

6.1 SAFE, HEALTHY, DISTINCTIVE AND VIBRANT COMMUNITIES

WELSH LANGUAGE AND CULTURE

6.1.1 Context

- National planning policy advises that local planning authorities should consider whether they have communities where the use of the Welsh language is part of the social fabric, and where this is so, it is considered appropriate that this be taken into account in the formulation of land use policies.
- Promoting the Welsh language and culture is one of the principles that is central to the Single Integrated Plan.

Introduction

- 6.1.2. The Welsh language plays an important role in the social, cultural and economic life of the Plan area's residents and visitors. In 2001, 60% and 69% of Anglesey and Gwynedd's (County) population, respectively, were Welsh speakers. The use of the language varies in communities. The first tranche of information released from the 2011 Census about the Welsh language reveals lower levels of Welsh speakers in both Counties: 57% and 65% in Anglesey and Gwynedd, respectively.
- 6.1.3. Where development is proposed, consideration must be given to the enhancement and protection of the language and culture. Key to this is sustaining existing communities. The Plan, along with national planning policy and guidance, offers a number of policy approaches that although not directly referring to the Welsh language, along with other partner initiatives, will have a positive impact. The strategy recognises that a large proportion of the existing population live in rural settlements and therefore supports rural as well as urban communities.
- 6.1.4. 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 Policies 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 an 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. 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.
- 6.1.5. Strategic Policy PS 1 sets the context for the assessment of the potential impact of proposals upon the language and culture and will also inform the scale and location of new development as proposed within the settlement strategy.

STRATEGIC POLICY PS 1: WELSH LANGUAGE AND CULTURE

The Councils will promote and support the use of the Welsh language in the Plan area. This will be achieved by:

1. **Requiring a Welsh Language Statement, which will protect, promote and enhance the Welsh language, where the proposed development falls within one of the following categories:**
 - 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 provision set out for the settlement in Policies TAI 1 – TAI 6; or**
 - c. **Residential development of 5 or more housing units on allocated or windfall sites 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.**
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 an unexpected windfall site for a large scale housing development or large scale employment development that would lead to a significant workforce flow;**
3. **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;**
4. **Requiring 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;**
5. **Expect that Welsh names are used for new developments, house and street names.**

Explanation:

6.1.6 It is intended that all of the measures outlined in the paragraphs that precede this Policy will support communities and the Welsh language. 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 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.

6.1.7 As can be seen in criteria 1 and 2 in Policy PS 1, 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. Policy PS 1 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 1 – TAI 6); that housing development will provide an appropriate choice of market housing and affordable housing (Policy TAI 8). If there is uncertainty, pre-application planning 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. 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, for example, 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 material and the advice that is available to the private sector by the Welsh Government/Business Wales regarding bilingualism.

INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS

6.1.8 Context

- New development often requires significant infrastructure to sustain it
- National policy requires a local approach to developer contributions
- It is important to provide a clear indication of requirements to provide greater developer certainty
- Local planning authorities will need to balance the need for some infrastructure against site viability.

Introduction

- 6.1.9 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.
- 6.1.10 A new planning charge came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010. 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 market is viable to allow for it.
- 6.1.11 However the CIL Regulations does limit the use of section 106 agreements from 6th April 2015. From this date the Councils may only pool contributions from up to five section 106 agreements (entered into from 6th April 2010) to a fund or to provide infrastructure. Previously unlimited contributions could be included within a fund for sharing resources, for example, contribution towards play areas from a number of developments within a settlement could be pooled.

- 6.1.12 The Plan intends to allow contributions through Section 106 Agreements where they meet the statutory tests of: being necessary to make the development acceptable in planning terms; directly related to the development; fairly and reasonably related in scale and kind to the development; and they are within the pooling restrictions (see paragraph above). The Councils are investigating the possibility of introducing a CIL, by having regard to the impact upon viability of development. The CIL will be subject to a separate process and documents to the Plan. Information will be gathered upon the costs of preparing strategic infrastructure, the different sources to pay for the infrastructure and viability of sites. Discussions will also be held with other developers and stakeholders who have an interest and information about the area.

STRATEGIC POLICY PS 2: INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS

The Councils will expect new development to ensure sufficient provision of essential infrastructure (either on-site or to service the site) is either already available or provided in a timely manner to make the proposal acceptable, by means of a planning condition or obligation. Subject to meeting the statutory tests, maintenance payments may be required pursuant to section 106 agreements in order to meet the initial costs of running services and facilities and to compensate communities for loss or damage caused by development.

Where the essential, enabling and necessary infrastructure is required as a consequence of a scheme and cannot be provided on site, financial contributions will be requested, within limits allowed by legislation, to get essential investment off site. If the effect of the development is cumulative, the financial contributions may be accumulated, within legislative constraints, in order to alleviate the cumulative effect.

POLICY ISA 1: INFRASTRUCTURE PROVISION

Proposals will only be granted where adequate infrastructure capacity exists or where it is delivered in a timely manner. Where proposals generate a directly related need for new or improved infrastructure and this is not provided by a service or infrastructure company, this must be funded by the proposal. A financial contribution may be sought to secure improvements in infrastructure, facilities, services and related works, where they are necessary to make proposals acceptable. Where appropriate, contributions may be sought for a range of purposes, including:

- 1. Affordable housing**
- 2. Sports and leisure facilities**
- 3. Education facilities**
- 4. Employment and training facilities**
- 5. Recreation and open space**
- 6. Transport infrastructure including public transport**
- 7. Healthcare facilities**
- 8. Nature conservation**
- 9. Recycling and waste facilities**
- 10. Renewable and low carbon infrastructure**
- 11. Cultural and community facilities**
- 12. Welsh language measures**
- 13. Broadband infrastructure**
- 14. Public Realm**

- 15. Flood risk management measures**
- 16. Service and utilities infrastructure, including water supply, drainage, sewers, gas and electricity**
- 17. Archaeological and historic assets**

Proposals for utility services to improve infrastructure provision will be granted subject to detailed planning considerations.

Explanation:

- 6.1.13 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 tests in the Community Infrastructure Levy Regulations 2010 as set out in paragraph 6.1.12. 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.
- 6.1.14 Where the deliverability of a development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary. This should be informed by the particular circumstances of the site and proposed development in question. Assessing the viability of a particular site requires more detailed analysis than at plan level.
- 6.1.15 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 infrastructure provision is not available or is inadequate.
- 6.1.16 The tests set out in Circular 13/97 and the Community infrastructure Levy Regulations 2010 will be used to determine when it would be appropriate to seek Statutory Benefits. Supplementary Planning Guidance will be published to provide further advice on the matter.
- 6.1.17 In relation to infrastructure provided by the utility companies, engagement has taken place throughout the Plan preparation process to confirm the appropriateness of land allocations and to ascertain their compatibility with existing and, where known, future public investment strategies. Applicants should consult with infrastructure providers, e.g. Dŵr Cymru/Welsh Water, Education Authorities, Betsi Cadwaladr University Health Board, and undertake an assessment to determine whether there is capacity and infrastructure for their proposal prior to application.
- 6.1.18 Proposals to provide infrastructure or public services, including water supply, drainage, sewers, gas, electricity and other relevant services will be granted (supported) provided they do not cause significant harm to the local environment, public amenities or public safety.

POLICY ISA 2: COMMUNITY FACILITIES

The Plan will help sustain and enhance community facilities by:

1. **Granting the development of new community facilities, provided that:**
 - i. **they are located within or adjoining development boundaries or they are located outside development boundaries but within clusters where the proposal will provide an essential facility to support the local community;**
 - ii. **in the case of new buildings, that the local community's needs cannot be satisfied through the dual use of existing facilities or the conversion of existing buildings;**
 - iii. **where the proposal is for a facility being relocated, it can be demonstrated that the existing site is no longer suitable for that use;**
 - iv. **the proposal is of an appropriate scale and type compared to the size, character and function of the settlement;**
 - v. **the proposal is easily accessible by foot, cycle and public transport.**

The provision of new or enhanced multiuse community facilities, including the co-location of healthcare, school, library and leisure facilities in accessible locations will be encouraged.

2. **Resisting the loss or change of use of an existing community facility unless:**
 - i. **a suitable replacement facility can be provided by the developer either on or off site, and within easy and convenient access by means other than the car, or**
 - ii. **it can be demonstrated that the facility is inappropriate or surplus to requirements, or**
 - iii. **in the case of a commercially operated facility:**
 - **there is evidence that the current use has ceased to be financially viable, and**
 - **that it could not reasonably be expected to become financially viable and**
 - **no other suitable community use can be established, and**
 - **there is evidence of genuine attempts to market the facility, which have been unsuccessful.**

Explanation:

6.1.19 Policy ISA 2 aims to protect existing community facilities and encourage the development of new facilities where appropriate. Local leisure and community facilities are important to the health, social, educational, linguistic and cultural needs of the Plan Area, as well as its economic well-being. For the purposes of this policy, community facilities are defined as facilities used by local communities for health, leisure, social and educational purposes and include schools, libraries, leisure centres health care provision, theatres, village halls, cemeteries, places of worship, public houses, and any other facility that fulfils a role of serving the community.

6.1.20 Where a new facility is proposed outside a settlement, it must be demonstrated that the proposed location is the best available and is accessible to the local community. Extensions to existing community facilities which are not within or well-related to a settlement will be granted where it can be demonstrated that the facility is well located to meet the needs of the community it is to serve.

- 6.1.21 The loss of community facilities which provide valuable public services could have a detrimental effect on community identity and sustainability. Safeguarding such facilities will help realise the full potential for community use of existing buildings and encourage re-use of appropriate buildings when they become available. Any replacement facilities must be located to meet the needs of the same local community, and provide the same type of provision as the facility being replaced. In the case of proposals which would result in the change of use or loss of facility a report will need to be submitted with any planning application explaining why the loss or change of use is justifiable, in terms of criteria 2i - iii above.

POLICY ISA 3: FURTHER AND HIGHER EDUCATION DEVELOPMENT

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.

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:

- 1. Firstly, on existing further or higher education sites; or**
- 2. Secondly, on sites which have a close association with an existing campus.**

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:

- 3. Within or adjoining development boundaries, or**
- 4. On safeguarded or allocated employment sites, or**
- 5. 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.**

Explanation:

- 6.1.22 The University of Wales, Bangor, Coleg Llandrillo Menai and Coleg Meirion – Dwyfor have numerous and extensive educational facilities within the Plan area. They make a valuable contribution to the local economy by providing employment to local people, improving skills locally and through expenditure by students. The Council is committed to improving the standards and availability of further and higher education facilities in the Plan area. New developments and enhancements to existing facilities are considered necessary to support proposed growth.
- 6.1.23 Proposals to re-use previously developed land or buildings on existing further / higher education sites will be favoured over proposals for development on greenfield sites. Whilst the principle of adapting buildings for re-use is supported, not all buildings will be suitable for this. It is expected that the building in question will be suitable for its new use in terms of its form and location.

POLICY ISA 4: SAFEGUARDING EXISTING OPEN SPACE

Proposals that will lead to the loss of existing open space including any associated facilities which has significant recreational, amenity or wildlife value will be refused unless they conform to the following criteria:

1. There is an overall surplus of provision in the community;
2. The long term requirement for the facility has ceased;
3. Alternative provision of the same standard can be offered in an area equally accessible to the local community in question;
4. The redevelopment of only a small part of the site would allow the retention and enhancement of the facility as a recreational resource.

Explanation:

- 6.1.24 The term 'open space' referred to in Policy ISA 4 includes the following types as described in TAN16: amenity green space, allotments, public parks and gardens, outdoors sports facilities and play provision for children and young people.
- 6.1.25 These open spaces play an important part in satisfying the recreational needs of local communities and are an invaluable amenity resource. Therefore, existing open space should not be lost unless it can be clearly demonstrated that there is an over-provision of open space necessary for the community's requirements.
- 6.1.26 If there is an under provision of open space in the community, the developer will need to provide an acceptable alternative site within the vicinity of the development, or within the same settlement or electoral ward area. Any alternative site should be equivalent to, or better than the existing site, and be easily accessible to the local community by sustainable transport modes.

POLICY ISA 5: PROVISION OF OPEN SPACES IN NEW HOUSING DEVELOPMENTS

New housing proposals for 10 or more dwellings, in areas where existing open space cannot meet the needs of the proposed housing development, will be expected to provide suitable provision of open spaces in accordance with the Fields in Trust benchmark standards of 2.4 hectares per 1000 population.

In exceptional circumstances, where it is not possible to provide outdoor playing spaces as an integral part of a new housing development, the developer will be required to:

1. Provide suitable off site provision which is close to and accessible to the development in terms of walking and cycling, or, where this is not feasible/practical
2. Contribute financially towards new facilities including equipment, improving existing facilities on readily accessible sites or improving accessibility to existing open spaces.

Developer contributions will be subject to a legal agreement in line with Policy ISA 1.

Explanation:

- 6.1.27 This policy aims to ensure that well designed and suitably equipped play areas are normally provided in significant housing developments in future.

- 6.1.28 This policy will only be relaxed where it can be demonstrated that there is adequate suitable open space provision and outdoor playing spaces in accordance Fields in Trust (FIT) benchmark standards within close proximity to the development site. The need to provide an element of affordable housing as part of a proposal will not be sufficient reason for the relaxation of this policy.
- 6.1.29 In order to inform the open space requirements on future proposals, the Fields in Trust (FIT) benchmark standard of a minimum 2.4 hectares per 1000 population should be used This consists of 1.6ha of outdoor sports facilities (of which 1.2ha are formal playing pitches) and 0.8ha of children’s playing space (of which 0.25ha are equipped play spaces). Supplementary Planning Guidance will be published to provide further advice on the matter.

INFORMATION AND COMMUNICATIONS TECHNOLOGY

6.1.30 Context

- The Government aims to secure the environmental and telecommunications infrastructure necessary to achieve sustainable development objectives, while minimising adverse impacts on the environment, health and communities.
- The Government aims to facilitate the development of an advanced broadband telecommunications infrastructure throughout Wales and to promote an integrated approach to the provision and renewal of telecommunications infrastructure;
- Gwynedd Council through the Digital Gwynedd project aims to establish Gwynedd as a totally digital area

STRATEGIC POLICY PS 3: INFORMATION AND COMMUNICATIONS TECHNOLOGY

The Councils will grant permission for infrastructure proposals that seek to extend or improve connectivity through existing and emerging communication technologies, i.e. high speed broadband, mobile phone, and development in all parts of the Plan area, subject to appropriate safeguards.

To lessen the visual impact of new overhead lines associated with such developments, especially in sensitive locations, they should be placed underground unless this impacts on other interests.

- 6.1.31 Chapter 12 of Planning Policy Wales sets out clear statements of national development management policy relating to telecommunications systems. They 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 relevant national development management policies relating to telecommunication systems are:

Table 5: National development management policies for telecommunications

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

local development plans:	
Paragraph in Planning Policy Wales	Policy Issue
12.13.2, 12.13.3	Telecoms mast and site sharing, re-use of existing sites
	Siting of telecoms equipment

SUSTAINABLE TRANSPORT, DEVELOPMENT AND ACCESSIBILITY

6.1.32 Context

- 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 Joint Local Transport Plans, Road Traffic Reduction Reports, and Air Quality Management Plans and information in Strategic Noise Maps.
- The Plan area is covered by two Joint Local Transport Plans (TRACC and TAITH), which provide the relevant framework for the Plan area.
- 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.

Introduction

6.1.33 Transport has an important role to play in the lives of residents and visitors to the Plan area. The movement of people and goods depend on good sustainable transport links of all types. Sustainable transport will support other policy areas such as tourism, the economy, climate change, infrastructure development as well as impacting on settlement strategies.

STRATEGIC POLICY PS 4: SUSTAINABLE TRANSPORT, DEVELOPMENT AND ACCESSIBILITY

Development will be located so as to minimise the need to travel. The Councils will support improvements that maximise accessibility for all modes of transport, but particularly by foot, cycle and public transport. This will be achieved by securing convenient access via footways, cycle infrastructure and public transport where appropriate, thereby encouraging the use of these modes of travel for local journeys and reducing the need to travel by private car.

The Council will endeavour to improve accessibility and seek to change travel behaviour. This will be achieved by working with our partners to:

- 1. Maintain an appropriate public transport service, recognising alternative ways of maintaining travel opportunities;**
- 2. Maintain and improve stations, infrastructure and services on the main Railway Lines including access to disabled people and other rail-related improvements;**
- 3. Where possible safeguard, improve, enhance and promote and public rights of way (including footpaths, bridleways and byways) and cycleway networks to improve safety, accessibility (including disabled people) by these modes of travel and to increase health, leisure, well-being and tourism benefits for both local residents and visitors;**

4. Support schemes that will improve park and ride / share facilities for areas of employment, new development and freight transfer facilities;
5. Allocating or safeguarding land where appropriate to facilitate the key strategic transport schemes.

The Councils will also require appropriate transport infrastructure elements to be delivered as part of major infrastructure development schemes either in kind or through section 106 obligations.

POLICY TRA 1: TRANSPORT NETWORK DEVELOPMENTS

1. Improvements to Existing Infrastructure

Improvements to the existing transport network will be granted provided they conform to the following criteria:

- 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 15 not undermine retail provision in the Sub-Regional Centre, Urban and Local Service Centres or Villages.

2. Transfer Between Transport Modes

In order to facilitate the transfer between transport modes and help to minimise travel demand and reduce car dependency, provided they conform to relevant policies in the Plan the following proposals will be granted:

- 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 frequent 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 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.

3. Transport Assessments

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 pPan 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 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.**

Explanation:

6.1.34 This policy provides a criteria-based approach to evaluation of new transport schemes (accessibility, connectivity, cycle ways, park and ride schemes, ports, rail network, roads, roadside service areas, walking routes). It is important that all development mitigates its transport impact. Larger schemes may be required to prepare Transport Assessments to illustrate how the amount of trips generated will be accommodated and how accessibility to and from the site by all modes of transport will be achieved. For non-residential proposals which are likely to have significant transport implications, the submission of Travel Plans are required. The purpose of which is to promote more sustainable forms of transport in relation to the activities of a particular development e.g. encouraging reductions in car usage and increased use of public transport, cycling and walking.

6.1.35 Planning Policy Wales states that Transport Assessments (TA) are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for. The Welsh Government expects that all applications for developments (including changes of use) falling into the following categories will be accompanied by a TA:

Table 6: Scale of development requiring transport assessment

Use Threshold	
Food retail	>1,000m ² gross floor area
Non-food retail	>1,000m ² gross floor area
Cinemas and conference facilities	>1,000m ² gross floor area
Leisure facilities	>1,000m ² gross floor area
Business	>2,500m ² gross floor area
Industry	>5,000m ² gross floor area
Distribution and warehousing	>10,000m ² gross floor area
Hospitals	>2,500m ² gross floor area
Higher and further education	>2,500m ² gross floor area
Schools	All new schools

Stadia	>1,500 seats
Housing	>100 dwellings
Hotels	>1,000m ² gross floor area

6.1.36 Planning Policy Wales also states that local planning authorities should consider requiring TAs in locally sensitive areas for proposals that fall outside of the thresholds indicated above. TAs can be required for any proposed development if the local planning authority considers that there is a justification or specific need. Wherever possible both the TA and the Design and Access Statement (where required) should use common evidence and the content of the TA should aim to complement, not duplicate, the Statement. It is expected that TAs will also provide the basis for negotiation on scheme details, including the level of parking, and measures to improve public transport access, walking and cycling. They also provide an important basis for the preparation of Travel Plans.

A487 Caernarfon to Bontnewydd

6.1.37 The A487 Caernarfon to Bontnewydd bypass will run from the Goat roundabout (A499/A487 junction) to the Plas Menai roundabout. The length of the highway will be 9.8 km and form a western bypass to Llanwnda, Dinas and Bontnewydd before crossing the existing A487 to pass south of Caernarfon Quarry before crossing the River Seiont, passing south of the Cibyn Industrial Estate to a junction with the A4086. After crossing the B4386 the route will drop to the Plas Menai roundabout.

6.1.38 The bypass will have two lanes in one direction, which will provide overtaking opportunities, and a single lane in the opposite direction, which prohibits overtaking.

Llangefni Link Road

6.1.39 A new link road would link the existing Lon Bryn Cefni to the Grŵp Llandrillo-Menai site, creating a gateway roundabout to Llangefni on the A5114.

6.1.40 Significant benefits from the new link road include improved access to the Enterprise Zone site and further support of the growth and expansive of the Grŵp Llandrillo-Menai campus. The scheme would also improve links with the A55 dual carriageway and overcome traffic constraints in the wider area of Llangefni.

New Menai Strait Crossing

6.1.41 The Britannia Bridge is the only single carriageway section of the Trans European Road Network Route E22, which presents significant problems to both regular commuter and holiday traffic.

6.1.42 The Welsh Government conducted a public consultation on several options for a new crossing over the Menai Strait between November 2007 and February 2008. The results of the consultation showed that the favoured option was a new multi-span bridge (39%) with a single-span cable bridge being the second favourite (31%).

6.1.43 A single-span bridge would be more expensive but would not involve work in the Menai Strait, which is a Special Area of Conservation.

6.1.44 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.

A5025 Valley 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

6.1.45 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.

6.1.46 The four main locations on the route which require significant improvements, and shown on the Proposals Maps, are:

- A5/A5205 (Valley);
- A5025 (Llanfachraeth);
- A5025 (Llanfaethlu);
- A5025 (Cefn Coch).

6.1.47 Improvements along the route from Amlwch to Wylfa Newydd may also need to be considered.

6.1.48 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. Policies PS 11 and PS 12 will apply to the proposed park and ride and park and share facilities and logistics centres, respectively. 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.

POLICY TRA 2: PARKING STANDARDS

Parking provision for all modes of transport should be in accordance with the Councils' Parking Standards.

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, exceptionally, through payment of commuted sums.

The provision of appropriate coach parking facilities to encourage bus and coach visitation the plan area's Service Centres is encouraged.

Explanation:

6.1.49 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.

- 6.1.50 There may be instances where adequate parking cannot be incorporated within a development site, but could be provided an equally accessible location nearby. In such instances, consideration will also be given to permitting development where a commuted sum is paid to enable upgrading of existing off-site parking provision, improvements to public transport provision, and additional bus shelters on along existing public transport routes.
- 6.1.51 In regards to coach parking facilities, the importance of coach visitors is increasing and the provision of suitable parking is important to attract tourists and shoppers to visit centres that are popular with visitors and Service Centres within the Plan area. Such provision will enable the effective management of coach borne visitors and bring substantial benefits to the local economy.

POLICY TRA 3: SAFEGUARDING DISUSED RAILWAY LINES

Proposals that inhibit the potential of re-opening of disused or redundant railway infrastructure for railway use or for alternative transport purposes will be refused. Where appropriate and viable, the possible re-opening of disused railway infrastructure for railway use or alternative transport purposes will be promoted and encouraged.

Explanation:

- 6.1.52 National planning policy requires former transport routes to be safeguarded in recognition of their potential for other future public transport uses.
- 6.1.53 Disused railway lines may be protected from inappropriate development that could prejudice their future use as part of a sustainable, integrated transportation network.
- 6.1.54 In any proposed development, liaison with neighbouring landowners and local communities will be undertaken.

POLICY TRA 4: MANAGING TRANSPORT IMPACTS

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:

- 1. Pedestrians, including people with prams and/or young children;**
- 2. Disabled people with mobility impairments and particular access needs;**
- 3. Cyclists;**
- 4. Powered two-wheelers;**
- 5. Public transport;**
- 6. Vehicular access and traffic management within the site and its vicinity;**
- 7. Car parking and servicing;**

8. Coach parking; and
9. Horse-riders.

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.

Explanation:

- 6.1.55 The purpose of this policy is to ensure that all new proposals for which planning permission is required:
- i. Properly address the demand for travel and its impacts;
 - ii. Contribute to reducing reliance on the private car, in line with national planning policies and the strategic transport objectives and policies of the plan;
 - iii. Make satisfactory provision for access, parking and circulation, particularly by pedestrians, cyclists, public transport users and disabled people with mobility impairments and particular access needs; and
 - iv. Avoid unacceptable harm to safe and efficient use and operation of the road, public transport and other movement networks and routes.
- 6.1.56 Measures appropriate to a particular proposal will depend on its scale, location and uses. They may include providing for and/or improving, as appropriate:
- i. The needs of disabled people with mobility impairments and particular access needs;
 - ii. The needs of people with prams and/or young children;
 - iii. Safe and convenient pedestrian access to and movement with the development, including pedestrian priority measures, lighting, security, and weather protection;
 - iv. Walking links to existing pedestrian routes and networks, Service Centres and Villages, open space and other community facilities; (e.g. safe routes to school) – for access and recreational purposes – and designed for use by everyone;
 - v. The strategic recreational routes;
 - vi. Cycling links to existing cycle routes and networks, District and Local Centres, and community facilities designed for use by everyone;
 - vii. Secure cycle parking and changing facilities;
 - viii. Management of conflict between modes of access, including vehicles, pedestrians and cyclists;
 - ix. Public transport, including bus stops, bus lanes and interchange facilities;
 - x. Safe vehicular access to the site that does not unreasonably restrict the flow of traffic on the adjoining highway network;
 - xi. Traffic and speed management measures; and
 - xii. Car and coach parking and servicing facilities in accordance with the Councils' adopted standards.
- 6.1.57 In assessing the transport and access aspects of proposals the Council will be more likely to give favourable consideration to proposals, which through their design and layout, give priority to movements by sustainable travel modes and reflect the user hierarchy in the Department for Transport's 'Manual for Streets'.