businesses are predominantly centred on or around the St Mellons Business Park and these businesses could experience effects during construction associated with works to the local highway network and increased levels of construction vehicles on local roads.
- 11.10.15 Given the limited public transport, walking and cycling connections with the study area and the location of the proposed development site, it is assessed that most site operatives would travel to/from the site by car. Chapter 4 Traffic and Transport provides further detail on the baseline transport network. As concluded within Chapter 4 Traffic and Transport, it is estimated that the peak number of operatives travelling to the proposed development site would generate an estimated 261 trips to and from the site per day. These figures are based on the busiest 12-month period of construction to provide a robust assessment.
- 11.10.16 There are a number of existing and proposed accesses onto the development site north of the railway line which could be utilised for site construction activities including surveys, clearance, import of materials, workforce travel and export of materials. A combination of locations are likely to be used during the construction programme, with these reflecting different access requirements, constraints, and phasing of activities. Further detail

regarding the potential scenarios is provided within Chapter 4 Traffic and Transport.

- 11.10.17 Chapter 4 Traffic and Transport concludes that the construction traffic movements are anticipated to peak prior to 2023, the year that the transport hub is scheduled to open. Construction vehicle movements would reduce following this date as the earthworks are anticipated to be complete at this stage.
- 11.10.18 The potential effect of the construction phase on access to businesses will be managed and mitigated through the Framework Construction Traffic Management Plan (CTMP) with accesses to businesses maintained at all times. It is proposed that a CTMP would be secured with a planning condition to ensure that all reasonable steps are taken to minimise and mitigate the predicted adverse effects.
- 11.10.19 With the mitigation proposed through the CTMP and a commitment to ensuring access to businesses, the sensitivity of businesses during construction is considered to be medium, and the magnitude of the impact is considered to be low.
- 11.10.20 This results in a *minor adverse* effect which is not significant. This effect would be temporary.

Local Businesses: Amenity Effects

- 11.10.21 Given the location of business receptors outside of the proposed development site boundary, this section focuses on potential indirect effects related to air quality, noise and landscape utilising the findings of the relevant ES chapters.
- 11.10.22 With appropriate mitigation measures where these have been identified in other assessment chapters (e.g. noise mitigation), it is not anticipated that the construction of the proposed development would lead to a significant amenity effect on local businesses. Further information on proposed mitigation measures is provided within the CEMP.
- 11.10.23 The sensitivity of businesses during construction is considered to be medium, and the magnitude of the impact is considered to be low.

- 11.10.24 This results in a *minor adverse* effect which is not significant. This effect would be temporary.

Local Residents

- 11.10.25 Construction activity within the area of the proposed development has the potential to result in temporary amenity effects for residents within the local area.
- 11.10.26 With appropriate mitigation measures where these have been identified in other assessment chapters (e.g. noise mitigation), it is not anticipated that the construction of the proposed development would lead to a significant amenity effect on local communities / residential properties. Further information on the proposed mitigation measures is provided within the Construction Environmental Management plan.
- 11.10.27 The sensitivity of local residents during construction is considered to be medium, and the magnitude of the impact is considered to be low.
- 11.10.28 This results in a *minor adverse* effect which is not significant. This effect would be temporary.

Public Rights of Way

- 11.10.29 One PRoW would be directly affected by the construction stage of the proposed development, St Mellons No. 4A. It is proposed that the PRoW is stopped up prior to construction.
- 11.10.30 This PRoW is considered to be of medium sensitivity, but the magnitude of impact is considered to be negligible as the path is not currently accessible due to the network of reens and hedgerows. This would lead to a *negligible* effect on PRoW St Mellons No. 4A which is not significant. This effect would be temporary.
- 11.10.31 The remainder of the PRoWs identified in Section 11.7.41 would experience indirect amenity effects during construction which would primarily be noise and visual effects. Due to distance between the proposed development and these PRoW and the transient nature of the users, it is considered that any effect would

be very short term, negligible in magnitude and would not be significant.

Land Use

- 11.10.32 The construction of the proposed development would lead to the loss of 85.3ha of agricultural land. This land has been confirmed as ALC grade 4 and is therefore not considered BMV agricultural land.
- 11.10.33 It is also important to note that the proposed development site is allocated within the Cardiff LDP (Policy KP2 (H)) and therefore the principle of development on the site has been tested and established through the local plan process.
- 11.10.34 It is considered that the permanent loss of grade 4 agricultural land is on balance acceptable when weighed between the overall quality of the land and benefits of the proposed development, not only to the LIA but more widely at the WIA and RIA.
- 11.10.35 The sensitivity of the agricultural land is considered to be low given its ALC grade. The impact in terms of irreversible loss is considered to be of a medium magnitude which would bring a *minor adverse* effect on the land use which would not be significant.

Future Land Use

- 11.10.36 All land used for construction would be taken permanently. The land required is not classified as BMV agricultural land.
- 11.10.37 The sensitivity of future land uses in the area surrounding the site during construction is considered to be low, and the magnitude of the impact is considered to be medium.
- 11.10.38 This results in a *minor adverse* effect which is not significant.

Assessment of effects from operation

Economy and Labour Market

- 11.10.39 Once operational in 2028, the proposed development is anticipated to generate up to 6,000 gross new direct jobs across a

mixture of B1, B2 and B8 use classes. This figure is based on the HCA Employment Density Guide¹⁷.

- 11.10.40 Assuming a medium leakage rate of 25% and a low displacement rate of 25%, in line with the HCA Additionality guide, this equates to a total of 3,375 new jobs that would be supported directly by the proposed development and retained within the wider study area.
- 11.10.41 In addition to these jobs, the proposed development would be likely to stimulate additional employment in the local economy by generating induced spend through increased local income and supplier purchases. Applying a medium multiplier of 1.5 gives a total figure of 3,375 net additional jobs that would be supported directly and indirectly within the wider study area.
- 11.10.42 As previously noted, the LSOA to the west of the proposed development, Trowbridge 4, is amongst the 10% most deprived LSOAs in Wales, including in terms of access to employment and income. The proposed development would provide additional local employment opportunities at the proposed development site as well as improving public transport and active travel connectivity to other employment sites. This has the potential to contribute towards reducing deprivation within the local area, through improved access to employment.
- 11.10.43 The proposed development would also bring wider economic benefits beyond the jobs created on the proposed development site. These relate to enhanced transport links to Bristol and London, improved regional accessibility, and helping to facilitate Cardiff's role as a cultural centre. It is also considered that the focus on higher value-added functions within the vision for the proposed development site could result in higher employment, productivity and GVA, thus bringing benefits to the local and regional economy.
- 11.10.44 The transport function of Cardiff Parkway station could also widen labour market catchments and foster agglomeration economies, bringing associated benefits to businesses in terms of cost reduction and efficiencies resulting from proximity.

¹⁷ Homes and Communities Agency (2015) Employment Density Guide

11.10.45 The sensitivity of the economy and labour market during the operational phase is considered to be medium, and the magnitude of the impact is considered to be high.

11.10.46 This results in a *major beneficial* effect which is significant.

Local Businesses: Access

11.10.47 The proposed development would include the provision of a new railway station and enhanced active travel and highway connections with the key employment site, as well as enhancing rail connectivity with the wider region. Currently, the nearest railway station is Cardiff Central which is approximately 8.4 miles west of the proposed development site. Cardiff Queen Street is located a similar distance from the proposed development site. The closest bus stops are currently located approximately 1,000m, 1,100m and 2,000m from the proposed development, beyond the recommended walking distance to a bus stop of 400m.

11.10.48 The proposed development would provide enhanced sustainable travel opportunities to and from the proposed development site, which is currently highly reliant on the private car. As noted previously, Census data (2011) shows reliance on travel by private car and the relatively low proportion of commuters using public transport. The proposed Cardiff Parkway railway station is anticipated to result in a positive change in the travel behaviour of existing residents and employees, with some existing journeys made by car being transferred to rail.

11.10.49 Traffic impacts at the A48/Cypress Drive roundabout will be mitigated through a junction improvement scheme and will be secured with a planning condition. As presented in the Transport Assessment, this could be achieved with a signal-controlled staggered crossroads arrangement. This potential arrangement is shown to mitigate the traffic impacts associated with the proposed development, and enhance pedestrian and cycle permeability and safety through the introduction of footbridge over Cypress Drive.

11.10.50 Overall, therefore, it is considered that the provision of a new railway station, with links to existing highway and active travel networks, and opportunities for more sustainable travel to and

from the site, is likely to result in a positive impact on access to local businesses.

11.10.51 The sensitivity of local businesses during the operational phase is considered to be medium, and the magnitude of the impact is considered to be medium.

11.10.52 This results in a *moderate beneficial* effect which is significant. It is considered that the “optimal” form of the proposed development would also have a *moderate beneficial* effect.

Local Businesses: Amenity Effects

11.10.53 Once operational, it is not considered that the proposed development would lead to any long-term significant amenity effects for the businesses in the surrounding area. Indeed, the development would create a high-quality business park and a strategic transport hub which may in-fact enhance the amenity of the existing businesses in the area.

11.10.54 The sensitivity of local businesses during the operational phase is considered to be low, and the magnitude of the impact is considered to be negligible.

11.10.55 This results in a *negligible* effect which is not significant.

Local Residents

11.10.56 Once operational, it is not considered that the proposed development would lead to any long-term significant amenity effects for the residents in the surrounding areas.

11.10.57 As previously noted within the above section, the proposed development would provide enhanced opportunities to travel by sustainable modes of travel, with enhancements provided for active travel journeys within the locality and via rail. This would

provide enhancements for journeys by foot, cycle and rail to local facilities, services, employment sites and more.

11.10.58 The sensitivity of local residents during the operational phase is considered to be low, and the magnitude of the impact is considered to be medium beneficial.

11.10.59 This results in a *minor beneficial* effect which is not significant. It is considered that the “optimal” form of the proposed development would also have a *minor beneficial* effect.

Public Rights of Way

11.10.60 There is currently one PRow running through the proposed development site but it not possible to walk the full length of the PRow as the route is blocked by a network of reens, hedgerows and missing footbridges and there is no access in to the site from the east via Cypress Drive. The PRow is also unsigned.

11.10.61 A new and accessible PRow would be provided through the proposed development site, providing a connection between Cypress Drive and Heol Las. There would also be extensive footway / cycleway provision throughout the site providing access to Hendre Lake Park, Cypress Drive, Cobol Road and Heol Las.

11.10.62 There would be potential for further opportunities for additional pedestrian and cyclist connections to connect the proposed development site with the wider area. The proposed PRow and other active travel enhancements are outlined in further detail within Chapter 4 Traffic and Transport and the Transport Assessment.

11.10.63 The planned Cardiff Cycleway (Route 2) is also proposed to extend into the proposed development site, connecting the railway station with Cardiff City Centre via Cypress Drive and Newport Road. The proposed pedestrian and cyclist connections would provide significant enhancements to active travel connectivity within and surrounding the proposed development site. This planned Cardiff Cycleway (Route 2) is not included as part of the proposals within the outline planning application. However, this outline planning application would include the provision of a segregated cycleway from the proposed railway station to the planned Cardiff Cycleway, through the site.

11.10.64 Whilst additional vehicle trips would be generated by the proposed development, it is considered that the proposed

pedestrian and cycle connections would overall provide benefits in terms of (perceived) safety and choice.

11.10.65 The sensitivity of the PRoW during the operational phase is considered to be medium, and the magnitude of the impact is considered to be low.

11.10.66 This results in a *minor beneficial* effect which is not significant. It is considered that the “optimal” form of the proposed development would also have a *minor* beneficial effect.

Land Use

11.10.67 The proposed development includes a change of use from agricultural land to a range of uses, including:

- Business Park;
- Railway Station and ancillary uses; and
- Surface car park.

11.10.68 The new land uses would provide jobs and investment, whilst helping people to experience a green and blue landscape. The new transport hub would make it quicker, easier and more pleasant to travel sustainably across the Cardiff Capital Region, helping to improve air quality and ease congestion on routes into the city.

11.10.69 The sensitivity of land use during the operational phase is considered to be medium, and the magnitude of the impact is considered to be medium.

11.10.70 This results in a *moderate beneficial* effect which is significant.

11.11 Mitigation and enhancement

- 11.11.1 It considered that no further mitigation measures are required in order to specifically address socioeconomic effects. The assumed construction practices and embedded mitigation proposed as part of the proposed development are considered to provide robust mitigation.

11.12 Residual effects

- 11.12.1 Without any further mitigation over and above that embedded within the proposed development, the residual effects predicted as part of the assessment are consistent with those reported above and summarised below in Section 11.13.

11.13 Assessment summary matrix

Potential Effect	Receptor (s)	Sensitivity of Receptor	Magnitude (prior to mitigation)	Significance (prior to mitigation)	Mitigation	Magnitude (following mitigation)	Significance (following mitigation)	Comments
Construction								
Economy and Labour Market	Local economy	Medium	Medium	Moderate beneficial	N/A	N/A	N/A	N/A
Local Businesses: Access	Local businesses	Medium	Low	Minor adverse	N/A	N/A	N/A	N/A
Local Businesses: Amenity Effects	Local businesses	Medium	Low	Minor adverse	N/A	N/A	N/A	N/A
Local Residents	Residents	Medium	Low	Minor adverse	N/A	N/A	N/A	N/A
Public Rights of Way	PRoW	Medium	Negligible	Negligible	Re-provision of PRoW through site	Negligible	Neutral	N/A
Land Use	Land Use	Low	Medium	Minor adverse	N/A	N/A	N/A	Allocated nature of site must be considered.
Future Land Use	Land Use	Low	Medium	Minor adverse	N/A	N/A	N/A	N/A
Operation								
Economy and Labour Market	Local economy	Medium	High	Major beneficial	N/A	N/A	N/A	N/A
Local Businesses: Access	Local businesses	Medium	Medium	Moderate beneficial	N/A	N/A	N/A	N/A
Local Businesses: Amenity Effects	Local businesses	Low	Negligible	Negligible	N/A	N/A	N/A	N/A
Local Residents	Local residents	Low	Medium	Moderate beneficial	N/A	N/A	N/A	N/A
Public Rights of Way	PRoW	Medium	Low	Minor beneficial	N/A	N/A	N/A	N/A
Land Use	Land Use	Medium	Medium	Moderate beneficial	N/A	N/A	N/A	N/A

