

## Replacement Local Development Plan – Accessibility, Inclusivity and Environmental Sustainability – Collated Evidence and Findings

Views on factors affecting RLDP		
<b>Biodiversity</b>		
<p>The RLDP need to address the requirement relating to biodiversity and ecosystem resilience as prescribed by the Environment (Wales) Act (2016) which introduced a duty to maintain and enhance biodiversity and promote the resilience of ecosystems and also in: A resilient Wales: Well-being goal 2 of the Well-being of Future Generations (Wales) Act 2015.</p>	<p>Natural Resources Wales</p>	<p><b>Future developments and planning should consider its impact on biodiversity</b></p>
<p>The 2019 State of Nature report found that 1 in 6 species are at risk of extinction in Wales. Welsh government declared a nature emergency in June 2021 and in November 2021 Cardiff Council declared a city-wide nature emergency. This highlights the commitment of Cardiff City Council to put biodiversity (it's section 6 duty) and climate change at the forefront of decision making and highlights the importance of the nature emergency in Wales. All future development and spatial planning in Cardiff should be considered on its impact to biodiversity and ecosystem resilience.</p>	<p>Natural Resources Wales</p>	<p><b>Need to recognise the importance of spaces being able to perform multiple functions as these areas provide access to natural green space to people</b></p> <p><b>Essential the RLDP delivers robust Green Infrastructure to help protect nature conservation.</b></p>
<p>There are 18 Special Scientific Interest (SSSI) protected conservation sites in Cardiff, the Severn Estuary Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar Site, and Cardiff Beech Woods SAC. It is noted that certain parts of the Plan area, such as the eastern coastal part of the city is heavily industrialised with high volumes of traffic related to the existing land use. This results in aerial pollution affecting particularly sensitive habitats such as the Atlantic Saltmeadow/Saltmarsh and, mudflats and sandflats. From recent planning applications we have learnt that there is limited capacity in this area to accommodate increases in certain aerial pollutants. The indirect impact of development on these key nature / green infrastructure sites must be considered when considering options.</p>	<p>Natural Resources Wales</p>	<p><b>Creating spaces where the public can walk and enjoy biodiversity improves health.</b></p>

Appendix H

Population growth and new housing are likely to create increasing pressure on nature conservation sites in and around Cardiff. There is a need to recognise the importance of spaces being able to perform multiple functions as these areas provide access to natural green space to people. Balance is required to ensure the sites are kept in favourable condition. It is essential the RLDP delivers robust Green Infrastructure to help protect nature conservation.	Natural Resources Wales	
Critical in creating a sustainable environment. Without it there can be significant environmental impacts. Creating spaces where the public can walk and enjoy biodiversity improves health.	First Bus	
Strategies that reduce biodiversity by building on green field sites, or parks, or cutting down healthy trees has to be avoided.	Cardiff Rivers Group	<p><b>Biodiversity should be a major priority</b></p> <p><b>From a land use perspective particular attention must be given to wildlife corridors, which should be identified and protected.</b></p> <p><b>Urgent need to address the nature emergency along with the climate emergency</b></p> <p><b>need to provide the framework to ensure that there is no further loss of nature and that there is a commitment to working with others to reverse the decline.</b></p> <p><b>Commitment required from the Council protect, enhance and deliver new environmentally supportive</b></p>
There should be no new development on green public open spaces.	Adventure Travel	
From a land use perspective particular attention must be given to wildlife corridors, which should be identified and protected.	Cardiff Civic Society	
Biodiversity should be a major priority for Cardiff Council. We have a climate emergency and the Council have launched the One Planet Strategy, along with several projects to increase biodiversity including a huge tree planting project.	Cardiff Rivers Group	
Biodiversity should be a central consideration in planning policy in line with Cardiff Council declaring a nature emergency in November 2021.	Cardiff Civic Society	
Alignment with One Planet Cardiff must be made central to the new LDP.	Cardiff Civic Society	
The PPW requirement that any loss of biodiversity through development should be at least fully compensated must be enforced and not sacrificed to viability claims.	Cardiff Civic Society	
There is an urgent need to address the nature emergency along with the climate emergency. This needs to be undertaken in a manner that seeks to halt biodiversity loss and begin to reverse the decline. The Replacement LPD and	RSPB	

Appendix H

<p>Strategic and Delivery Options need to provide the framework to ensure that there is no further loss of nature and that there is a commitment to working with others to reverse the decline. Future Wales encourages Local Planning Authorities to work with Stakeholders, including NRW to develop policies for the nine National Natural Resource Areas within Future Wales.</p>		<p><b>policies that address, with urgency the way in which we need to change our practices and policies.</b></p>
<p>The Sustainability Appraisal needs to ensure that in assessing the key objectives set out halting and reversing biodiversity decline is delivered. A commitment from the Council is required at the heart of the plan to protect, enhance and deliver new environmentally supportive policies that address, with urgency the way in which we need to change our practices and policies.</p>	RSPB	
<p>It is no longer good enough to just refer to the creation of ‘sustainable communities’, new policies require us to adapt our priorities and deliver in them in a more wholistic manner.</p>	RSPB	
<p>In June 2021, IPBES &amp; IPCC published a joint report concluding that neither climate change nor biodiversity loss can be successfully resolved without tackling both together. It highlighted the potential for narrowly-focused action on climate to be damaging for nature, and vice versa. This underlines the need for nature recovery, as well as climate, to be taken into account indecision making at all scales. We therefore request that the nature emergency is also addressed within this report with the same level of commitment given to climate</p>	RSPB	
<p>Biodiversity is requirement of national planning policy so must be a consideration for the plan if it is to be found sound at inquiry.</p>	Home Builders Federation	
<p>In the UK we are facing a climate and ecological emergency. Principally due to habitat loss, habitat fragmentation, climate change and changes to agricultural practices. The survival of many species is threatened by an ever-shrinking amount of space for plants and animals to live and thrive in. There's also a perilous lack of safe routes connecting habitats, causing wildlife populations to</p>	Sustrans	

Appendix H

become isolated. However, the linear geography of off road walking, wheeling and cycling routes offers the potential to create exemplary habitats, with spaces and routes for wildlife to both live and travel. It is important that in the creation of new housing that opportunities to improve the local environment are taken at every step.		
Biodiversity is an important factor and the current loss of habitats and species a major concern.	GGAT	
Very important factor as well as the future of our planet depending on it, and evidence indicating how this impacts on levels of wellbeing, this is an existing asset within Cardiff that should be maintained and built on.	Cardiff Third Sector Council (C3SC)	
<b>CO2 Emissions</b>		
Reducing CO2 emissions is an important factor and decarbonisation constitutes a key component of the new Planning Policy Wales and National Development Framework, and local planning decisions. It is essential however, to ensure local decisions for new housing and infrastructure not only reflect reducing carbon emissions but reflect the entirety of responding to the climate and nature emergencies.	Natural Resources Wales	<b>Reduction of CO2 emission in response to climate emergency should be a key consideration in planning</b>
Reducing greenhouse gas emissions (not just carbon) must be central to the response to the climate emergency, but we also have to respond to global warming which is now happening.	Cardiff Civic Society	
Reducing CO2 emissions is critical to reduce the impact on the environment to protect the city from the adverse effects of global warming.	First Bus	
Important to address as part of the climate emergency.	GGAT	
Reducing CO2 emissions is of very high importance - as well as the detrimental impact this has on health, wellbeing and the environment, this goes to the heart of developing sustainably.	C3SC	
No information has been made available on the carbon implications of delivery options, whether through transport, operation or full-life emissions.	Cardiff Civic Society	

Appendix H

<p>RLDP needs to consider reducing travel, thus putting new jobs and new housing together, or at least new jobs close to existing housing, rather than separating the land uses. The statutory reductions in use of petrol and diesel vehicles will necessarily reduce CO2 emissions.</p>	<p>Adventure Travel</p>	<p><b>Reducing car travel</b></p>
<p>Reducing the number of people who need to travel into the city particularly for work will immediately reduce the amount of CO2 through reducing the number of cars on the road. Encouraging working from home or locally to where they live should be paramount.</p>	<p>Cardiff Rivers Group</p>	<p><b>Need to locate jobs and housing together rather than separating the land uses.</b></p>
<p>Encouraging WFH and provision of hot desking facilities across the city and further afield, superfast public broadband etc should be looked at. Where people do need to travel make it easy to walk, cycle or use public transport.</p>	<p>Cardiff Rivers Group</p>	<p><b>Encourage working from home, locally or create hot desking facilities across Cardiff.</b></p>
<p>The Plan looks at future development which can be designed in a way to help reduce / minimise further CO2 emissions. However, the HBF suggests that this issue should be dealt with at a national policy level as it affects all of Wales and wider not just Cardiff.</p>	<p>Home Builders Federation</p>	<p><b>Where travel is necessary, make it easier to walk, cycle or use public transport.</b></p>
<p>For the UK to meet our obligations in the Climate Change Act and help tackle the climate emergency we need to stop building new, or widening existing, roads. As evidence shows that road-building increases traffic by up to 47%, over and above background traffic growth. Wales has already taken steps to achieve this, in freezing the construction of new roads while it conducts a review. New roads are often built to new, edge of town, housing developments. However, Sustrans believes that any new housing developments that require a new or wider road outside of the development should also be reviewed and relocated to more appropriate areas. We believe instead new developments should be built within or adjoining existing urban areas to ensure many everyday destinations are walkable from people's homes and sustainable transport is viable, following a 20-minute neighbourhood approach. This will reduce the</p>	<p>Sustrans</p>	<p><b>Create 20-minute neighbourhoods building new developments within or adjoining existing urban areas where everyday destinations are walkable from people's homes and sustainable transport is viable.</b></p> <p><b>Reducing Car dependency should be heavily weighted into any housing development with the appropriate facilities built in to allow active travel.</b></p>

Appendix H

quantity of CO2 generated from journeys that may previously have been made by car.		
Climate change needs to be taken very seriously and reducing car dependency for trips less than 2km should be heavily weighted into any housing development with the appropriate facilities built in to allow active travel.	First Bus	
Need to seek more green energy solutions across the city	Anonymous (Anon)	<b>Seek more green energy solutions across the city</b>
<b>Climate Emergency</b>		
Options for growth should be considered with respect to the nature and climate change declarations. These include: the State of Natural Resources Report 2020 (SoNaRR) identifies that, in order to tackle the Climate and Nature Emergencies, Wales needs to change the way we live. The Welsh Government's climate emergency declarations in 2019 highlights the challenge of climate change, which threatens health, economy, infrastructure and our natural environment. The Future Generations Commissioner's Office considers Climate change to be the greatest threat facing future generations.	Natural Resources Wales	<b>Consider the implications of RLDP growth options on nature and climate emergency commitments</b>
In 2019, the UK Committee on Climate Change recommend that Wales should achieve 95% emission reduction target by 2050 as part of the UK commitment to net zero by that date, but in February 2021 the Welsh Government set itself a more ambitious target of net zero by 2050 or earlier if possible. Working towards meeting these targets will reduce risks to biodiversity, ecosystems, food systems, water and human wellbeing.	Natural Resources Wales	
Future Wales highlights the planning system in Wales plays a key role in facilitating decarbonisation, as well as increasing resilience to the effects of climate change. Achieving our strategic decarbonisation goals is highlighted as a key driver, which all development plans must support. Planning Policy Wales (PPW) provides the policies to do this with decarbonisation as a central pillar.	Natural Resources Wales	

Appendix H

<p>PPW puts emphasis on people and places and ensures developments built today leave a legacy of well-designed, sustainable places which improve lives.</p>		
<p>No reference to Nature or Climate Emergencies as declared by the Senedd. The dual nature and climate crises need to be addressed in tandem and reflected in all LDP documents</p>	<p>RSPB</p>	
<p>The integrated Sustainability Assessments highlights that many properties in Cardiff are currently at risk of flooding. Of the 33 areas in Wales identified at most risk from flooding, 5 are within Cardiff: St. Mellons, Roath, Grangetown, Canton, Riverside. Climate change associated impacts will increase the number of properties, infrastructure and key services at risk of flooding from all sources. Places not previously at risk could become vulnerable and many currently at risk could be of greater risk. It is expected that severe events such as the 2020 storms will become more common with increased severity and frequency of flooding. Climate change impacts will also increase the risk to flood defence assets and the costs to maintain them to acceptable standards. Some of Cardiff's defences are likely to require significant improvements.</p>	<p>Natural Resources Wales</p>	<p><b>RLDP site allocations and settlement strategies needs to take into account the flooding risks and improvements in flood defences</b></p>
<p>It will not be possible to prevent all flooding; there is therefore a need to use a range of adaptive approaches. However, the rate of adaptation action needs to quicken in order to keep pace with the increasing effects of climate change. The Flood Map for Planning referred to in the new Technical Advice Note 15 takes account of future flood risk by incorporating an allowance for climate change. The maps show some significant increases in the extent of the highest risk flood zones including in some of our city and town centres. Welsh Government (Climate Change, Energy and Planning Group) has written to local authorities explaining how flood risk considerations that feed into the settlement strategy and site allocations must be in accordance with the new TAN 15 and the Flood Map for Planning.</p>	<p>Natural Resources Wales</p>	

Appendix H

<p>Expert advice on flooding risks must be recognised, not dismissed if it has undesired implications for development plans, as seems to have happened over TAN15.</p>	<p>Cardiff Civic Society</p>	<p><b>Importance of green infrastructure in absorbing floodwater, should be considered in identifying strategic sites.</b></p>
<p>Recognise the importance of green infrastructure in absorbing floodwater, which should be considered in identifying strategic sites. We should avoid over-development creating heat islands and make space for pocket parks well provided with shade.</p>	<p>Cardiff Civic Society</p>	
<p>Addressing the climate emergency needs to be at the forefront of Council policy particularly as we are a coastal city and vulnerable to flooding already let alone when sea levels rise which they will.</p>	<p>Cardiff Rivers Group</p>	
<p>Climate emergency relates to all aspects of development, and the impact on the historic environment is under consideration as part of the sector adaptation plan, which should also be considered as part of the LDP process.</p>	<p>GGAT</p>	<p><b>Consider impact on the historic environment</b></p>
<p>There was risk of flooding from rivers and from seas and they were all captured differently and assessed differently.</p>	<p>Simon Gilbert</p>	
<p>LDP's have to undertake a Strategic Flood Consequences Assessment that looks at flood risk across the whole City. The Council was collaborating with the nine other Authorities across South East Wales with this. This was halfway through the process and will be completed by this time next year. It will inform the LDP and the identification of sites and will also inform the wider conversation about those areas that are defended and therefore less vulnerable to flooding and therefore can accommodate new development.</p>	<p>Simon Gilbert</p>	
<p>Numerous projects that colleagues in Highways were leading on, as the Flood Authority, to introduce more coastal and river defences within the City. There was also a very large scheme in south east Cardiff to protect the River Rhymney and funding from WG government was available to prioritise sea defences and flood defences generally.</p>	<p>Simon Gilbert</p>	

Appendix H

It is work in progress that has been prioritised for a number of reasons and mainly to accommodate a wider range of flood risks now as we have to assume that there will be more incidences of heavy rainfall and flooding with climate change so it has to be more robust than it would have been five years ago.	Simon Gilbert	
Maintaining green spaces, maintaining and ideally increasing flood plains, increasing the number of trees, measures to reduce CO2, etc need to be included.	Cardiff Rivers Group	
Future developments could be designed in a way to help reduce / minimise the impact of climate change. However, this issue should be dealt with at a national policy level as it affects all of Wales and wider not just Cardiff.	Home Builders Federation	<b>Reducing impact of climate change should be dealt with at a national policy level</b>
<b>Transport and Mobility</b>		
New strategic housing sites should ensure that these will be adequately provided with active and public travel infrastructure so that residents living there will be able to easily and comfortably meet modal shift targets.	Cardiff Civic Society	<b>Improving travel infrastructure</b>  <b>New strategic housing sites should ensure adequate active and public travel infrastructure to achieve modal shift targets</b>  <b>Electric charging infrastructure</b>
Provision must also be made for electric charging infrastructure.	Cardiff Civic Society	
Cycleways can encourage active travel but should not be built through parks nor any other green space - cycleways need to go on roads, and priority given to bicycles over cars.	Cardiff Civic Society	
The transport system has an impact on ecosystems and health. Urban transport contributes to carbon emissions, air and water pollution, noise pollution and the social and economic effects of congestion or lack of transport opportunities. The planning system can be used to change the way we think about the functioning of 'urban ecosystems', designing out the dominance of the car and reducing the length of journeys, whilst also considering lifestyle and the local economy (The European environment – state and outlook 2020).	Natural Resources Wales	<b>Reducing car use</b>  <b>Utilise planning system to change the way we think about the functioning of 'urban ecosystems', designing out the dominance of the car and reducing the length of journeys.</b>
Further develop SUSTRANS with USABLE walking and cycling routes	Anon	

Appendix H

<p>New developments should be built within or adjoining existing urban areas to ensure many everyday destinations are walkable from people’s homes and sustainable transport is viable, following a 20-minute neighbourhood or City of Villages approach. New developments should be connected to employment, education, retail and other local services directly through high-quality cycling, walking and wheeling routes and networks, so that active travel is a convenient and attractive option. Where possible these routes should be connected to the National Cycle Network to enable people to more easily access the outdoors and to reach public transport hubs for longer distance journeys. Additionally new homes should be designed to include secure, accessible parking for cycles, including adapted cycles and cargo bikes. If high quality active and sustainable transport links are planned for before, or at least alongside, developments, then people moving into an area can plan their journeys based on the infrastructure available, reducing or eliminating the need for cars.</p>	<p>Sustrans</p>	<p><b>Further develop SUSTRANS with USABLE walking and cycling routes</b></p> <p><b>Develop 20-minute neighbourhoods</b></p> <p><b>Connect new developments to employment, education, retail and other local services directly through high-quality cycling, walking and wheeling routes and networks, so that active travel is a convenient and attractive option.</b></p> <p><b>Designed new homes to include secure, accessible parking for cycles, including adapted cycles and cargo bikes.</b></p>
<p>Will need to encourage people not to commute into the city if really want to reduce car use. Why do they commute? What is stopping them working closer to home? Work with others to then address those issues.</p>	<p>Cardiff Rivers Group</p>	
<p>Public transport needs to be a key priority to allow people to reduce car dependency. More priority needs to be considered and it needs to be made more difficult to use private vehicles</p>	<p>First Bus</p>	
<p>It is imperative that a well-considered transport network which is integrated between types of transport (such as ticketing) is in place in not just existing, planned sites but also where any new, sizable developments will take place. This relates to train bus and bike transport.</p>	<p>For Cardiff</p>	<p><b>Develop a transport network which is integrated between types of transport</b></p>
<p>Effective transport systems that are inclusive would be a benefit, the impact on the historic environment of creating them should also be considered.</p>	<p>GGAT</p>	<p><b>Develop inclusive transport systems</b></p>

Appendix H

<p>Very important as this feeds in to so many positive outcomes, including positive impacts on the environment and on active travel choices and, in turn, health and wellbeing</p>	<p>C3SC</p>	
<p>The 20-minute neighbourhood concept is about designing an urban society in such a way that residents can meet most of their daily needs within a short walk from home. Safe cycling and local transport options are key to this, as well as high quality public spaces, community services and housing densities that make the provision of local services and transport viable. The 20-minute neighbourhood was pioneered in Melbourne, Australia as a way of guiding the city's development and transformation to 2050. Watch/listen to the YouTube link to find out more.</p>	<p>Natural Resources Wales</p>	<p><b>Developing 20-minute neighbourhoods or city villages</b></p> <p><b>Planning permission should be refused for new or extended commercial developments (e.g., retail) that rely on car access.</b></p>
<p>Increased housing density should form part of mixed-use developments, where everyday services are on the doorstep. Ideally, these developments should be located near where people already live, work, go to school and socialise. These homes must be attractive to everyone, including affordable housing, and homes designed for families and older people. Increasing housing density can support attractive and liveable places, including green spaces, whilst creating greater demand for better local services, including public transport use and revitalised local high streets.</p>	<p>Sustrans</p>	
<p>Essentially everyone should be thinking about living sustainable lifestyles, not commuting so often, wanting to source things more locally, making our homes more energy efficient because bills are going up etc. All sorts of things are changing at the moment, and these are valid aspects to consider in terms of the need for a range of choice of accommodation to suit the needs of the community.</p>	<p>Officers – Simon Gilbert/Stuart Williams</p>	

Appendix H

<p>Officers confirmed that that there is scope to look at spatial distribution and prioritising investment for certain communities and facilities where these are known deficiencies or need. This will fall into the 20-minute city concept in terms of making sure there is not just development in communities but also the right facilities such as local centres shops, schools, community buildings, car parks and recreational spaces. Most importantly here will also be good access by a range of transportation options. Officers reported that these are all part of a wider placemaking approach which is embedded in planning policy and wider corporate policy agendas in terms of meeting the requirements of the Wellbeing of Future Generations Act.</p>	<p>Officers – Simon Gilbert/Stuart Williams</p>	
<p>Planning permission should be refused for new or extended commercial developments (e.g., retail) that rely on car access. It needs to recognise and built into planning policy that people will not give up cars without good alternatives.</p>	<p>Cardiff Civic Society</p>	
<p>Support the development of city villages as they reduce the need for travel.</p>	<p>Cardiff Civic Society</p>	
<p>Encouraging people to shop and work locally so they can walk or cycle there. Local hubs where you can work will all help reduce travelling.</p>	<p>Cardiff Rivers Group</p>	
<p>Concept is making sure that there are good choices for people in new developments so that they don't have to drive everywhere, they might want to walk or catch a bus.</p>	<p>Simon Gilbert</p>	
<p>There is science behind the 20-minute city concept, where to look at, how walkable areas are, how accessible and consider and assess movement patterns, but it is more about hearts and minds and considering the location of development and whether it is equal and helpful for people. If it is miles away from any bus stop it is not going to help people get out of their cars and if you can't afford a car you won't want to live there so it is divisive. It is therefore a movement towards more inclusive communities and that logically suggests that</p>	<p>Simon Gilbert</p>	

Appendix H

they should be in more sustainable locations like centres, district centres, local centres where there is generally a doctors surgery, bus stop, local shop etc.		
Provision must also be made for electric charging infrastructure. Cycleways can encourage active travel but should not be built through parks nor any other green space - cycleways need to go on roads, and priority given to bicycles over cars.	Cardiff Civic Society	<b>Improving sustainable/green transport infrastructure</b>
Bus use should be at the core of new developments which should be designed to provide direct access, rather than circuitous clockwise & anticlockwise road access	Adventure Travel	<b>Supporting bus services</b>
Balance needs to be made with promoting sustainable travel and the use of public transport. The reprovisioning of road space in the city centre adding further delays to already slow bus journey times by introducing some fairly lowly used cycle lanes e.g., Newport Road & Dumfries Place.	Adventure Travel	
Further improve bus services in Cardiff. Make all trips on a bus £1. Trial for 6 months and assess impact and outcomes. Introduce more park and rides during the week - e.g., Leckwith stadium.	Cardiff Rivers Group	
Planning should but take account of the wider travel patterns cross boundary	Home Builders Federation	
<b>Public Health</b>		
Healthy living, working and playing are all enhanced by access to good quality natural environments. Easy access to open green space has been shown to be beneficial to physical and mental wellbeing. Resilient ecosystems are needed to achieve healthy lives. More needs to be done to make sure that there are healthy places for people, protected from environmental risk across Wales. This is particularly the case in the more deprived communities.	Natural Resources Wales	<b>RLDP should improve access to good quality natural environments</b>
The South-Central Area Statement identifies the importance of the natural environment in people's health and the link between the green infrastructure and other nature-based solutions that can be delivered through local development plans.	Natural Resources Wales	

Appendix H

<p>Developments should provide easy access to open green space has been shown to be beneficial to physical and mental wellbeing.</p>	<p>Cardiff Civic Society</p>	
<p>Importance of local green infrastructure more evident during Covid lockdowns. Important that local facilities can be accessed within 15-20 minutes on foot or bike.</p>	<p>Cardiff Civic Society</p>	
<p>Studies support that investment in green space and the public realm can improve the social, mental and physical health of communities and improve economic vibrancy.</p>	<p>Sustrans</p>	
<p>The location of housing developments, and importantly the ability to walk, wheel and cycle to many everyday destinations from home has the ability to improve our health. Research shows that keeping physically active can reduce the risk of heart and circulatory disease by as much as 35% and risk of early death by as much as 30%. By enabling people to swap short car journeys with walking, wheeling or cycling, we can easily build exercise into our days and experience the health benefits. More widely, enabling people to leave the car at home can improve local air quality. In turn this benefits the health of all of those who live in the area and can breathe in cleaner air. Public Health Wales estimates that the equivalent of over 220 deaths each year among people aged 30 and over, in the Cardiff and Vale Health Board area, can be attributed to nitrogen dioxide pollution with many more citizens suffering ill health as a consequence of poor air quality.</p>	<p>Sustrans</p>	
<p>There needs to be some consideration to the effects of the current pandemic on peoples health and the need to ensure that there are open spaces for people</p>	<p>First Bus</p>	
<p>Importance of RLDP on public health - high extent - this will continue to have an impact on the choices people can and will make - including willingness to move to public rather than private transport, working from home, access to care/childcare, work-life balance</p>	<p>C3SC</p>	

Appendix H

<p>Housing developments should consider the need for affordable larger homes. People living in overcrowded homes and its public health/wellbeing impact of this needs to be considered. Unclear how many larger homes would be built under any of the growth options – another example of the detail/thinking that is needed if inequalities and acute housing need is to be addressed effectively.</p>	<p>Cardiff Civic Society</p>	<p><b>Need for affordable larger homes as part of growth options - living in overcrowded homes has public health/wellbeing impact</b></p>
<p>Concern raised on whether to sufficient GP surgeries are planned for in response to increased population.</p>	<p>Adventure Travel</p>	
<p>The RLDP should have the flexibility to address the medium to long term impact of the pandemic in relation housing and job developments.</p>	<p>Home Builders Federation</p>	
<p>Additional housing and an increase in the population, needs to ensure that statutory health and social care provisions are appropriately uplifted in funding to meet the increased demand there will be placed on all statutory services as a result</p>	<p>Anon</p>	<p><b>Statutory health and social care provisions are appropriately uplifted in funding to meet the increased demand</b></p>
<p>There is a lot of work undertaken with the Health Boards and regular meetings with primary and secondary Health providers, to consider assets, facilities and capacity within regional clusters for primary care. The Planning department work really closely with colleagues in Health and have produced Supplementary Planning Guidance with Health that looks at healthy places as well as physical aspects of doctors and GP surgeries.</p>	<p>Simon Gilbert</p>	<p><b>There is a close working relationship with Health where assets, facilities and capacity is being considered.</b></p>
<p>As part of the RLDP process there will be an Infrastructure Plan produced that will look at whatever level of growth and development that is being advocated and what would be needed to facilitate that development, be it transportation, affordable housing, health provision, community facilities. This will be an integral part of the evidence base as the Plan progresses.</p>	<p>Simon Gilbert</p>	<p><b>The Infrastructure Plan will consider the level of growth and what will be needed to facilitate that development, be it transportation, affordable housing, health provision, community facilities.</b></p>
<p>It is about ensuring that new developments have the opportunity to accommodate that floor space that GPs and dentists can then occupy. This is what will come out through the policy frameworks and ultimately through development decisions on sites.</p>	<p>Simon Gilbert</p>	<p><b>Important that policies on Section 106 ensure that developers are putting in community facilities that are big enough to have an impact.</b></p>

Appendix H

<p>It is important that this is included in policies on section 106 agreements so that developers are putting community facilities that are big enough to have an impact.</p>		
<p><b>New Working Patterns</b></p>		
<p>Consider opportunities to repurpose buildings for housing and/or community use where there is a surplus of office space. Growth of on-line shopping and its implications on use of commercial space should also be considered.</p>	<p>Cardiff Civic Society</p>	<p><b>Implications of pandemic on working patterns need to be considered</b></p>
<p>Changes in working patterns e.g., part time working, working from home, compressed hours etc. need to be reflected in implementing new developments for the RLDP.</p>	<p>Cardiff Rivers Group</p>	<p><b>Consider opportunities to repurpose buildings for housing and/or community use where there is a surplus of office space.</b></p>
<p>The implications of increased working from home on house size could result in lower density developments. This could highlight issues relating to affordability and viability of housing development and would need to be considered and monitored over the next few years.</p>	<p>Home Builders Federation</p>	<p><b>Growth of on-line shopping and its implications on use of commercial space</b></p>
<p>This also needs to be a consideration and must allow for good telecommunications to allow people to home work and also reduce car usage</p>	<p>First Bus</p>	<p><b>part time working, working from home, compressed hours etc.</b></p>
<p>The rapid change in the percentage of people working in hybrid working patterns is a concern in that it makes predicting the future demand for office space in particular difficult to judge.</p> <p>We feel that the Welsh Government's policy of wanting 30% of workers to work from home is to the detriment of Cardiff city centre and its businesses who rely on trade from workers and have based their investments on them being in the centre. This will change permanently in that fewer office workers will return in such numbers. The extent and speed of this is unknown and so caution should be provided in allocating long term planning policies for encouraging or otherwise new developments if the supply of such uses is already plentiful. This</p>	<p>For Cardiff</p>	<p><b>Implications of WG's policy for 30% of workers to work from home</b></p> <p><b>Impact on City Centre Businesses</b></p> <p><b>Downscaling of office space</b></p> <p><b>Hybrid and home working may lead to changes in the use of historic buildings</b></p>

Appendix H

<p>period of this development plan doesn't allow for such flexibility so a degree of flexibility should be considered where policy could change within the period under review to ensure trends in this area are more accurately considered upon.</p> <p>This is based on mainly anecdotal evidence from large and small businesses and it does depend on the sector and whether they are dependent, or the degree of dependency, on workers helping their trading levels.</p>		
<p>Impact on the city centre businesses has been huge, and will continue to be huge, in terms of existing businesses not being able to sustain the level of footfall that they are getting, or will get when restrictions are eased but there is still hybrid working</p>	<p>For Cardiff</p>	
<p>Demand on office space - we have already seen large businesses in all types of quality office space look to downscale.</p>	<p>For Cardiff</p>	
<p>The desire to work from home, from conversations we are having with businesses, the novelty has very much worn away. The lockdown restriction where people are being forced to work from home, has exacerbated that thought possibly. People will possibly want to come back more than they have ever done before. Whether just after a week they might be sick of it and want to work from home again - we need to keep an eye on it.</p>	<p>For Cardiff</p>	
<p>All indicators are that the trend brought on by the pandemic is set to continue and it would therefore be helpful for plans to reflect these changes in working patterns.</p>	<p>C3SC</p>	
<p>The Council can plan for certain types of homes, whether they are smaller accommodation or homes with outside amenity space because people are spending more time inside their homes, they might want to have more amenity space. These types of standards can be reflected in planning policy and there are a number of positive factors within the post Covid recovery that will drive</p>	<p>Officers – Simon Gilbert/Stuart Williams</p>	

Appendix H

the Council to do things better and provide people with better standards of living as well as more opportunities for people to access good quality employment opportunities.		
Hybrid and home working may lead to changes in the use of historic buildings.	GGAT	
<b>Historic and Cultural Assets</b>		
The need to preserve and enhance the city's character, both as regards specific buildings of historic or cultural value and the distinctiveness of the city's districts was raised.	Cardiff Civic Society	<b>Preservation of the city's character and historic and cultural value of buildings</b>
The vast majority of what has been built in recent decades is of little architectural or design value, or distinctiveness. Too much of the city has been destroyed to make way for bland developments.	Cardiff Civic Society	
Whilst it would be nice to always protect Heritage assets as we move down the hierarchy to grade one listed building to two etc, as a regulatory planner, it is harder to protect all of those assets in an environment where they are not all Council owned or maybe in an area that it attractive to new developments.	Simon Gilbert	<b>There are policies that 'recognise' Heritage Assets but it is difficult to 'protect' them and write robust policy for this. There are sometimes other options that can be considered such as local designations.</b>
Options for looking at protecting heritage Assets: <ul style="list-style-type: none"> <li>• Through a policy framework - there are policies that recognise heritage assets but not policies that directly seek to protect or encourage the protection of cultural assets.</li> <li>• Looking at local designations, using certain legal powers outside of the LDP like article 4 directions to take away rights of people to do things to structures or buildings, however, that would be subject to consultation and needed to be balanced against the needs of the individuals in the communities.</li> </ul>	Simon Gilbert	
LDP can have recognition of the importance of a place, recognising the place, the locality, the culture, however, it is very hard to write a robust policy on this.	Simon Gilbert	
<b>Addressing Stakeholders' Needs</b>		
<b>Improving access and mobility</b>		

Appendix H

Ensure access to public transport for everyone. Measures restricting car use and parking should not inadvertently discriminate against disabled drivers. Making pavements broader and less cluttered would be of general benefit.	Cardiff Civic Society	<p><b>Encouraging use of public transport</b></p> <p><b>Access to public transport for everyone.</b></p> <p><b>Measures restricting car use and parking should not inadvertently discriminate against disabled drivers</b></p> <p><b>Frequent, reliable, cheap, comfortable public transport, supported by services such as park and ride to reduce car use.</b></p> <p><b>Active travel needs to be encouraged for shorter commutes.</b></p> <p><b>Integrated public transport tickets.</b></p> <p><b>Concerns with shared paths for cycling and commuters accessing public transport</b></p> <p><b>New developments should have cycle paths</b></p> <p><b>Importance of cycle lanes in new developments</b></p> <p><b>Traffic free residential streets</b></p>
Frequent, reliable, cheap, comfortable public transport, supported by services such as park and ride to reduce car use. Active travel needs to be encouraged for shorter commutes.	Cardiff Civic Society	
More priority given to public transport, especially bus services. The Bus services needs to be seen as the backbone of the transport network to support improvements in accessibility for all.	Adventure Travel	
Increase the availability and affordability of public transport. Make it available when people need it and at a price all can afford	Cardiff Rivers Group	
Integrated public transport tickets. Attractive (free) fares to use public transport. Attractive and useful public transport facilities which provide an easily accessible system. Options to include buses, trains, trams and taxis	Anon	
Improved transport routes and options. Green energy used for transport. More park and rides	Anon	
Concerns raise over forcing passengers to cross cycle lanes to get on or off buses. Shared use pathways can be disconcerting, even dangerous, to disabled or elderly people, as well as to small children.	Cardiff Civic Society	
New builds should have cycle paths and decent width paths as a prerequisite	Cardiff Rivers Group	
Any new significant build which involves new roads should automatically consider the appropriateness of installing a cycle lane into the development i.e make provision for a wider highway.	For Cardiff	
Remove motorcycle barriers from cycle ways to allow people with adapted bikes to access key cycle routes. Traffic free residential streets to allow children to play	First Bus	

Appendix H

<p>Transport and mobility is vital to the development of accessible homes and employment opportunities. Need locally sourced, equally accessible jobs, not more service industry</p>	<p>Anon</p>	<p><b>Need to consider transport and mobility for accessible homes as well as local and equally accessible jobs.</b></p>
<p>The most effective way to ensure accessibility for different groups is to use community-led design methods. When local people have led and been part of the creative process they will not only 'own' the design but are much more likely to support and use the final design.</p>	<p>Sustrans</p>	<p><b>Need community-led design - involve the community in the design process so that they 'own' and support it.</b></p>
<p>In relation to cycling in particular, Sustrans has co-authored Cycling for Everyone, a guide to support people in local government and the transport sector to make cycling a more inclusive activity for everyone. Many people are currently excluded from cycling. Despite a large appetite from different demographic groups to start cycling, 85% of people aged over 65, 78% of disabled people, 76% of women, 75% of people at risk of deprivation and 74% of people from ethnic minority groups never cycle. Cycling can help people access the things they need: work, education, food, health services and recreation. Cycling can benefit physical and mental wellbeing and help reduce social and economic inequity. Therefore understanding how to improve provision for cycling can have a big impact on improving access around Cardiff.</p>	<p>Sustrans</p>	<p><b>Cycling can improve accessibility</b></p>
<p>Employ an expert with a learning disability to lead consultation and lead co-production of services. Take on board decades of comments, advice and reports from Cardiff People First to make services accessible.</p>	<p>Cardiff People First</p>	<p><b>Need to make services accessible for those with disabilities and listen to advice from representatives and those with experience on how this can be achieved.</b></p>
<p>To improve access and mobility, there is a need for commitments to effective community engagement - giving real chances for the people with lived experience to share views and influence policies and approaches from the earliest stage</p>	<p>C3SC</p>	<p><b>Need to make services accessible for those with disabilities and listen to advice from representatives and those with experience on how this can be achieved.</b></p>
<p>Identify sites for older persons accommodation and accommodation with disabled individuals and children</p>	<p>Cardiff Community</p>	<p><b>Identify sites in RLDP for older persons accommodation and for disabled individuals and children</b></p>

Appendix H

	Housing Association	
Groups such as ACE <a href="https://www.aceplace.org/">https://www.aceplace.org/</a> may be able to feed into this. Groups which operate a holistic view and understanding of the city (and include the historic environment) are vital.	GGAT	
Impact of accessibility and inclusion needs to be considered, such as the location of new school builds for example with associated transport as well as various other aspects that goes along with such a development. Likewise, healthcare in the current climate with access to good quality health providers, whether primary care through GP practises or secondary care through hospitals and treatments - this need to be part of the narrative also.	Officers – Simon Gilbert/Stuart Williams	<b>Need to consider the impact of accessibility and inclusion such as the location of new school buildings, associated transport, access to primary and secondary healthcare.</b>
<b>Support Child Friendly City Programme</b>		
Planning Directorate should continue to engage with the Cardiff Child Friendly City Programme and remain mindful of the needs of children of all ages.	Play Wales	<b>Providing safe access to play, open spaces, interaction with nature, active travel etc.</b>  <b>Support the development of child-friendly public realm</b>  <b>Design developments that encourages communities to interact such in playing fields, playgrounds, basketball courts, 5-side pitches, skateboard parks etc, that are safe from traffic as well as antisocial behaviour</b>  <b>Sports and other facilities should be close to where children and young people live, rather than concentrated</b>
Support the development of child-friendly public realm that will support children’s ability to move round safely and freely (requiring thoughtful traffic measures and priority to pedestrians) and will offer children opportunities for playing and hanging out. Time, space and permission are key features of a playable public space, together with other children.	Play Wales	
Create conditions that support playing out in the ways that space and time are organised. Understanding children’s right to play as a matter of spatial justice is important as prescribed by the Play Sufficiency Duty.	Play Wales	
Recommended that any phrasing about play in the LDP should discuss ‘opportunities to play’ (rather than ‘play opportunities’). This would help reinforce the legitimate presence and visibility of children in the public realm.	Play Wales	
Many areas in Cardiff lacks easy access to local green and play spaces. Need for safer streets including areas for children to play and giving parents confidence that children could make their own way to/from school instead of the 'school run'.	Cardiff Civic Society	

Appendix H

<p>The design of developments that encourage communities to interact such in playing fields, playgrounds, basketball courts, 5-side pitches, skateboard parks etc, that are safe from traffic as well as antisocial behaviour.</p>	<p>Adventure Travel</p>	<p><b>in a 'sports village' or an 'entertainment zone'</b></p>
<p>Sports and other facilities should be close to where children and young people live, rather than concentrated in a 'sports village' or an 'entertainment zone' in locations which are too costly in both time and money for many to get to</p>	<p>Cardiff Civic Society</p>	
<p>City villages have much to offer from to children if they contain adequate facilities to meet their needs. Active travel and cheap/free public transport would both provide immediate value and help educate children to live without private cars.</p>	<p>Cardiff Civic Society</p>	
<p>Increase the number open spaces within developments to allow children to play safely</p>	<p>First Bus</p>	
<p>Green spaces, parks and recreation facilities. Community hubs/children's centres</p>	<p>Anon</p>	
<p>Attractive public transport combined with plentiful and accessible educational facilities</p>	<p>Anon</p>	
<p>Children and young people need to be consulted on what they want in term of provision for play. Engage with them in the parks, the pitches etc and ask what they want - what works, what doesn't.</p>	<p>Cardiff Rivers Group</p>	<p><b>Consulting children and young people on what they want</b></p>
<p>To ensure that developments meet the needs of children and young people, the consultation process should actively engage children and young people in their designs. Research has shown that access to education and training opportunities, out-of-school social activities and employment opportunities are important for young people. Transport will play a particularly important role in enabling this access, as well as developing self-worth, autonomy, increased self-esteem and physical and mental wellbeing. Therefore any consultation with young people</p>	<p>Sustrans</p>	

Appendix H

should consider both the end needs and requirements of children and young people and how they will travel to access them.		
Commitment to effective community engagement - giving real chances for people and families to share views and influence policies and approaches from the earliest stage	C3SC	
Ensuring that developments have open space, if appropriate information panels and walking / activity trails. Previous developments with archaeological and historical features include areas preserved as open space, and heritage trails. These can inspire young people and create a sense of community.	GGAT	<b>Open space, information panels and walking/activity/heritage trails.</b>
Any new housing developments of a certain size should consider provision for a community facility which allows the use of childcare for working parents. Robust and well considered play equipment outside next to it should be in place.	For Cardiff	<b>New developments should consider community facility which allows the use of childcare for working parents</b>
<b>Dementia Friendly Developments</b>		
1.24% of the population of Cardiff are currently living with Dementia	Alzheimer's Society	
Quite often from diagnosis and contacting DVLA, this will result in the removal of a driving licence, despite the person being competent to drive, which means that people living with dementia are reliant on public transport and access to public transport. So having access to public transport from their housing is absolutely critical.	Alzheimer's Society	<b>Local public transport is critical to people living with Dementia</b>
People living with dementia have told us that when they do try and access public transport, they need them to be within walking distance.... the more steps you often put into a journey the more complicated it becomes, and the more difficult it can be for somebody living with dementia to make and manage that journey on their own.	Alzheimer's Society	<b>Good access to transport can reduce social isolation and loneliness which is significantly important as a third of people living with dementia live on their own.</b>
Having good access to transport can reduce social isolation and loneliness. For somebody living with dementia, they will often lose friends or family members	Alzheimer's Society	

Appendix H

<p>through a diagnosis, people just will not want to talk to them or engage with them anymore. So having transport that is close to where they are living, that can take them to an activity, a centre, somewhere they can meet people and engage with people, is absolutely vital in order to reduce that social isolation. A third of people living with dementia live on their own, so reducing that social isolation is something that is incredibly key.</p>		
<p>Other things people living with dementia have told us are key are accessing community hubs via public transport, so things like regular high streets, things like doctors' offices, things like hospitals, and things like support networks. We are often told that where routes are available, they are often circuitous, or they take the long route around. They are not direct to the places that people living with dementia need and want to go to.... recently, that can be disorienting for somebody living with dementia and can cause issues.</p>	<p>Alzheimer's Society</p>	<p><b>Local public transport routes need to be direct to community hubs and facilities like high streets, GP surgery, hospital a s well as support networks and respite services</b></p>
<p>People living with dementia like to often stick to a routine – if a bus takes a circuitous route or has changed route</p>	<p>Alzheimer's Society</p>	
<p>Carers have told us an awful lot, that access to respite services via public transport and in the local area is absolutely vital to them.</p>	<p>Alzheimer's Society</p>	
<p>On personal support networks.... when we engage with people living with dementia and their carers they tell us that being enabled is more important than having things done for them. ..they can feel like a burden, particularly when they are accessing services that are potentially slightly more expensive or slightly more in-depth than just day centres.</p> <p>Housing should be a key part of this. We need to enable people living with dementia to stay in their communities, be that in a care home or outside of a care home, close to family members and friends who can provide unpaid care for them.</p>	<p>Alzheimer's Society</p>	<p><b>Need to enable people living with dementia to stay in their communities – be that in a care home or close to family members and friends</b></p> <p><b>Having properties that are adaptable or housing solutions that are adaptable for people living with dementia is vital such as intergenerational properties.</b></p>

Appendix H

<p>Having properties that are adaptable or housing solutions that are adaptable for people living with dementia is vital.</p>	<p>Alzheimer's Society</p>	
<p>Intergenerational properties. Allowing them to live with carers, to live with other family members, who may not be a husband or wife, they may be sons or daughters, to allow that care to be provided, to allow that community to develop, is absolutely key.</p> <p>There is scope for any housing provider, be they housing association, local authority, or private sector, to build these types of properties and to build these features into these types of properties.</p>	<p>Alzheimer's Society</p>	
<p>It is about raising that awareness in the designing and developing in the next stages of the plan, so that these features, these adaptations and these types of housing, are built into everything the council does.... you have then got reasoning, you have got personal experience from people living with dementia to tell you why these things are important and to provide that reasoning and evidence to those providers and developers.</p>	<p>Alzheimer's Society</p>	<p><b>Raising awareness in the work of the Council and ensuring this is followed through with developers.</b></p>
<p>The concept of homes for life is something we are pushing quite strongly.. People living with dementia want to stay at home.</p> <p>Mandating good design through planning guidance. The downstairs cloakroom that can be easily adapted into a wet room is a prime example of that. They are easy enough to build in private houses and in general.</p> <p>If you are looking at converting city centre buildings into flats, for example, or converting old buildings into flats and apartments, it is probably not something easy to do there. But there are other things you can do within that building, within that piece of design, to make it accessible.</p>	<p>Alzheimer's Society</p>	<p><b>Home for Life Concept – so that people living with dementia can stay in their homes.</b></p> <p><b>Mandating good design through planning guidance</b></p> <p><b>This won't work for all types of properties such as converting city centre or old buildings into flats - there are other things you can do in these designs, to make it accessible.</b></p>

Appendix H

<p>RLDP should adopt best practice on how developments can be dementia friendly. This should be incorporated into RLDP policy and provision of advice for those intending to make planning applications. The Residential Design SPG should have provisions making developments about dementia friendly.</p>	<p>Cardiff Civic Society</p>	<p><b>Adopt best practice on how developments can be dementia friendly.</b></p>
<p>Where these developments are put together, they are designed sensitively and they are designed carefully to enable people to engage with their community, to travel into and out of the city centre, if that is something they want to do, to travel to a local high street or have access to support networks, such as doctors and such as day centres, within their communities.</p>	<p>Alzheimer's Society</p>	
<p>Sustrans project, Age Friendly Tyburn, was an initiative which investigated how the physical environment of Tyburn contributes to or exacerbates the social isolation of older people. By working closely with the community the project was able to make 10 recommendations to create age-friendly neighbourhoods. They are: 1. Install Low Traffic Neighbourhoods. 2. Reduce wait times at crossings and increase green person crossing time. 3. Ban pavement parking combined with regular enforcement. 4. Reduce speed limits to 20mph in residential areas, 30mph for arterial roads and increase the number of pedestrian and cycle crossing points. 5. Develop indoor and outdoor spaces and support and maintain community venues. 6. Install public seating to support people to make more independent journeys by foot, cycle, wheelchair and mobility scooter. 7. Develop a community toilet scheme. 8. Put in wayfinding signage to enable people to connect to their local spaces to travel further distances. 9. Improve local and regional public transport links. 10. Install truly protected, safe cycle infrastructure. Further information can be found in the report: <a href="https://www.sustrans.org.uk/our-blog/news/2021/march/new-report-shows-how-to-create-a-successful-age-friendly-neighbourhood/">https://www.sustrans.org.uk/our-blog/news/2021/march/new-report-shows-how-to-create-a-successful-age-friendly-neighbourhood/</a></p>	<p>Sustrans</p>	<p><b>Suggestions for future development:</b></p> <p><b>Traffic calming measures</b></p> <p><b>Develop Indoor and outdoor spaces for older people as well as community facilities</b></p> <p><b>Improved accessibility in areas for people to make independent journeys using a variety of methods including walking, cycling, wheelchair and mobility scooter.</b></p> <p><b>Develop Community Toilet Scheme</b></p> <p><b>Wayfinding signage</b></p> <p><b>Improved local and regional transport links</b></p>

Appendix H

		<b>Protected, safe cycle infrastructure</b>
The ACE Group have been working with dementia / elderly residents regarding the history of the area, and this (from my reading) has had a beneficial effect. Creating developments that foster community, that have areas with places for meeting, visiting and events, that are not on a large scale may help.	GGAT	<b>Developments that foster community, that have areas with places for meeting, visiting and events, that are not on a large scale</b>
Take full account of needs of society. Involve full consultation with specialist groups when locating and designing housing facilities in terms of location, design, integration into the community, safe spaces.	Anon	<b>Consult with representative groups effectively</b>
Commitment to effective community engagement - giving real chances for people and carers to share views and experiences to influence policies and approaches from the earliest stage	C3SC	
Alzheimer's Society Cymru uses a pithy little phrase, which is, "If you get it right for people living with dementia, you get it right for everyone." The needs of people living with dementia are so diverse and change depending on what your diagnosis is. There are over 100 different types of dementia and it is vital that people living with dementia have their needs taken into account.	Alzheimer's Society	<b>Vital that the needs of people living with Dementia are taken into account, and this can also assist in meeting other people's needs also.</b>
There is, unfortunately, a severe lack of awareness of dementia across Wales. It is not just staff in frontline advice services, who are providing advice to people living with dementia and their carers about housing, it is those behind the scenes in planning and developing housing properties and housing projects, and projects like the Replacement Local Development Plan. These staff members need to be aware of what dementia is as a condition, how it affects people	Alzheimer's Society	<b>Increase awareness of Dementia, how it affects people - with all staff, including those in planning</b>
<ul style="list-style-type: none"> <li>• Dementia Friendly Housing Charter, which contains evidence on the difference suitable housing can make, including how to instigate change.</li> <li>• Dementia Friendly Housing Guide, which provides advice on supporting staff, residents and customers affected by dementia. Following on from the</li> </ul>	Alzheimer's Society	<b>Council needs to seek this evidence and take into account in developing RLDP</b>

Appendix H

Dementia Friendly Housing Charter, again, it focuses on people, process, and place.		
<b>Diversity of Community - Supporting community cohesion and integration of communities</b>		
As part of the Placemaking Charter, more should be done to engage with residents and communities from an early stage, particularly on major new or regeneration projects.	Cardiff Civic Society	<b>More should be done to engage with residents and communities</b>
Contact local groups, diversity is a strength and histories of families, nations, and migration and settlement are vital in promoting understanding, oral histories and publicity can contribute to this.	GGAT	
Commitment to effective community engagement - giving real chances for the people with lived experience to share views and influence policies and approaches from the earliest stages.	C3SC	
The RLDP needs to acknowledge differences in how people live e.g., multi-generational housing. Affordable housing units of varying sizes are required across the city.	Cardiff Civic Society	
Larger affordable homes explicit within the Section 106 process	Cardiff Community Housing Association	<b>Also recognise the changes that are needed at different stages of life</b>
New homes built in urban areas need to better reflect local housing need. This means increasing the proportion of affordable and social housing, and homes that better reflect the different stages of life.	Sustrans	
Provide varied housing types rather than clear blocks of housing type and effective ghettos	Anon	
It seems to reflect more traditional projections around the makeup of families, and changes in the makeup of families rather than reflecting the diversity	C3SC	

Appendix H

<p>across the population. There is a real opportunity there to make sure that, in taking forward the plans, it reflects the broader scope of needs, as opposed to them focusing quite specifically on the mainstream population and the kinds of makeup of families that tend to exist there.</p> <p>There are chances here to actually inform a culture as to how we want families and groups, etc., to respond to the range of needs that the plan articulates.</p>		
<p>Individuals should also be able to access a range of jobs and services that meet the needs of the diverse community living in the development.</p>	Sustrans	<p><b>Access to range of jobs and services that meet the needs of the diverse community living there.</b></p>
<p>Support the distribution of development across the City in proportionate ways that support the aim of developing the City and diverse communities inclusively; ensuring the offer - including heritage, culture and recreational - reflect, support and promote the diversity within the City</p>	C3SC	<p><b>Distribution of development across the City should be proportionate that supports the aim of developing the City and diverse communities inclusively</b></p>
<p>In terms of looking at individual needs of different groups within the community, this evidence base work has been commissioned and it is currently being prepared at the moment and will be available in the new year to inform the preferred strategy. It will look at specific needs in the community and will inform the preferred strategy going forward.</p>	Officers	
<p>The pattern for approving residential developments without affordable units, on windfall sites in and near the City Centre, is excluding those who cannot afford high market rents from living there, reducing social integration and undermining community cohesion.</p>	Cardiff Civic Society	<p><b>Affordable housing units of varying sizes are required across the city</b></p>
<p>All strategic sites should incorporate social infrastructure e.g. places to meet to encourage cohesion into a local community. Will not occur unless there are offsite rather than onsite S106 provision means less mixing of different social groupings. Space for social mixing is vital – space for learning and creating together – rather than spaces which people need to pay to access.</p>	Cardiff Civic Society	<p><b>Incorporate social infrastructure such as places to meet to encourage cohesion into a local community</b></p> <p><b>Space for social mixing is vital</b></p>

Appendix H

<p>Design of developments that encourage communities to interact such a playing field, playgrounds, basketball courts, 5-side pitches, skateboard parks etc, that are safe from traffic as well as antisocial behaviour.</p>	<p>Adventure Travel</p>	
<p>This is more challenging as different social groups tend to stay together. The focus should be on community projects, such gardens where the community can take ownership. These types of projects tend to break down barriers between people as they get to know each other.</p>	<p>First Bus</p>	
<p>A review of planning policy, particularly how the Council prioritise and quantify planning obligations on the back of any new development is a vital part of community cohesion as well as tackling some of the issues that the city faces at the moment such as an ageing population. Also looking at how the Council can hopefully put more investment into those areas that are more in need; where there's more deprivation, less opportunity for people to access good quality employment; planning policy can play a significant part in that if it is done properly.</p>	<p>Officers – Simon Gilbert/Stuart Williams</p>	
<p>In terms of looking at individual needs of different groups within the community, this evidence base work has been commissioned and it is currently being prepared at the moment and will be available in the new year to inform the preferred strategy. It will look at specific needs in the community and will inform the preferred strategy going forward.</p>	<p>Officers – Simon Gilbert/Stuart Williams</p>	<p><b>Work on individual needs of different groups and communities has been commissioned and will inform the Preferred Strategy.</b></p>
<p><b>Supporting the Welsh Language</b></p>		
<p>The RLDP community involvement scheme should provide specific opportunities "to seek community views on how Welsh language and culture interact with RLDP policies and proposals".</p>	<p>Cardiff Civic Society</p>	<p><b>RLDP provide specific opportunities to seek community views on how Welsh language and culture interact with RLDP policies</b></p>
<p>Council should respond positively to community requests for the expansion of Welsh medium primary and secondary education especially in deprived and multi ethnic wards. Welsh language educational provision is offered and</p>	<p>Cardiff Civic Society</p>	<p><b>RLDP should align closely with the statutory Welsh Medium Education Plan.</b></p>

Appendix H

encouraged in all parts of the city. The RLDP should also align closely with the statutory Welsh Medium Education Plan.		
Simplistically using Welsh names (not bilingual) and integration of language into all aspects of the new developments.	Anon	<b>Simplistic use of Welsh language that is integrated into all aspects of new development</b>
A theme in naming the new streets with Welsh language considerations first above those of English but continue to sign them as now	For Cardiff	
I feel that the promoting and support of the Welsh language is already really well covered and there is an increasing amount of available content for all.	First Bus	<b>Promoting and support of the Welsh language is already really well covered</b>
Promoting use of bilingual place names, road and street names; bilingual information boards and publicity. Promoting learning the language, fostering a cohesive feeling via this and supporting developments that have learning centres.	GGAT	<b>Promoting use of bilingual place names, road and street names, bilingual information boards and publicity.</b>  <b>Promoting learning the language, fostering a cohesive feeling via this and supporting developments that have learning centres.</b>
Is good to see the goals towards promoting and supporting the use of the Welsh language in Cardiff; it would be a positive step to also allow this to inform best practice around how we support and promote the diverse range of languages spoken in the City	C3SC	<b>Also need to promote the diverse range of language spoken in the City</b>