

Draft National Development Framework

1. NDF Outcomes (chapter 3)

Q1. The NDF has proposed 11 Outcomes as an ambition of where we want to be in 20 years' time. Overall, to what extent do you agree or disagree the 11 Outcomes are a realistic vision for the NDF?

Agree

Q2. To what extent do you agree with the 11 Outcomes as ambitions for the NDF?

Agree with all of them

2. Spatial Strategy (policies 1 - 4)

Q3. The NDF spatial strategy is a guiding framework for where large-scale change and nationally important developments will be focused over the next 20 years. To what extent do you agree or disagree with the spatial strategy and key principles for development in...

| | Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree | Don't know | No opinion |
|---------------------------------|----------------|-------|----------------------------|----------|-------------------|------------|------------|
| Urban areas (Policies 1, 2 & 3) | | X | | | | | |
| Rural areas (Policy 4) | | | | X | | | |
| | | | | | | | |

Q4. If you have any comments on the spatial strategy or key principles for development in urban and rural areas, please tell us:

I agree with the general thrust of policies 1, 2 & 3 and also the proposals to "reduced reliance on private vehicle use" (outcome 7) and the First Minister's commitment that "tackling the causes and mitigating the effects of climate change is a key consideration in our plans and hopes for Wales" (Forward Mark Drakeford).

I welcome the recognition in the draft National Development Framework for the potential for significant increases in walking and cycling. I am concerned that the focus appears to be on walking and cycling in urban areas only.

Whilst the move to electric vehicles and associated charging infrastructure is noted in the framework, there are no specific references to the impact increased availability and use of e-bikes is likely to have in the years up to 2040.

At a fraction of the financial and environmental cost of an electric car, e-bikes provide a healthy, low carbon mode of transport that can be used by young and old for short to medium trips to work, school, shops and leisure activities. They also make such trips viable in the more hilly and rural parts of Wales. Coupled with better road infrastructure and driver education campaigns e-bikes can make the two, three or four car households, often seen as essential in rural areas of Wales, a thing of the past. The final version of the NDF should make specific reference to the potential for increased e-bike usage, the charging infrastructure that might be needed to allow longer journeys to be undertaken and the targeted road safety improvements that would be needed to encourage all types of cycling.

Turning specifically to the text of policy 4. I am concerned that it is not at all clear which aspects of the walking and cycling initiatives also apply to rural areas. The only reference is as follows - "The policies in this section on supporting urban centres, delivering affordable homes, supporting communities through the use of publicly owned land, mobile action zones and the provision of electric vehicle charging infrastructure all apply to Wales' rural areas."

The document also notes that "Large parts of Wales are rural in character. Rural areas are sparsely populated, with 40% of the population living in settlements of less than 10,000 people in Wales, and they are integral to the health and livelihood of our nation."

Incidentally the statement is different in the Welsh version.

"Mae rhannau helaeth o Gymru yn wledig eu natur. Mae ardaloedd gwledig yn denau eu poblogaeth ond maent yn gartref i un o bob tri unigolyn yng Nghymru ac yn hanfodol i iechyd a bywoliaeth ein gwlad."

Be it 1/3rd of the population or 40%, it is a significant number of people and the final version of the NDF should be clear as to the aspirations of the Welsh Government for this section of the population.

Hindsight would suggest that the Welsh Government Active Travel act has been far less successful in increasing walking and cycling rates in this rural areas. In the small local authority where I live this appears to be due to the restrictive nature of the 'designated locations' agreed with WG that do not include nearby feeder villages and a lack of resources, both human and financial, within the County Council.

Therefore, the final version of the NDF needs to make crystal clear to both regional and local planners that, in order to respond to the challenges of climate change, safe routes for walking and cycling within and between rural communities need to be seen as a priority rather than a 'nice to have'.

3. Affordable Housing (policy 5)

Q5. The NDF sets out the approach for providing affordable housing, encouraging local authorities, social landlords, and small and medium-sized construction and building enterprises to build more homes. To what extent do you agree or disagree with the approach to increasing affordable housing?

Strongly agree

Q6. If you disagree, in what other ways can the NDF approach the delivery of affordable housing?

No Response

4. Mobile Action Zones (policy 6)

Q7. To what extent do you agree or disagree the identification of mobile action zones will be effective in encouraging better mobile coverage?

Strongly agree

Q8. If you disagree, in what other ways can the NDF improve mobile phone coverage in the areas which currently have limited access?

No Response

5. Low Emission Vehicles (policy 7)

Q9. To what extent do you agree or disagree that policy 7 will enable and encourage the roll-out of charging infrastructure for ultra-low emission vehicles?

Agree

Q10. If you disagree, in what other ways can the NDF enable and encourage the roll-out of charging infrastructure for ultra-low emission vehicles?

But please note caveat re e-cycle charging infrastructure.

6. Green Infrastructure (policies 8 & 9)

Q11. To what extent do you agree or disagree with the approach to maintaining and enhancing biodiversity and ecological networks?

Strongly agree

7. Renewable Energy and District Heat Networks (policies 10-15)

Q12. To what extent do you agree or disagree with the NDF's policies to lower carbon emissions in Wales using...

| | Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree | Don't know | No opinion |
|---|----------------|-------|----------------------------|----------|-------------------|------------|------------|
| Large scale wind and solar developments | | X | | | | | |
| District heat networks | X | | | | | | |
| | | | | | | | |

Q13. If you disagree with the NDF's approaches to green infrastructure, renewable energy or district heat networks, what alternative approaches should we consider to help Wales to enhance its biodiversity and transition to a low carbon economy?

In general agreement with solar / on-shore wind proposals but seeking clarification that tip-height restriction of 125 M applies in Wales as it does in the rest of the UK.

8. The Regions (policy 16)

Q14. To what extent do you agree or disagree with the principle of developing Strategic Development Plans prepared at a regional scale? The NDF identifies three overall regions of Wales, each with their own distinct opportunities and challenges. These are North Wales, Mid and South West Wales, and South East Wales.

Neither agree nor disagree

9. North Wales (policies 17-22)

Q15. We have identified Wrexham and Deeside as the main focus of development in North Wales. A new green belt will be created to manage the form of growth. A number of coastal towns are identified as having key regional roles, while we support growth and development at Holyhead Port. We will support improved transport infrastructure in the region, including a North Wales Metro, and support better connectivity with England. North West Wales is recognised as having potential to supply low-carbon energy on a strategic scale. To what extent do you agree or disagree with the proposed policies and approach for the North Region?

Neither agree nor disagree

10. Mid and South West Wales (policies 23-26)

Q16. Swansea Bay and Llanelli is the main urban area within the region and is our preferred location for growth. We also identify a number of rural and market towns, and the four Haven Towns in Pembrokeshire, as being regionally important. The haven Waterway is nationally important and its development is supported. We support proposals for a Swansea Bay Metro. To what extent do you agree or disagree with the proposed policies and approach for the Mid and South West Region?

No opinion

11. South East Wales (policies 27-33)

Q17. In South East Wales we are proposing to enhance Cardiff's role as the capital and secure more sustainable growth in Newport and the Valleys. A green belt around Newport and eastern parts of the region will support the spatial strategy and focus development on existing cities and towns. Transport Orientated Development, using locations benefitting from mainline railway and Metro stations, will shape the approach to development across the region. There is support for the growth and development of Cardiff Airport. To what extent do you agree or disagree with the proposed policies and approach for the South East Region?

No opinion

Q18. If you have any comments about the NDF's approach or policies to the three regions, please tell us. If you have any alternatives, please explain them and tell us why you think they would be better.

No Response

12. Integrated Sustainability Appraisal

Q19. As part of the consultation process, an Integrated Sustainability Appraisal (ISA) was conducted to assess the social, economic and environmental impacts of a plan. The report identified a number of monitoring indicators, including health, equalities, Welsh language, the impact on rural communities, children's rights, climate change and economic development. Do you have any comments on the findings of the Integrated Sustainability Appraisal Report? Please outline any further alternative monitoring indicators you consider would strengthen the ISA.

No Response

13. Habitats Regulations Assessment

Q20. As part of the development of the NDF, a Habitats Regulations Assessment (HRA) was undertaken. The purpose of the HRA process is to identify, assess and address any 'significant effects' of the plan on sites such as Special Areas of Conservation and Special Protection Areas for birds. Do you have any comments on the Habitats Regulations Assessment report?

No Response

14. Welsh Language

Q21. We would like to know your views on the effects that the NDF would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

No Response

Q22. Please also explain how you believe the proposed NDF could be formulated or changed so as to have: positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

No Response

15. Further comments

Q23. Are there any further comments that you would like to make on the NDF, or any alternative proposals you feel we should consider?

No Response

16. Are you...?

Q24. Are you:

Providing your own personal response

Submit your response

Q25. You are about to submit your response. Please ensure you are satisfied with the answers you have provided before sending.

Name

[REDACTED]

Organisation (if applicable)

-

Preferred contact details (email/phone/post)

[REDACTED]

Q26. If you want to receive a receipt of your response, please provide an email address.
Email address

[REDACTED]

Q27. Responses to consultations may be made public. To keep your response anonymous (including email addresses) tick the box.

Keep my response anonymous