

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:

Mae Cyngor Cymuned Llanelian yn cytuno â byrdwn cyffredinol polisïau 1, 2 a 3 a hefyd y cynigion i sicrhau llai o ddibyniaeth ar y defnydd o gerbydau preifat, (canlyniad 7) ac ymrwymiad y Prif Weinidog mai "mynd i'r afael â'r achosion a lliniaru effeithiau newid yn yr hinsawdd yn ystyriaeth allweddol yn ein cynlluniau a gobeithion i Gymru "(Rhagair - Mark Drakeford).

Mae'r cyngor yn croesawu'r gydnabyddiaeth yn y Fframwaith Datblygu Cenedlaethol drafft am y potensial ar gyfer cynnydd sylweddol mewn cerdded a beicio. Mae pryder bod yn ymddangos fod y ffocws yn y FfDC ar gerdded a beicio mewn ardaloedd trefol yn unig.

Er bod y symud i gerbydau trydan a'r seilwaith gwefru cysylltiedig wedi'i nodi yn y fframwaith, nid oes unrhyw gyfeiriadau penodol at yr effaith y mae mwy o argaeledd a defnydd o e-feiciau yn debygol o gael yn y blynyddoedd hyd at 2040.

Am ffracsiwn cost ariannol ac amgylcheddol car trydan, mae e-feiciau yn darparu dull cludo iach, carbon isel y gall pobl o bob oedran yn cynnwys pobl ifanc (14 oed +) eu ddefnyddio ar gyfer teithiau byr i ganolig i'r gwaith, i'r ysgol, siopau ac ar gyfer gweithgareddau hamdden. Maent hefyd yn gwneud teithiau o'r fath yn hyfyw yn rhannau mwy bryniog a gwledig Cymru. Ynghyd â gwell seilwaith ffyrdd ac ymgyrchoedd addysg gyrwyr, gall e-feiciau wneud cartrefi gyda dau, tri neu bedwar car, a ystyrir yn aml yn hanfodol yn ardaloedd gwledig Cymru, yn rhywbeth o'r gorffennol.

Dylai fersiwn derfynol y FfDC gyfeirio'n benodol at y potensial ar gyfer mwy o ddefnydd o e-feiciau, y seilwaith gwefru y gallai fod ei angen i ganiatáu i deithiau hirach gael eu gwneud a'r gwelliannau diogelwch ffyrdd wedi'u targedu y byddai eu hangen i annog pob math o feicio .

Gan droi'n benodol at destun polisi 4 mae'r Cyngor Cymuned yn pryderu nad yw'n glir o gwbl pa agweddau ar y mentrau cerdded a beicio sydd hefyd yn berthnasol i ardaloedd gwledig. Mae'r unig gyfeiriad fel a ganlyn - "Mae pob un o'r polisïau yn yr adran hon ar gefnogi canolfannau trefol, cyflenwi tai fforddiadwy, cefnogi cymunedau drwy ddefnyddio tir cyhoeddus, parthau gweithredu ar ffonau symudol a darparu seilwaith gwefru cerbydau trydanol, yn gymwys i ardaloedd gwledig Cymru." (t29)

Mae'r ddogfen hefyd yn nodi:

"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." (t28)

Mae'r Cyngor Cymuned yn tynnu sylw at anghysondebau rhwng y fersiynau Cymraeg a Saesneg o'r FfDC ar wefan Llywodraeth Cymru. Mae'r fersiwn Saesneg yn darllen fel a ganlyn:

"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."

Boed yn 1/3 o'r boblogaeth neu'n 40%, mae'n nifer sylweddol o bobl a dylai'r fersiwn derfynol o'r FfDC fod yn glir o ran dyheadau Llywodraeth Cymru ar gyfer y rhan sylweddol yma o'r boblogaeth. Byddai edrych yn ôl yn awgrymu bod deddf Teithio Llesol Llywodraeth Cymru wedi bod yn llawer llai llwyddiannus wrth gynyddu cyfraddau cerdded a beicio yn yr ardaloedd gwledig. Ar Ynys Môn mae'n ymddangos bod hyn oherwydd natur gyfyngedig y 'lleoliadau dynodedig' y cytunwyd arnynt gyda LIC, sydd ddim yn cynnwys pentrefi bwydo cyfagos, a diffyg adnoddau, yn ddynol ac yn ariannol, o fewn y Cyngor Sir.

Felly, mae angen i fersiwn derfynol y FfDC wneud yn glir fel crisial i gynllunwyr rhanbarthol a lleol bod angen ystyried llwybrau diogel ar gyfer cerdded a beicio o fewn a rhwng cymunedau gwledig fel blaenoriaeth yn hytrach na 'braf cael' (nice to have) er mwyn ymateb i heriau newid hinsawdd.

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?

Ond nodwch ein barn parthed seilwaith gwefru ar gyfer e-feiciau.

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?

Mae Cyngor Cymuned Llanelian yn gefnogol i fesurau yn y FfDC i drawsnewid Cymru i economi carbon isel.

Yn gynharach yn ymateb ymgynghoriad y Cyngor Cymuned mae'r cyngor wedi tynnu sylw at gyfleoedd i leihau dibyniaeth ar gerbydau modur (petrol, disel a thrydan) ac i annog teithiau byrrach mewn ardaloedd gwledig trwy gerdded a beicio am resymau iechyd ac amgylcheddol.

Mae'r Cyngor Cymuned yn cydnabod yr angen i gynyddu canran yr ynni trydanol a gynhyrchir o ffynonellau adnewyddadwy - solar, gwynt a llanw. Yn ogystal â gwynt a solar ar y tir, dylai map Meysydd Blaenoriaeth Ynni Cymru (t42) a pholisïau cysylltiedig hefyd nodi'n glir lleoliadau sydd â'r potensial i gynhyrchu ynni gan ddefnyddio'r llanw ac ynni gwynt yn y môr.

Nid yw'r Cyngor Cymuned yn gwrthwynebu cynhyrchu ynni gan wynt a solar ar y tir yng Nghymru. Fodd bynnag, mae Ynys Môn yn gorchfan boblogaidd i dwristiaid a byddai angen lleoli unrhyw gynigion ar gyfer tyrbinau gwynt ar y tir ac araeau solar mawr yn hynod sensitif a rhoi sylw dyledus i'r effaith gronnus. Ar ôl eu sefydlu, dim ond nifer gyfyngedig o gyfleoedd cyflogaeth y mae generaduron ynni gwynt a solar yn eu darparu felly dim ond cynigion â buddion cymunedol sylweddol a fyddai'n dderbyniol.

Byddai Cyngor Cymuned Llanelian yn tynnu sylw Llywodraeth Cymru at economeg pŵer gwynt ar y tir yn erbyn pŵer gwynt yn y môr. Mae economeg pŵer gwynt yn ffafrio llafnau hirach wedi'u gosod ar dyrâu uwch i gynyddu'r egni y gellir ei gynhyrchu. Am resymau economaidd, mae gweithgynhyrchwyr yn symud i dyrbinau gwynt sy'n llawer uwch na'r cyfyngiad uchder tyrbinau ar y tir cyfredol yn y DU o 125M. Mae'r tyrbinau hyn mor fawr fel ei bod yn annhebygol y byddai lleoliadau ar y tir sy'n defnyddio'r dyluniadau tyrbinau gwynt diweddaraf yn dderbyniol i'r cymunedau arfaethedig.

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?

No opinion

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:

Submitting a response on behalf of an organisation

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)

[REDACTED]

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