

## APPENDIX B – CHAPTER 7.1

### Chapter 7.1 – Managing Growth and Development – Safe, Healthy Distinctive and Vibrant Communities

#### Welsh Language and Culture

Ref	Section	Rep. ID	Proposed Focussed Change	Justification
NF 14	7.1.3	959, 960, 972, 973, 985	<p>7.1.3 Where development is proposed, consideration must be given to the enhancement and protection of the language and culture. <b><u>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.</u></b></p> <p><b><u>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 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</u></b></p>	To ensure internal consistency

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			<p><b><u>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></b></p> <p>7.1.4 Strategic Policy PS1 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.</p>	
NF 15	Strategic Policy PS1	127, 800, 937, 955, 958, 1115, 959, 960, 972, 973, 985	<p>STRATEGIC POLICY PS1: 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"> <li>1. <b><u>Requiring a Welsh Language Statement, which will set out how the proposed development will protect, promote and enhance the Welsh language, where the proposed development falls within one of the following categories:</u></b> <ol style="list-style-type: none"> <li>a) <b><u>Retail, industrial or commercial development employing more than 50 employees and/ or with an area of 1000 sq m or more; or</u></b></li> <li>b) <b><u>Residential development which will individually or cumulatively provide more than the indicative housing target set out for the settlement in Policies TAI 14 – 18; or</u></b></li> <li>c) <b><u>Residential development of 5 or more housing units on allocated</u></b></li> </ol> </li> </ol>	For clarity and to ensure internal consistency of the Plan

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			<p><u>or windfall sites that doesn't propose to provide an adequate range of sizes and types of housing units;</u></p> <p>2. <u>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:</u></p> <p>a) <u>involves a windfall site; and</u></p> <p>b) <u>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 a contribution is made towards them <u>mitigating those impacts;</u></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>5. <del>Requiring Encouraging</del> <u>all operational</u> signage by public bodies and by commercial and business companies to be bilingual;</p> <p>6. <del>Encouraging the use</del> <u>Expect that</u> of Welsh place names <u>are used</u> for new developments, house and street names.</p>	
NF	16 7.1.4	800, 937,	<u>It is intended that all of the measures outlined in the paragraphs that precede this Policy will support communities and the Welsh language.</u>	For clarity and to ensure

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		955, 958, 1115,  959, 960, 972, 973, 985	<b><u>Nonetheless, in order to make 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. Pre-application advice should be sought from the LPA as to whether a Statement or an Assessment should be provided</u></b> 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. Supplementary Planning Guidance will be published to provide further advice on the matter.	internal consistency of the Plan

### Infrastructure and developer contributions

Ref	Section	Rep. ID	Proposed Focussed Change	Justification
NF 17	7.1.7 – 7.1.9	1118  1119  1120	7.1.7 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.  7.1.8 After the 6th April 2015 only 5 contributions from section 106 agreements, since 6th April 2010, can be included within a fund for sharing resources, for example contribution towards play areas from a	To add clarity and accuracy to the Plan.

Ref	Section	Rep. ID	Proposed Focussed Change	Justification
			<p>number of developments within a settlement.</p> <p><b>7.1.8</b> The Community Infrastructure Levy (CIL) <b>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</b> is a voluntary mechanism. It was <b>therefore</b> designed to supersede the present section 106 system. <b>Introduction of a CIL regime however is not compulsory - it is a voluntary mechanism and requires</b> However, evidence is required to show that the market is viable to allow for <del>this</del> <b>it</b>.</p> <p><b>7.1.9</b> <b>However the CIL Regulations do 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.</b></p> <p><b>7.1.9A</b> The Plan intends to allow contributions through Section 106 Agreements where <b>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</b> the Regulations continue to allow this (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.</p>	

Ref	Section	Rep. ID	Proposed Focussed Change	Justification
NF 18	Strategic Policy PS2	1122, 119	<p>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. <b>Subject to meeting the statutory tests, maintenance payments may be required pursuant to section 106 agreements</b> <del>It may happen that planning obligations are required for maintenance payments</del> in order to meet the initial costs of running services and facilities and to compensate communities for loss or damage caused by development.</p> <p>Where the essential, <b>enabling and necessary</b> infrastructure <b>is required as a consequence of a scheme and</b> 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.</p>	To add clarity and accuracy to the policy in accordance with the regulations.
NF 19	Policy ISA1	697, 1115, 511, 959, 960, 972, 973, 985	<ol style="list-style-type: none"> <li>1. Affordable housing</li> <li>2. Sports and leisure facilities</li> <li>3. Education facilities</li> <li>4. <b>Employment and training facilities</b></li> <li>5. Recreation and open space</li> <li>6. Transport infrastructure including public transport</li> <li>7. Healthcare facilities</li> <li>8. Nature conservation</li> <li>9. Recycling and waste facilities</li> <li>10. Renewable and low carbon infrastructure</li> <li>11. Cultural and community facilities</li> <li>12. <b>Welsh language measures</b></li> <li>13. Broadband infrastructure</li> </ol>	<p>For clarity and ensure internal consistency</p> <p>To demonstrate that appropriate regard is made to National Policy and Guidance.</p>

Ref	Section	Rep. ID	Proposed Focussed Change	Justification
			<p>14. <del>Regeneration</del> <b>Public Realm</b></p> <p>15. Flood risk management measures</p> <p>16. Service and utilities infrastructure, including water supply, drainage, sewers, gas and electricity</p> <p>17. <del>Other contribution considered appropriate to the proposal</del></p> <p><b>Archaeological and historic assets</b></p>	
NF 20	7.1.10 – 7.1.12	1125 1126 1127 121 439 469 1060	<p>7.1.10 New development will often require new or rely on existing infrastructure, services and facilities to make proposals acceptable in land use planning terms. <b><u>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.</u></b> <b><u>Statutory</u></b> community benefits, related to proposed development and necessary for the grant of planning permission, can be sought from developers providing they <b><u>meet the tests in the Community Infrastructure Levy Regulations 2010 as set out in paragraph 7.1.6</u></b> are fairly and reasonably related in scale and in kind to the proposal. <b><u>Topic Paper 13 on Community infrastructure differentiates between essential and preferred infrastructure.</u></b> 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 <del>community infrastructure contributions</del> will be secured either through <del>planning</del> <b><u>Section 106</u></b> obligations as set out in <b><u>under</u></b> the Town and Country Planning Act 1990, <b><u>as planning permission conditions</u></b> or, <b><u>in the event a CIL charging regime is introduced by the Councils,</u></b> through levy CIL receipts under the Community Infrastructure Levy Regulations 2010.</p> <p><b><u>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</u></b></p>	To ensure clarity and consistency

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			<p><b><u>question. Assessing the viability of a particular site requires more detailed analysis than at plan level</u></b></p> <p>7.1.11 <b><u>Statutory Benefits</u></b> A planning obligation is a legally binding agreement entered into between a local authority and a developer. Planning obligations are a means by which <b><u>financial and non financial</u></b> contributions can be secured to enhance the quality of a development, provide <del>community benefits and</del> infrastructure, and mitigate any negative impacts that may arise as a consequence of development. The type and value of <b><u>Statutory Benefits</u></b> <del>planning obligations</del> sought in connection with a <b><u>development</u></b> <del>planning permission</del> will be considered on a case by case basis. <b><u>Particularly the Councils will look to use Statutory Benefits to secure appropriate contributions from developers where existing</u></b> Where infrastructure provision is not available or is inadequate, <del>the Council will look to the developer to make an appropriate contribution.</del></p> <p>7.1.12 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 <b><u>Statutory Benefits</u></b> <del>planning obligation</del>. Supplementary Planning Guidance will be published to provide further advice on the matter.</p>	
NF 21	7.1.15	959, 960, 972, 973, 985	7.1.15 Policy ISA2 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, <b><u>linguistic</u></b> 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	For clarity

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			of serving the community.	
NF 22	Policy ISA5	304	2. Contribute financially towards new <b>facilities including equipment, improving existing facilities on readily accessible sites or improving accessibility to existing open spaces</b> or improved facilities including equipment elsewhere	To add clarity and accuracy to the Plan.

### Sustainable transport, development and accessibility

Ref	Section	Rep. ID	Proposed Focussed Change	Justification
NF 23	Strategic Policy PS4 Sustainable Transport	148, 664, 1131	<p>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.</p> <p>The Council will endeavour to improve accessibility and seek to change travel behaviour. This will be achieved by working with our partners to:</p> <ol style="list-style-type: none"> <li>1. Maintain an appropriate public transport service, recognising alternative ways of maintaining travel opportunities;</li> <li>2. Maintain and improve stations, infrastructure and services on the main Railway Lines including access to disabled people <b>and other rail-related improvements;</b></li> <li>3. <b>Where possible safeguard, improve, and enhance and promote the public footpaths and public rights of way (including footpaths, bridleways and byways)</b> and cycleway networks to improve safety,</li> </ol>	To ensure clarity.

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			<p>accessibility (including disabled people) by these modes of travel <b>and to increase health, leisure, well-being and tourism benefits for both local residents and visitors;</b></p> <p>4. Support schemes that will improve park and ride / share facilities for areas of employment, new development <b>and</b> freight transfer facilities; <del>and other rail related improvements</del></p> <p>5. Allocating or safeguarding land where appropriate to facilitate the key strategic transport schemes.</p> <p>The Councils will also require <b>appropriate</b> transport infrastructure elements to be delivered as part of major infrastructure development schemes <b>either in kind or through section 106 obligations.</b></p> <p><del>Planning obligations or other appropriate mechanisms for development on all major development sites will be sought to mitigate their impact on the Plan area's transportation system in accordance with Strategic Policy PS2 in addition to promoting an integrated transport system.</del></p>	
NF 24	Policy TRA1 Transport Network Developments	1132	<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> <ul style="list-style-type: none"> <li>i. The choice of route and/or site minimises the impact on the built and natural environment, landscapes and property; and</li> <li>ii. Permanent land-take is kept to the minimum that is consistent with good design and high quality landscaping; and</li> <li>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</li> <li>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</li> </ul>	To ensure clarity.

Ref	Section	Rep. ID	Proposed Focussed Change	Justification
			<p>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 PS12 not undermine retail provision in the Sub-Regional Centre, Urban and Local Service Centres or Villages.</p> <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, the following proposals will be granted:</p> <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;</p> <p>ii. Strategically located park and ride <b>facilities</b>, supported by attractive, frequent and reliable bus services;</p> <p>iii. Strategically located <b>facilities</b> for overnight lorry parking and freight transfer;</p> <p>iv. High quality driver and passenger facilities including but not limited to, seating, information, toilet facilities;</p> <p>v. Facilities for park and share in appropriate locations in or near settlements on the strategic highway network;</p> <p>vi. Facilities for coach parking, taxis and passenger drop off;</p> <p>vii. Facilities for interchange with water-based transport.</p> <p><u>3. Transport Assessments</u></p> <p><b><u>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</u></b></p>	

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			<p><del>of a Transport Assessment and/or a Travel Plan</del> In line with Policy PCYFF1, a Transport Assessment should be provided. Where the Transport Assessment reveals the need for a Transport Implementation Strategy this will need to be secured through a planning obligation.</p> <p><u>4. Transport Schemes</u></p> <p>Improvements to the strategic transportation network in the plan area will be secured through safeguarding and provision of land. Schemes include:</p> <p>i. A487 Caernarfon to Bontnewydd  ii. Llangefni Link-Road  iii. A5025 Valley to Wylfa Newydd / Amlwch to Wylfa Newydd and other transport infrastructure improvements associated with new nuclear development at Wylfa Newydd including a Corporate Hub</p>		
NF	25	7.1.44	1133	<p>7.1.44 <del>The number of trips along the road network to Wylfa Newydd could be reduced by creating a Corporate Hub. Employees who do not need to attend the site could conduct meetings and training with the Corporate Hub, which could be combined with a Park and Ride facility to allow onward travel to the Wylfa Newydd site. 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. 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.</del></p>	To ensure clarity.

Ref	Section	Rep. ID	Proposed Focussed Change	Justification
NF 26	Policy TRA2 Parking Standards	1096	7.1.44A <u>In line with national policy and guidance, maximum car parking standards should be used within the Plan area as a form of demand management.</u>  [New paragraph inserted before paragraph 7.1.45]	To demonstrate that appropriate regard is made to national policy and guidance.
NF 27	Policy TRA3 Disused Railway Lines	161	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. <u>Where appropriate and viable, the possible re-opening of disused railway infrastructure for railway use or alternative transport purposes will be promoted and encouraged.</u>	To ensure clarity.