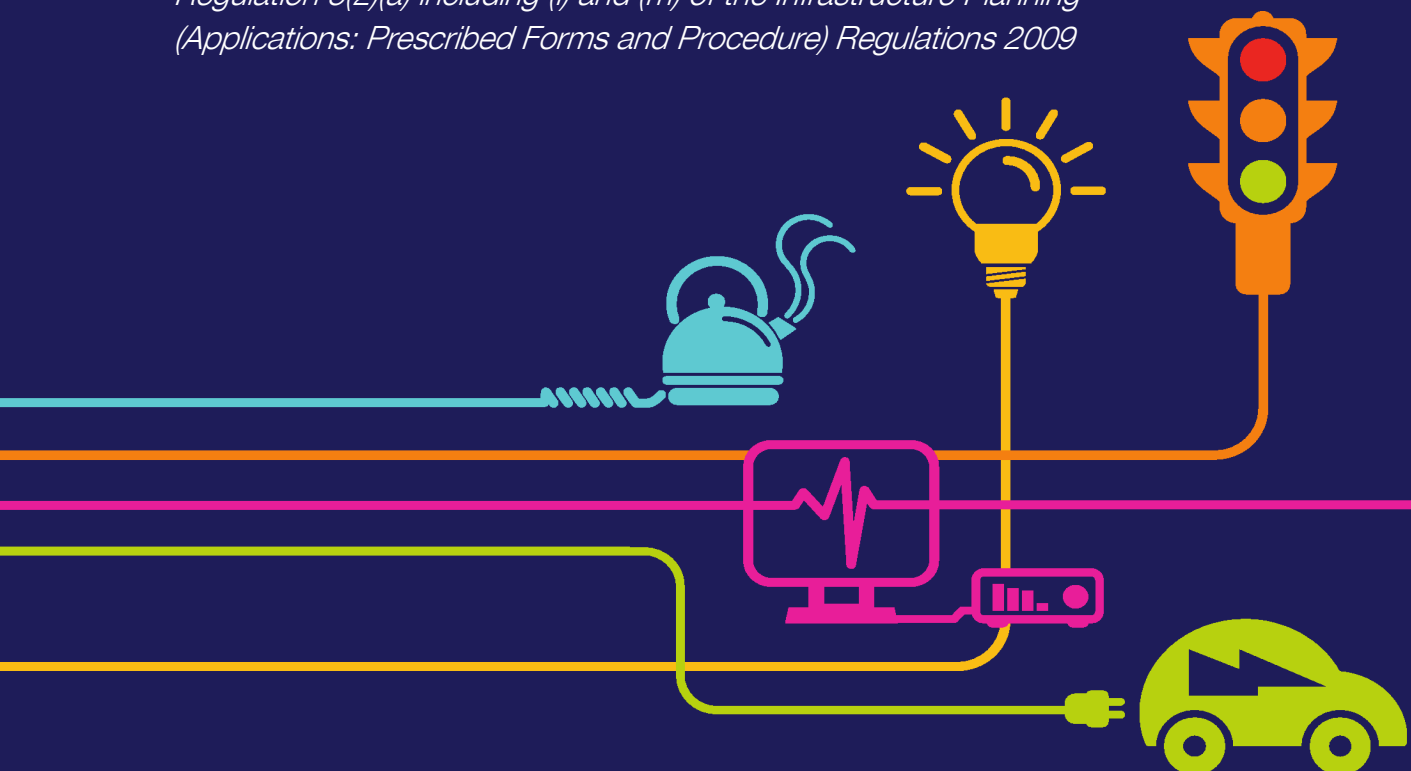


Local Planning Policy

Chapter 13 – Appendix 2

National Grid (North Wales Connection Project)

Regulation 5(2)(a) including (l) and (m) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009



nationalgrid

North Wales Connection Project

Volume 5

Document 5.13.2.2 Appendix 13.2 Local Planning Policy

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Table 1 Anglesey and Gwynedd Joint Local Development Plan – Relevant Policies

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1 Introduction

1.1 INTRODUCTION

1.1.1 This Appendix outlines the local planning policies that are relevant to the Traffic and Transport impacts associated with the Proposed Development.

- Anglesey and Gwynedd Joint Local Development Plan (JLDP); July 2017

2 Planning Policies

Table 1 Anglesey and Gwynedd Joint Local Development Plan – Relevant Policies			
Policy Name / Number	Policy	Where this is covered in the ES	Compliance points
Strategic Policy PS2, Infrastructure and Developer Contributions	<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. 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.</p> <p>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</p>	<p>Physical mitigation measures are documented in Appendix 13.1 (Document 5.13.2.1). ES Chapter 4 (Document 5.4.2.1) outlines the Temporary Access Principles which have been incorporated into the design of the Proposed Development.</p>	<p>Outline Construction Traffic Management Plan (OCTMP) (Document 7.5) and the Public Rights of Way (PRoW) Management Plan (Document 7.6). Produced to acknowledge the need for management of the Proposed Development.</p>

Table 1 Anglesey and Gwynedd Joint Local Development Plan – Relevant Policies			
Policy Name / Number	Policy	Where this is covered in the ES	Compliance points
	legislative constraints, in order to alleviate the cumulative effect.		
Policy ISA1, 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.	Physical mitigation measures are documented in Appendix 13.1 (Document 5.13.2.1). ES Chapter 4 (Document 5.4.2.1) outlines the Temporary Access Principles which have been incorporated into the design of the Proposed Development.	Outline Construction Traffic Management Plan (OCTMP) (Document 7.5) and the Public Rights of Way (PRoW) Management Plan (Document 7.6). Produced to acknowledge the need for management of the Proposed Development. The proposals do not generate a directly related need for new infrastructure.
Policy TRA1, 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,	Physical mitigation measures are documented in Appendix 13.1 (Document 5.13.2.1).	Outline Construction Traffic Management Plan (OCTMP) (Document 7.5) and the Public Rights of Way

Table 1 Anglesey and Gwynedd Joint Local Development Plan – Relevant Policies			
Policy Name / Number	Policy	Where this is covered in the ES	Compliance points
	<p>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.</p> <p>2. Transfer Between Transport Modes</p> <p>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</p>	<p>ES Chapter 4 (Document 5.4.2.1) outlines the Temporary Access Principles which have been incorporated into the design of the Proposed Development. Traffic effects of the Proposed Development are documented in section 9 of ES Chapter 13 (Document 5.13) and in the Transport Assessment Appendix 13.1 (Document 5.13.2.1). This document also incorporates a Framework Travel Plan (FTP).</p>	<p>(PRoW) Management Plan (Document 7.6). Produced to acknowledge the need for management of the Proposed Development.</p>

Table 1 Anglesey and Gwynedd Joint Local Development Plan – Relevant Policies			
Policy Name / Number	Policy	Where this is covered in the ES	Compliance points
	<p>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</p> <p>3. Transport Assessments</p> <p>Proposals for large-scale development or developments in sensitive areas that substantially</p>		

Table 1 Anglesey and Gwynedd Joint Local Development Plan – Relevant Policies			
Policy Name / Number	Policy	Where this is covered in the ES	Compliance points
	<p>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.</p> <p>4 Transport Schemes</p> <p>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 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.</p>		

Table 1 Anglesey and Gwynedd Joint Local Development Plan – Relevant Policies			
Policy Name / Number	Policy	Where this is covered in the ES	Compliance points
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.	Physical mitigation measures are documented in Appendix 13.1 (Document 5.13.2.1). ES Chapter 4 (Document 5.4.2.1) outlines the Temporary Access Principles which have been incorporated into the design of the Proposed Development. Traffic effects of the Proposed Development are documented in section 9 of ES Chapter 13 (Document 5.13) and in the Transport Assessment Appendix 13.1 (Document 5.13.2.1). This	Outline Construction Traffic Management Plan (OCTMP) (Document 7.5) and the Public Rights of Way (PRoW) Management Plan (Document 7.6). Produced to acknowledge the need for management of the Proposed Development.

Table 1 Anglesey and Gwynedd Joint Local Development Plan – Relevant Policies			
Policy Name / Number	Policy	Where this is covered in the ES	Compliance points
		document also incorporates a Framework Travel Plan (FTP).	

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