

Schedule of Matters Arising Changes (NMC): Chapter 7.1 Managing growth and development – Safe, healthy, distinctive and vibrant communities

NMC Number	Policy/Para /Map	Matters Arising Changes
NMC 55	7.1.3a	<p><i>Amend wording to ensure consistency with Welsh version and include reference to Supplementary Planning Guidance:</i></p> <p>Probably of most importance to sustaining local communities and strengthening the language is the need to promote healthy local economies. This approach provides opportunities for people to remain within the Plan area rather than seeking jobs elsewhere. The Plan includes a series of Policy that will facilitate this objective, encouraging economic opportunities close to where people live which will have a positive effect on the vibrancy of the community and the Welsh language. Additionally, it is expected that any retail, industrial or commercial development demonstrates an understanding of the linguistic composition of the area where the planning application relates and recognition of the status of Welsh as <u>an</u> the official language in Wales. There should be a commitment to treat Welsh and English on an equal basis. Policies will help ensure that the right level and type of need is met and that the rate at which the development comes forward allows the development to be absorbed without damaging the character of the community. Additionally policies will aim to retain existing community facilities and facilitate replacement facilities or new facilities, as appropriate. <u>Supplementary Planning Guidance will reinforce policies by providing guidance on the type of information or assessment that will be required at planning application stage to inform an assessment of the impact, any potential damage, and the potential need for mitigation and/or measures to promote positive effects.</u></p>
NMC 56	PS 1	<p><i>Amend criterion 1c to clarify when a Welsh Language Impact Statement is required, amend criterion 2 to clarify when a Welsh Language Impact Assessment is required, merge criterion 3 and 4, and clarify requirement regarding bilingual signage:</i></p> <p>STRATEGIC POLICY PS 1: Welsh Language and Culture</p> <p>The Councils will promote and support the use of the Welsh language in the Plan area. This will be achieved by:</p> <ol style="list-style-type: none"> 1. Requiring a Welsh Language Statement, which will protect, promote and enhance the Welsh language, where the

		<p>proposed development falls within one of the following categories:</p> <ol style="list-style-type: none"> a. Retail, industrial or commercial development employing more than 50 employees and/or with an area of 1,000 sq. m. or more; or b. Residential development which will individually or cumulatively provide more than the indicative housing target <u>provision</u> set out for the settlement in Policies <u>TAI 5 and TAI 14 – 18</u>; or c. Residential development of 5 or more housing units on allocated or windfall sites <u>within development boundaries that doesn't address evidence of need and demand for housing recorded in a Housing Market Assessments and other relevant local sources of evidence</u> propose to provide an adequate range of sizes and types of housing units; <p>2. Requiring a Welsh Language Impact Assessment, which will set out how the proposed development will protect, promote and enhance the Welsh Language, where the proposed development is on <u>an unexpected windfall site for a large scale housing development or large scale employment development that would lead to a significant workforce flow; will attract or accommodate significant numbers of people than originally anticipated in the Plan's policies and proposals;</u></p> <p>3. Using appropriate mechanisms to ensure that suitable measures that mitigate negative impacts are provided or contribution is made towards them mitigating those impacts;</p> <p>4. Refusing proposals that due to its size, scale or its location, would cause significant harm to the character and language balance of a community;</p> <p><u>3a. Refusing proposals which would cause significant harm to the character and language balance of a community that cannot be avoided or suitably mitigated by appropriate planning mechanisms;</u></p> <p>5. Requiring <u>a bilingual Signage Scheme to deal with all operational signage in the public domain that are proposed in a planning application by public bodies and by commercial and business companies;</u> to be bilingual;</p> <p>6. Expect that Welsh names are used for new developments, house and street names.</p>
NMC 57	7.1.4	<p><i>Amend to include additional text describing links to other policies in the Plan and the Sustainability Assessment:</i></p> <p>It is intended that all of the measures outlined in the paragraphs that precede this Policy will support communities and the Welsh language. <u>The Plan's key objectives demonstrate a commitment to the promotion of balanced, sustainable and distinctive communities. This means that the Plan includes policy tools to allow local communities to change and grow</u></p>

		<p><u>sustainably and to address the needs of all members of society. There are a number of strategic and detailed policies that will provide an explanation about how development proposals will be managed. On the whole the Sustainability Assessment (that was informed by the Language Impact Assessment) takes a positive view of the Plan's policies and proposals on the basis that the development takes place on an appropriate scale and in appropriate places, and includes measures to promote the positive impacts and measures to mitigate negative impacts.</u></p>
<p>NMC 58</p>	<p>7.1.4a</p>	<p><i>Amend paragraph 7.1.4 and insert new text to clarify links with relevant policies in the Plan and describe the proposed Supplementary Planning Guidance:</i></p> <p>Nonetheless <u>As can be seen in criteria 1 and 2 in Policy PS 1</u>, in order to make an informed judgment at a planning application stage, information will be sought in relation to applications where development, if permitted, would come forward at a rate or scale different to that envisaged at the Plan preparation stage. as set out in criteria 1 and 2, <u>Policy PS1 reinforces other relevant policies in the Plan, which provide details on the assumptions made, e.g. the level of housing growth per settlement (Policies TAI 5, TAI 14 - TAI 18); that housing development will provide an appropriate choice of market housing and affordable housing (Policy TAI 1). If there is uncertainty, pre-application advice should be sought from the Local Planning Authority as to whether a Statement or an Assessment should be provided. Having signs in Welsh and English, and Welsh place and property names are a clear indication of the character of the area, including its linguistic character.</u> The Welsh language will be promoted through different policies within the Plan. The range of opportunities provided by the strategic and detailed policies, including a variety of different dwelling types, local employment growth and protecting and enhancing the cultural heritage will contribute towards improving the vitality of the welsh language. <u>A “Maintaining and creating distinctive and sustainable communities” Supplementary Planning Guidance and a “Type And Mix Of Housing” Supplementary Planning Guidance will be published to provide further guidance on the matter. They will explain the type and location of developments that are likely to be acceptable in the Plan area, and will explain the relevant planning considerations. The Creating and Maintaining Distinctive and Sustainable Communities SPG will describe what is expected to be included in a Signage Plan to promote bilingual signs, e.g. public information signs, advertisements, display advertisements. The Statement or report on the Assessment will allow the developer to explain the application in more detail and to consider the possible positive and negative effects on the community and its linguistic balance. The SPGs will look for evidence that the proposal has been discussed with Community, City and Town Councils and local community groups to obtain information and ask for their opinion, and that consideration has been given to surveys about the local housing market, and/ or the labour market. In addition, they will refer the applicant to such assistance as is available from the Office of Language Commissioner about designing bilingual signage and marketing</u></p>

		<u>material, the advice that is available to the private sector by the Welsh Government/Business Wales regarding bilingualism.</u>
NMC 59	7.1.6	<p>Delete text to avoid repetition of information:</p> <p>A planning obligation (Section 106 Agreement) is a binding agreement entered into between a Local Planning Authority and a developer/landowner or the offer of a specific undertaking by a landowner. Such an obligation may require the developer/landowner to carry out certain works, or to provide, or contribute to the provision of measures to mitigate the negative impacts of their development. CIL Regulation 122 (2) states that:</p> <p>“A planning obligation may only constitute a reason for granting planning permission for development if the obligation is:</p> <ul style="list-style-type: none"> • necessary to make the development acceptable in planning terms; • directly related to the development; and, • fairly and reasonably related in scale and kind to the development.”
NMC 60	7.1.7	<p>Delete to avoid repetition of information:</p> <p>A new planning charge came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010. These Regulations allow local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development. This includes transport schemes, flood defences, schools, hospitals and other health and social care facilities, parks, green spaces and leisure centres.</p>
NMC 61	7.1.9	<p>Insert sentence to improve clarity:</p> <p><u>A new planning charge came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010.</u> The Community Infrastructure Levy (CIL) regime was introduced in an effort to create a more standardised tariff regime in respect of identified infrastructure for developers and councils to work from and therefore to reduce the time taken to negotiate individual planning obligation agreements for developments. It was therefore designed to supersede the present section 106 system. Introduction of a CIL regime however is not compulsory - it is a voluntary mechanism and requires evidence to show that the</p>

		market is viable to allow for it.
NMC 62	7.1.10	<p><i>Amend to improve clarity:</i></p> <p>New development will often require new or rely on existing infrastructure, services and facilities to make proposals acceptable in land use planning terms. The list included in the Policy is not intended to be exhaustive or limiting, but it gives an indication of the potential scope of infrastructure which may be required. Statutory benefits, related to proposed development and necessary for the grant of planning permission, can be sought from developers providing they meet the meet the tests in the Community Infrastructure Levy Regulations 2010 as set out in paragraph 7.1.9b 7.1.6. Topic Paper 13 on Community infrastructure differentiates between essential and preferred infrastructure. It is important that the provision of infrastructure for a development site is located and designed in such a way as to minimise the impact on the natural and built environment. The amenities of local residents should also be protected. Statutory Benefits will be secured either through Section 106 obligations under the Town and Country Planning Act 1990, as planning permission conditions or, in the event a CIL charging regime is introduced by the Councils, through CIL receipts under the Community Infrastructure Levy Regulations 2010.</p>
NMC 63	7.1.11	<p><i>Amend to improve clarity:</i></p> <p>Statutory Benefits are a means by which financial and non-financial contributions can be secured to enhance the quality of a development, provide infrastructure, and mitigate any negative impacts that may arise as a consequence of development. The type and value of Statutory Benefits sought in connection with a development will be considered on a case by case basis. Particularly, the Councils will look to use Statutory Benefits to secure appropriate contributions from developers where existing where infrastructure provision is not available or is inadequate.</p>
NMC 64	ISA 3	<p><i>Amendment arising from a Statement of Common Ground between the Councils and Horizon Nuclear Power presented to Hearing Session 9, which expands the scope of the Policy:</i></p>

		<p>POLICY ISA 3: FURTHER AND HIGHER EDUCATION DEVELOPMENT</p> <p>Proposals for new facilities or extensions to existing buildings for academic and support purposes or for ancillary social, cultural or leisure activities at a further or higher education site will be granted subject to considerations of scale, location, design, amenity and transportation being acceptable. Priority should be given to re-using existing sites or buildings.</p> <p>The sequential test should be adopted when determining the location of proposals for further and higher education with priority given to sites which are located:</p> <ol style="list-style-type: none"> 1. Firstly, on existing further or higher education sites; or 2. Secondly, on sites which have a close association with an existing campus. <p><u>Education and training facilities or similar establishments that improve the training and skill base and encourage knowledge based businesses or specialist businesses that are not connected with an existing higher education establishment will be located:</u></p> <ol style="list-style-type: none"> 3. <u>Within or adjoin development boundaries, or</u> 4. <u>On safeguarded or allocated employment sites, or</u> 5. <u>In exceptional circumstances, the site is closely related to an existing or consented business site that is well-linked and enables staff and students to reach the site without using private cars.</u>
NMC 65	7.1.23	<p><i>Remove text to avoid unnecessary repetition:</i></p> <p>The provision of public open space and outdoor playing spaces (i.e. facilities for outdoor sport or outdoor equipped playgrounds for children of whatever age) are an important part of creating an attractive and appealing neighbourhood where residents and children can have safe and convenient access to outdoor playing areas. This policy aims to ensure that well designed and suitably equipped play areas are normally provided in significant housing developments in future.</p>

NMC 66	7.1.27 & Table 11	<p>Refer to Planning Policy Wales in order to improve clarity:</p> <p>Existing and national planning policy and guidance <u>Chapter 12 of Planning Policy Wales</u> sets out clear statements of national development management policy <u>relating to telecommunications systems</u> which should be referred to in formulating proposals and will be applied locally within the Plan area. These are therefore not repeated in the Plan as separate policies. In the interest of clarity the <u>relevant national development management policies relating to telecommunication systems</u> are:</p> <p>Table 11: National <u>development management policies</u> policy for telecommunications</p> <table border="1" data-bbox="864 488 1771 981"> <thead> <tr> <th colspan="2" data-bbox="864 488 1771 560">National Development Management Policies</th> </tr> </thead> <tbody> <tr> <td colspan="2" data-bbox="864 560 1771 715">The following paragraphs contain statements of national development management policy which should not need to be repeated as local policy in <u>local development plans</u> LDPs:</td> </tr> <tr> <th data-bbox="864 715 1205 826">Paragraph in Planning Policy Wales</th> <th data-bbox="1205 715 1771 826">Policy Issue</th> </tr> <tr> <td data-bbox="864 826 1205 911">12.13.2, 12.13.3</td> <td data-bbox="1205 826 1771 911">Telecoms mast and site sharing, re-use of existing sites</td> </tr> <tr> <td data-bbox="864 911 1205 981">12.13.2</td> <td data-bbox="1205 911 1771 981">Siting of telecoms equipment</td> </tr> </tbody> </table>	National Development Management Policies		The following paragraphs contain statements of national development management policy which should not need to be repeated as local policy in <u>local development plans</u> LDPs:		Paragraph in Planning Policy Wales	Policy Issue	12.13.2, 12.13.3	Telecoms mast and site sharing, re-use of existing sites	12.13.2	Siting of telecoms equipment
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NMC 67	7.1.28	<p>Amend in order to provide updated information in the Plan:</p> <ul style="list-style-type: none"> • The Government supports a transport hierarchy in relation to new proposals that establishes priorities in such a way that, wherever possible, they are accessible in the first instance by walking and cycling, then by public transport and then finally by private motor vehicles • Development plan strategies and policies need to be consistent and integrated with the strategies and policies contained in <u>Joint Local Regional Transport Plans (RTPs)</u>, Road Traffic Reduction Reports, and Air Quality Management Plans and information in Strategic Noise Maps • The Plan area is covered by two <u>Joint Local Transport Plans</u> RTPs (TRACC and TAITH), which provide the relevant framework for the 										

		<p>Plan area</p> <ul style="list-style-type: none"> Active Travel Act - This Act became law on 4th November, 2013. It aims to enable more people to walk and cycle and travel by more active methods.
<p>NMC 68</p>	<p>TRA 1</p>	<p><i>Amend to improve internal consistency and to reinsert reference to the proposed improvements to the A5025 Valley to Wylfa:</i></p> <p>POLICY TRA 1: TRANSPORT NETWORK DEVELOPMENTS</p> <p><u>1). Improvements to Existing Infrastructure</u></p> <p>Improvements to the existing transport network will be granted provided they conform to the following criteria:</p> <ol style="list-style-type: none"> i. The choice of route and/or site minimises the impact on the built and natural environment, landscapes and property; and ii. Permanent land-take is kept to the minimum that is consistent with good design and high quality landscaping; and iii. In the case of cycle ways, park and ride schemes, roads and roadside service areas, the scheme will help to improve road safety; and iv. In the case of new roads a full range of practicable solutions to the transport problem has been considered and road enhancement provides the optimum solution; and v. In the case of roadside service areas, the scheme must adjoin the strategic road network, focus primarily on serving the needs of motorists, not impede the movement of strategic traffic and in line with Strategic Policy PS 12 not undermine retail provision in the Sub-Regional Centre, Urban and Local Service Centres or Villages. <p><u>2. Transfer Between Transport Modes</u></p> <p>In order to facilitate the transfer between transport modes and help to minimise travel demand and reduce car dependency, <u>provided they conform to relevant policies in the Plan</u> the following proposals will be granted:</p>

- i. Improvements to existing rail and bus interchanges, including measures to facilitate access by active travel modes and disabled people with particular access needs;
- ii. Strategically located permanent park and ride facilities within or adjacent to Centres or in other locations close to the main highway network when it can be demonstrated that no alternative sites closer to the Centres are suitable, where customers are supported by attractive, frequent and reliable bus services between the facility and the destination;
- iii. Strategically located facilities within or adjacent to Centres for overnight lorry parking and freight transfer;
- iv. High quality driver and passenger facilities including but not limited to, seating, information, toilet facilities;
- v. Facilities for park and share in appropriate locations within or adjacent ~~near~~ settlements on the strategic highway network;
- vi. Facilities within settlements for coach parking, taxis and passenger drop off;
- vii. Facilities for interchange with water-based transport.

Proposals for large-scale development or developments in sensitive areas that substantially increase the number of journeys made by private vehicles will be refused unless they include measures as part of a Transport Assessment and/or a Travel Plan. Where the Transport Assessment reveals the need for a Transport Implementation Strategy this will need to be secured through a planning obligation.

4. Transport Schemes

Improvements to the strategic transportation network in the plan area shown on the Proposals Maps will be secured through safeguarding and provision of land. Schemes include:

i. A487 Caernarfon to Bontnewydd

ii. Llangefni Link-Road

(iii) A5025 Valley to Wylfa and other transport infrastructure improvements associated with the new nuclear development at

		<u>Wylfa Newydd, including improvements from Amlwch to Wylfa Newydd where need for improvement on that section is demonstrated following a highway impact assessment of the Wylfa Newydd Project on the A5025.</u>
NMC 69	7.1.40	<p><i>Amend to update the Plan:</i></p> <p>The Isle of Anglesey County Council has expressed its support for a new crossing over the Menai Strait. <u>The North Wales Joint Local Transport Plan identifies improvements to the Menai crossing as one of its key strategic high level transport interventions for action now or for inclusion in the next National Transport Plan.</u></p>
NMC 70	Heading for paragraph 7.1.41	<p><i>Amend heading to ensure internal consistency:</i></p> <p><u>A5025 Valley to Wylfa Newydd / Amlwch to Wylfa Newydd and other transport infrastructure improvements associated with new nuclear development at Wylfa Newydd including improvements from Amlwch to Wylfa Newydd where need for improvement on that section is demonstrated following a highway impact assessment of the Wylfa Newydd Project on the A5025 a Corporate Hub necessitated by major infrastructure schemes</u></p> <p>The A5025 from Valley to Wylfa Newydd will experience a significant increase in traffic, including an increase in the number of large vehicles using the road. This route has a number of pinch points, and environmental and safety issues. Additionally, the A5/Valley junction requires consideration.</p>
NMC 71	7.1.42	<p><i>Insert reference to Proposals Maps to ensure internal consistency:</i></p> <p>The four main locations on the route which require significant improvements, <u>and shown on the Proposals Maps,</u> are:</p> <ul style="list-style-type: none"> • A5/A5205 (Valley); • A5025 (Llanfachraeth); • A5025 (Llanfaethlu); • A5025 (Cefn Coch).

NMC 72	7.1.44	<p><i>Insert reference to new sub set of Policies relating to Wylfa Newydd:</i></p> <p>Councils will work with the promoter of the Wylfa Newydd Project to develop an appropriate scheme of transport solutions to mitigate the effects of the construction and operation of the new power station. In addition to the road upgrades referred to above such solutions are likely to include development of park and ride schemes and construction logistics centres to control the numbers and timing of traffic movements to the power station site. <u>Policies PS 9B and PS 9C will apply to the proposed park and ride and park and share facilities and logistics centres, respectively.</u> The promoter and the Councils will work together in partnership to develop an appropriate Integrated Traffic and Transport Strategy (ITTS) in respect of the Wylfa Newydd Project.</p>
NMC 73	7.1.44a	<p><i>Delete as the revised explanation to revised Policy TRA 2 (see NMC 73 & NMC 74 below) supersedes the matter:</i></p> <p>In line with national policy and guidance, maximum car parking standards should be used within the Plan area as a form of demand management.</p>
NMC 74	TRA 2	<p><i>Amend to improve clarity:</i></p> <p>POLICY TRA 2: PARKING STANDARDS</p> <p>Parking provision for all modes of transport should be in accordance with the Councils' Parking Standards.</p> <p>In exceptional circumstances, proposals may be granted if it can be demonstrated that parking requirement can be satisfactorily met off-site, either by direct provision or, <u>exceptionally</u>, through payment of commuted sums.</p> <p>The provision of appropriate coach parking facilities to encourage bus and coach visitation the plan area's Service Centres is encouraged.</p>

NMC 75	New paragraph 7.1.44b	<p><i>Include additional paragraph to refer to national planning policy and guidance relating to parking standards, need to reflect circumstances in rural areas and supplementary planning guidance</i></p> <p><u>In line with Planning Policy Wales and Technical Advice Note (TAN) 18 Transport, the demand for parking spaces for cars should be managed and the parking provision for other modes of transport, such as cycling should be encouraged. The Councils' Parking Standards Supplementary Planning Guidance, are informed by Planning Policy Wales, TAN 18 and the County Surveyors Society Parking Standards (2014). All in all, the maximum parking standards seek to attain a balance between parking needs for different modes of transport, capacity of the road system, accessibility of public transport, and avoidance of congestion, displacement, danger and visual intrusion. Where opportunities arise, for example, shared parking for commercial and industrial uses will be encouraged, in order to reduce the provision.</u></p>
NMC 76	7.1.45	<p><i>Amend to improve clarity:</i></p> <p>There may be instances where adequate parking cannot be incorporated within a development site, but could be provided in <u>an equally accessible location</u> nearby. In such instances, consideration will <u>also</u> be given to permitting development where a commuted sum is paid to enable upgrading <u>of existing off- site parking provision, improvements to public transport provision, and additional bus shelters on along existing public transport routes.</u> for example, the upgrading of existing public transport infrastructure.</p>
NMC 77	TRA 4	<p><i>Refine first criterion to improve clarity:</i></p> <p>POLICY TRA 4: MANAGING TRANSPORT IMPACTS</p> <p><u>Where appropriate, proposals should be planned and designed in a manner that promotes the most sustainable modes of transport having regard to a hierarchy of users</u> safe and convenient provision will be sought in conjunction with proposals for:</p> <ol style="list-style-type: none"> 1. Pedestrians, including people with prams and/or young children; 2. Disabled people with mobility impairments and particular access needs; 3. Cyclists;

		<p>4. Powered two-wheelers;</p> <p>5. Public transport;</p> <p>6. Vehicular access and traffic management within the site and its vicinity;</p> <p>7. Car parking and servicing;</p> <p>8. Coach parking; and</p> <p>9. Horse-riders.</p> <p>Proposals that would cause unacceptable harm to the safe and efficient operation of the highway, public transport and other movement networks including pedestrian and cycle routes, public rights of way and bridle routes, will be refused. The degree of unacceptable harm will be determined by the local authority on a case by case basis.</p>
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