

National Development Framework 2020-2040

Consultation Draft: 7 August – 1 November 2019



Llywodraeth Cymru
Welsh Government

Community Liaison Committee

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Introduction

The **National Development Framework (NDF)** is a Development Plan for Wales and replaces the Wales Spatial Plan. It provides Welsh Government's twenty year spatial vision for development (2020-2040)

The **Well-being of Future Generations (Wales) Act 2015** influences the way we plan for new development; it demands that development and use of land contribute to improving the economic, social, environmental and cultural well-being of Wales.

It is a framework which will be built on by **Strategic Development Plans (SDPs)** at a regional level and **Local Development Plans (LDPs)** at local authority level - these must be in conformity with the NDF

Draft NDF Consultation closes Friday 1st November 2019

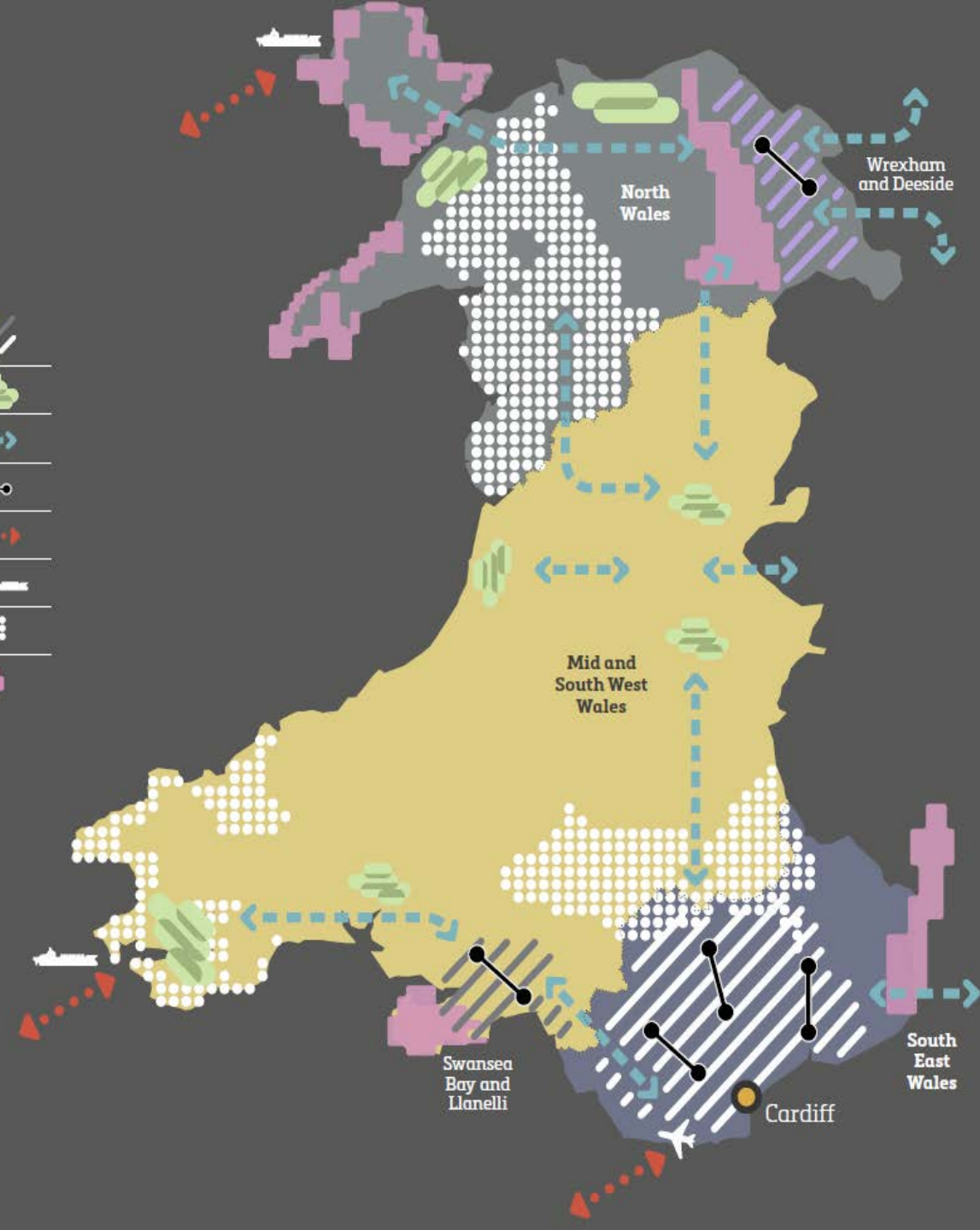
NDF Outcomes

A Wales where people live....

1. and work in connected, inclusive and healthy places
2. in vibrant rural places with access to homes, jobs and services
3. in distinctive regions that tackle health and socio-economic inequality through sustainable growth
4. in places with a thriving Welsh Language
5. and work in towns and cities which are a focus and springboard for sustainable growth
6. in places where prosperity, innovation and culture are promoted
7. in places where travel is sustainable
8. in places with world-class digital infrastructure
9. in places that sustainably manage their natural resources and reduce pollution
10. in places with biodiverse, resilient and connected ecosystems
11. in places which are decarbonised.

Spatial Strategy

National Growth Areas	
Regional Growth Areas	
Regional Connectivity	
Intra-urban Connectivity	
International Connections	
Strategic Port / Airport	
National Parks	
Areas of Outstanding Natural Beauty (AONBs)	



Themes: Emphasis on public sector delivery

...We will lead the way with our own investments. The NDF will complement the Wales Infrastructure Investment Plan and Regional Economic Development Plans by enabling development that maximises the impacts of our investment. The scale of ambition for change outlined in the NDF reflects the ability of the public sector to deliver new development...

Policy 3 - Public Investment, Public Buildings and Publicly Owned Land - Welsh

Government investments and land holdings will support the delivery of sustainable places. We will work with all public land owners and investors to ensure that new development of a significant scale is located in town and city centres which are accessible by walking, cycling and public transport. Strategic and Local Development Plans should review publicly owned land, both redundant and in current use, to identify potential sites for development and re-development, including for mixed use and affordable housing developments that will support the creation of sustainable places.

... The NDF provides evidence of the need for housing across Wales at both a national and regional level. In particular, this evidence demonstrates the need for a focus on increasing the delivery of **affordable homes**. The Welsh Government is targeting its housing and planning interventions towards achieving this aim within the broader context of increasing supply and responding to different needs...



Themes: Supporting existing urban centres and rural communities

Policy 1 - Sustainable Urban Growth

Urban growth should support towns and cities that are compact and orientated around urban centres and integrated public transport and active travel networks.

Higher density and mixed use development on sites with good access to urban centres and public transport hubs, including new and improved Metro stations, will be promoted and supported.

Policy 4 - Supporting Rural Communities

The Welsh Government supports sustainable rural communities and appropriate proportionate growth in rural towns and villages.



Themes: Proactive intervention

Policy 6 - Planning in Mobile Action Zones

Policy 7 - Ultra Low Emission Vehicles

Policy 8 - Strategic framework for biodiversity enhancement and ecosystem resilience

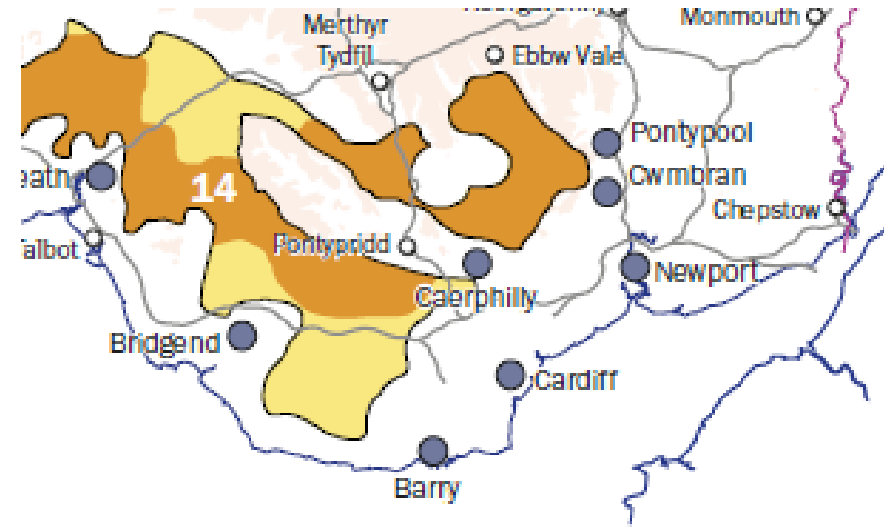
Policy 9 - National forest

Policy 10 - Wind and Solar Energy in Priority Areas




Policy 11 - Wind and Solar Energy Outside of Priority Areas

Policy 14 - Priority Areas for District Heat Networks

Policy 15 - Masterplanning for District Heat Networks



PRIORITY AREAS

-  Solar and Wind Energy
-  Solar Energy only
-  District Heat Networks

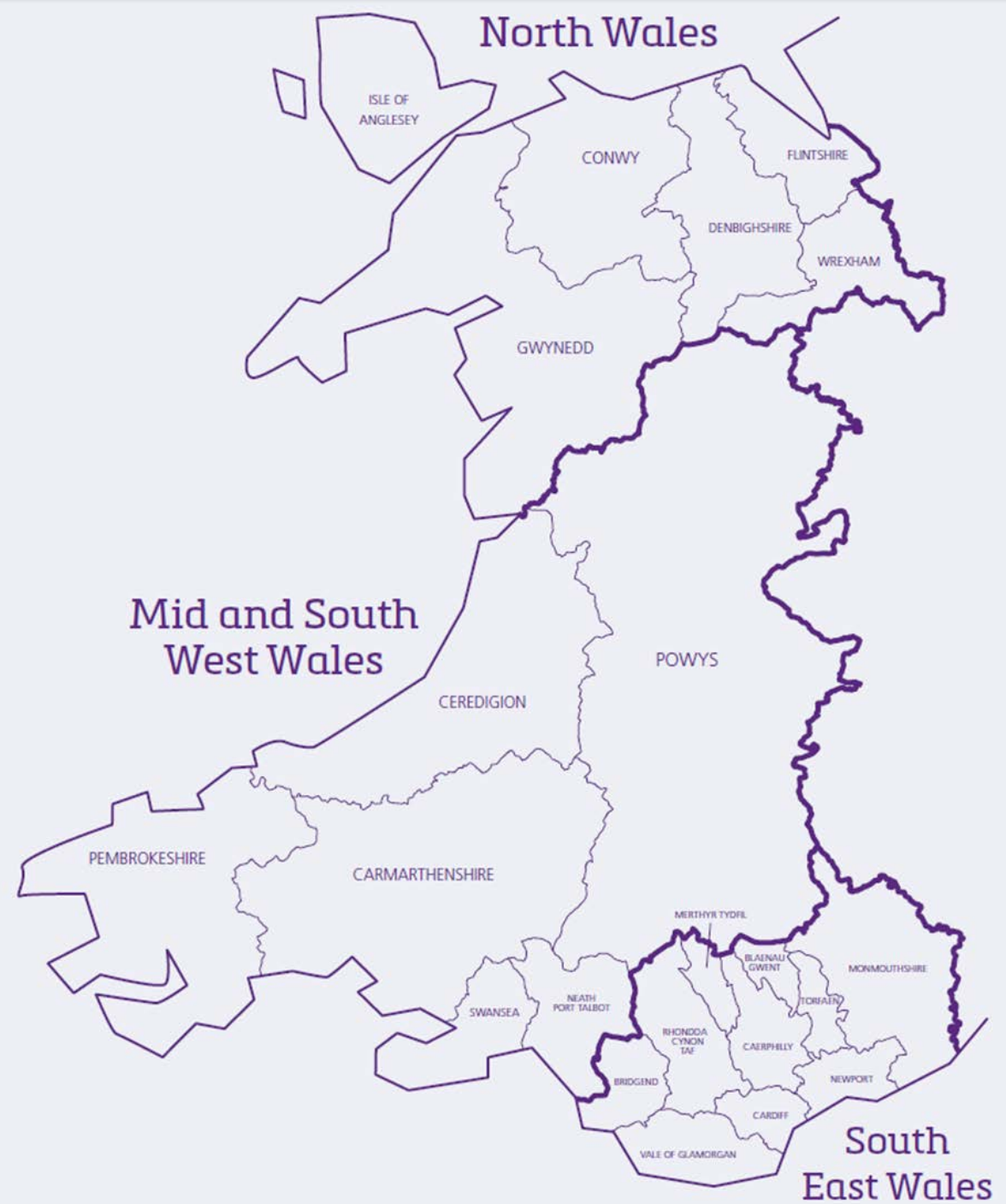
data source: Arup

Policy 16: Strategic Policies for Regional Planning

Strategic Development Plans should embed placemaking as an overarching principle and should establish for the region (and where required constituent LDPs):

- ▶ a spatial strategy;
- ▶ a settlement hierarchy;
- ▶ the housing provision and requirement;
- ▶ the gypsy and traveller need;
- ▶ the employment provision;
- ▶ the spatial areas for strategic housing and employment growth, renewable energy and the identification of green belts, green corridors and nationally important landscapes;
- ▶ the location of key services, transport and connectivity infrastructure;
- ▶ a framework for the sustainable management of natural resources and cultural assets;
- ▶ ecological networks and opportunities for protecting or enhancing the connectivity of these networks; and
- ▶ a co-ordinated framework for minerals extraction and the circular economy, including waste treatment and disposal.

The Welsh Government requires Strategic Development Plans to come forward in each of the three regions to deliver the requirements of this policy.





Almost half the population of Wales live in the region and there are over 150,000 Welsh speakers.



The valley topography in the north of the region has defined settlement and movement patterns.

The region's population grew **by over 9% between 1997-2017**.

Population growth between 1997-2017 has been uneven, with the **largest growth in Cardiff**.

There are significant populations in built up areas **across the whole region**.



Rural areas in the east and south of the regions are **well connected to main urban centres**.



The region is served by **Cardiff Airport and major ports** at Cardiff, Newport and Barry.



Connectivity is good east-west by road and rail in the southern part of the region.



Road connectivity is good east-west along the heads of the valleys.

Connectivity from the valleys to the coast is along the linear valley floors.



Major population centres are in the **Valleys and two cities**.

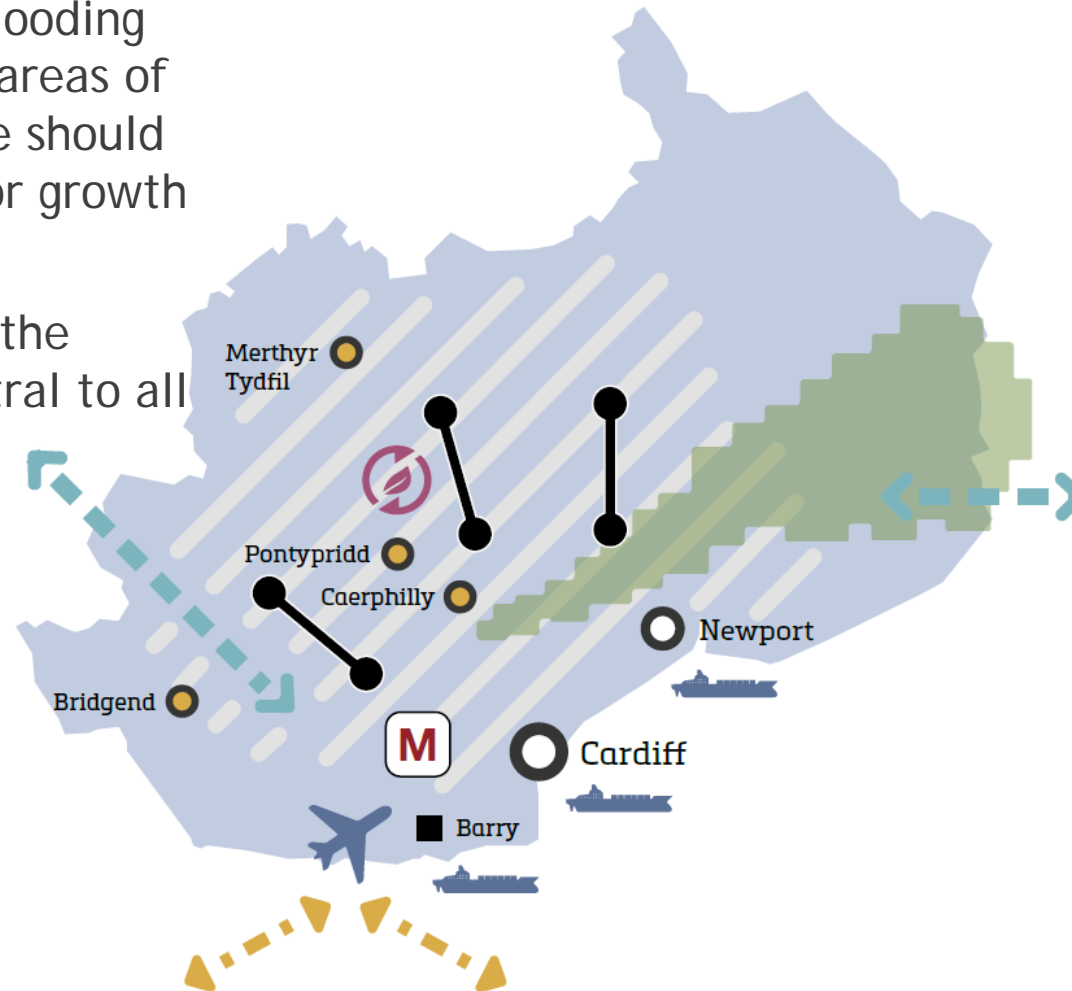
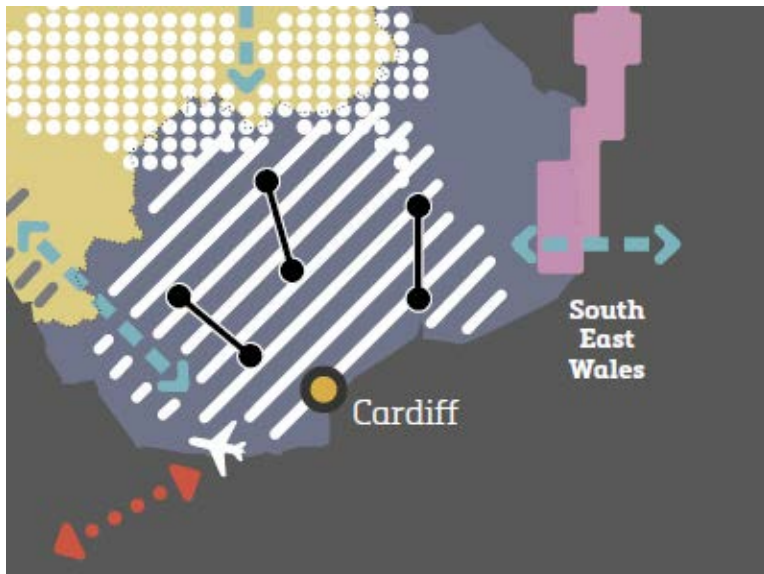
The majority of people live in settlements of at least **25,000 people**.

There are over **640,000 people** in Rhondda Cynon Taf, Caerphilly, Torfaen, Blaenau Gwent, and Merthyr Tydfil.

Continuous built up areas are a distinctive feature of the valleys.

South East Region: Strategic Issues

- ▶ Housing, economic growth and connectivity infrastructure should be co-ordinated and planned on the basis of the whole region.
- ▶ The management of natural resources, flooding and the protection and enhancement of areas of environmental and landscape importance should inform strategic decisions on locations for growth and new infrastructure.
- ▶ Decarbonising society and responding to the threats of climate change should be central to all regional planning.



National Growth Area	///
Regional Connectivity	↔
Intra-urban Connectivity	—●—
International Connections	⋯
Ports	🚢
Green Belt	🌿
Valleys Regional Park	🌳
South Wales Metro	M
Cardiff Airport	✈️
Centres of National Growth	○
Centres of Regional Growth	●



Focus for Growth in South East Wales...

- ▶ In accordance with the NDF Spatial Strategy, growth in the South East Region should primarily be focussed in Cardiff, Newport and the Valleys.
- ▶ **Policy 28 (Newport)** - new focus especially on brownfield land
- ▶ **Policy 30 - Green Belts in South East Wales** - The Welsh Government requires the identification of green belts through a Strategic Development Plan to manage urban form and growth in South East Wales, particularly around Newport and the eastern part of the region. Regional plans should consider the relationship of any new green belts with the green belt around Bristol.
- ▶ **Policy 31 - Growth in sustainable transit orientated settlements:**
Development and growth in the region should be focussed in places with good active travel and public transport connectivity. Land in close proximity to existing and committed new mainline railway and Metro stations should be the focus for development. Strategic and Local Development Plans should plan growth to maximise the potential opportunities arising from better regional connectivity.

Housing Need in South East Wales

- ▶ 71,200 additional homes are needed in the region until 2038 and over the initial five years (2018/19 to 2022/23) 48% of the additional homes needed should be affordable homes.
- ▶ Equates to approx. 4000 per annum, 1,920 affordable. Note current LDPs require 6,821 per annum although they're not delivering these.
- ▶ Last year the region delivered 3,854 homes - 623 in the Vale of Glamorgan
- ▶ In last 5 years the region delivered 20,645 homes (approx. 29% affordable) 3,152 in the Vale of Glamorgan (approx. 35% affordable)
- ▶ We know the NDF identified need cannot be met as demonstrated in JHLAs
- ▶ **Policy 5 - Delivering Affordable Homes** - The Welsh Government will increase delivery of affordable homes by ensuring that funding for affordable homes is effectively allocated and utilised. Strategic and Local Development Plans should develop strong evidence based policy frameworks to deliver affordable housing, including setting development plan targets based on regional estimates of housing need and local assessments. In response to local and regional needs, they should identify sites for affordable housing led developments and explore all opportunities to increase the supply of affordable housing.

Cardiff Airport

Policy 32 - Cardiff Airport:

The Welsh Government supports the growth and development of Cardiff Airport. Proposals to expand the capacity of the airport; to provide new and improved airport facilities and passenger services; and to improve transport links to the airport are supported.

Improvements to accessibility are supported and should prioritise a modal shift from the private car to sustainable transport modes including public transport.

Development of land adjacent to Cardiff Airport which is part of the Enterprise Zone is supported where it supports the functions of the airport.

New development around the airport should be carefully managed to ensure future expansion and change at the airport is not constrained.



South East Wales - Transport

The South Wales Metro scheme provides a major strategic opportunity to improve rail, bus, cycling and walking infrastructure across the region and provide a focus for investment, regeneration and associated development. Development plans must ensure that long term strategic decisions maximise opportunities in areas that will benefit from improved accessibility and investment in public transport, including from the Metro.

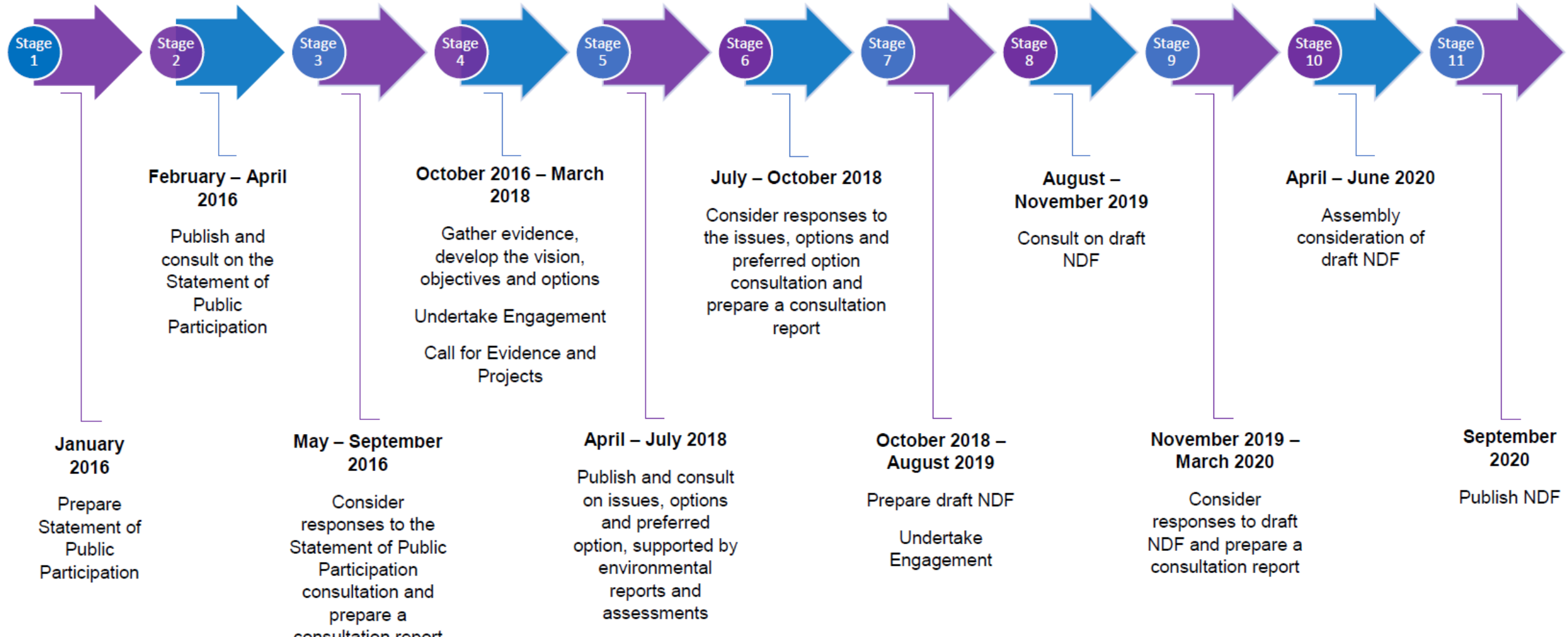
- ▶ Metro not shown spatially on the map



Key issues highlighted in Vale of Glamorgan Council Draft Response

- ▶ Lack of background evidence informing NDF policies e.g. urban capacity studies, viability appraisals
- ▶ Is it realistic / deliverable?
- ▶ Some policies are too prescriptive and predetermine the SDP / LDP to follow
- ▶ Some policies too vague and no 'teeth'
- ▶ Vale of Glamorgan's role in the region mainly ignored
- ▶ Opportunities missed e.g. green belt, national forest, Enterprise Zones etc.
- ▶ Inconsistencies and conflicting objectives throughout

NDF Timetable to Adoption



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Any Questions?

