

This document shows how the Planning Policy for Wales 2016 can be applied to support the regeneration of the economy of Cefn Mawr at the centre of the Pontcysyllte Aqueduct and World Heritage Site.

Cefn Mawr & PPW 2016

25th September 2016

www.pckgroup.wales

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Please note this document can be downloaded from our website or purchased from WTE Printers, High Street, Cefn Mawr, LL14 3BY, Tel 01978 821 292



Llywodraeth Cymru
Welsh Government

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Foreward

We would like to thank all the people of Cefn Mawr and others for their support and input over the years which has led to the production of this document:

- 2010 - 2000 People signed the original petition for the Plas Kynaston Canal & Marina supported by 50 Business Letters from local businesses.
- 2011 and 1400 Submissions of the PKC in a second round of consultation by WCBC, that was twice as many as Wrexham Football Ground got. Well done everyone.
- 2012 The people of Cefn returned a 99.99% vote in favor for the Remediation of the Ex-Monsanto Site.
- 2013 And onwards for the support and patronage we have had which has helped in restoring Cefn Mawr's oldest pub, the Holly Bush Inn and keeping the heart of our village alive, so our thanks to the people of Cefn Mawr and WCBC through the THI Scheme.
- 2014 To the 3000 people that liked the idea of a Railway Station for Cefn Mawr on Facebook in 3 weeks and every one since now totaling around 4000.
- 2015 For the response and input we have received for the WCBC LDP2 (2013-2028).
- 2016 The response to our LDP2 Consultation and other meetings, the initiative by Cefn Community Council for a new Health Center with 2000 people signing the petition, and the latest work of the CRP team. Our thanks also go to all the other third party organizations and groups, too numerous to mention here that we are inviting to join us in this venture.

We would also like to thank the Welsh Assembly Government for the good foresight in preparing and setting in place the Future Generations Act 2015 (FGA 2015) and associated legislation and planning guidance which the Welsh Planning Policy 2016 (WPP 2016) is based on. This guidance has extremely good goals that can help our community on the road to Sustainable Tourism Development.

This document is based on the WPP 2016 and has been written to show how such planning can be implemented on a practical basis that will achieve the goals of the Welsh Assembly Government in accordance with all prescribed guidance and legislation, and we now ask WCBC and Eastman's to join us on this over the duration of the new LDP2 through to 2028.

If we have missed thanking you in this forward please do not be offended, just write in and tell us so we can amend in the next updated revision pkcgroup@hotmail.com and please accept our apologies for doing so in the meantime. We sincerely want to work with everyone for the future of our community and if you have useful input please tell us as this document represents a community effort.

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Introduction

The **Back to the Future for Cefn Mawr** campaign by the PKC Group and CRP team is to revive the economy of our community in ways that will stimulate economic growth on a sustainable basis in accordance with all legislation and aspirations regarding such. This can be completed by a series of steps that will lead to a stronger and more vibrant local community that can contribute to the national economy of Wales while also making positive reductions in CO2 emissions and play a role in the concept of One Wales One Planet.

In the campaign the emphasis is on **Sustainable Tourism Development** for our community which can be achieved by making the connections needed with appropriate transport infrastructure and facilities which will foster economic growth. The essential point is to look at potential opportunity for our community and find ways that will allow our community to benefit from that opportunity.

1. Local Signposting, pathways, parks & gardens.
2. The Windborne Gateway Interchange.
3. Jessop's Tramway linking Cefn Mawr the Aqueduct and WBG.
4. Reopening the Ebenezer, possibly as an Arts & Visitor Center for the WHS
5. Main Road Brown & White Tourist Information Signposting
6. A railway station for Cefn Mawr
7. The full reinstatement of the PKC all the way to the Queens Hotel in Cefn Mawr
8. A new Health Center for Cefn Mawr

The campaign name comes from the idea of revitalizing our old transport infrastructure to allow us to develop the economy of our community for the future, i.e. "Back to the Future for Cefn Mawr". As a strict rule we are opposed to state sponsored commercial or retail competition to our local people and businesses. All our proposals are about helping and supporting local commerce. Therefore, we seek to work with all local partners including WCBC, Cefn Community Council and other Groups and Organizations in our community to bring about a meaningful outcome for Cefn Mawr at the center of the Pontcysyllte World Heritage Site in the county of Wrexham in North East Wales.



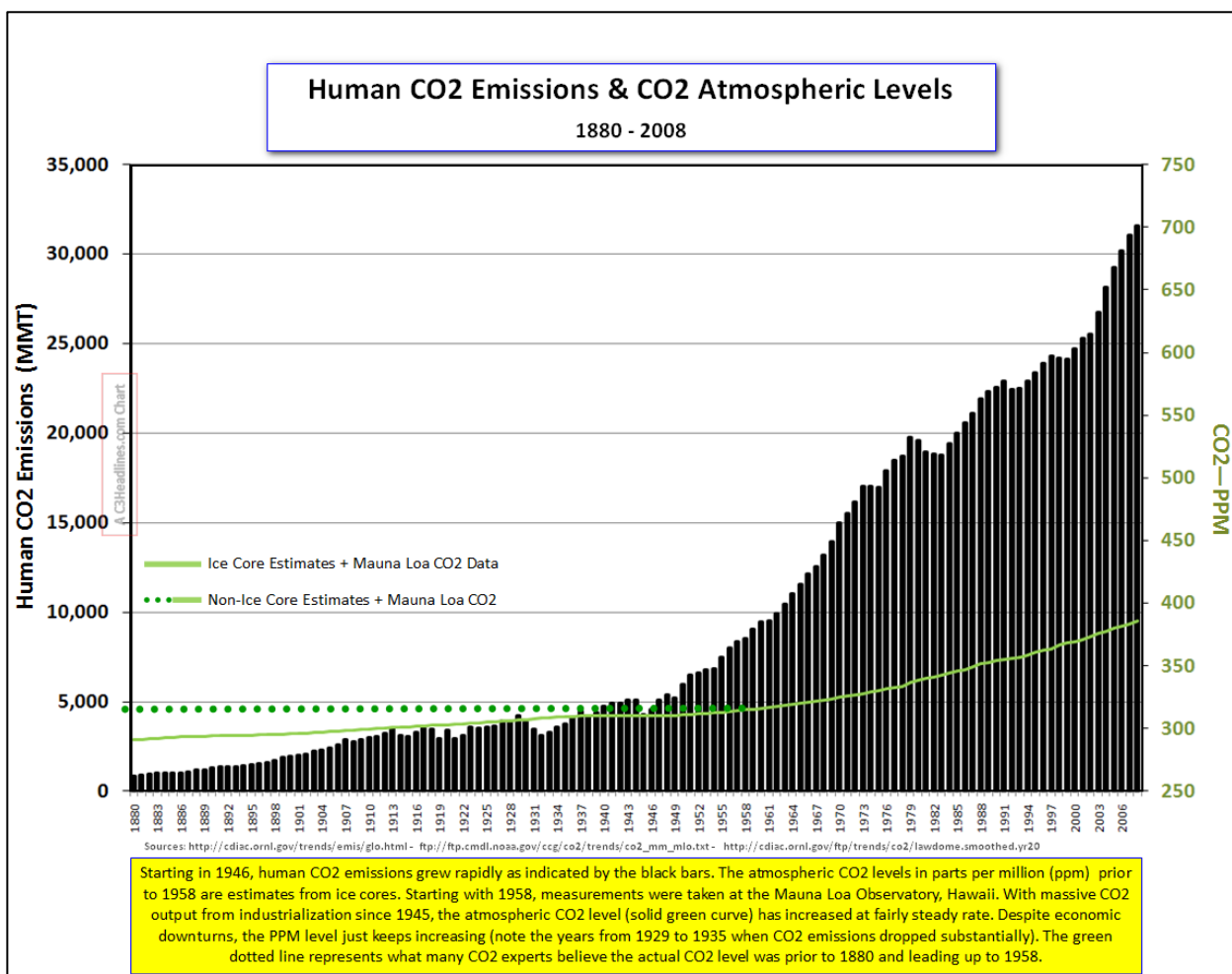
[The Holly Bush Inn Cefn Mawr](#), built 1800, restored 2013 to 2016 and home of the PKC Group.

Planning Policy for Wales (Introduction Chapter 1)

Other relevant legislation

1.4.3 The Welsh Government has specific duties regarding equal opportunities and sustainable development under the **Government of Wales Act 2006** and the **Well-being of Future Generations (Wales) Act 2015**. Sections 77 and 79 of the Government of Wales Act respectively set out the Welsh Ministers' duty to make appropriate arrangements with a view to securing that their functions are exercised with due regard to the principle that there should be equality of opportunity for all people and to make appropriate arrangements to promote sustainable development. The Well-being of Future Generations Act (Wales) 2015 places a duty on the Welsh Ministers (and other public bodies) to produce well-being objectives and take reasonable steps to meet those objectives in the context of the principle of sustainable development. These duties have implications for the planning system and later sections of this document refer to them where appropriate.

1.4.4 The Welsh Government is required to make a contribution to the International, EU and UK targets for greenhouse gas emission reduction. The **Climate Change Act 2008** provides the statutory framework for the reduction of greenhouse gas emissions in the UK. At the core of the Act is a requirement for the UK to reduce net UK greenhouse gas emissions by 80 per cent by 2050 – and CO₂ emissions by at least 34 per cent by 2020 – against a 1990 baseline. The planning system will play an important role in tackling climate change and reducing greenhouse gas emissions.



<http://www.c3headlines.com/>

Local Development Plans (PPW Chapter 2)

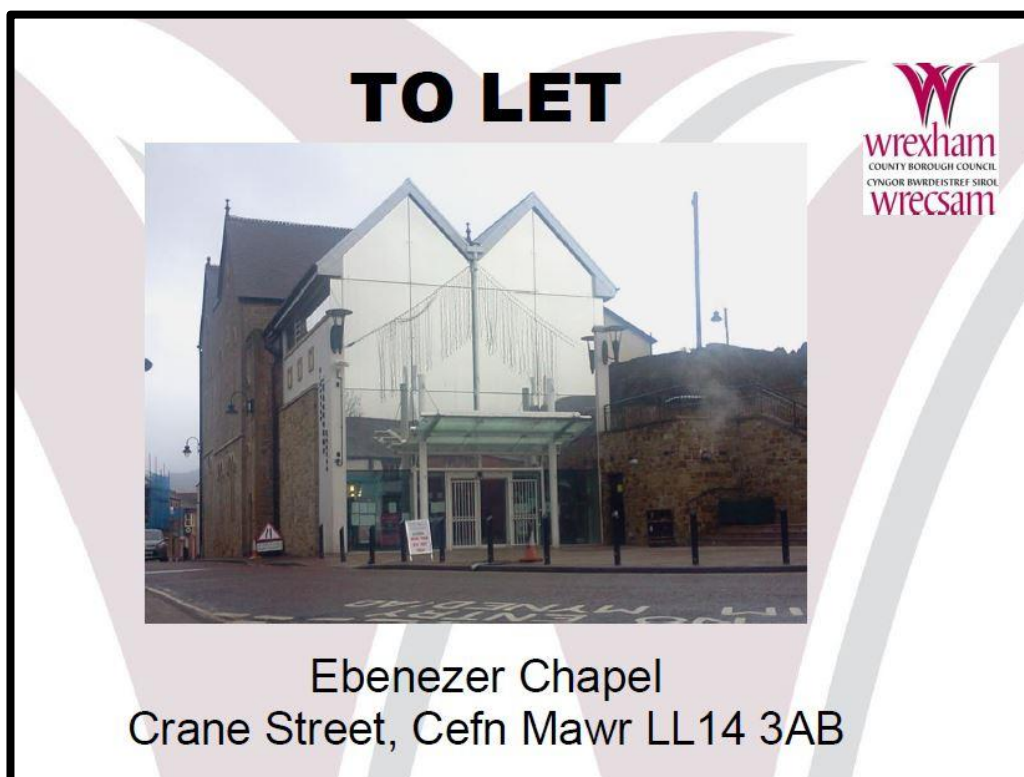
2.3 Strategic Environmental Assessment (SEA), Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA)

2.3.1 Sustainable development is our shared responsibility. Local planning authorities are responsible for setting the framework for the development of sustainable communities in their areas, **integrating services and infrastructure requirements at a local level** and, seeking to achieve a sustainable development through the goals of the Well-being of Future Generations (Wales) Act 2015. In addition, Section 39 of the 2004 Act requires authorities to prepare LDPs with the objective of contributing to the achievement of sustainable development.

2.3.2 Sustainability Appraisal and Strategic Environmental Assessment will play an important part in demonstrating that the LDP is sound by ensuring that it reflects sustainable development objectives.

2.3.7 An integrated appraisal should expose the full range of significant economic, social and environmental considerations:

- Plans will be effective if they have regard to economic considerations and **are realistic and practical**. LDPs should include an indication, in broad terms, of the assumptions made about the resources likely to be available for affecting the policies (including proposals) formulated. They should provide developers and others with scope to make choices to **secure the efficient and effective use of resources**. Here we please note we promote the reuse of the Ebenezer as an Arts and Visitor Hub for the WHS at the center of Cefn Mawr.



The Ebenezer 2016 – closed for 3 Years and poor track record. This was supposed to be the lead regeneration work with the THI but remains a white elephant in our community.

- LDPs (and later development management decisions) should take account of social considerations relevant to land use issues, such as the relationship of planning policies and proposals to social needs and problems, **including the likely impact of policies and proposals on the whole community**. Social considerations will be particularly relevant in assessing the need for affordable housing and for special needs housing, in preparing measures for crime prevention, and for sport and recreation provision. The several impacts of plans upon health and its determinants should be considered. LDPs should make provision for land for schools, further and higher education, places of worship, recreation and other community facilities. **Cefn Mawr should not be left out or marginalized in WHS planning as has been the case since UNESCO Inscription.**
- Most LDP policies and proposals will have **environmental implications which may be local**, regional, national or international. The environmental effects of a plan, including realistic alternatives, need to be considered as early in the plan preparation process as possible.

2.3.13 Habitats Regulations Assessment (HRA)¹³ must be undertaken when preparing LDPs to ensure compliance with the Conservation of Habitats and Species Regulations 2010 (the Habitats Regulations). Part 6 Chapter 8 of the Habitats Regulations requires local planning authorities to consider the impact of their draft LDPs on European Sites to ensure that the requirements of Article 6 of the Habitats Directive (92/43/EEC¹⁴) are met. All LDPs must be screened as part of HRA to determine whether the draft plan, alone or in combination with other plans or projects, is likely to have a significant effect on any 'European sites'. If such effects are likely, the plan must be subject to an appropriate assessment. All Ramsar sites, potential Special Protection Areas (pSPAs) and candidate Special Areas of Conservation (cSACs) must be considered as European sites for the purposes of the Habitats Regulations.



Cefn Mawr & the Aqueduct 2014

Making and Enforcing Planning Decisions (PPW Chapter 3)

3.1.8 When determining planning applications local planning authorities must take into account any relevant view on planning matters expressed by neighboring occupiers, local residents and any other third parties. **While the substance of local views must be considered**, the duty is to decide each case on its planning merits. As a general principle, local opposition or support for a proposal is not, on its own, a reasonable ground for refusing or granting planning permission; objections, or support, must be based on valid planning considerations. There may be cases where the development proposed may give rise to public concern. The Courts have held that perceived fears of the public are a material planning consideration that should be taken into account in determining whether a proposed development would affect the amenity of an area and could amount to a good reason for a refusal of planning permission. It is for the local planning authority to decide whether, upon the facts of the particular case, the perceived fears are of such limited weight that a refusal of planning permission on those grounds would be unreasonable.

3.3 Environmental Impact Assessment

3.3.1 Environmental Impact Assessment (EIA) is the process by which information about the likely environmental effects of certain types of development is collected, assessed and taken into account, both by the developer, as part of project design, and by the local planning authority in deciding whether planning permission should be granted. **It is a quite separate process from the appropriate assessment required under the Habitats Regulations.**



The Ex Monsanto Works during demolition in 2010. Despite the loss of the main works a small section was kept running for the production of Nano Technology Material for the multinational chemical company DuPont until 2015 when the remaining works were closed and the site leveled. This now gives us the opportunity to reunite Cefn Mawr and the aqueduct in meaningful ways that will support our community, such as WBG, JT and the full reinstatement of the Plas Kynaston Canal to Cefn Mawr.

Planning for Sustainability (PPW Chapter 4)

4.1 Sustainable Development

4.1.1 The goal of sustainable development is to “enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations.”

Our duty

4.1.2 The Welsh Government remains one of the few administrations in the world to have a distinctive statutory duty in relation to sustainable development.

4.1.3 The Well-being of Future Generations (Wales) Act 2015 places a duty on public bodies (including Welsh Ministers) that they must carry out sustainable development. In carrying out this duty, actions which public bodies must take include:

- Setting and publishing objectives (“well-being objectives”) that are designed to maximize its contribution to achieving each of the well-being goals; and
- Taking all reasonable steps (in exercising its functions) to meet those objectives.

4.1.4 The Act puts in place seven well-being goals to help ensure that public bodies are all working towards the same vision of a sustainable Wales:

Figure 4.1 Well-being Goals

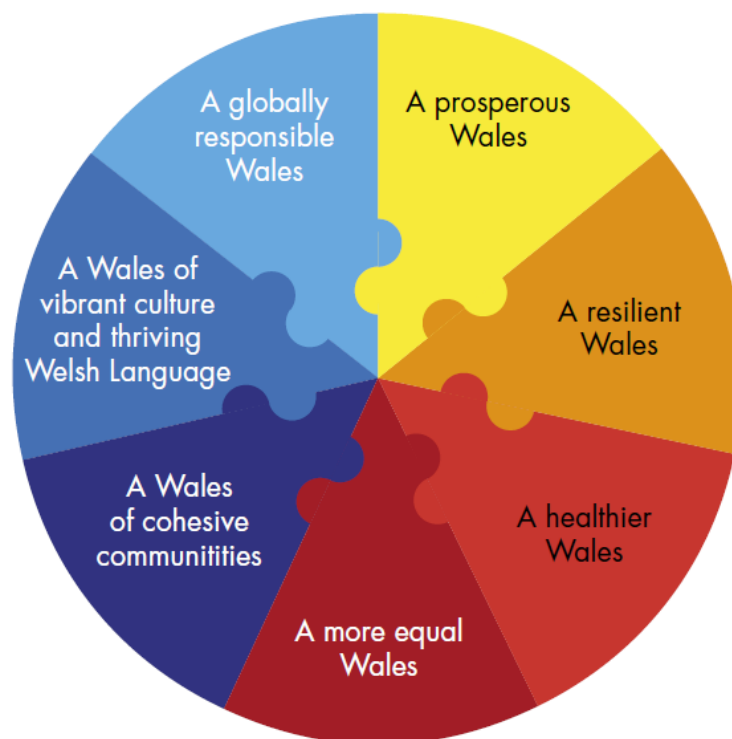


Figure 4.2 A definition of sustainable development in Wales

“Sustainable development” means the process of improving the economic, social, environmental and cultural well-being of Wales **by taking action**, in accordance with the sustainable development principle, aimed at achieving the well-being goals.

Acting in accordance with the sustainable development principle means that a body must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

4.1.6 Our approach is consistent with, and builds on, the shared UK principles of:

- **Living within environmental limits:** by setting out a pathway to using only our fair share of the earth’s resources and becoming a One Planet nation within the lifetime of a generation;
- **Ensuring a strong, healthy and just society:** our focus on how a sustainable approach will improve the quality of life and well-being of the people of Wales and especially those in our less well-off communities;
- **Achieve a sustainable economy:** by setting out how we want to transform our economy so that it is low carbon, low waste;
- **Promoting good governance:** through confirming sustainable development as the central organizing principle of the Welsh Government and through encouraging and enabling others to embrace sustainable development as their central organizing principle; and
- **Using sound science responsibly:** through the use of our sustainable development principles as part of our evidence-based approach to policy making.

4.2 Planning for sustainability

4.2.1 The planning system is necessary and central to achieving the sustainable development of Wales. It provides the legislative and policy framework to manage the use and development of land in the public interest in a way which is consistent with key sustainability principles and key policy objectives. In doing so, it can contribute positively to the achievement of the Well-being goals.

4.2.2 **The planning system provides for a presumption in favor of sustainable development** to ensure that social, economic and environmental issues are balanced and integrated, at the same time, by the decision-taker when:

- Preparing a development plan; and
- In taking decisions on individual planning applications.

4.2.3 This is supported through legislation and national policy (PPW). Local planning authorities, as public bodies subject to the requirements of the Well-being of Future Generations (Wales) Act, must exercise these functions as part of carrying out sustainable development.

4.3 The Sustainable Development Principle

4.3.1 The Well-being of Future Generations (Wales) Act establishes a 'sustainable development principle' which means that a public body must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their needs. In order to achieve this principle, we expect all those involved in the planning system to adhere to:

- Putting people, and their quality of life now and in the future, at the center of decision-making;
- Engagement and involvement, ensuring that everyone has the chance to obtain information, see how decisions are made and take part in decision-making;
- Taking a long term perspective to safeguard the interests of future generations, whilst at the same time meeting needs of people today;
- Respect for environmental limits, so that resources are not irrecoverably depleted or the environment irreversibly damaged. This means, for example, mitigating climate change, protecting and enhancing biodiversity, minimizing harmful emissions, and promoting sustainable use of natural resources;
- Tackling climate change by reducing the greenhouse gas emissions that cause climate change and ensuring that places are resilient to the consequences of climate change;
- Applying the precautionary principle. Cost-effective measures to prevent possibly serious environmental damage should not be postponed just because of scientific uncertainty about how serious the risk is;
- Using scientific knowledge to aid decision-making, and trying to work out in advance what knowledge will be needed so that appropriate research can be undertaken;
- While preventing pollution as far as possible, ensuring that the polluter pays for damage resulting from pollution. In general, the Welsh Government will seek to ensure that costs are met by those whose actions incur them;
- Applying the proximity principle, especially in managing waste and pollution. This means solving problems locally rather than passing them on to other places or to future generations;
- Taking account of the full range of costs and benefits over the lifetime of a development, including those which cannot be easily valued in money terms when making plans and decisions and taking account of timing, risks and uncertainties. This also includes recognition of the climate a development is likely to experience over its intended lifetime; and
- Working in collaboration with others to ensure that information and knowledge is shared to deliver outcomes with wider benefits.

A Prosperous Wales

- Promote resource-efficient and climate change resilient settlement patterns that minimize land-take (and especially extensions to the area of impermeable surfaces) and urban sprawl, especially through preference for the re-use of suitable previously developed land and buildings, wherever possible avoiding development on greenfield sites.
- Play an appropriate role to facilitate sustainable building standards (including zero carbon) that seek to minimize the sustainability and environmental impacts of buildings.
- Play an appropriate role in securing the provision of infrastructure to form the physical basis for sustainable communities (including water supplies, sewerage and associated waste water treatment facilities, waste management facilities, energy supplies and distribution networks and telecommunications), while ensuring proper assessment of their sustainability impacts.



Ex-Monsanto Water Treatment Plant Cefn Mawr could be reused for our community.

- Maximize the use of renewable resources, including sustainable materials (recycled and renewable materials and those with a lower embodied energy). Where it is judged necessary to use non-renewable resources they should be used as efficiently as possible. The use of renewable resources and of sustainably produced materials from local sources should be encouraged and recycling and re-use levels arising from demolition and construction maximized and waste minimized.
- Encourage opportunities to reduce waste and all forms of pollution and promote good environmental management and best environmental practice. Waste arising from demolition and construction should be minimized, and opportunities to recycle and re-use this waste promoted.

- Support initiative and innovation and avoid placing unnecessary burdens on enterprises (especially small and medium sized firms) so as to enhance the economic success of both urban and rural areas, helping businesses to maximize their competitiveness.
- Promote a low carbon economy and social enterprises.
- Facilitate the provision of minerals to meet the needs of society both now and in the future whilst protecting and improving the amenity of communities and the natural and built environment, together with promoting efficient use, recycling, waste prevention and the use of appropriate alternative materials.

A Resilient Wales

- Contribute to the protection and improvement of the environment, so as to improve the quality of life, and protect local and global ecosystems. In particular, planning should seek to ensure that development does not produce irreversible harmful effects on the natural environment and support measures that allow the natural heritage to adapt to the effects of climate change. The conservation and enhancement of statutorily designated areas and of the countryside and undeveloped coast; the conservation of biodiversity, habitats, and landscapes; the conservation of the best and most versatile agricultural land; and enhancement of the urban environment all need to be promoted.
- Minimize the risks posed by, or to, development on or adjacent to unstable or contaminated land and land liable to flooding. This includes managing and seeking to mitigate the consequences of climate change by building resilience into the natural and built environment.

A Healthier Wales

- Contribute to the protection and, where possible, the improvement of people's health and wellbeing as a core component of achieving the well-being goals and responding to climate change. Consideration of the possible impacts of developments – positive and/or negative – on people's health at an early stage will help to clarify the relevance of health and the extent to which it needs to be taken into account.

A More Equal Wales

- Promote access to employment, shopping, education, health, community, leisure and sports facilities and open and green space, maximizing opportunities for community development and social welfare.
- Promote quality, lasting, environmentally-sound and flexible employment opportunities.
- Respect and encourage diversity in the local economy.

A Wales of Cohesive Communities

- Locate developments so as to minimize the demand for travel, especially by private car.
- Ensure that all local communities – both urban and rural – have sufficient good quality housing for their needs, including affordable housing for local needs and for special needs where appropriate, in safe neighborhoods.

- Foster improvements to transport facilities and services which maintain or improve accessibility to services and facilities, secure employment, economic and environmental objectives, and improve safety and amenity. In general, developments likely to support the achievement of an integrated transport system should be encouraged.
- Foster social inclusion by ensuring that full advantage is taken of the opportunities to secure a more accessible environment for everyone that the development of land and buildings provides. This includes helping to ensure that development is accessible by means other than the private car.

A Wales of Vibrant Culture and Thriving Welsh Language

- Help to ensure the conservation of the historic environment and cultural heritage, acknowledging and fostering local diversity.
- Contribute positively to the well-being of the Welsh language and ensure any negative impacts on the use of the language are mitigated.

A Globally Responsible Wales

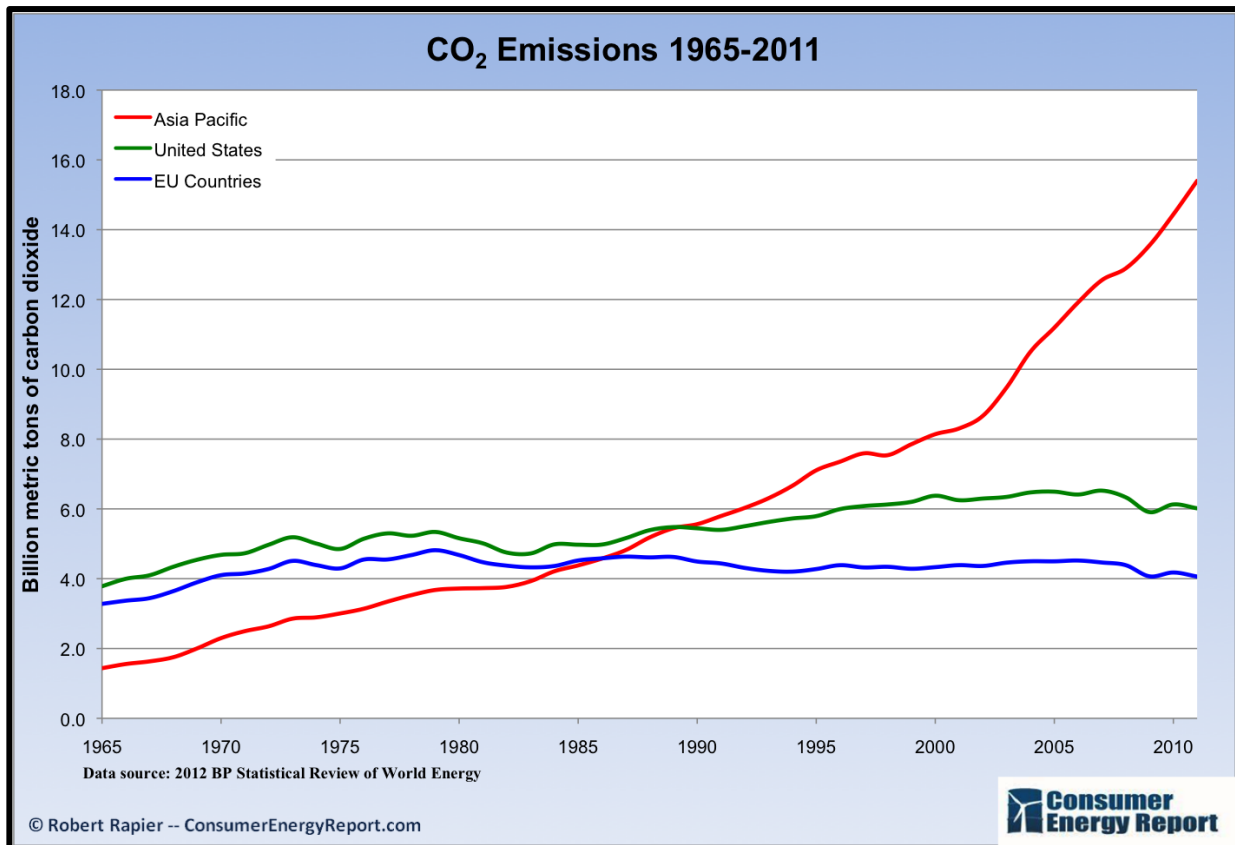
- Support the need to tackle the causes of climate change by moving towards a low carbon economy. This includes facilitating development that reduces emissions of greenhouse gases in a sustainable manner, provides for renewable and low carbon energy sources at all scales and facilitates low and zero carbon developments.

4.5 Planning for climate change

4.5.1 Tackling climate change is a fundamental part of delivering sustainable development. Climate change is one of the most important challenges facing the world and the Welsh Government has made a commitment to tackling climate change, resolving that the Government and people of Wales will play the fullest possible part in reducing its carbon footprint. Our commitment to action on climate change is based on a scientific imperative to act and to act urgently to reduce greenhouse gas emissions and deal with the consequences of climate change.

4.5.2 The Welsh Government has set out to achieve annual carbon reduction-equivalent emissions reductions of 3 per cent per year from 2011 in areas of devolved competence, which include land use planning. We are also committed to achieving at least a 40% reduction in all greenhouse gas emissions in Wales by 2020 against a 1990 baseline. This will assist in making a significant contribution to the UK Carbon Budgets. The Climate Change Strategy for Wales and associated Delivery Plans on Emission Reduction and Adaptation set out how we intend to limit greenhouse gas emissions and adjust to changes in our climate. This includes a specific action to ensure that land use and spatial planning promote sustainable development and enable a move towards a low carbon economy which takes account of future climate impacts. Key areas that underpin actions in each sector are as follows:

- **Supporting behavior change**
- Research and good practice
- Innovation and skills
- Buildings
- Energy generation
- Food



4.5.3 Climate change will have potentially profound environmental, economic and social justice implications and failure to address it will make planning for sustainability impossible. The economic imperative to act was set out in the Stern Review and by the UK Committee on Climate Change, where the costs of doing nothing are significantly greater than the expected costs of coordinated global action.

4.5.7 Planning to minimize the causes of climate change means **taking decisive action to move towards a low carbon economy** by proactively reducing the demand for energy facilitating the delivery of new and more sustainable forms of energy provision at all scales and minimizing the emissions of greenhouse gases to the atmosphere.

Ecological Footprint

4.5.11 Closely aligned to the commitments to tackling climate change is the Welsh Government's approach to reducing the ecological footprint of Wales. Our Sustainable Development Scheme sets out an ambition for Wales to use its fair share of the Earth's resources, where, within a generation, our ecological footprint is reduced to the global average availability of resources – 1.88 global hectares per person. **The current footprint shows that, if everyone on the Earth lived as we do, we would use 2.7 planets worth of resources.** Reducing Wales' ecological footprint will require large reduction in the total resources used to sustain our lifestyles. The policy and guidance set out here in PPW will make an important contribution to reducing our footprint, whilst delivering sustainable development and tackling climate change.

4.6 Priorities for urban and rural areas

4.6.1 Recognising the strengths of urban communities, which are home to the majority of the population of Wales, the Welsh Government's priorities for urban areas are, through integrated approaches, to:

- Secure environmentally-sound and socially inclusive regeneration in those urban areas which require it, so that they become more desirable places in which to live and work; and
- Foster sustainable change, in particular making it possible to live with less noise, congestion and traffic pollution, and improving the quality of life.

Development can help to arrest the decline in community facilities and deliver environmentally sound modernisation, re-use or replacement of urban infrastructure.

4.6.2 An effective way to achieve regeneration is to foster integrated communities within the existing settlement pattern by promoting mixed use development, comprising appropriate combinations of housing (including affordable housing), employment, retailing, education, leisure and recreation uses and open space. Such developments should be promoted through, and fully justified in the development plan.

4.6.3 Priorities for rural areas are to secure:

- Sustainable rural communities with access to affordable housing and high quality public services;
- A thriving and diverse local economy where agriculture-related activities are complemented by sustainable tourism and other forms of employment in a working countryside; and
- An attractive, ecologically rich and accessible countryside in which the environment and biodiversity are conserved and enhanced.

4.6.4 The countryside is a dynamic and multi-purpose resource. In line with sustainability principles, it must be conserved and, where possible, enhanced for the sake of its ecological, geological, physiographic, historical, archaeological and agricultural value and for its landscape and natural resources, balancing the need to conserve these attributes against the economic, social and recreational needs of local communities and visitors. Central to this is ensuring that the countryside is resilient to the impacts of climate change and plays a role in reducing the causes of climate change through the protection of carbon sinks and as a sustainable energy source.

4.6.5 For these aims and priorities to be realised it will be essential that social, economic and environmental policies are fully integrated.

4.7 Sustainable settlement strategy: locating new development

4.7.1 Development plans need to reflect the policy goals of the Wales Spatial Plan. They have a major role in setting out the vision for sustainable communities in Wales. This vision should consider not only the needs of existing urban and rural areas but also future relationships between urban settlements and their rural hinterlands, particularly in light of the impacts of climate change.

4.7.2 Development plans need to provide a framework to stimulate, guide and manage change towards sustainability. They should secure a sustainable settlement pattern which meets the needs of the economy, the environment and health, while respecting local diversity and protecting the character and cultural identity of communities. In their land allocation policies and proposals, local planning authorities should:

- Promote sustainable patterns of development, identifying previously developed land and buildings, and indicating locations for higher density development at hubs and interchanges and close to route corridors where accessibility on foot and by bicycle and public transport is good.
- Maintain and improve the vitality, attractiveness and viability of town, district, local and village centres.
- Foster development approaches that recognise the mutual dependence between town and country, thus improving linkages between urban areas and their rural surroundings.
- Locate development so that it can be well serviced by existing infrastructure (including for energy supply, waste management and water).
- Ensure that development encourages opportunities for commercial and residential uses to derive environmental benefit from co-location.



Welcome to the [Windborne Gate Parking Area](#) which can be used to assist and satisfy all these goals of the WPP 2016 with an existing site, this is key to the Sustainable Development of Cefn Mawr.

4.7.3 Local planning authorities should consider the contribution that their settlement strategies can make to tackling the causes of climate change and the need to deal with the consequences of climate change.

4.7.4 Local planning authorities should assess the extent to which their development plan settlement strategies and new development are consistent with **minimising the need to travel and increasing accessibility by modes other than the private car**. A broad balance between housing and employment

opportunities in both urban and rural areas should be promoted to minimise the need for long distance commuting. Local authorities should adopt policies to locate major generators of travel demand such as housing, employment, retailing, leisure and recreation, and community facilities including libraries, schools and hospitals within existing urban areas or in other locations which are, or can be, well served by public transport, or can be reached by walking or cycling. Preparing accessibility profiles for public transport, walking, cycling and freight may assist local authorities in plan preparation and assessing possible development sites. Wherever possible, developments should be located at major public transport nodes or interchanges. Higher density development, including residential development, should be encouraged near public transport nodes or near corridors well served by public transport (or with the potential to be so served).

4.7.5 Planning authorities should **reassess development sites which are highly accessible to non-car modes and allocate them for travel intensive uses such as offices, shopping, leisure, hospitals and housing of sufficient density to fully utilise their accessibility potential**. Sites which are unlikely to be well served by public transport, walking and cycling should either not be allocated for development, or be allocated or reallocated for uses which are not travel intensive.

4.7.7 For most rural areas the opportunities for reducing car use and increasing the use of public transport, walking and cycling are more limited than in urban areas. **In rural areas the majority of new development should be located in those settlements which have relatively good accessibility by non-car modes** when compared to the rural area as a whole. Local service centres, or clusters of smaller settlements where a sustainable functional linkage can be demonstrated, should be designated by local authorities and be identified as the preferred locations for most new development including housing and employment provision. The approach should be supported by the service delivery plans of local service providers.

4.7.8 **Development in the countryside** should be located within and adjoining those settlements where it can be best be **accommodated in terms of infrastructure, access and habitat and landscape conservation**. Infilling or minor extensions to existing settlements may be acceptable, in particular where it meets a local need for affordable housing, but new building in the open countryside away from existing settlements or areas allocated for development in development plans must continue to be strictly controlled. All new development should **respect the character of the surrounding area** and should be of appropriate scale and design.

4.8 Managing urban form by means of green belts and green wedges

4.8.3 The purpose of a Green Belt is to:

- Prevent the coalescence of large towns and cities with other settlements;
- Manage urban form through controlled expansion of urban areas;
- Assist in safeguarding the countryside from encroachment;
- Protect the setting of an urban area; and
- **Assist in urban regeneration by encouraging the recycling of derelict and other urban land.**

4.9 Preference for the re-use of land

4.9.1 **Previously developed (or brownfield) land** should, wherever possible, be used in preference to **greenfield sites**, particularly those of high agricultural or ecological value. The Welsh Government recognises that not all previously developed land is suitable for development. This may be, for example, because of its location, the presence of protected species or valuable habitats or industrial heritage, or

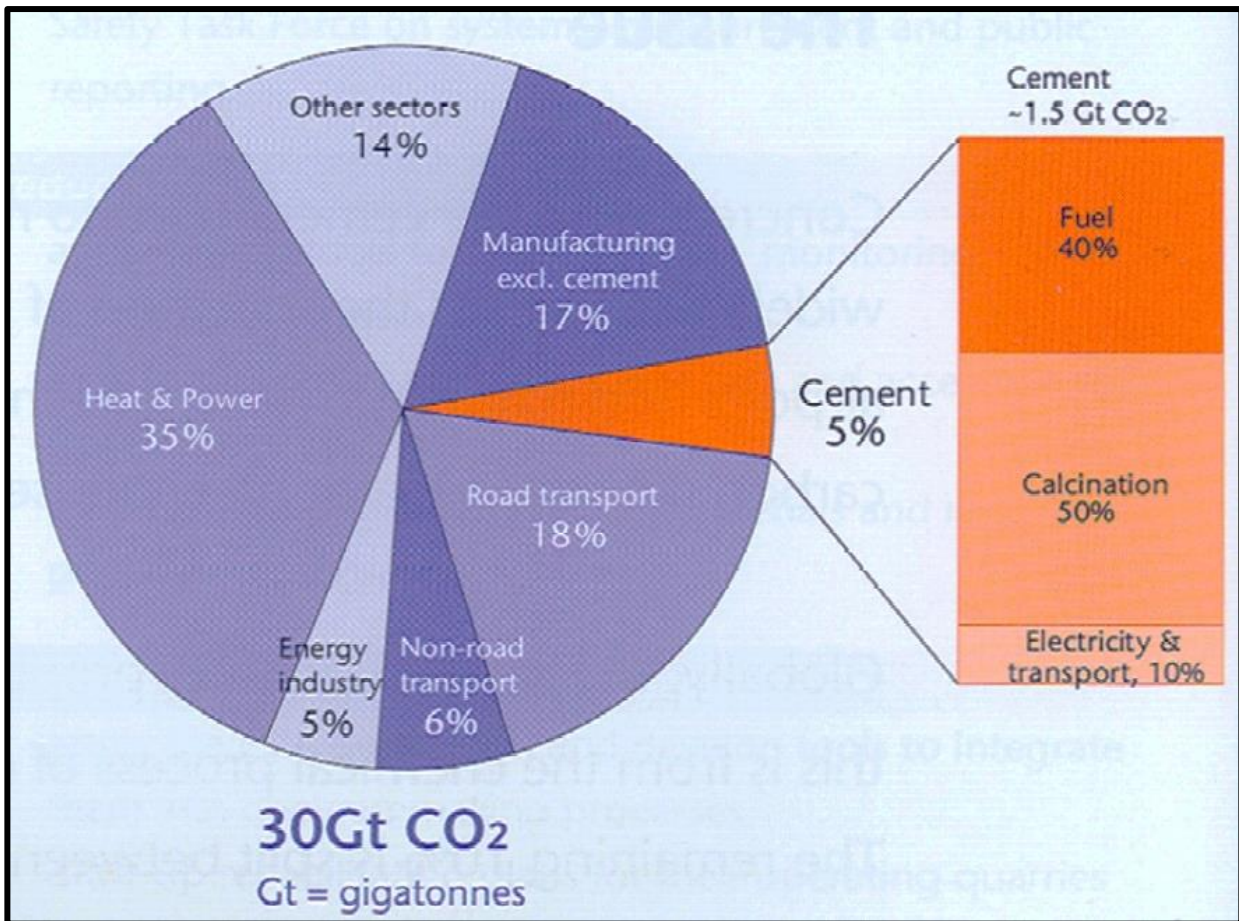
because it is highly contaminated. For sites like these it may be appropriate to secure remediation for nature conservation, amenity value or to reduce risks to human health.



Given the WPP and the FGA 2015, the PKC Group ask why is WCBC & CRT planning on building a car park extension at a cost of £200,000.00 on the green field central to this picture? Their plan is to increase the parking capacity at the Trevor Basin. This will not encourage visitors to explore the wider area of the Cefn & Cefn Mawr. Hence this would perpetuate the current practice of only short visitor times, before the visitor's drive off adding to CO2 emission levels. Alternatively reusing the Windborne Gate (WBG) Parking Area appropriately as an interchange would:

- Reuse a brown field site already hard surfaced.
- Provide a large capacity central parking area where people could be encouraged to explore the wider area of the Cefn instead of just walking over the aqueduct and driving off.
- This would increase the dwell time which directly reduces CO2 production.
- The reuse of the WBG would save this beautiful view from Cefn Mawr view point being spoilt.
- The reuse of the WBG would save a pristine green field site in accordance with WPP.
- WBG will relieve traffic congestion, noise and pollution in Trevor.
- WBG will prevent the children's play area in Trevor being exposed to NOx & carbon monoxide.
- PLEASE NOTE we have the Environ Screen Report for WBG and it has passed.

A hidden environmental cost in not reusing existing buildings and infrastructure is CO2 released in the production of building materials. Cement accounts for 5% of total CO2 emission, so if we are going to move towards a low carbon economy why is WCBC talking about building another (and unnecessary) car park extension when there is a much more suitable Brownfield site immediately available AND why is WCBC planning another green house at the Trevor Basin for a visitor centre when we have one to spare in Cefn Mawr, the Ebenezer. So who is complying with the WPP and FGA 2015 - AND WHO IS NOT?



4.9.2 Many previously developed sites in built-up areas may be considered suitable for development because their re-use will promote sustainability objectives. This includes sites:

- In and around existing settlements where there is vacant or under-used land, commercial property or housing;
- In suburban areas close to public transport nodes which might support more intensive use for housing or mixed use;
- Which secure land for urban extensions, and;
- Which facilitate the regeneration of existing communities

4.9.3 If the Welsh Government's objectives for the more sustainable use of land and buildings and the re-use of previously developed sites are to be achieved, local authorities and other stakeholders will need to be more proactive. Wherever possible, local authorities should work with landowners to ensure that suitable sites are brought forward for development and to secure a coherent approach to renewal. In some instances, the local authority may need to purchase land in order to facilitate redevelopment. Wherever possible this should be done by negotiated agreement, but it may involve the use of compulsory purchase powers.

4.10 Conserving the best and most versatile agricultural land

4.10.1 In the case of agricultural land, land of grades 1, 2 and 3a of the Department for Environment, Food and Rural Affairs (DEFRA) Agricultural Land Classification system (ALC) is the best and most versatile, and should be conserved as a finite resource for the future. In development plan policies and

development management decisions considerable weight should be given to protecting such land from development, because of its special importance. Land in grades 1, 2 and 3a should only be developed if there is an overriding need for the development, and either previously developed land or land in lower agricultural grades is unavailable, or available lower grade land has an environmental value recognised by a landscape, wildlife, historic or archaeological designation which outweighs the agricultural considerations. If land in grades 1, 2 or 3a does need to be developed, and there is a choice between sites of different grades, development should be directed to land of the lowest grade.

4.11 Promoting sustainability through good design

4.11.1 Design is taken to mean the relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings.

4.11.2 Good design can protect and enhance environmental quality, consider the impact of climate change on generations to come, help to attract business and investment, promote social inclusion and improve the quality of life. Meeting the objectives of good design should be the aim of all those involved in the development process and applied to all development proposals, at all scales, from the construction or alteration of individual buildings to larger development proposals. These objectives can be categorised into five key aspects of good design.

Figure 4.5 Objectives of Good Design



4.11.3 The design principles and concepts that have been applied to these aspects should be reflected in the content of any design and access statement required to accompany certain applications for planning permission and listed building consent which are material considerations.

4.11.4 Good design is also inclusive design. The principles of inclusive design are that it places people at the heart of the design process, acknowledges diversity and difference, offers choice where a single design solution cannot accommodate all users, provides for flexibility in use, and provides buildings and environments that are convenient and enjoyable to use for everyone.

4.11.5 Good design should promote the efficient use of resources, including land. It should seek to maximise energy efficiency and the efficient use of other resources, minimise the use of non-renewable resources and minimise the generation of waste and pollution. Ways to achieve this include, for example, site selection and treatment and the application of whole life costing in construction.

4.11.6 Good design should ensure that development contributes to tackling the causes of climate change (by reducing greenhouse gas emissions) and to effective adaptation to the consequences of climate change. An integrated and flexible approach to design, including location, density, layout and built form, will be an appropriate way of contributing to climate responsive development.



A view of what the PKC could look like with an appropriate thermally efficient housing development.

4.11.7 Mixed use development (of both built and open space) emphasising flexibility and adaptability, can provide particular design opportunities, adding interest and vitality to living and working environments. At the same time, good design is important for the success of relatively compact mixed use developments, for example in helping to keep noise levels low.

4.11.8 Good design is essential to ensure that areas, particularly those where higher density development takes place, offer high environmental quality, including open and green spaces. Landscape considerations are an integral part of the design process and can make a positive contribution to environmental protection and improvement, for example to biodiversity, climate protection, air quality and the protection of water resources.

4.11.9 The visual appearance of proposed development, its scale and its relationship to its surroundings and context are material planning considerations. Local planning authorities should reject poor building and contextual designs. However, they should not attempt to impose a particular architectural taste or style arbitrarily and should avoid inhibiting opportunities for innovative design solutions.

4.11.10 In areas recognised for their landscape, townscape or historic value, such as National Parks, Areas of Outstanding Natural Beauty and conservation areas, and more widely in areas with an established and distinctive design character, it can be appropriate to seek to promote or reinforce traditional and local distinctiveness. In those areas the impact of development on the existing character, the scale and siting of new development, and the use of appropriate building materials (including where possible sustainably produced materials from local sources), will be particularly important. The impact of development on listed buildings should be given particular attention.



Plas Kynaston Hall under restoration 2016, Cefn Mawr's only Listed Building.

4.12 Planning for sustainable buildings

4.12.1 Climate responsive developments are those that tackle the causes of climate change and adapt to the current and future effects of climate change through the incorporation of effective mitigation and adaptation measures.

4.12.2 Development proposals should **mitigate** the causes of climate change by minimising carbon and other greenhouse gas emissions associated with their design, construction, use and eventual demolition. The overall aspiration is to secure zero carbon buildings while continuing to **promote a range of low and zero carbon (LZC) technologies** as a means to achieve this.

4.12.3 Development proposals should also include features that provide effective adaptation to, and resilience against, the current and predicted future effects of climate change, for example by incorporating green space to provide shading and sustainable drainage systems to reduce run-off, and are designed to prevent overheating and to avoid the need for artificial cooling of buildings.

4.12.4 Practice Guidance – **Planning for Sustainable Buildings** provides guidance for local planning authorities and developers on sustainable building design.

4.13 Supporting the Welsh Language

4.13.1 The Welsh language is part of the social and cultural fabric of Wales. The Welsh Government is committed to ensuring that the Welsh language is supported and encouraged to flourish as a language of many communities all over Wales. ‘A living language: a language for living’ sets out how the Welsh Government intends to achieve its goal of strengthening the use of the Welsh language in everyday life.

4.13.2 The goals set in the Well-being of Future Generations (Wales) Act 2015 include the aim of achieving “a Wales of vibrant culture and thriving Welsh language”. The future well-being of the language across the whole of Wales will depend upon a wide range of factors, particularly education, demographic change, community activities **and a sound economic base** to maintain thriving sustainable communities. The land use planning system should also take account of the Welsh language and in so doing can contribute to its well-being. The Planning (Wales) Act 2015 contains provisions relating to the consideration of the Welsh language in the appraisal of development plans and in dealing with applications for planning permission.



The Fron Male Voice Choir

Chapter 5 Conserving and Improving Natural Heritage and Cefn Mawr

5.1 Objectives

5.1.1 The natural heritage of Wales includes its geology, land forms and biodiversity and its natural beauty and amenity. It embraces the relationships between landform and landscape, habitat and wildlife, and their capacity to sustain economic activity and to provide enjoyment and inspiration. The natural heritage and valued landscapes of Wales are not confined to statutorily designated sites but **extend across all of Wales – to urban areas including Cefn Mawr.** Attractive and ecologically rich environments are important, both for their own sake and for the health and the social and economic well-being of individuals and communities. Biodiversity and landscape are important in the economic life of many communities and the quality of the environment is often a factor in business location decisions.

5.1.2 The Welsh Government's objectives for the conservation and improvement of the natural heritage are to:

- Promote the conservation of landscape and biodiversity, in particular the conservation of native wildlife and habitats;
- Ensure that action in Wales contributes to meeting international responsibilities and obligations for the natural environment;
- Ensure that statutorily designated sites are properly protected and managed;
- Safeguard protected species, and to
- Promote the functions and benefits of soils, and in particular their function as a carbon store.

5.1.3 A key role of the planning system is to ensure that society's land requirements are met in ways which do not impose unnecessary constraints on development whilst ensuring that all reasonable steps are taken to safeguard or enhance the environment. However, conservation and development can often be fully integrated. With careful planning and design, not only can the potential for conflict be minimized, but new opportunities for sustainable development can also be created. For example, new development on previously developed land provides opportunities to restore and enhance the natural heritage **through land rehabilitation, landscape management and the creation of new or improved habitats. This could be completed on the Monsanto site.**

5.1.4 It is important that biodiversity and landscape considerations are taken into account at an early stage in both development plan preparation and development management. The consequences of climate change on the natural heritage and measures to conserve the landscape and biodiversity should be a central part of this.

5.1.5 Since natural heritage issues are not confined by administrative boundaries they must be addressed strategically through consultation and collaboration with adjoining planning authorities. Moreover, in addressing these issues local planning authorities need to work with other stakeholders, in particular, Natural Resources Wales and the voluntary sector. Natural Resources Wales has a statutory role in both the preparation of development plans and development management and will provide specific advice on landscape and nature conservation issues.

The voluntary sector has developed a wide range of expertise and makes a vital contribution to the conservation of the natural heritage. Bodies such as the Wildlife Trusts Wales and the Royal Society for the Protection of Birds are valuable sources of information and advice.

5.2 Caring for biodiversity

5.2.1 The United Kingdom has ratified the Biodiversity Convention, which requires that the components of the Earth's biological diversity should be used in ways which do not lead to their decline. The commitments contained in the Convention are reflected in the Welsh Ministers' Sustainable Development Scheme and in other policies and programs.

5.2.2 The **Natural Environment and Rural Communities Act** places a duty on every public authority, in exercising its functions, to have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity. Under section 42 of the Act, the Welsh Government must publish a list of the living organisms and types of habitat which, in the Welsh Government's opinion, are of principal importance for the purpose of conserving biodiversity in Wales. Under section 41(3) of the Act the Welsh Government has a duty to take such steps as appear to be reasonably practicable to further the conservation of the living organisms and types of habitat included in any published lists, or promote the taking by others of such steps.

5.2.3 The Welsh Government will ensure that its policies contribute to the conservation of the abundance and diversity of native wildlife and its habitats and will minimize the adverse effects on wildlife where conflict of interest is unavoidable.

5.2.4 The UK Biodiversity Action Plan (UKBAP) includes objectives to conserve, and, where practicable, enhance:

- The quality and range of wildlife habitats and ecosystems;
- The overall populations and natural ranges of native species;
- Internationally important and threatened species, habitats and ecosystems;
- Species, habitats and natural and managed ecosystems characteristic of local areas; and
- Biodiversity of natural and semi-natural habitats where this has been diminished over recent decades such as with the ex-Monsanto Chemical Works.



The Ex-Monsanto Chemical Works Site, Cefn Mawr lying between Cefn Mawr & the aqueduct.

5.2.5 The Welsh Government is committed to promoting Habitat and Species Action Plans relevant to Wales prepared under the UKBAP in fulfilment of its obligations under the **Countryside and Rights of Way Act**.

5.2.6 The UKBAP objectives can best be realized through close co-operation and **partnership between public agencies, local communities and the private and voluntary sectors**. In line with its commitment to active community involvement in the planning process, the Welsh Government supports the preparation of Local Biodiversity Action Plans (LBAPs) as a means of engaging communities and private sector organizations in the conservation and enhancement of biodiversity at the local level to achieve these national goals.

5.2.7 The Wales Biodiversity Group has a special role in taking biodiversity commitments forward in partnership with local authorities, Welsh Government Sponsored Bodies (WGSBs), non-governmental organizations, the private sector and local communities. It has issued practical guidance on the preparation of LBAPs.

5.2.8 The planning system has an important part to play in meeting biodiversity objectives by promoting approaches to development which create new opportunities to enhance biodiversity, prevent biodiversity losses, or compensate for losses where damage is unavoidable. Local planning authorities must address biodiversity issues, insofar as they relate to land use planning, in both development plans and development management decisions. Local planning authorities should consider how they might accommodate a response to climate change as part of their overall approach towards meeting biodiversity objectives. Ways in which the adaptation needs of biodiversity could be considered include identifying the scope for **minimizing or reversing the fragmentation of habitats and improving habitat connectivity through the promotion of wildlife corridors**. Local planning authorities should ensure that development minimizes impact within areas identified as important for the ability of species to adapt and/or to move to more suitable habitats. **The Cefn has been fragmented by previous industry.**

Trees and woodlands

5.2.9 Trees, woodlands and hedgerows are of great importance, both as wildlife habitats and in terms of their contribution to landscape character and beauty. They also play a role in tackling climate change by trapping carbon and can provide a sustainable energy source. Local planning authorities should seek to protect trees, groups of trees and areas of woodland where they have natural heritage value or contribute to the character or amenity of a particular locality. Ancient and semi-natural woodlands are irreplaceable habitats of high biodiversity value which should be protected from development that would result in significant damage.

5.2.10 Local planning authorities should, as appropriate, make full use of their powers to protect and plant trees to maintain and improve the appearance of the countryside and built up areas.

Commons

5.2.11 Common land is a finite resource and should not be developed unnecessarily. Access to it should not be prevented or impeded unnecessarily, and its proper management should be encouraged. The older part of Cefn Mawr is largely built on the Cefn Common.

5.3 Measures to conserve landscape and biodiversity

Statutory designations

5.3.1 Many of the most important areas of landscape quality and nature conservation have been statutorily designated. These statutorily designated sites make a vital contribution to protecting landscape and biodiversity and can also be important in providing opportunities for sustainable economic and social development.

5.3.2 While the value of all the landscapes of Wales is recognized local planning authorities should have regard to the relative significance of international, national and local designations in considering the weight to be attached to nature conservation interests and should take care to avoid placing unnecessary constraints on development.



Cefn Mawr and the Pontcysyllte Aqueduct, Railway & A483 Viaducts in the Dee Valley.

5.3.3 The Statutory Landscape Designations which apply in Wales are National Parks and Areas of Outstanding Natural Beauty (AONBs).

5.3.4 The statutory purposes of National Parks are to conserve and enhance their natural beauty, wildlife and cultural heritage and to promote opportunities for public understanding and enjoyment of their special qualities. Where it appears that there is a conflict between those purposes, greater weight shall be given to the first. National Park Authorities have been set up to pursue these purposes, and other public bodies and other relevant authorities have a statutory duty to have regard to these purposes. National Park Authorities also have a duty to seek and foster the economic and social well-being of their local communities and since Cefn Mawr is immediately adjacent to the Dee Valley AONB and is within the Pontcysyllte World Heritage Site it should be included in this process.

5.3.5 The primary objective for designating AONBs is the conservation and enhancement of their natural beauty. Development plan policies and development management decisions affecting AONBs should favor conservation of natural beauty, although it will also be appropriate to have regard to the

economic and social well-being of the areas. Local authorities, other public bodies and other relevant authorities have a statutory duty to have regard to AONB purposes.

5.3.6 National Parks and AONBs are of equal status in terms of landscape and scenic beauty and both must be afforded the highest status of protection **from inappropriate developments**. In development plan policies and development management decisions National Parks and AONBs must be treated as of equivalent status. In National Parks and AONBs, development plan policies and development management decisions should give great weight to conserving and enhancing the natural beauty, wildlife and cultural heritage of these areas. **Please note we consider the loss of a pristine green field immediately next to the Trevor Basin for a car park extension as being inappropriate development. This was proposed in 2014 by PLS Consultants working for WCBC and partners.**

5.4 Development plans and the conservation and improvement of the natural heritage

5.4.1 Development plans must set out the locational policy framework for the conservation and enhancement of the natural heritage within the context of an integrated strategy for social, economic and environmental development in line with sustainability principles. **Plans should seek to conserve and enhance the natural heritage in ways which bring benefits to local communities and encourage social and economic progress.** Development plans should be informed by a sustainability appraisal commencing at the outset of the plan.

5.4.2 The UKBAP objectives should be taken into account in the development of development plan policies. Local Biodiversity Action Plans can provide a valuable basis for this and can be a material consideration both in the preparation of development plans and the making of planning decisions. Principles and targets contained in Local Agenda strategies, national Habitat and Species Action Plans and Countryside and Community Strategies should also inform development plan policies and proposals.

Development management and statutory designations

5.5.6 In National Parks or AONBs, special considerations apply to major development proposals which are more national than local in character. Major developments should not take place in National Parks or AONBs except in exceptional circumstances. This may arise where, after rigorous examination, there is demonstrated to be an overriding public need and refusal would be severely detrimental to the local economy and there is **no potential for locating the development elsewhere** or meeting the need in some other way. **There is no need for large scale “development” at the Trevor Basin with the ex-Monsanto site next door.**

Protected Species

5.5.11 The presence of a species protected under European or UK legislation is a material consideration when a local planning authority is considering a development proposal which, if carried out, would be likely to result in disturbance or harm to the species or its habitat. Local planning authorities should advise anyone submitting a planning application that they must conform to any statutory species protection provisions affecting the site concerned, and should **consult Natural Resources Wales** before granting permission.

An ecological survey to confirm whether a protected species is present and an assessment of the likely impact of the development on a protected species may be required in order to inform the planning decision.

Trees and woods

5.5.13 Local authorities have a duty to ensure that adequate provision is made for the planting or preservation of trees by imposing conditions when granting planning permission.

Tree Preservation Orders (TPOs).

5.5.14 Local authorities have a general power to make TPOs if it appears it is expedient to do so in the interests of amenity. They can make a provisional TPO which takes effect immediately, and it can remain effective for six months or until the TPO is confirmed.

5.5.15 In the case of a site recorded on the inventory of ancient woodland produced by the former Countryside Council for Wales, authorities should consult with Natural Resources Wales before authorising potentially damaging operations.

Commons and greens

5.5.16 Where planning permission is being granted to a development on common land an advisory note can be attached stating that the consent of the Welsh Ministers may be required under the various common land legislation, the most usual being Section 38 of the Common Act 2006 or Section 16 of the Commons Act 2006.



5.5.17 Town and village greens are well protected by legislation and development is general prohibited except where the development is for the better enjoyment of the land for sports any pastimes and in other limited circumstances.

Allotments

5.5.18 Allotments should be retained, particularly where they have an important open space function and contribute to sustainable development. A proposal to appropriate or dispose of statutory allotments for a different use would usually require the local authority to apply for the consent of the Welsh Government under Section 8 of the Allotments Act 1925.

Chapter 6 Conserving the Historic Environment

6.1 Objectives

6.1.1 It is important that the historic environment encompassing archaeology and ancient monuments, listed buildings, conservation areas and historic parks, gardens and landscapes – is protected. The Welsh Government's objectives in this field are to:

- preserve or enhance the historic environment, recognising its contribution to economic vitality and culture, civic pride and the quality of life, and its importance as a resource for future generations; and specifically to;
- protect archaeological remains, which are a finite and non-renewable resource, part of the historical and cultural identity of Wales, and valuable both for their own sake and for their role in education, leisure and the economy, particularly tourism;
- ensure that the character of historic buildings is safeguarded from alterations, extensions or demolition that would compromise a building's special architectural and historic interest; and to
- ensure that conservation areas are protected or enhanced, while at the same time remaining alive and prosperous, avoiding unnecessarily detailed controls over businesses and householders.

6.1.2 Local planning authorities have an important role in securing the conservation of the historic environment while ensuring that it accommodates and remains responsive to present day needs. This is a key aspect of local authorities' wider sustainable development responsibilities which should be taken into account in both the formulation of planning policies and the exercise of development management functions.



Belgravia House on Well Street recently restored as a part of the THI Scheme with WCBC.



Cefn Mawr Historical Society Community Museum



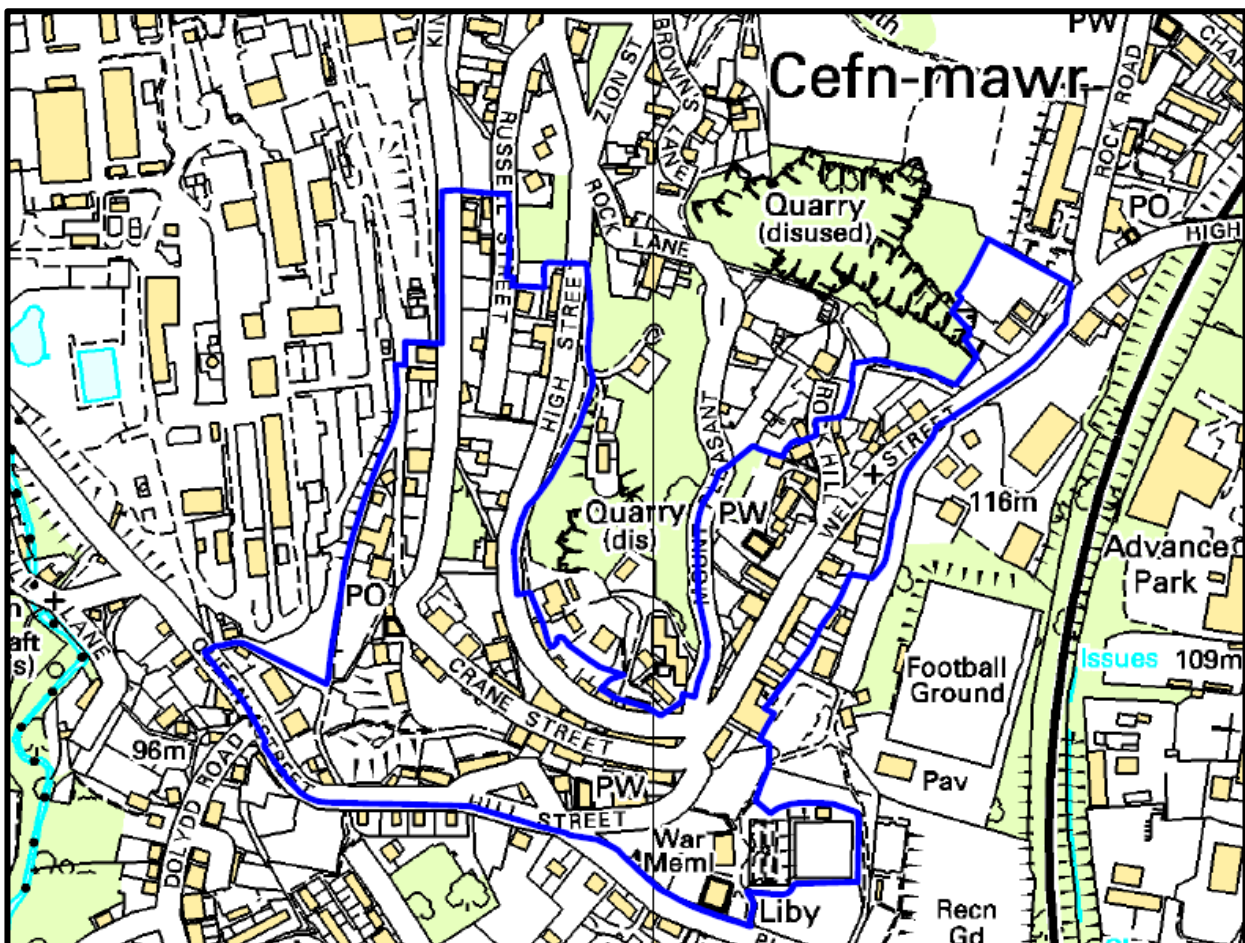
Clwyd Family History Society

6.2 Working with others

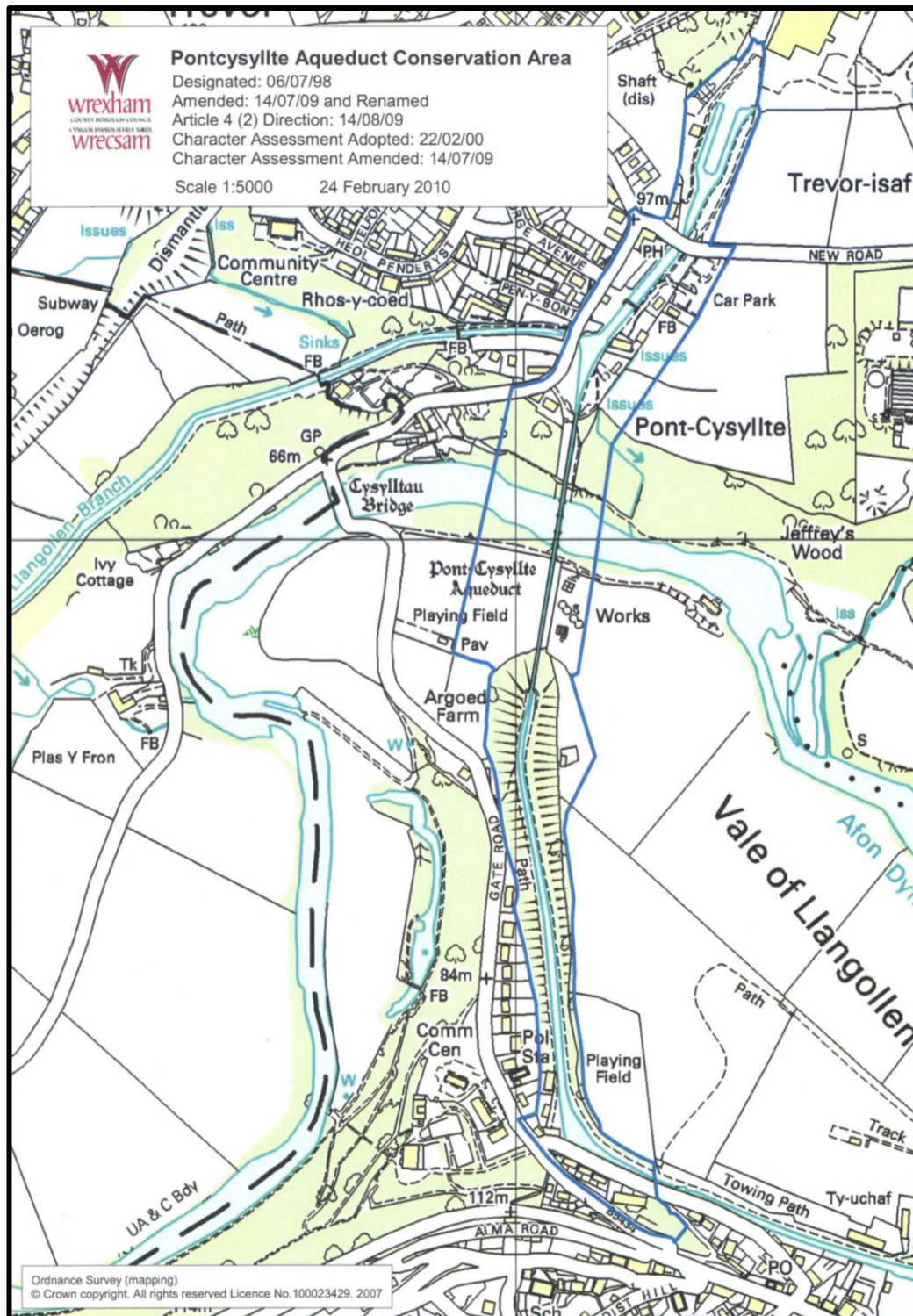
6.2.1 Local planning authorities must work with Government and other agencies having particular responsibilities and powers in respect of the conservation of the historic environment. The Welsh Government's historic environment division, CADW, has responsibility for protecting, conserving and promoting an appreciation of the historic environment of Wales. The Welsh Government has a duty to compile lists of buildings of special architectural or historic interest. Listing ensures that the special interest of these buildings is recognised and that works which would affect them are brought within statutory control. It may schedule ancient monuments considered to be of national importance and has responsibilities for determining applications for consent to works affecting scheduled monuments. The Welsh Government also has to be notified by local authorities of certain applications for listed building consent, so that it can consider whether the application should be called in for its determination. Applications by local planning authorities for works in their area affecting listed buildings and the demolition of buildings in conservation areas are determined by the Welsh Ministers.

6.3 Designating Conservation

Areas 6.3.1 Conservation area designation is the main instrument available to local planning authorities to give effect to conservation policies for a particular neighbourhood or area. They must designate as a conservation area any 'area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'. Authorities should advise CADW when conservation areas are designated.



Cefn Mawr Conservation Area



WCBC need to work with us to join these to conservation areas together.

6.3.2 Local planning authorities are required to formulate and publish proposals for the preservation or enhancement of conservation areas. The positive management of conservation areas is necessary if their character or appearance is to be protected and enhanced. Authorities should establish consistent criteria against which existing and/or new conservation areas and their boundaries should be reviewed. Cancellation of designation should be considered where an area, or part of an area, is no longer considered to possess the special interest which led to its designation.

6.4 Development plans and the historic environment

6.4.1 Development plans should reflect national policies for the preservation and enhancement of the historic environment. Development plans should also set out proposals for re-use or new development affecting historic areas and buildings, which may assist in achieving the Welsh Government's objectives for urban regeneration.

6.4.2 Development plans should reflect national policies for the protection and enhancement of sites of archaeological interest and their settings. Archaeological remains scheduled as being of national importance should be identified for preservation. Not all nationally important remains meriting preservation will necessarily be scheduled. Such remains and, in appropriate circumstances, other unscheduled archaeological remains of more local importance, and their settings, may also be identified in development plans as particularly worthy of preservation.

6.4.6 Development plan policies should make it clear that development proposals will be judged for their effect on the character and appearance of conservation areas, as identified in the assessment and proposal document, to ensure that any new development is in accord with the area's special architectural and historic interest. While the character or appearance of conservation areas must be a major consideration, it cannot prevent all new development.

6.4.8 Although no additional statutory controls follow from the inclusion of a site in the World Heritage List, such World Heritage Sites have been inscribed because of their outstanding international importance. Development plan policies should reflect this, emphasising the need to protect both the sites and their settings for future generations

6.4.9 The non-statutory Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales has been prepared in two parts. The first part, consisting of seven volumes, covers parks and gardens, by unitary authority and former county council areas, while the second is divided into two volumes, covering 'outstanding' and 'special' historic landscapes throughout Wales. Local planning authorities should take both parts of the Register into account in preparing their development plans.

6.4.10 The development plan should show the boundaries of areas of protection on the Proposals Map. These boundaries have been fixed under other powers and representations should not be invited on them.

6.5 Development management and the historic environment Archaeological remains

6.5.1 The desirability of preserving an ancient monument and its setting is a material consideration in determining a planning application, whether that monument is scheduled or unscheduled. Where nationally important archaeological remains, whether scheduled or not, and their settings are likely to be affected by proposed development, there should be a presumption in favour of their physical preservation in situ. In cases involving lesser archaeological remains, local planning authorities will need to weigh the relative importance of archaeology against other factors, including the need for the proposed development.



Crane Street in Cefn Mawr Conservation Area where shop fronts have been restored in partnership with WCBC through the THI, Townscape Heritage Initiative program and are very attractive.



Oxford Street at the Tesco roundabout and Well Street second exit into Cefn Mawr Village Centre.

Conservation areas

6.5.22 Article 4(2) Directions can be made in relation to dwelling houses in conservation areas where the permitted development would front a highway, waterway or open space. The Welsh Ministers' approval is not required, but authorities must notify residents and take account of local views before confirming such a Direction. With the exception of those circumstances identified in Article 5(1), the withdrawal of permitted development rights outside these specified categories continues, to require Article 4(1) Directions for which the Welsh Ministers' approval is needed before they can become effective. The Welsh Ministers will consider approval where the Direction is backed by a clear assessment of an area's special architectural and historic interest, where the importance to the special interest of the features in question is established, where the Direction involves the minimum withdrawal of permitted development rights necessary to achieve its objectives, and where the planning authority can demonstrate local support.



Cefn Mawr 2013 before the loss of our public transport service.

World heritage sites and historic landscapes, parks and gardens

6.5.24 World Heritage Sites are a material consideration to be taken into account by local planning authorities in the determination of planning applications, and by the Welsh Government in determining cases on appeal or following call-in. The impact of development proposals on both the sites and their settings should be carefully considered.



This needs reconnecting to Cefn Mawr to bring about Sustainable Economic Development.

6.5.25 Local planning authorities should protect parks and gardens and their settings included in the first part of the 'Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales'. CADW should be consulted on planning applications affecting grade I and II sites and the Garden History Society should be consulted on all parks and gardens on the Register.

Information on the historic landscapes in the second part of the Register should be taken into account by local planning authorities in considering the implications of developments which are of such a scale that they would have a more than local impact on an area on the Register. The effect of proposed development on a park or garden contained in the Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales, or on the setting of such a park or garden, may be a material consideration in the determination of a planning application.

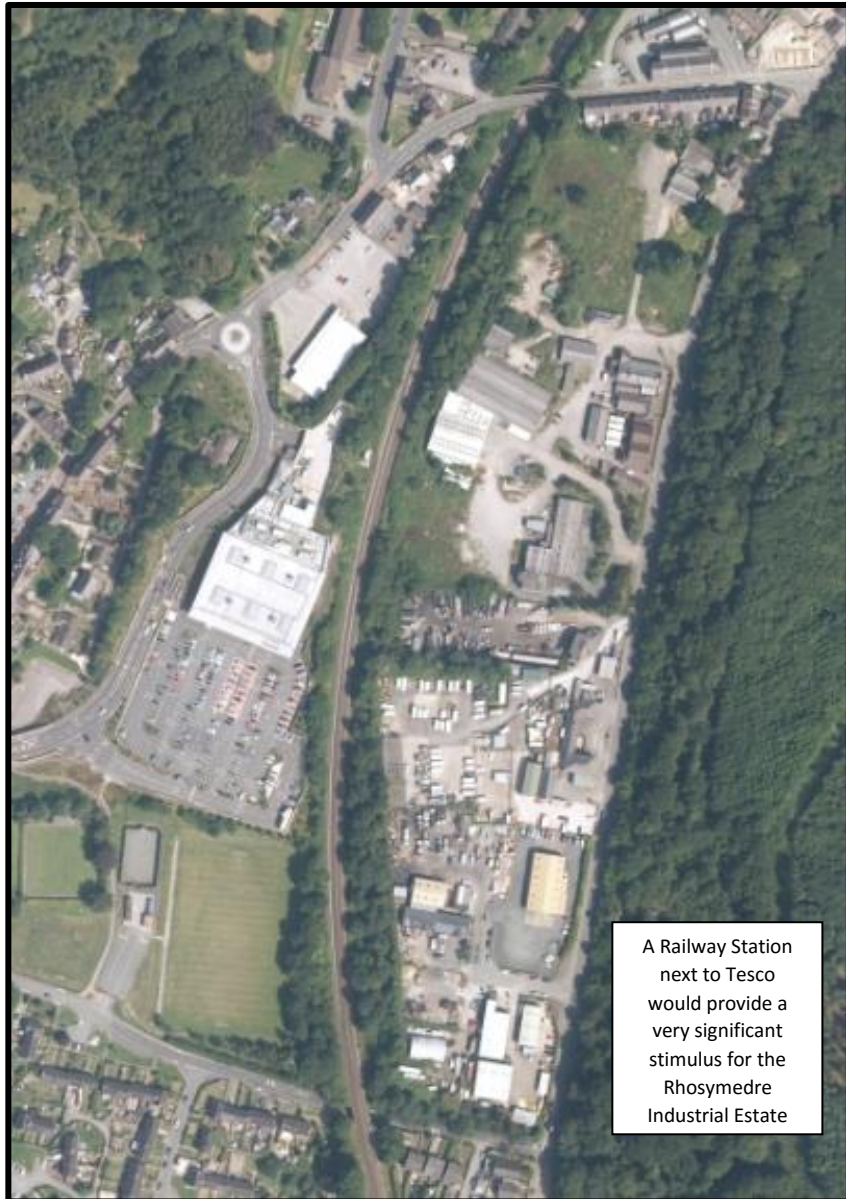
Chapter 7 Economic Development

7.1 Objectives

7.1.1 For planning purposes the Welsh Government defines economic development as development of land and buildings for activities that generate wealth, jobs and incomes. Economic land uses include the traditional employment land uses (offices, research and development, industry and warehousing), as well as uses such as retail, tourism, and public services. The construction and energy sectors are also important to the economy and are sensitive to planning policies.

7.1.3 The planning system should support economic and employment growth alongside social and environmental considerations within the context of sustainable development. To this end, the planning system, including planning policies, should aim to ensure that the growth of output and employment in Wales as a whole is not constrained by a shortage of land for economic uses. Local planning authorities should aim to facilitate the provision of sufficient land required by the market, except where there are good reasons to the contrary. In addition, wherever possible local planning authorities should seek to guide and control economic development to facilitate regeneration and promote social and environmental sustainability. In so doing, they should aim to:

- Co-ordinate development with infrastructure provision;
- Support national, regional, and local economic policies and strategies;
- Align jobs and services with housing, wherever possible, so as to reduce the need for travel, especially by car;
- Promote the re-use of previously developed, vacant and underused land; and
- Deliver physical regeneration and employment opportunities to disadvantaged communities.



A Railway Station next to Tesco would provide a very significant stimulus for the Rhosymedre Industrial Estate

7.1.4 In applying these and other considerations, local planning authorities should aim to steer economic development to the most appropriate locations, rather than prevent or discourage such development.

7.1.5 Effective planning for the economy requires local planning authorities to work strategically and co-operatively steering development and investment to the most efficient and most sustainable locations, regardless of which local authority area they are in. In addition, travel-to-work patterns do not necessarily respect local authority boundaries and it is essential that local planning authorities identify and make adequate provision for their role in the regional and sub-regional economies of Wales.

7.2 Planning for Economic Development

7.2.1 Planning policies for economic development must provide developers and others with scope to make choices to secure the efficient and effective use of resources including land. Development plans and development management decisions should take account of European, national and local economic and development policies. Realistic assumptions should be made about the resources (including financial and natural environmental resources) likely to be available for putting planning policies and proposals into effect. Plans and decisions should also be based on up-to-date and locally specific evidence which demonstrates the suitability of the existing employment land supply in relation to the locational and development requirements of business. As part of the process of establishing a local evidence base, local planning authorities should undertake, and keep under review, an Employment Land Review which is relevant to prevailing market conditions and the requirements of the development plan. In line with the Welsh Government's policies for encouraging co-ordination and joint working between local authorities, local planning authorities should, wherever possible, work with each other and with relevant economic fora in order to prepare Employment Land Reviews on a sub-regional basis, but in a way which allows individual local planning authorities to identify their own land banks.

7.2.2 Local planning authorities are required to ensure that the economic benefits associated with a proposed development are understood and that these are given equal consideration with social and environmental issues in the decision-making process, and should recognize that there will be occasions when the economic benefits will outweigh social and environmental considerations.

7.3 Promoting diversification in the rural economy

7.3.1 Many commercial and light manufacturing activities can be located in rural areas without causing unacceptable disturbance or other adverse effects. Small-scale enterprises have a vital role in promoting healthy economic activity in rural areas, which can contribute to both local and national competitiveness. New businesses in rural areas are essential to sustain and improve rural communities, but developments which only offer short-term economic gain may not be appropriate. **Local authorities should encourage the growth of self-employment and micro businesses in rural areas by adopting a supportive and flexible approach to home working.** Information communications technology, in particular broadband, is vital to communities and business in rural areas. Improvements to information communications infrastructure networks should be supported throughout rural Wales.

7.3.2 While some employment can be created in rural locations by the re-use of existing buildings, new development will be required in many areas. New development sites are likely to be small and, with the exception of farm diversification and agricultural development to which separate criteria apply, should generally be located within or adjacent to defined settlement boundaries, preferably where public transport provision is established. However, some industries may have specific land requirements which cannot be accommodated within settlements. The absence of allocated employment sites should not prevent authorities from accommodating appropriate small-scale rural enterprises in or adjoining small

rural settlements. The expansion of existing businesses should be supported provided there are no unacceptable impacts on local amenity.

7.4 Promoting the low carbon economy, business and technology clusters and social enterprises

7.4.1 Local planning authorities should support the shift towards a low carbon economy, for example by encouraging the development of clusters of industrial and commercial uses deriving environmental benefit from co-location, especially through the development of waste stream technologies and practices (i.e. eco-industrial networks). They should look favorably on proposals for new on-site low carbon energy generation including, for example, high efficiency energy recovery from waste, as well as generally facilitating the provision of an integrated network of waste facilities, provided that there are no unacceptable impacts on local amenity.

7.4.2 Local planning authorities should also seek to support the development of innovative business and technology clusters. Development plan policies need to identify potential networks and cluster areas, making clear the criteria used to categorise them and the links to policies relating to the creation of the transport, environmental and telecommunications infrastructure needed to support such networks.

7.4.3 Local planning authorities should take into account the possibility that certain kinds of businesses may be especially important in providing opportunities for social groups disadvantaged within the labour market. Whether this is the case can only be determined by analysis of the circumstances in particular places at particular times, and will need to be kept under review and should be factored into the local evidence base.

7.5 Development plans and the economy

7.5.1 Development plans should:

- Reflect work with neighboring authorities and other relevant stakeholders to plan strategically for employment land provision;
- Be underpinned by an up to date and appropriate evidence base to support policy choices and land allocations for economic development;
- Using this evidence base, as far as is practicable set out an economic vision for the area, including a broad assessment of anticipated employment change by broad sector and land use;
- Provide targets on land provision for the employment uses (Classes B1-B8), showing net change in land/floor space for offices and industry/warehousing separately, and protect these sites from inappropriate development;
- Include policies relating to future development on existing employment sites to protect them from inappropriate development: – to encourage the regeneration and re-use of sites which are still suitable and needed for employment; – to control and manage the release of unwanted employment sites to other uses;
- Seek to provide the right amount of land and qualitative mix of sites to meet the market demand for economic development uses;
- Propose specific locations for those necessary industries which are detrimental to amenity and may be a source of pollution;
- Seek to promote and facilitate development that will deliver physical regeneration;
- In safeguarding existing sites and providing new sites, priorities sites that deliver appropriate job and training opportunities to disadvantaged communities;
- Concentrate development that attracts large numbers of people, including retail and offices, in city, town and village centers;
- Include criteria-based policies to deal with development not specifically allocated in the development plan and help respond to unexpected change;

- Include policies on the scope for new economic development in and adjoining rural settlements and identify suitable sites. In remote rural areas and smaller settlements, a criteria based approach should be considered;
- Include policies encouraging farm diversification and new rural development opportunities;
- Identify protection zones around establishments that hold hazardous substances and protect the ability of existing establishments to operate or expand by preventing the incremental development of vulnerable uses in the vicinity of such sites.

Economic Development Location Considerations

Sustainability principles should underlie decisions about the location of new development for enterprise and employment uses.

7.6 Development management and the economy

7.6.1 Local planning authorities should adopt a positive and constructive approach to applications for economic development. In determining applications for economic land uses authorities should take account of the likely economic benefits of the development based on robust evidence. In assessing these benefits, key factors include:

- The numbers and types of jobs expected to be created or retained on the site;
- Whether and how far the development will help redress economic disadvantage or support regeneration priorities, for example by enhancing employment opportunities or upgrading the environment;
- A consideration of the contribution to wider spatial strategies, for example for the growth or regeneration of certain areas.



Reconnecting Cefn Mawr and the Aqueduct will spur economic regeneration and growth.

Chapter 8 Transport

8.1 Objectives

8.1.1 The Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel. This will be achieved through integration:

- Within and between different types of transport;
- Between transport measures and land use planning;
- Between transport measures and policies to protect and improve the environment;
- Between transport measures and policies for education, health, social inclusion and wealth creation.

For example, ensuring that development is accessible by means other than the private car will help to meet the Welsh Government's objectives for social inclusion. Encouraging cycling and walking will contribute to the aim of improving the levels of health in Wales.



Jessop's Tramway (JT) is an ideal cost effective method of achieving this, connecting Cefn Mawr to the Aqueduct and Windborne Gate (WBG) Parking Interchange where large numbers of vehicles can be accommodated and people persuaded to leave their cars and explore the wider area of Cefn Mawr as well as visit the aqueduct. This will deliver tourism to Cefn Mawr via environmentally friendly forms of transport, horse drawn vehicles, cycling and walking. This is exactly what the Welsh Assembly Government wants and will help revive our community's economy while reducing CO2 emissions as people stay longer as opposed to driving off after an hour or so as is the current practice. This reduction in CO2 emission and increase in outdoor activity will also improve the general health levels of both our community and people visiting Cefn Mawr and the Aqueduct. This is a winner for the FGA 2015, WPP 2016 and our community and it is actually a very nice way of doing things, so let's get on with it.

8.1.2 The Welsh Government is committed to enabling more people to undertake and enjoy the benefits of active travel. We want to encourage people to leave their cars behind and use active travel where it is suitable for them to do so. The **Active Travel (Wales) Act 2013** requires local authorities in Wales to produce active travel maps and deliver year on year improvements in active travel routes and facilities. The planning system has an important role to play in promoting active travel journeys and securing new and improved active travel routes and related facilities.



The Wrexham Hoppers outside the Holly Bush Inn before restoration in early 2013.

8.1.3 The Welsh Government is committed to improving regional and national transport, and improving accessibility. Implementation of the Welsh Government's Transport Strategy will help to achieve more integrated transport services. The Wales Transport Strategy will be linked to the **Wales Spatial Plan** and provide the context for Regional Transport Plans (RTPs).

8.1.4 The Welsh Government supports a transport hierarchy in relation to new development that establishes priorities in such a way that, wherever possible, they are accessible in the first instance by walking and cycling, then by public transport and then finally by private motor vehicles. Careful consideration needs to be given to the allocation of new sites which are likely to generate significant levels of movement in Local Development Plans to ensure that access provisions which promote walking and cycling, as well as by public transport are included from the outset. Similarly, the Welsh Government expects that Design and Access Statements give consideration to accessing developments by modes other than private motor vehicles.

8.1.5 Land use planning can help to achieve the Welsh Government's objectives for transport through:

- Reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
- Locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
- Improving accessibility by walking, cycling and public transport;
- Ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- Promoting walking and cycling;
- Supporting the provision of high quality public transport;
- Supporting traffic management measures;
- Promoting sustainable transport options for freight and commerce;
- Supporting sustainable travel options in rural areas;
- Supporting necessary infrastructure improvements;
- Ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.

8.1.6 Development plan strategies and policies need to be consistent and integrated with the strategies and policies contained in RTPs, **Road Traffic Reduction Reports**, and **Air Quality Management Plans** and information in **Strategic Noise Maps**. Each regional consortium must prepare an RTP that includes a review of existing transport provision and sets out its proposals for the coordination and improvement of all transport modes, future investment priorities and the implementation of specific measures. Any RTP proposal that directly involves the development or use of land, or has land use implications, should appear as a policy or proposal in the development plan.

8.1.7 Local authorities should ensure that when planning transport centred projects their approach is compatible with the **Welsh Transport Appraisal Guidance (WeTAG)3**. They should ensure that the full range of possible solutions, including solutions other than road enhancement, is considered.



<http://www.dft.gov.uk/traffic-counts/cp.php?la=Wrexham>

The road traffic counts surrounding Cefn Mawr in 2014 as from the official DOT figures = 14.75M

8.1.8 The Road Traffic Reduction Act 1997 requires local authorities to produce a report setting out an assessment of the traffic on the roads for which it is the local highway authority and a forecast of expected growth in traffic levels. The report should also contain targets for reducing levels of local road traffic or the rate of growth of those levels. Development plan policies should be consistent with the approach adopted to fulfil these obligations and any national targets set by the Welsh Ministers under the Road Traffic Reduction (National Targets) Act 1998.

8.1.9 Transport emissions contribute significantly to climate change, diffuse pollution of groundwater and surface water and poor local air quality, which can in turn affect people's health. The Environment Act 1995 requires local authorities to review and assess air quality in their areas to determine whether air quality objectives are likely to be met. Where it is found that air quality objectives are unlikely to be met, an air quality management area must be declared and an action plan must be developed. Policies and decisions on planning applications should take into account statutory air quality objectives, together with the results of air quality reviews and assessments and any Air Quality Management Plans or Area Action Plans.



The Windborne Gate (WBG) parking area is key to the regeneration of our community's economy central to the World Heritage Site and will help in traffic volume and CO2 emission reduction by encouraging people to explore the wider area of the Cefn & Cefn Mawr as well as visit the Aqueduct. Here people will be able to leave their cars without causing unnecessary traffic congestion at Trevor as has been the case in the past and the influx of tourists into Cefn Mawr will stimulate economic recovery, regeneration and growth all in accordance with WAG WPP. Other important benefits of this will be:

- Traffic flow to WBG parking area will not be through a residential area.
- This will result in reduced NOx & CO2 emissions and lower noise levels in Trevor.
- By using WBG as the main parking area this will reduce traffic flow along the B5434
- Reduced damage to the Cysyllte Bridge, a Grade 1 listed structure on the B5434.
- WBG will negate use of Reads Yard and the exposure of the children's play area to NOx & CO2.
- This will prevent the field next to the Trevor Basin car park being ploughed up for a car park extension as planned for by WCBC, CRT & Eastman's.

For more detailed information on our proposals for WBG please see our [LDP2](#) page on our website.

8.2 Promoting active travel

8.2.1 The Active Travel (Wales) Act 2013 aims to make walking and cycling the most attractive option for shorter journeys. In particular, everyday journeys such as to and from a workplace or education establishment or in order to access health, leisure or other services or facilities.



An initiative launched by Cefn Community Council for a new Health Centre at the former Co-Op supermarket site is an ideal example at a central location within walking distance of second largest community in the county of Wrexham. A petition has been signed by 2000 of our local people and is fully supported by the PKC Group. We all hope this will progress to fruition in the not too distant future.

Please note that should we be successful at both the Health Centre and Cefn Railway Station, the Health Centre will be capable of serving a much wider audience than just Cefn Mawr, without the necessity for cars, as they will only be a short walking distance apart.

8.2.2 Walking should be promoted for shorter trips. The impact of policies and development on pedestrians should be considered. Planning authorities should, taking into account the requirements of the Active Travel (Wales) Act 2013, promote specific measures to assist pedestrians including the provision of safe, convenient and well-signed routes.

8.2.3 Cycling should also be encouraged for short trips and as a substitute for shorter car journeys or, as part of a longer journey when combined with public transport. Local authorities should, taking into account the requirements of the Active Travel (Wales) Act 2013, encourage the implementation of specific measures to develop safe cycling, including new or improved routes, and secure parking and changing facilities in major developments and at transport interchanges. Where appropriate, planning authorities should also seek to assist the completion of the national cycle network, and of key links to and from the network.

Cymru Travel Challenge



A travel challenge is a fun way to motivate staff to start walking, cycling or running to work



Active Travel Wales Infrastructure

Availability of good quality walking and cycling infrastructure in places across Wales is essential to achieve our vision. Whilst there are some exemplary routes, current provision tends to be inconsistent, disjointed and in some cases not fit-for-purpose. We need to move from a situation where people walk and cycle despite a lack of suitable infrastructure, to a situation where people choose to walk and cycle, because it is easy, safe and convenient and desirable. Good quality environments are key to this vision as it is proven that people are more likely to walk and cycle if the environment around them is a desirable place to be. Investments in infrastructure need to ensure the green environment is considered.

Children and young people are a priority: active behaviours learnt and mainstreamed early will help establish healthy behaviours for life. We must create environments where children are safe to get around on foot or by bicycle for the journeys they want to make as part of their daily routines. Consulting with young people has been and continues to be a mandatory requirement for local authorities as they plan their active travel networks of the future.

Direct Welsh Government transport investment

The Active Travel Act requires the Welsh Government to take reasonable steps to enhance the provision for walkers and cyclists whenever it invests in highway infrastructure. We will therefore ensure that all future highway construction and improvement schemes consider walking and cycling provision from the outset. We will also seek to enhance provision for walkers and cyclists when we invest in public transport infrastructure, as part of the integrated transport solutions for the city regions, or linked to railway station improvements.

Welsh Government grant funding for transport investment

The Welsh Government currently makes funding available to local authorities under a number of transport grants. Creation and improvement of active travel infrastructure that complies with the Design Guidance will be a key focus of the Safe Routes in Communities and Local Transport Fund grants and will also feature strongly in schemes supported by Road Safety Grant. As part of the development of the funding strategy, we will review the suitability of the current grant arrangements in light of the requirements of the Active Travel Act and amend if needed.

Mainstreaming of active travel in other capital schemes

The Welsh Government provides funding for a variety of large investment schemes under programmes such as 21st Century Schools and for NHS projects. These types of schemes are important trip generators. We expect that the quality of provision for walking and cycling access for staff and pupils, or staff, patients and visitors respectively has been considered in all education and health related projects which bid for Welsh Government capital and revenue funding. This consideration will be part of the scrutiny and appraisal process of each proposal. When bringing forward and facilitating the development of sites for economic development purposes a suite of sustainability tools are used to identify opportunities to include walking, cycling and multi modal transport.

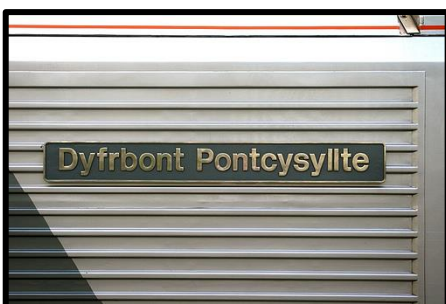
Delivering the Active Travel Act in Wales



Cefn Mawr, offers the opportunity for a Multi Modal Rural Urban Transport Hub through Active Travel for Work supported by Public Transport on Rail, Road and Marine routes in the Pontcysyllte WHS, Dee Valley ANOB and South Wrexham. Cefn Mawr is linked in by long distance footpath, Offa's Dyke and Sustrans cycle routes and developing Cefn Mawr as a tourist and transport hub will deliver Active Travel in Wales in every sense of the act.

8.3 Supporting public transport

8.3.1 Local authorities should promote public transport as a means to achieve environmental objectives, to assist in **relieving congestion and to encourage social inclusion**. Collaborative working by regional groups of local authorities and the establishment of cross-boundary transport consortia are assisting this process. **Appropriate public transport measures include improved facilities for railway and bus passengers, park and ride schemes**, and measures to encourage better services. Local authorities may wish to explore the potential for new rail lines (including light rail), the re-opening of rail lines, **the provision of new stations and enhanced passenger services on existing lines**. Rail services, with their **fixed infrastructure, can provide a focus for regeneration and new development**, as can bus services, especially in urban areas where supporting facilities and priority schemes, such as bus lanes, are provided.



Although we lost the Wrexham and Shropshire service in 2010 the railways have been progressing and passenger count numbers increasing. A Railway Station at Cefn Mawr between Tesco and the Rhosymedre Industrial Estate is essential to the long term Sustainable Development of our community. It will provide a Railway Station within walking distance of the second largest community in Wrexham County, unlike either Ruabon or Chirk. It will allow Cefn Mawr to become established as Rural /

Urban Tourist Destination and Transport Hub for the Pontcysyllte World Heritage Site, Dee Valley and South Wrexham. This will also ensure that the Rhosymedre Industrial Estate will eventually become a premium employment site through improved transport connection. This is a long term project but should non the less be worked towards or it will not happen. Some interesting facts that support this, £44M has recently been spent in redoubling the line between Wrexham and Chester, this is to increase service frequency from hourly to half hourly. This means more trains.



Although the Wrexham and Shropshire service was lost on 2010 Virgin now run services to London from Wrexham via Chester and from Shrewsbury to London. How long will it be before we see a London Service going through Cefn Mawr? So if we do not make this a priority for the long term Sustainable Development of our community we will literally miss the train. We hope you will join us and please note that when the PKC Group floated the idea of a [Railway Station for Cefn Mawr](#) on facebook 3000 people liked it in 3 weeks in 2014, with the current score at approximately 4000 in 2016. Again for more detailed information on this please see our [LDP2](#) page.

8.3.2 The ease of interchange between transport modes and personal safety are important determinants of public transport use. Local authorities should safeguard existing public transport interchanges from development that would compromise their continued use. Near major public transport interchanges in city, town and district centres, planning authorities should allocate available sites for uses that maximise the accessibility potential of the site, including high density residential development, employment, shopping and leisure uses. Local authorities should identify in development plans and RTPs the need for additional interchange sites and improvements to existing interchanges, including measures to promote personal safety. **In rural areas, interchange sites should be identified at nodes where the transfer between local and long distance public transport services can take place.**

8.3.3 Park-and-ride should normally be considered as one element of a comprehensive planning and transport strategy designed to improve the relative attractiveness of public transport and reduce the overall dependence on cars. Where the RTP has identified a requirement for park-and-ride facilities, planning authorities should identify suitable sites in the development plan.

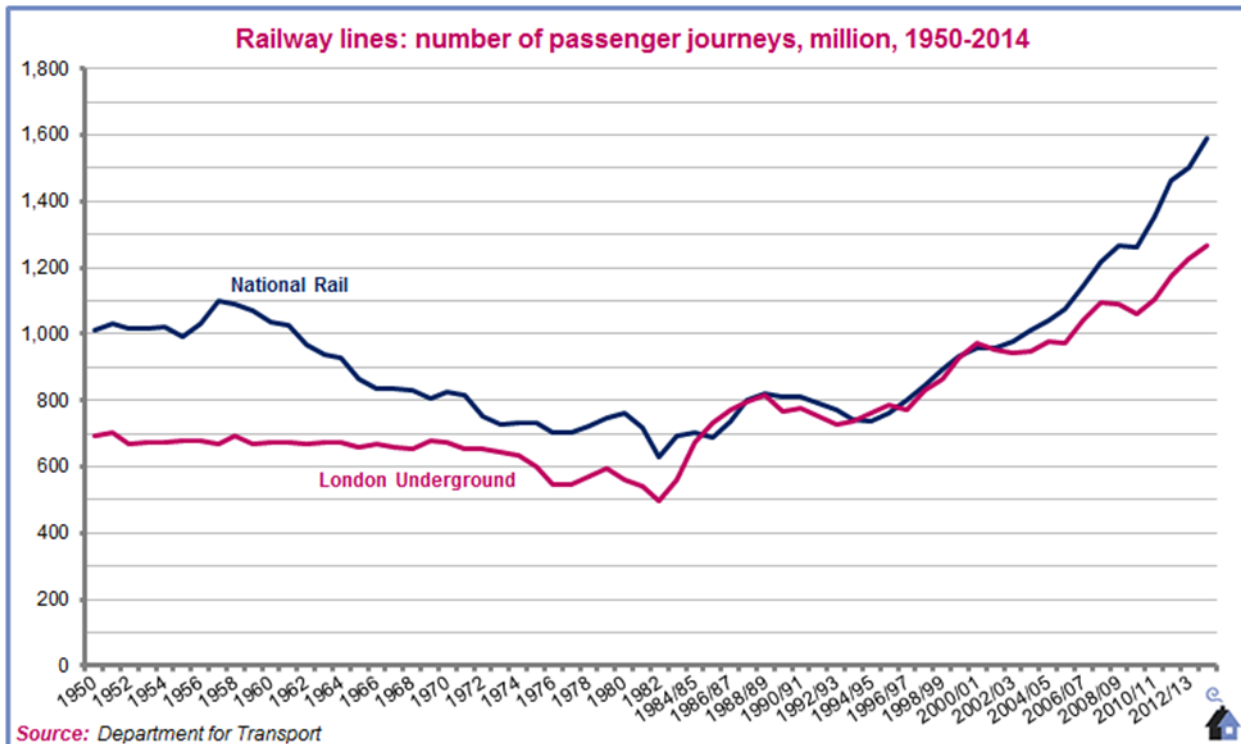
PLEASE NOTE: The parking for the Cefn Railway Station and Windborne Gate, WBG Interchange Gateway will do this for Cefn Mawr on the East and West side of our community respectively. This is why if we do this our community can become a leading light in Sustainable Tourism Development in Wales on all counts and our economy will grow while helping to reduce CO2 levels in a practical way.

8.4 Managing traffic and parking

8.4.1 Local authorities should adopt an integrated approach to traffic management. They should consider how different measures can complement one another and contribute to the achievement of wider planning and transport objectives, taking into account the needs of the disabled and less mobile sections of the community. Within town centres priority should be given to walking, cycling, public transport and delivery vehicles through the reallocation of road space. In established urban and rural neighbourhoods, traffic management measures should be adopted to improve the street environment and promote road safety, whilst in areas of new development traffic calming measures should be incorporated from the outset. In appropriate areas local authorities should consider using powers available under the Transport Act 2000 to designate Home Zones. In rural areas, traffic management measures should be sympathetic to the character of the area whilst achieving reduced traffic speed, and environmental and safety improvements.



The most appropriate site for the Railway Station at Cefn Mawr, in the cutting between Tesco and the Rhosymedre Industrial Estate. This has good access by road from both the B5096 and B5605 which will provide good interchange between road and rail. Also since this location is central to our community this means that the Cefn Railway Station will be within walking and cycling distance of the second largest community in the county of Wrexham and the largest in the Pontcysyllte World Heritage Site corridor. The Railway Station would also form a bus terminus for the local area thereby maximizing the local public transport efficiency much like the MRT System of Singapore but at a fraction of the cost. Furthermore because of the topography, i.e. being in a cutting this site will allow full DDA access without the necessity for expensive lifts etc.



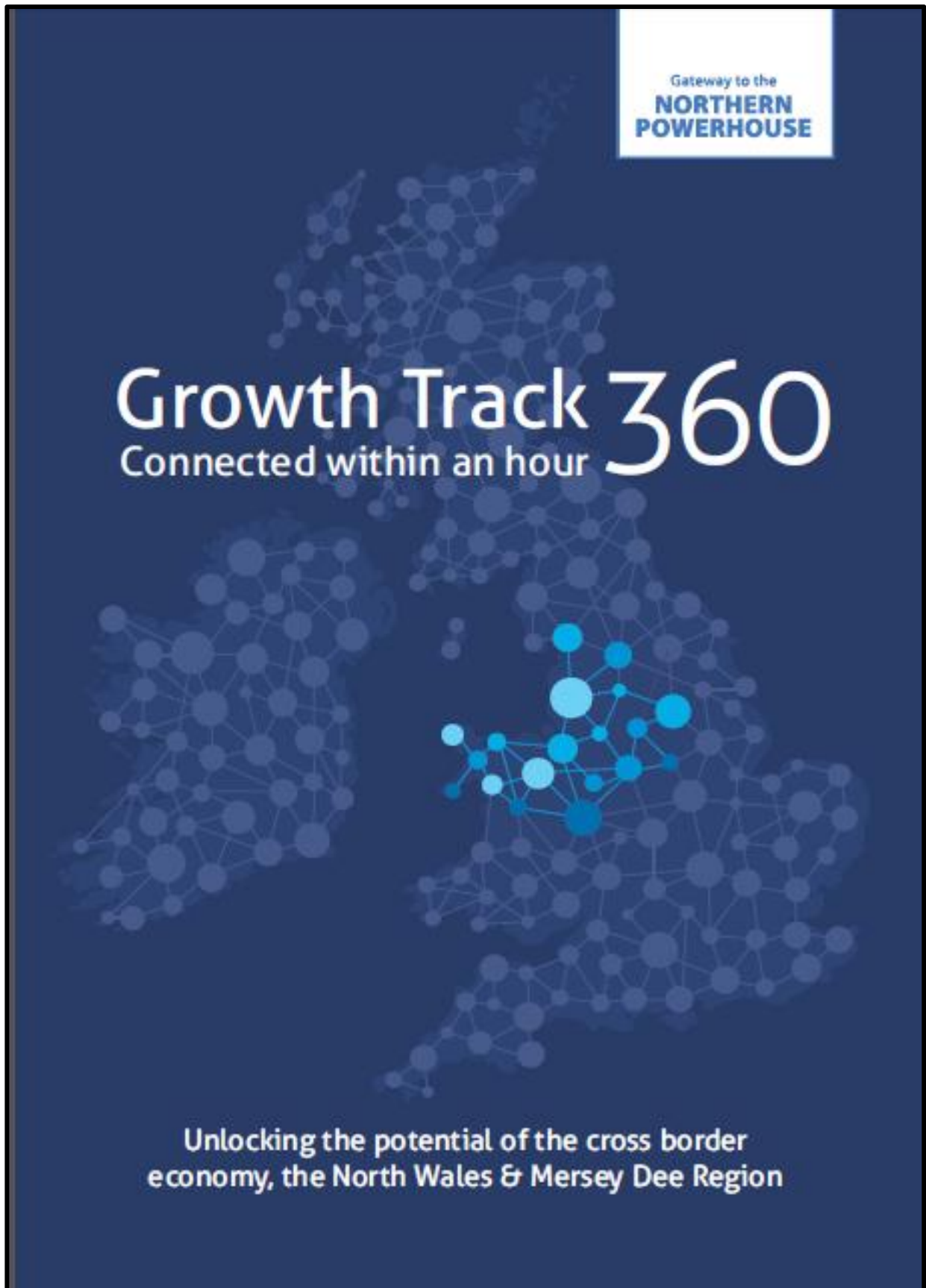
PUBLISHED: January 19, 2016 18:29

Passengers asked for views to keep Shropshire to London rail link on track

The direct railway service from Shrewsbury to London has been hailed an outstanding success during its first year of service.



The trains are coming; the question is will we be able to get on them? Once again, think what a railway station would do for Rhosymedre Industrial Estate apart from providing a modern transport system for the second largest community in Wrexham, Cefn Mawr at the very heart of the Pontcysyllte WHS.



Growth Track 360 is a 1 Billion Pound investment scheme to upgrade our railways.

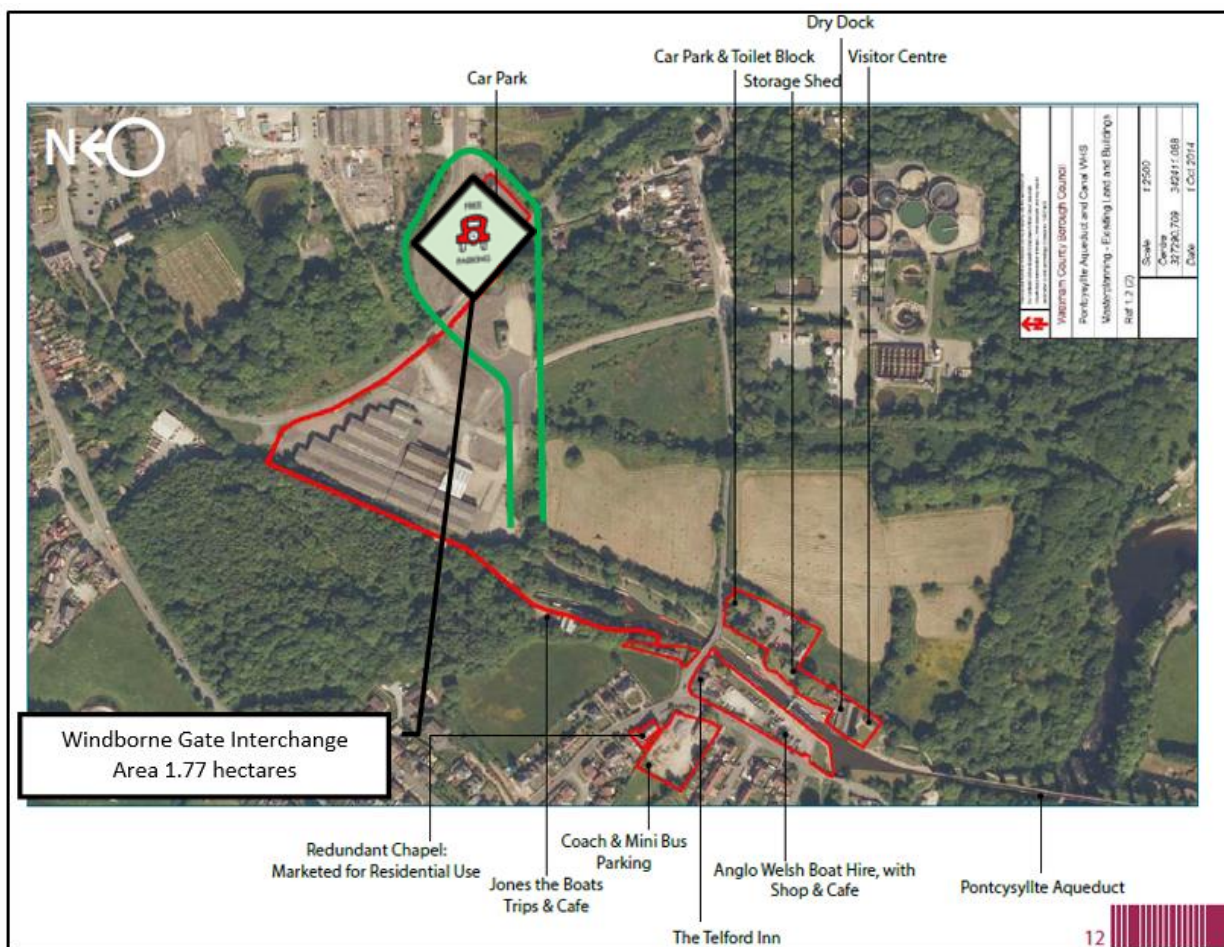


It is essential for the Sustainable Economic Development of our community to connect with this.

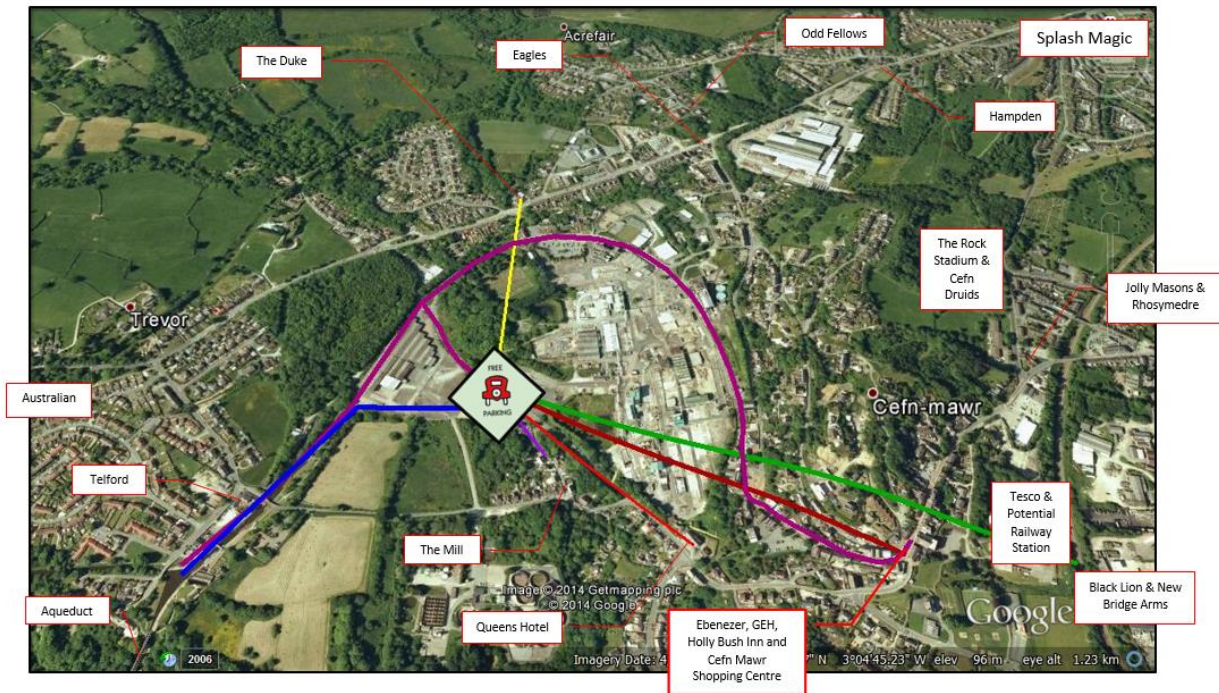
8.4.2 Car parking provision is a major influence on the choice of means of transport and the pattern of development. Local authorities should ensure that new developments provide lower levels of parking than have generally been achieved in the past. Minimum parking standards are no longer appropriate. Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan.

8.4.4 As part of the overall approach to parking, local authorities should gear their charging policies for on-street parking and off-street parking, where it is under their control, to complement their land use policies. This may mean rebalancing their charging and traffic management regimes so as to encourage short-term parking for retail users and discourage all-day parking by commuters.

8.4.5 Private non-residential parking is also an important component of parking provision in town centres. Authorities should, where appropriate, **seek to encourage appropriate redevelopment or re-use of existing private parking sites to bring the provision down to revised standards**, and should refuse planning permission for public and private car parks which do not meet the strategic aims of the development plan and RTP.



The much larger capacity of the WBG parking area (green outline) as opposed to the current parking at the Trevor Basin. WBG Parking is central to the whole area and therefore can provide a facility for all of the Cefn rather than just the Trevor Basin. This will then feed tourists into the wider area of the Cefn & Cefn Mawr rather than driving off elsewhere and our community losing out on the trade that they bring. The choice should be clear and we are hoping that WCBC will join us on this so that we can move forward with Eastman's and turn our economy around.



Please note that in the above Ariel view Jessop's Tramway is shown by the magenta line, linking Cefn Mawr, the Aqueduct and the Windborne Gateway Interchange.

8.5 Planning for roads, railways, airports, ports and inland waterways

8.5.1 Local authorities should utilise available powers to **reduce the need to use trunk roads and other through routes** for short, local journeys. Development plans should specify the primary road network, including trunk roads, and separately identify the core network. These routes should be identified as corridors for movement adjacent to which development that would compromise this role will be resisted. Development plans should include all proposals for new roads and major improvements to the primary road network over the plan period, and beyond where known, and set out the broad policy on priorities for minor improvements. For local road schemes the development plan procedures should normally provide the means to examine both the need for and the alignment of the route.

8.5.2 Development plans should also include policies and proposals relating to the development of other transport infrastructure and related services (such as **public transport interchange facilities, rail facilities**, harbours and airports) including safeguarding zones.

8.5.3 **The strategic significance of freight access to industry and commerce should be taken into consideration by planning authorities.** Wherever possible they should promote the carriage of freight by rail, water or pipeline rather than by road. **Local authorities should consider which routes are most suitable for use by road freight and encourage the location or relocation of distribution and operating centres to sites which have good access to these routes. The same applies to other developments generating frequent road freight movements. Wherever possible, new facilities should be located adjacent to railways and/or ports to promote modal transfer.**

8.5.4 **Local authorities should consider the potential for promoting the use of railways for additional passenger and freight traffic. They should identify new infrastructure (including park and ride sites), multi-modal transfer facilities and, where appropriate, major employment sites with access to railways.**



Disused railways and disused or unused rail sidings should be safeguarded from development where there is a realistic prospect for their use for transport purposes in the future. As an interim measure it may be appropriate to use disused rail alignments as open space corridors (greenways) for example for walking and cycling.

The possibility of reopening the Ruabon to Barmouth line has been removed by building activity in Llangollen in the 1990's and more recently in Cefn Mawr, unless CPO's are to be issued to evict people from their homes. Therefore, this line will most likely never come to be again and the Llangollen to Corwen railway will remain isolated from the rest of the National Rail Network.

However perhaps as suggested in the PPW 2016 we could use the former line for a cycle way and footpath between the Cefn and Llangollen, this would then give a circular route along the former railway line and back along the canal towpath which could prove very popular and increase the tourist potential of both Cefn Mawr and Llangollen in the World Heritage Site.

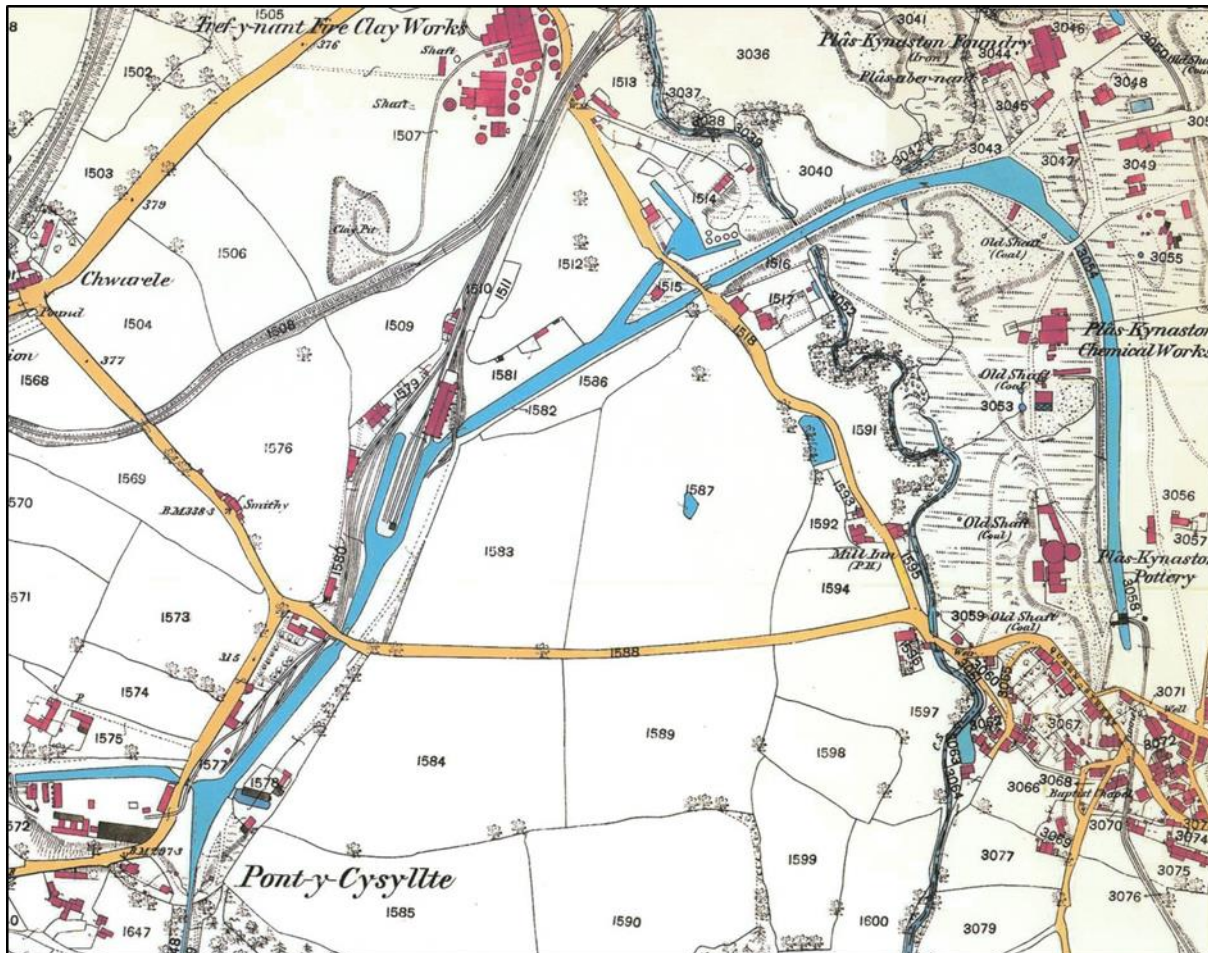


8.5.6 Planning authorities should seek to promote the use of ports and **inland waterways** by the protection or provision of access to them and by the retention or provision of appropriate wharf, dock, harbour and rail transfer facilities. The provision of these facilities needs to be weighed against environmental considerations, such as the loss or erosion of estuarine habitats. **Inland waterways in Wales are principally used for recreation purposes.**



Reinstating the full length of the Plas Kynaston Canal (PKC) all the way to the Queens Hotel in Cefn Mawr holds out excellent possibilities for the full development of the tourist potential for our community. During the past 6 years' research into this by the PKC Group since first putting out our petition in 2010 has revealed that the Marina and holding capacity of the PKC should be as large as possible. This will make it financially sustainable with no shortage of takers as has become plainly obvious to us. We would expect to be able let all the available moorings before the completion of works. This is because the Llangollen Canal is one of the busiest canals in the UK according to official CRT figures and mooring capacity north of the Pontcysyllte Aqueduct is extremely limited. This has been confirmed to us by other marina operators. A common fault and criticism of our section of the canal north of the aqueduct is that there is nowhere to moor up. So people are traveling across the aqueduct with the hope of finding somewhere to stay, but then having to return and go south because of the lack of facilities. This also has a knock on effect in that it results in less traffic coming to our area as opposed to traveling south because of the lack of moorings. So as we say the largest marina and holding capacity as we can manage is what is required. It should be remembered that the capacity of the Llangollen Marina is only 35 boats and the planned capacity for the Plas Kynaston Canal & Marina would be 100 boats as a minimum. The Plas Kynaston Canal & Marina remains a long term ambition of the PKC Group which we intend to see through to completion and hope WCBC and Eastman's will work with us.

8.5.7 Great care must be taken to minimise the adverse impacts of new transport infrastructure, or improvements to existing infrastructure, on the natural, historic and built environment and on local communities, where neighbourhood severance should especially be avoided. Routes should make the best use of existing landforms and other landscape features to reduce noise and visual effects, subject to safety and other environmental considerations.



The line of the former Plas Kynaston Canal makes the most appropriate use of the available landscape by following the contour and rebuilding our canals is known to improve the local landscapes and will certainly improve the Ex-Monsanto Site. The site being vacant has many advantages over other canals currently under restoration around the UK that are being sponsored and assisted by local authorities. Reinstating the PKC will simply help our community in the following ways:

- The PKC will lead directly to a more prosperous economy and community.
- The PKC will help make our community more resilient in the summer through cooling by evaporation and flood resistant in the winter through planned drainage. Blue Green eco systems are known for this and reinstating the PKC is practical Blue Green eco system.
- Canals do encourage more people to go out doors for healthier life styles and biodiversity.
- The PKC will remove the current inequality in our community between Cefn Mawr & the WHS.
- The PKC will reunite our community making it cohesive and fully functional in the WHS & Wales.
- These combine attributes will only serve to spur on a vibrant culture in our community.
- By increasing the potential for the Cefn & Cefn Mawr as a tourist attraction in its own right this will encourage more people to stay in the area rather than driving off elsewhere and adding to CO2 Emission and so our community can play a very practical role in Global Responsibility.

8.6 Development plans and transport

8.6.1 Development plans provide the main means for achieving integration between land use and transport. They must provide an explanation of the authority's transport aims and the way in which the transport policies support the other objectives of the plan. Development plans should provide the means for:

- Examining the relationship between transport and land use planning;
- Promoting the integration and co-ordination of transport and land use planning;
- Promoting strategies to reduce the need to travel.

8.6.2 The development plan should:

- Set out the land use/transportation strategy, addressing accessibility and the provision of strategic and integrated transport facilities, including roads, railways and interchanges;
- Ensure that new housing, jobs, shopping, leisure and services are highly accessible by public transport, walking and cycling;
- Locate major generators of travel demand within existing urban areas, or in other locations that can be well served by public transport, walking or cycling;
- Encourage higher density and mixed-use development near public transport nodes, or near corridors well served by public transport;
- Ensure that development sites which are highly accessible to non-car models are used for travel intensive uses, reallocating their use if necessary;
- In rural areas, designate local service centres, or clusters of settlements where a sustainable functional linkage can be demonstrated, as the preferred locations for new development;
- Include specific measures to promote active travel in accordance with the Active Travel (Wales) Act 2013;
- Set out policies to promote the use of public transport including new and improved interchange facilities and, where appropriate, park and ride schemes;
- Include appropriate traffic management policies;
- Identify the primary road network, including trunk roads, and separately identify the core network;
- Identify proposals for new roads and major improvements to the primary route network and the broad policy on priorities for minor improvements;
- Include policies and proposals relating to the development of transport infrastructure other than roads;
- Identify, and where appropriate protect, routes required for the sustainable movement of freight;
- Protect disused transport infrastructure, including railways, rail sidings, ports, harbours and inland waterways from development that would compromise their future transport use, where re-use is a possibility; and
- Minimise the adverse impacts of transport infrastructure projects on the natural, historic and built environment and on local communities.

8.7 Development management and transport

8.7.1 When determining a planning application for development that has transport implications, local planning authorities should take into account:

- The impacts of the proposed development on travel demand;
- The level and nature of public transport provision;
- Accessibility by a range of different transport modes;
- The opportunities to promote active travel journeys, and secure new and improved active travel routes and related facilities, in accordance with the provisions of the Active Travel (Wales) Act 2013;
- The willingness of a developer to promote travel by public transport, walking or cycling, or to provide infrastructure or measures to manage traffic, to overcome transport objections to the proposed development (payment for such measures will not, however, justify granting planning permission to a development for which it would not otherwise be granted);
- The environmental impact of both transport infrastructure and the traffic generated (with a particular emphasis on minimising the causes of climate change associated with transport);
- The effects on the safety and convenience of other users of the transport network.

8.7.2 Transport Assessments (TA) are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for. The Welsh Government expects that all applications for developments (including changes of use) falling into the following categories will be accompanied by a TA:

- Use Threshold Food retail > 1,000m² gross floor area
- Non-food retail > 1,000m² gross floor area
- Cinemas and conference facilities > 1,000m² gross floor area
- Leisure facilities > 1,000m² gross floor area
- Business > 2,500m² gross floor area Industry > 5,000m² gross floor area
- Distribution and warehousing > 10,000m² gross floor area
- Hospitals > 2,500m² gross floor area
- Higher and further education > 2,500m² gross floor area
- Schools All new schools
- Stadia > 1,500 seats
- Housing > 100 dwellings
- Hotels > 1,000m² gross floor area

In addition, local planning authorities should consider requiring TAs in locally sensitive areas for developments which fall outside of the thresholds indicated above. TAs can be required for any proposed development if the local planning authority considers that there is a justification or specific need. Wherever possible both the TA and the Design and Access Statement (where required) should use common evidence and the content of the TA should aim to complement, not duplicate, the Statement. It is expected that TAs will also provide the basis for negotiation on scheme details, including the level of parking, and measures to improve public transport access, walking and cycling. They also provide an important basis for the preparation of Travel Plans.

8.7.3 It is also expected that the proposed access to a development will reflect the likely travel patterns involved. It should ensure that people can reach the development, **as far as practicable, by walking, cycling and public transport**, as well as by car. Large-scale development proposals may merit special traffic measures or road works to cater for them in the existing network. They may also require other works within the overall transport network, **for example new rail infrastructure**. Where transport improvements will be needed to enable the proposal to go ahead, these **should normally be provided first**.

8.7.4 Direct access to a motorway or motorway slip road would not be acceptable other than to a motorway service area approved by the Welsh Ministers. Direct access from new development on to a primary road should be avoided where possible. Where feasible, access should be on to a secondary road. At any location, traffic flow and safety can be assisted by good junction design. The number of accesses permitted will depend upon the type and nature of the road. Similarly, the type of access provided should reflect the type of road and the volume and character of traffic likely to use the access and the road.

8.7.5 Where necessary, planning conditions may legitimately be imposed on the grant of planning permission to secure on-site transport measures and facilities as part of the proposed development. Planning obligations may also be used in appropriate circumstances to secure off-site improvements in public transport, walking and cycling, where such measures would be likely to influence travel patterns to the site involved.



For a full indication of the appalling state of the road signage for Cefn Mawr and the lack of promotion of our community in the tourist sector as of 2016 please see [Where is Cefn Mawr](#).

This document clearly shows our community has been marginalised in the WHS and it is one of the PKC Group's primary objectives to get this resolved for the benefit of our entire community.

Chapter 10 Planning for Retail and Town Centres

10.1 Objectives

10.1.1 The Welsh Government's objectives for retailing and town centres are to:

- Secure accessible, efficient, competitive and innovative retail provision for all the communities of Wales, in both urban and rural areas;
- Promote established town, district, local and village centres as the most appropriate locations for retailing, leisure and other complementary functions;
- Enhance the vitality, attractiveness and viability of town, district, local and village centres;
- Promote access to these centres by public transport, walking and cycling.

10.1.2 Wherever possible this provision should be located in proximity to other commercial businesses, facilities for leisure, community facilities and employment. Town, district, local and village centres are the best locations for such provision at an appropriate scale. Such co-location of retail and other services in existing centres, with enhancement of access by walking, cycling and public transport, to provide the opportunity to use means of transport other than the car, will provide the greatest benefit to communities. This complementary mix of uses should also sustain and enhance the vitality, attractiveness and viability of those centres as well as contributing to a reduction of travel demand.

10.1.3 **Vitality is reflected in how busy a centre is at different times and in different parts,** and attractiveness in the facilities and character which draw in trade. **Viability**, on the other hand, refers to the **ability of the centre to attract investment**, not only to maintain the fabric but also to allow for improvement and adaptation to changing needs.

10.1.4 Corner shops in urban areas, village shops in rural areas, and public houses and other individual outlets with a retail function which are not part of established centres, can play a vital economic and social role and their loss can be damaging to a local community. Their role needs to be taken into account in preparing development plans and in development management, bearing in mind also the policies for diversification of the local economy.



Cefn Mawr Post Office a long standing feature of Cefn Mawr.



The traditional shopping centre of Cefn Mawr on the 23rd December 2014 without public transport, however note the bus routed along Oxford Street, the Cefn Mawr bypass serving Tesco.



Oxford Street on the 23rd December 2014 at the same time.

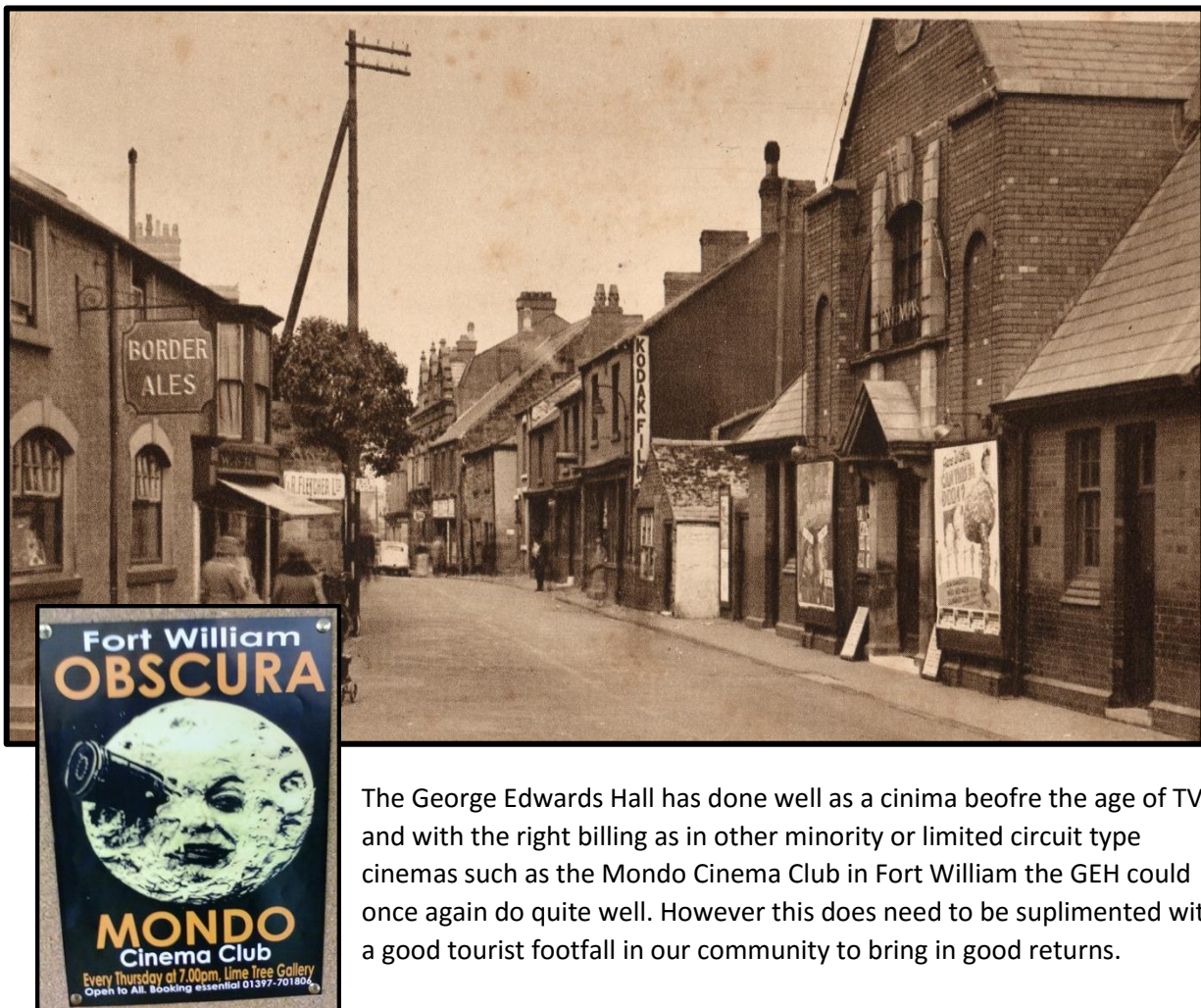
10.2.2 New regional shopping centres, with more than 50,000 square metres of gross floor space, can have a **substantial impact over a wide area and severely harm the nearest centres**. Although there may be circumstances in which a new regional shopping centre could fulfil an important retail need, full account needs to be taken of all likely impacts and it is unlikely that opportunities exist for such a centre in Wales at present.

This is why the PKC Group is strongly opposed to a new tourist and retail facility being built at the Trevor Basin as promoted in 2 master plans by WCBC. They would simply ensure that tourism will never reach Cefn Mawr. After all who will walk up the hill if you feed them at the bottom of it?

Support for existing centres 10.2.3

In developing policies to revitalise and increase the attractiveness of existing centres, local planning authorities should consult the private sector and local communities and should pay particular attention to the character of historic towns and conservation areas.

10.2.4 Although retailing should continue to underpin town, district, local and village centres it is only one of the factors which contribute towards their well-being. Policies should encourage a diversity of uses in centres. Mixed use developments, for example combining retailing with entertainment, restaurants and housing, should be encouraged so as to promote lively centres as well as to reduce the need to travel to visit a range of facilities. Leisure uses can benefit town and district centres and with adequate attention to safeguarding amenities can contribute to a successful evening economy.



The George Edwards Hall has done well as a cinema before the age of TV and with the right billing as in other minority or limited circuit type cinemas such as the Mondo Cinema Club in Fort William the GEH could once again do quite well. However this does need to be supplemented with a good tourist footfall in our community to bring in good returns.

10.2.5 In existing centres, the restoration of redundant buildings which are worthy of retention can make them suitable for re-use for a variety of retailing, commercial, entertainment, cultural or residential purposes. Public realm improvements and other distinctive design solutions can assist the regeneration of town centres.

10.2.6 Good access to, and convenient movement within, town centres are essential. Development plans should encourage the provision of good access to town and other centres for walkers and cyclists and for public transport, allowing for bus priority measures and public transport facilities. They should also encourage easy access to and within centres, and appropriate facilities, for people with limited mobility. Access for delivery vehicles should be provided for so as to assist the efficient functioning of centres. Access by car and short-term parking can also help centres to compete with existing out of centre locations, but they should be managed to minimise congestion, pollution and parking problems which would otherwise reduce the convenience, attractiveness or competitiveness of these centres.



Parking facilities could be significantly improved at the Crane by sorting out the area where the old public toilets were before demolition. This was proposed by David Taylor, Post Master and Local Councillor and makes a lot of sense. This would provide 20 slots for people visiting the Post Office alleviating parking problems during peak periods of business. Car parking capacity could also be increased at the Crane Street View Point Car Park as suggested by demolishing concrete council sheds. This would add capacity and improve the view point drastically. There is a lot to be said and done for improving the local parking in Cefn Mawr which could be achieved at very reasonable costs in both financial and environmental terms. These increases in

capacity of our existing parking lots would facilitate further business in the local community thereby promoting the Vitality and Viability of our economy attracting and supporting inward investment.

10.2.7 Development plans may distinguish between primary and secondary frontages in town centers and consider their relative importance to the character of the center. Primary frontages are characterized by a high proportion of retail uses, while secondary frontages are areas of mixed commercial development including, for example, restaurants, banks and other financial institutions. Banks and other financial institutions provide important services and local planning authorities should encourage their retention in town centers. This may involve the upgrading of premises and the installation of new customer services. However, such uses should not be allowed to dominate primary shopping areas in a way that can undermine the retail function.

10.2.8 Policies and supplementary planning guidance should support management of town centres and, where appropriate, of smaller centres. Such management, involving enhancement and promotion, can be an important factor in achieving vitality, attractiveness and viability of town, district, local and village centres. Appropriate management measures can also contribute to the achievement of a safe and crime free environment. Partnership between local authorities and the private sector is essential to the success of such management.



Local Trader Signage for Cefn Mawr at the Tesco Roundabout.

Identifying new sites - the sequential approach

10.2.11 Where a need is identified for such new development, local planning authorities should adopt a sequential approach to the selection of sites. The sequential approach should also be used when allocating sites for the other uses best located in existing centres. Adopting a sequential approach means that first preference should be for town centre locations, where suitable sites or buildings suitable for conversion are available. If they are not available, then consideration should be given to amending the boundaries of existing centres so that appropriate edge of centre sites are included. Where this is not practical, then district and local centres might be considered and, only then, out-of-centre sites in locations that are accessible by a choice of means of transport. When proposing a development plan allocation in an edge of centre or out-of-centre location for uses best located in an existing centre, local planning authorities must have regard to need and to the sequential test and must be able to justify the proposal fully.

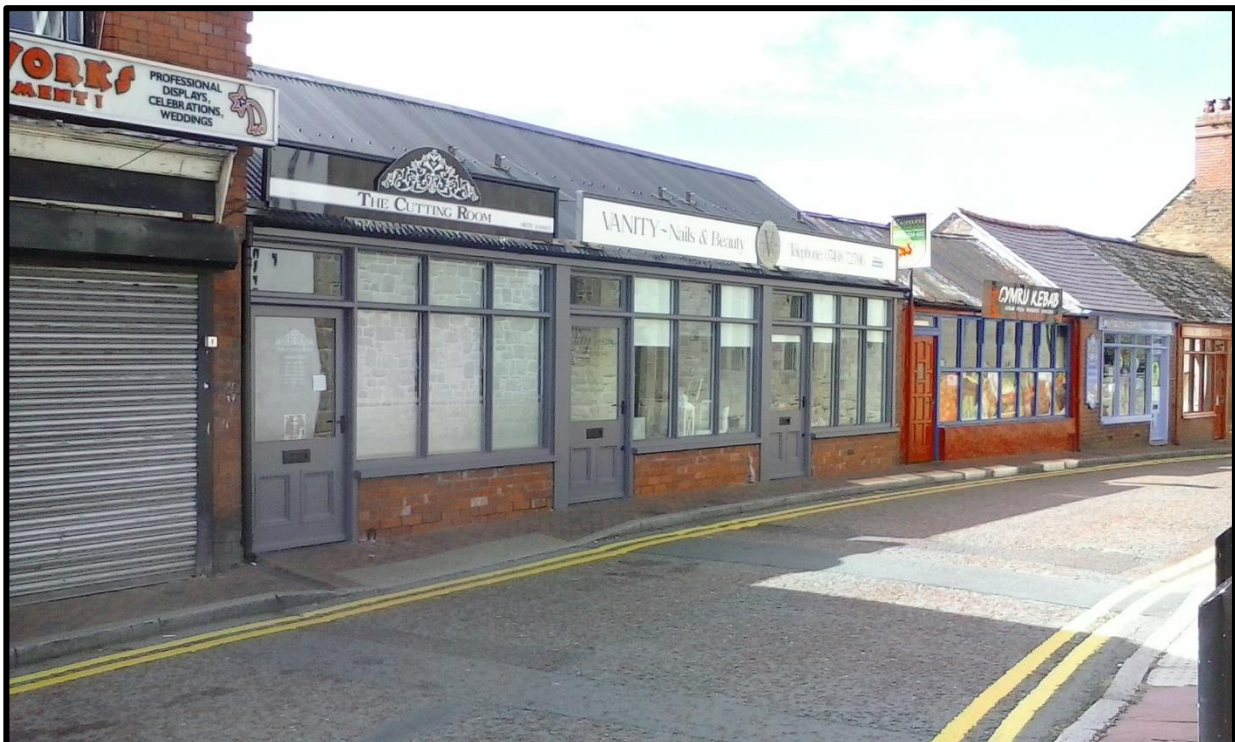
10.2.13 Development plans should:

- Establish the strategic role to be performed by the main centres in the retail hierarchy;
- Set out measures to reinvigorate particular centres, as appropriate;
- Set out detailed policies to achieve vital, attractive and viable centres;
- Allocate sites for new retail and leisure facilities and other uses best located in town centres,
- Where there is assessed to be a quantitative or qualitative need using the sequential approach;
- Include a criteria based policy against which proposals coming forward can be judged;
- Set out policies for primary and secondary frontages, where appropriate.

10.3 Development management and retailing and town centres

10.3.1 When determining a planning application for retail, leisure or other uses best located in a town centre, including redevelopment, extensions or the variation of conditions, local planning authorities should take into account:

- **Compatibility with any community strategy** or up-to-date development plan strategy;
- Need for the development/extension, unless the proposal is for a site within a defined centre or one allocated in an up-to-date development plan;
- The sequential approach to site selection;
- **Impact on existing centres;**
- Net gains in floor space where redevelopment is involved, and whether or not it is like-for-like in terms of comparison or convenience;
- Rate of take-up of allocations in any adopted development plan;
- **Accessibility by a variety of modes of travel;**
- Improvements to public transport;
- Impact on overall travel patterns; and
- **Best use of land close to any transport hub, in terms of density and mixed use.**



This is Cefn Mawr, without one retail chain store, so let's be proud of it and make the most of it.

10.3.2 This approach reinforces the role of centres as the best location for most retail/leisure activities. In contrast to the way in which locations outside existing centres are dealt with, consideration of the need for additional provision is not a matter that should be taken into account when proposals for uses best located in centres come forward. It is not the role of the planning system to restrict competition between retailers within centres.



10.3.4 Developers should be able to demonstrate that all potential town centre options, and then edge of centre options, have been thoroughly assessed using the sequential approach before out-of-centre sites are considered for key town centre uses. The onus of proof that more central sites have been thoroughly assessed rests with the developer and, in the case of appeal Welsh Ministers will need to be convinced that this assessment has been undertaken. This approach also requires flexibility and realism from local planning authorities, developers and retailers.

10.3.5 To maximise the opportunities for new development in centres, developers and retailers will need to be more flexible and innovative about the format, design and scale of proposed development and the amount of car parking, tailoring these to fit the local circumstances. Rather than propose developments with a mixture of large scale retail and/or leisure uses and a large amount of car parking which can only be accommodated at single site out-of-centre or even out-of-town locations, developers are expected to demonstrate why they could not develop elements of the larger scheme on a site, or a number of sites, in more central locations with less car parking.

10.3.7 The commitments to accessible shopping and to sustaining existing centres mean that local planning authorities should seek to retain an adequate level of provision for food shopping, together with post offices and pharmacies, in existing town, district and local centres and in villages.



10.3.8 Out-of-centre food supermarkets should not be allowed if their provision is likely to lead to the loss of general food retailing in the centre of smaller towns. Where the inclusion of post offices and pharmacies in out-of-centre retail developments would be likely to lead to the loss of existing provision they should be discouraged by imposing appropriate conditions.



Tesco who we work with as a partner, now they are here, but we don't want Cefn Mawr to be encircled with more supermarkets and retail chain outlets killing our community.

10.3.9 The economic and social role of local shops, village shops and public houses should be taken into account when considering applications for a change of use of existing shops into dwellings or other uses. In rural areas local planning authorities should adopt a positive approach to applications for conversion of suitable village properties to shops and for extensions to village shops designed to improve their viability. A positive approach should also be taken, subject to amenity considerations, to re-establishing a public house in villages which have completely lost such provision. The lack of public transport in rural areas should not preclude small-scale retail or service development where this will serve local needs.

10.3.10 Shops ancillary to other uses, such as farm shops that will help to meet the demand for fresh produce, craft shops and shops linked to petrol stations, can also serve a useful role in rural areas by providing new sources of jobs and services. In assessing such proposals, local planning authorities should take account of:

- The potential impact on nearby village shops;
- The desirability of providing a service throughout the year;
- The likely impact of traffic generated and access and parking arrangements.

10.3.12 Some types of retailing, such as stores selling bulky goods and requiring large showrooms, may not be able to find suitable sites in town centres. Such stores should be located at edge of centre sites or, where such sites are not available, at locations accessible via a choice of means of transport. Retail parks, where such stores are grouped, should only be considered favourably where accessible to public transport as well as private transport. The need for retail parks should be tested in accordance with the principles in paragraph 10.3.1 above. **The scale, type and location of out-of-centre retail developments should not be such as to be likely to undermine the vitality, attractiveness and viability of those town centres that would otherwise serve the community well, and should not be allowed if they would be likely to put town centre strategies at risk.**



Chapter 11 Tourism, Sport and Recreation

11.1 Objectives

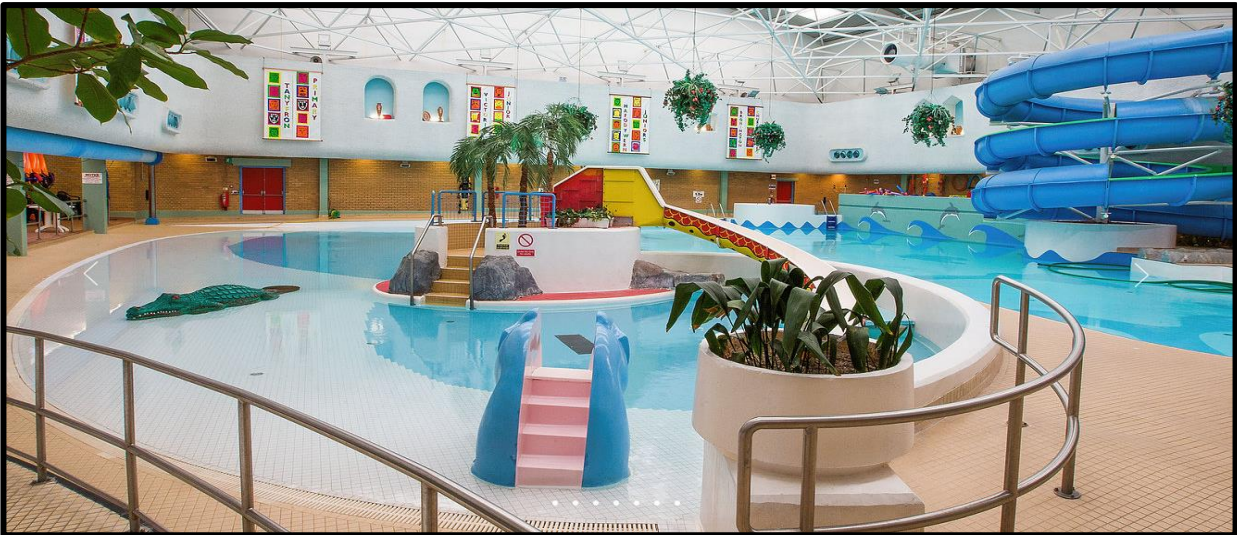
11.1.1 Tourism is vital to economic prosperity and job creation in many parts of Wales. It is a significant and growing source of employment and investment, based on the country's cultural and environmental diversity. Tourism can be a catalyst for environmental protection, regeneration and improvement in both rural and urban areas.



The Pontcysyllte Aqueduct is one of North East Wales's top tourist attractions drawing over 200,000 visitors every year. However, the average stay is limited to an hour or less. Therefore, if the proposals as being made by the PKC Group and others were implemented as proposed here this would increase the visitor number and increase the dwell time in the local area by increasing the available offer and transport links within the community. This constitutes Sustainable Tourism Development for our community, the Cefn & Cefn Mawr which can become a leader in the practical application of sustainability for the Welsh Nation. We hope everyone will join us in this.

11.1.2 The Welsh Government's aim is for:

- Tourism to grow in a sustainable way and to make an increasing contribution to the economic, social and environmental well-being of Wales.



Plas Madoc Leisure Center run by the Splash Community Trust, this is an extremely good piece of work by the local community in keeping the facility open and is fully supported by the PKC Group.

11.1.3 Sport and recreation contribute to our quality of life. The Welsh Government supports the development of sport and recreation, and the wide range of leisure pursuits which encourage physical activity. These activities are important for the well-being of children and adults and for the social and economic life of Wales. 'Climbing Higher' sets out the Welsh Government's long term strategy for an active, healthy and inclusive Wales where sport and physical activity are used to enhance the quality of life nationally and in local communities. The Welsh Government's main planning objectives are to promote:

- A more sustainable pattern of development, creating and maintaining networks of facilities and open spaces in places well served by sustainable means of travel, in particular within urban areas;
- Social inclusion, improved health and well-being by ensuring that everyone, including children and young people, the elderly and those with disabilities, has easy access to the natural environment and to good quality, well-designed facilities and open space;
- The provision of innovative, user-friendly, accessible facilities to make our urban areas, particularly town centers, more attractive places, where people will choose to live, to work and to visit.



Cefn Druids the oldest Football Club in Wales at their Rock Stadium ground.

11.1.4 Tourism involves a wide range of activities, facilities and types of development throughout Wales. The planning system should encourage sustainable tourism in ways which enable it to contribute to economic development, conservation, rural diversification, urban regeneration and social inclusion, recognizing the needs of visitors and those of local communities. In addition to supporting the continued success of existing tourist areas, appropriate tourist-related commercial development in new destinations, **including existing urban and industrial heritage areas, should be encouraged.**

11.1.6 Much of the existing provision of facilities and accommodation for tourism occurs in urban locations, including historic and coastal towns. In some places there may be a need to limit new development to avoid damage to the environment (for example in undeveloped coastal areas), or to the amenity of residents and visitors. In others there will be scope to develop well-designed tourist facilities so as to **help bring about regeneration, particularly of former industrial areas.**

This is our area of the Cefn & Cefn Mawr, including Acrefair, Rhosymedre, Newbridge, Cefn Bychan, Plas Madoc, Trevor and Froncysyllte at the center of the Pontcysyllte World Heritage Site.

11.1.7 In rural areas, tourism-related development is an essential element in providing for a healthy, diverse, local and national economy. **It can contribute to the provision and maintenance of facilities for local communities.** Here too development should be sympathetic in nature and scale to the local environment and to the needs of visitors and the local community.



Cefn Albion one of our best Local Teams

11.1.8 Planning authorities should provide the framework for well-located, good quality tourism, sport, recreational and leisure facilities. The areas and facilities provided in both rural and urban areas should be sensitive to the needs of users, attractive, well-maintained, and protected from crime and vandalism.

They should be safe and accessible, including to deprived or disadvantaged communities and to people whose mobility is restricted, by a variety of sustainable means of travel, particularly walking, cycling and public transport. **Long-distance routes, rights of way, disused railways and waterways are important tourism and recreation facilities, both in their own right and as a means of linking other attractions.**

11.1.9 Development for tourism, sport and leisure uses should, where appropriate, be located on previously developed land. The sensitive refurbishment and re-use of historic buildings presents particular opportunities for tourism and leisure facilities. The Wales Cultural Tourism Strategy 2003 stresses the importance of a high quality built environment and the sensitive conservation and conversion of historic and vernacular buildings.

11.1.10 The planning system should ensure that adequate land and water resources are allocated for formal and informal sport and recreation, taking full account of the need for recreational space and current levels of provision and deficiencies, and of the impact of developments related to sport and recreation on the locality and local communities. The role of surface water bodies in flood risk management also needs to be recognized.



Ty Mawr Country Park and the mighty Cefn Viaduct

11.1.11 Formal and informal open green spaces, including parks with significant recreational or amenity value, should be protected from development, particularly in urban areas where they fulfil multiple purposes, not only enhancing the quality of life, but contributing to biodiversity, the conservation of nature and landscape, air quality and the protection of groundwater. Such open spaces also have a role in climate protection and in enabling the adaptation of urban areas to the impacts of climate change, for example by contributing to flood management and helping to reduce urban heat island effects.

11.1.13 Local authorities should seek to protect and enhance the rights of way network as a recreational and environmental resource. **They are also encouraged to promote the national cycle network, long distance footpaths, bridleways, canals, and the use of inland waters and disused railways as greenways for sustainable recreation.**



Offa's Dyke long distance footpath and the Cefn & Cefn Mawr

11.2 Development plans and tourism, sport and recreation

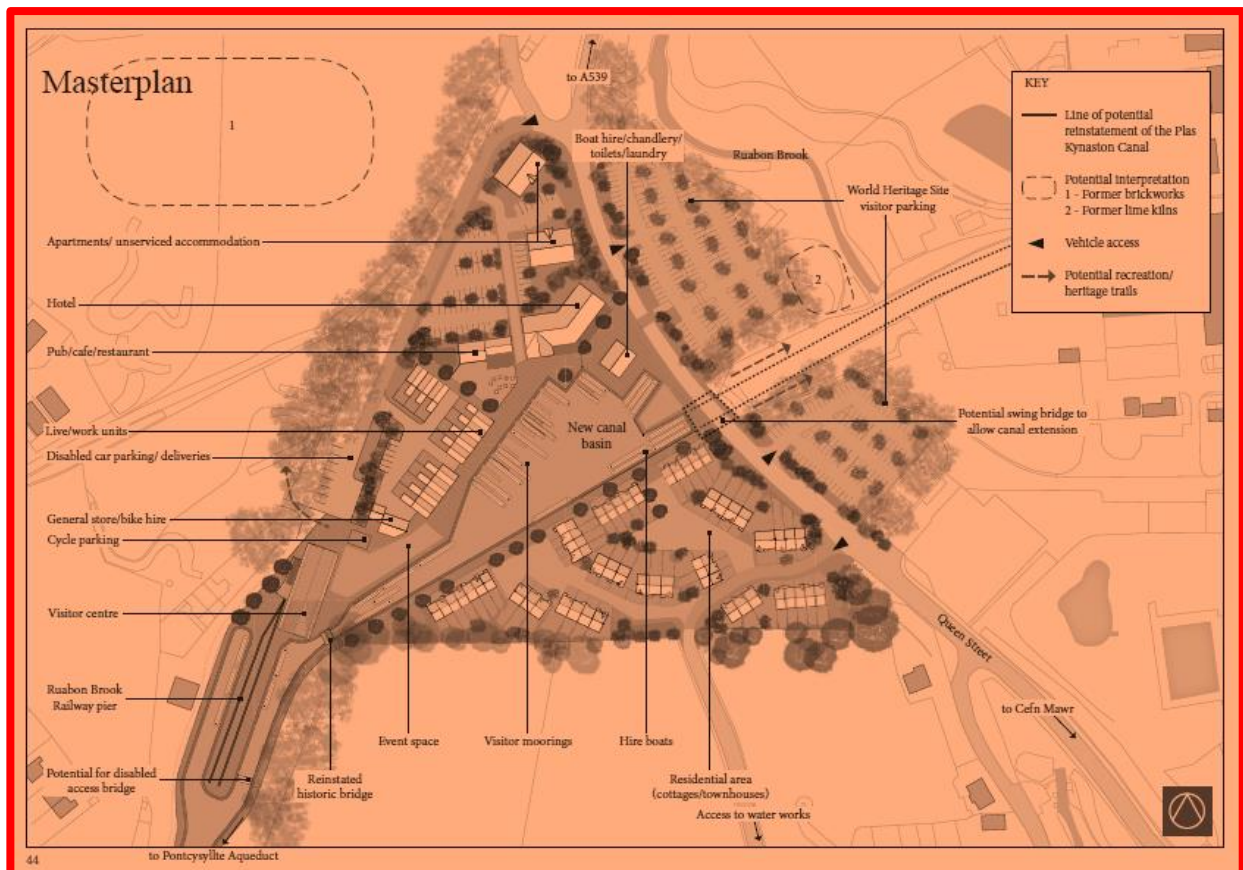
11.2.1 Development plans should establish a strategic framework for the provision and enhancement of well-designed tourism, sport, and recreation and leisure facilities in the areas they cover. They should consider the scale and broad distribution of existing facilities and activities and provide for the accommodation and management of future needs in ways which limit negative environmental impacts (including the consequences of climate change), protecting the landscape, biodiversity, the coast, the historic environment and areas of special interest, and the interests of local communities. They should take into account the environmental, economic and social implications of likely future changes in the provision of these facilities and have regard to objectives for urban regeneration and rural diversification.

11.2.3 The development plan should protect from development playing fields and open space that has significant amenity or recreational value to local communities. **It should indicate the ways in which previously developed or disused land and water bodies will be considered for tourism, sport and recreation uses, particularly in relation to urban regeneration.**

11.2.5 **The development plan should consider the scope to use disused land and routes as parks, linear parks or greenways in urban areas. It should encourage the provision of safe cycle routes and footpaths.** Where recreational use of redundant railway lines or spaces alongside canals or rivers is proposed, the plan should ensure that there is no detriment to adjoining users, wildlife or flood defenses.

11.3 Development management and tourism, sport and recreation

11.3.1 In determining planning applications for tourism developments, local planning authorities need to **consider the impact of proposals on the environment and local community.** They may seek to reduce the impact of development using arrangements for traffic and visitor management.



This type of “master planning” prepared in 2012 by ARUP for WCBC and third party partners that do not live or work in Cefn Mawr needs to be stopped. Building another new retail type facility at the Trevor Basin such as this with new bars, hotel, restaurant, shops etc. in competition to our community which struggles to survive goes against the grain of the entire WPP as indicated in this document. This is wrong and ignores our people and all our efforts over the past six years.

In 2014 a second “master plan” was prepared by Pleydell Smithyman for CRT, WCBC and other third parties, again not living or working in our community. This was for a £1.5M café built virtually on top of the aqueduct. It was in this plan that the £200,000 car park extension was planned at the Trevor Basin in the pristine field as already mentioned in this document which clearly does not comply with WPP. Furthermore, Cefn Mawr is only mentioned twice, and the only offer for the local community is that they can eat at the new café.

This reminds us of the French Aristocracy offering cake to the French People before the French Revolution. This kind of irresponsible and short sighted “master planning” by our local authority, WCBC has to stop and they need to start complying with WPP.

As a minor point the holding capacity of the proposed marina by ARUP is only 35 boats, so this does virtually nothing for the marine traffic and tourist trade and would struggle to be commercially viable. The holding capacity needs to be as large as possible, this is a simple rule of thumb and is much needed north of the aqueduct where the canal is a narrow concrete channel with very limited moorings.

11.3.2 Local planning authorities may be justified in seeking Section 106 Planning Agreements to contribute to the maintenance of safe and attractive facilities and open space, and to meet the needs of new communities. Such agreements may also need to be used to help ensure that standards of provision set out in development plans are met.

Chapter 12 Infrastructure and Services

12.1 Objectives

12.1.1 Adequate and efficient infrastructure, including services such as education and health facilities along with water supply, sewers, waste management, electricity and gas (the utilities) and telecommunications, is crucial for the economic, social and environmental sustainability of all parts of Wales. It underpins economic competitiveness and opportunities for households and businesses to achieve more socially and environmentally desirable ways of living and working. At the same time, infrastructure which is poorly designed or badly located can exacerbate problems rather than solving them.

12.1.2 This chapter deals with infrastructure and services, that is with issues of water supply and waste water management, waste management, energy supply from renewable and low carbon sources, and telecommunications. Guidance relating to transport infrastructure is in Chapter 8.

12.1.3 European environmental legislation places obligations on EU Member States with regard to the provision of environmental infrastructure (such as waste water treatment plants). The Welsh Government has an important role in securing compliance.

12.1.4 The Welsh Government aims to secure the environmental and telecommunications infrastructure necessary to achieve sustainable development objectives, while minimizing adverse impacts on the environment, health and communities. New approaches to infrastructure will be needed in light of the consequences of climate change. The objectives are:

- To protect and improve water resources through increased efficiency and demand management of water, particularly in those areas where additional water resources may not be available;
- To ensure that appropriate sewerage facilities are provided to convey, treat and dispose of waste water in accordance with appropriate legislation and sustainability principles;
- To ensure that appropriate facilities are established to prevent/re-use, prepare for re-use, recycle, recover and, where necessary, safely dispose of waste, so as to meet the Welsh Government's objectives for waste management;
- To promote the generation and use of energy from renewable and low carbon energy sources at all scales and promote energy efficiency, especially as a means to secure zero or low carbon developments and to tackle the causes of climate change;
- To facilitate the development of an advanced broadband telecommunications infrastructure throughout Wales;

12.1.5 The planning system has an important part to play in ensuring that the infrastructure on which communities and businesses depend is adequate to accommodate proposed development so as to minimize risk to human health and the environment and prevent pollution at source. This includes minimizing the impacts associated with climate change.

12.1.6 The capacity of existing infrastructure, and the need for additional facilities, should be taken into account in the preparation of development plans and the consideration of planning applications. In general, local planning authorities should seek to maximize the use of existing infrastructure and should consider how the provision of different types of infrastructure can be coordinated.

12.2 Water supply and waste water management

12.2.1 In development plans and when considering development proposals local planning authorities should promote increased efficiency and demand management of water resources, particularly in those areas where additional water resources may not be available, taking into account the effects that a changing climate may have over the lifetime of development.

Re use of the ex-Monsanto Water treatment plant should be made here.

12.3 Development plans and water

12.3.1 Development plans should take water-related issues into account from an early stage in the process of identifying land for development and redevelopment. New development should be located and its implementation planned in such a way as to allow for sustainable provision of water services, in particular minimizing vulnerability to the impacts of climate change. Design approaches and techniques that improve water efficiency and minimize adverse impacts on water resources, surface water quality, the ecology of rivers and groundwater should be encouraged.

The Plas Kynaston Canal will help with this as canals act as very efficient land drainage systems if used correctly and provide many other advantages as well such as an aesthetic social amenity that will play as significant role to the Sustainable Development of our Community.

12.5 Planning to manage waste

12.5.1 The Welsh Government's general policy for waste management is contained in its overarching waste strategy document Towards Zero Waste and associated sector plans. Planning authorities should, in principle, be supportive of facilities which fit with the aspirations of these documents and in doing so reflect the priority order of the waste hierarchy as far as possible.

12.5.3 The land use planning system has an important role to play in facilitating sustainable waste management by providing a framework for decision making which recognizes the social, economic and environmental benefits that can be realized from the management of waste as a resource to meet the needs of society and businesses, whilst at the same time:

- Minimizing adverse environmental impacts and avoiding risks to human health;
- Protecting areas of designated landscape and nature conservation from inappropriate development; and
- Protecting the amenity of residents, of other land uses and users affected by existing or proposed waste management facilities.

12.5.6 Natural Resources Wales has a statutory role in relation to the management and regulation of waste and the collection of waste production and management data. It has a key role in providing expert advice to planning authorities as part of local development plan preparation, as a consultee on certain planning applications and to assist planning authorities in evaluating complex waste information and making technical judgements, where necessary. Natural Resources Wales will contribute to the development and implementation of the monitoring arrangements outlined in more detail in TAN 21 Waste through the provision of data and expertise.

12.7 Development Management and waste planning

12.7.1 Decisions on waste management proposals should be determined in accordance with the relevant development plan for an area. The extent to which a proposal demonstrates a contribution to the waste management objectives, policy, targets and assessments contained in national waste policy will be a material planning consideration.

12.8 Renewable and Low Carbon Energy

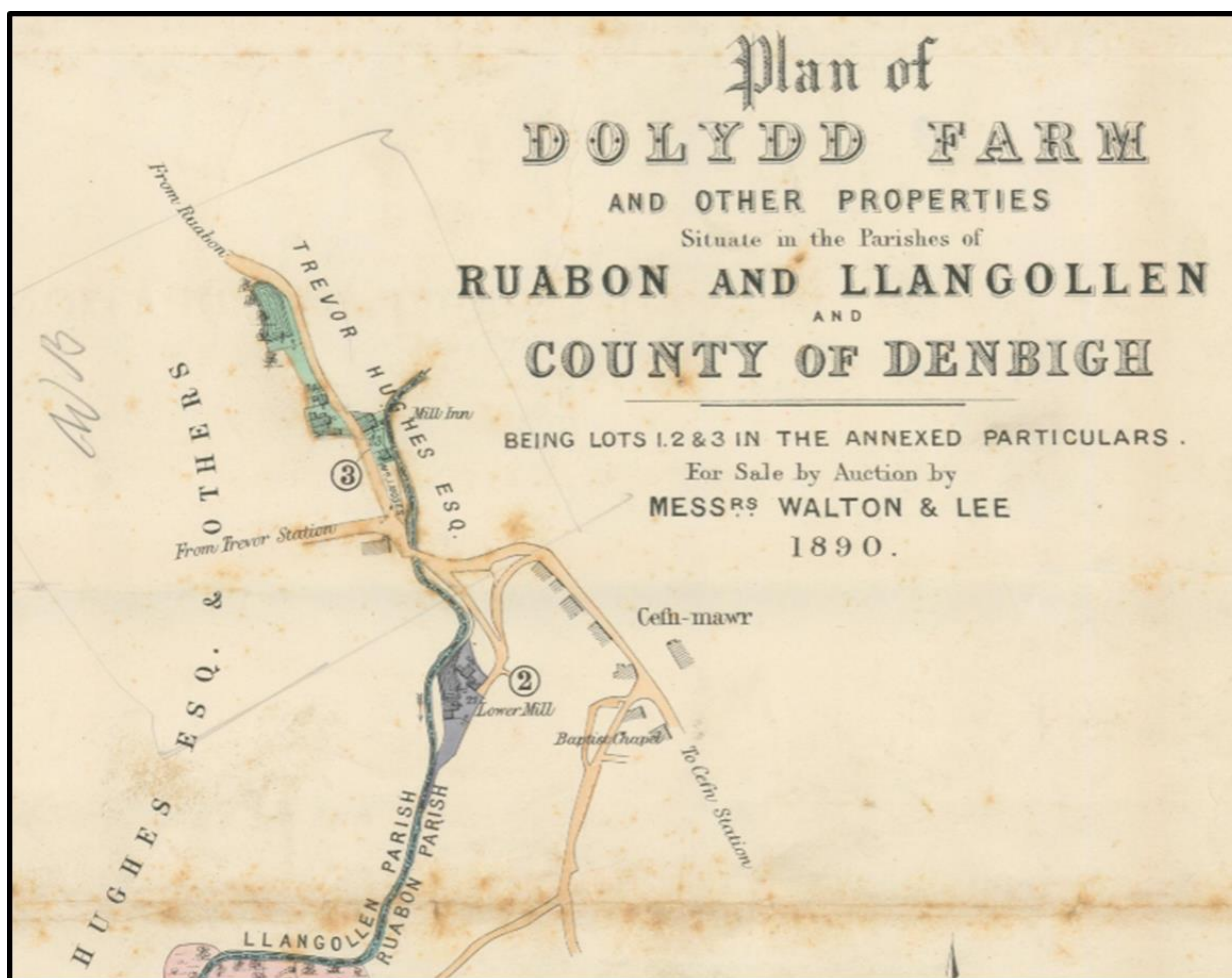
12.8.1 The UK is subject to the requirements of the EU Renewable Energy Directive. These include a UK target of 15% of energy from renewables by 2020. The UK Renewable Energy Roadmap sets the path for the delivery of these targets, promoting renewable energy to reduce global warming and to secure future energy supplies. The Welsh Government is committed to playing its part by delivering an energy program which contributes to reducing carbon emissions as part of our approach to tackling climate change whilst enhancing the economic, social and environmental wellbeing of the people and communities of Wales in order to achieve a better quality of life for our own and future generations. This is outlined in the Welsh Government's Energy Policy Statement Energy Wales: A Low Carbon Transition (2012).



The Cefn & Cefn Mawr has a hilly topography which is bisected by a number of small tributaries leading into the River Dee in the Valley. This has possibility for micro hydroelectric schemes to supply some of our local need or feed into the national grid as required. A lot of the most appropriate sites are already known and are indicated to us by our forefathers who once built, owned and operated the mills of the Cefn. The Mill Inn is a classic example of this although the Mill Inn was not a mill itself.



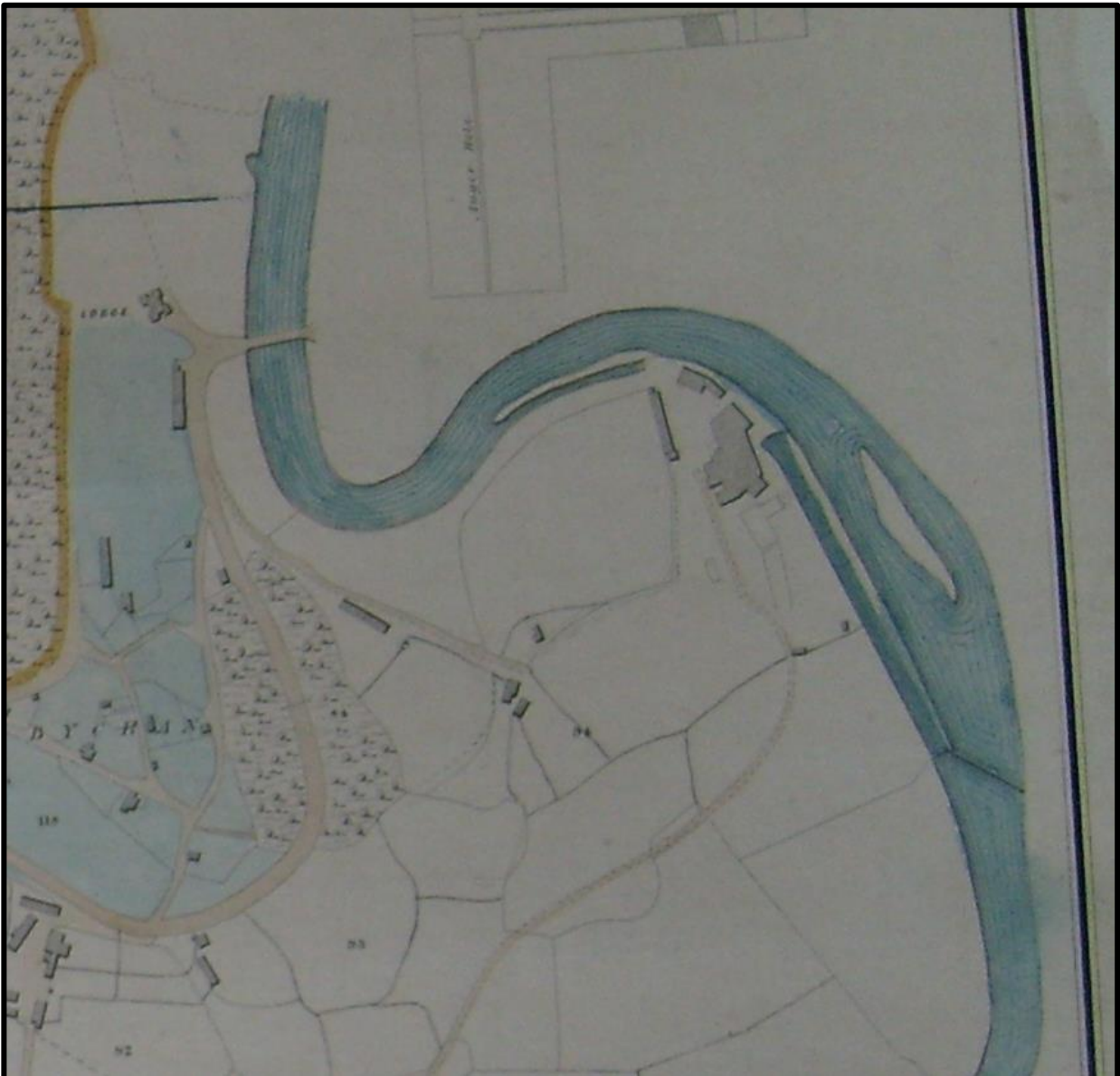
12.8.2 Planning policy at all levels should facilitate delivery of both the ambition set out in Energy Wales: A Low Carbon Transition and UK and European targets on renewable energy. The Renewable Energy Directive contains specific obligations to provide guidance to facilitate effective consideration of renewable energy sources, high-efficiency technologies and district heating and cooling in the context of development of industrial or residential areas, and (from 1 January 2012) to ensure that new public buildings, and existing public buildings that are subject to major renovation fulfil an exemplary role in the context of the Directive.



The old pumping station for Monsanto could be reused as a small hydroelectric scheme.

The issues at the heart of these duties are an established focus of planning policy in Wales, and in this context both local planning authorities and developers should have regard in particular to the guidance contained in Technical Advice Note 8: Planning for Renewable Energy and Planning for Renewable Energy – A Toolkit for Planners. The Welsh Government will however consider the preparation of further targeted guidance where appropriate.

12.8.6 The Welsh Government's aim is to secure an appropriate mix of energy provision for Wales which maximizes benefits to our economy and communities, whilst minimizing potential environmental and social impacts. This forms part of the Welsh Government's aim to secure the strongest economic development policies to underpin growth and prosperity in Wales recognizing the importance of clean energy and the efficient use of natural resources, both as an economic driver and a commitment to sustainable development.



This extract from a Plas Kynaston Estate map shows the weir and culvert used to provide water power for Lacon's Forge and Blast Furnace pre 1800 before the age of steam. Perhaps this could be reused as another micro hydroelectric generation scheme as it was certainly working at that time. Micro hydroelectric schemes will produce most power when needed, in the winter, because of flooding.

12.8.7 For the purposes of planning policy, renewable energy is the term used to cover those sources of energy, other than fossil fuels or nuclear fuel, which are continuously and sustainably available in our environment. This includes wind, water, solar, geothermal energy and plant material (biomass). These sources of energy can be utilized to generate power, heat, fuels (for transport) and cooling through a range of renewable energy technologies such as solar panels and wind turbines. For the purposes of planning policy, low carbon energy is the term used to cover technologies that are energy efficient (but does not include nuclear).

Renewable and low carbon energy developments will feature in many types of situations such as those that:

- Are directly incorporated into the fabric of a building;
- Are stand-alone directly connected to the grid;
- Built within a new development (e.g. development scale combined heat and power);
- Provide heat for a number of buildings (e.g. district heating);
- Provide a fuel for use in transport; and
- Provide cooling.

12.8.8 The Welsh Government is committed to using the planning system to:

- Optimize renewable energy generation;
- Optimize low carbon energy generation;
- Facilitate combined heat and power systems (and combined cooling, heat and power) where feasible; and
- Recognize that the benefits of renewable energy are part of the overall commitment to tackle climate change by reducing greenhouse gas emissions as well as increasing energy security.

12.8.9 Local planning authorities should facilitate the development of all forms of renewable and low carbon energy to move towards a low carbon economy to help to tackle the causes of climate change. Specifically, they should make positive provision by:

- Considering the contribution that their area can make towards developing and facilitating renewable and low carbon energy, and ensuring that development plan policies enable this contribution to be delivered;
- Ensuring that development management decisions are consistent with national and international climate change obligations, including contributions to renewable energy targets and aspirations;
- Recognising the environmental, economic and social opportunities that the use of renewable energy resources can make to planning for sustainability;
- Ensuring that all new publicly financed or supported buildings set exemplary standards for energy conservation and renewable energy production.

12.8.10 At the same time, local planning authorities should:

- Ensure that international and national statutory obligations to protect designated areas, species and habitats and the historic environment are observed;
- Ensure that mitigation measures are required for potential detrimental effects on local communities whilst ensuring that the potential impact on economic viability is given full consideration; and
- Encourage the optimisation of renewable and low carbon energy in new development to facilitate the move towards zero carbon buildings.

12.8.18 Local planning authorities should facilitate local authority-wide scale renewable energy in development plans by undertaking an assessment of the opportunities and potential for renewable energy in the area. They should also look for opportunities to co-locate major developments in order to optimize renewable energy potential and to promote district heating schemes.

12.8.19 Feed-in Tariffs provide financial support for projects in the sub-local authority scale category by requiring energy suppliers to make regular payments to customers who generate their own electricity. The upper limit of Feed in Tariffs is currently 5MW. There is potential for communities and small businesses to invest in ownership of renewable energy projects or to develop their own projects for local benefit. The Welsh Government's policy is to support community driven renewable energy projects where benefits from the projects are returned to the host community. Local planning authorities should ensure that development plan policies are supportive of projects benefitting from, or eligible for, Feed-in Tariffs.

12.8.20 Many forms of domestic and non-domestic small scale (micro generation) equipment currently benefit from permitted development rights and usually do not require planning permission, subject to specific criteria.



Pictures on the left look familiar, our type of countryside, i.e. the Dee River and streams etc. but they are not. Pictures taken in Japan and perhaps what is not so familiar are the pictures on the right, i.e. the turbine and alternator. What we need to do here is get together and work out what we can do as in the lower right photo. Click on the image to go to the website for more information.

12.9 Development plans and renewable and low carbon energy

12.9.1 Local planning authorities should plan positively for all forms of renewable and low carbon energy development using up to date and appropriate evidence.

12.9.2 Local planning authorities should guide appropriate renewable and low carbon energy development by undertaking **an assessment of the potential of all renewable energy resources and renewable and low carbon energy opportunities within their area** and include appropriate policies in development plans. Local planning authorities are encouraged to work collaboratively in order to gather evidence on a sub-regional basis wherever possible.

12.9.3 In undertaking such assessments local planning authorities should establish an evidence base which:

- Takes into account the contribution that can be made by their local area towards carbon emission reduction and renewable and low carbon energy production;
- Recognises that approaches for the deployment of renewable and low carbon energy technologies will vary;
- Identifies the accessible deliverable renewable energy resource potential (including heat) for their area and considers the likely utilisation of this resource over the plan period;
- Takes into account the environmental, social and economic impacts and opportunities from renewable and low carbon energy development;
- Takes into account the cumulative effects of renewable and low carbon energy development;
- Takes into account the likely mechanisms for determining applications for sites based on their potential and actual output; and
- Takes into account issues associated with grid connection and the transportation network.

12.9.7 The potential for the development of renewable and low carbon energy development within urban/industrial brownfield sites remains largely untapped. There may be further opportunities for the development of wind or other renewable energy schemes on urban/industrial brownfield sites.



A possible use for highly contaminated parts of the ex-Monsanto site could include Solar Farming and a balanced use of the sight should be sought. The down side of the solar farm idea is that it does not help with carbon capture, i.e. it is not a photo synthetic process and CO₂ and other contaminants are produced in manufacturing of the Solar Cells. The return for our community in this would be small in comparison to Sustainable Tourism Development and therefore an overall outlook needs to be maintained with this type of approach and use of the ex-Monsanto site. Furthermore, a Solar Farm if undertaken should not be allowed to act as a barrier between Cefn Mawr and the Aqueduct.

12.9.8 Local planning authorities should also seek to maximise the opportunities for district heating and generation schemes in their development plan by co-locating new proposals and land allocations with existing developments and heat suppliers and users.

12.9.9 At the sub-local authority scale renewable energy projects are applicable in all parts of Wales and development plans should encourage such development and clearly set out the local criteria against which such proposals will be evaluated.

12.10 Development management and renewable and low carbon energy

12.10.1 In determining applications for renewable and low carbon energy development and associated infrastructure local planning authorities should take into account:

- The contribution a proposal will play in meeting identified national, UK and European targets and potential for renewable energy, including the contribution to cutting greenhouse gas emissions;
- The wider environmental, social and economic benefits and opportunities from renewable and low carbon energy development;
- The impact on the natural heritage, the Coast and the Historic Environment;
- The need to minimise impacts on local communities to safeguard quality of life for existing and future generations;
- Ways to avoid, mitigate or compensate identified adverse impacts;
- The impacts of climate change on the location, design, build and operation of renewable and low Carbon energy development. In doing so consider whether measures to adapt to climate change impacts give rise to additional impacts;
- Grid connection issues where renewable (electricity) energy developments are proposed; and
- The capacity of and effects on the transportation network relating to the construction and operation of the proposal.

12.10.2 There may be opportunities to promote Combined Heat and Power (CHP) schemes and the Welsh Government encourages these projects as part of the imperative to reduce carbon emissions.

12.10.3 Developers for renewable and low carbon energy developments should seek to avoid or where possible minimise adverse impacts through careful consideration of location, scale, design and other measures.

12.10.4 Local planning authorities should, where relevant, consider the likely impact of proposed renewable and low carbon energy development on existing or other proposed renewable and low carbon energy developments and sources. In such cases they should consider amendments so as to render them acceptable.

12.10.5 The Welsh Government supports the principle of securing sustainable community benefits for host communities through voluntary arrangements. Such arrangements must not impact on the decision making process and should not be treated as a material consideration unless it meets the tests set out in Circular 13/9723.

12.10.6 Local authorities should use planning conditions or obligations to mitigate impacts, and secure the benefits and opportunities arising from a renewable or low carbon energy development proposal. This may include securing the decommissioning of developments and associated infrastructure and remediation of the site as soon as their use ceases, controlling of transport movements and highway works.

Chapter 13 Minimising and Managing Environmental Risks and Pollution

13.1 Objectives

13.1.1 Planning and environmental management are separate but complementary. By controlling where development can take place and what operations may be carried out, the planning system has an important role in avoiding or minimising the adverse effects of any environmental risks on present or future land use.

13.1.2 The Welsh Government's objectives are to:

- Maximise environmental protection for people, natural and cultural resources, property and infrastructure; and
- Prevent or manage pollution and promote good environmental practice.

13.1.3 It is advantageous for the land use planning and various environmental management regimes to operate in parallel. Local planning authorities and pollution control authorities should co-ordinate a joint approach towards developers where possible, especially when an Environmental Statement is required. Implementation of the EU Environment Directives is requiring the various consenting regimes to operate in a more integrated way. For example, competent authorities are encouraged to undertake in combination the assessment needed to fulfil requirements under the Habitats Directive.

13.1.4 Special attention needs to be given to minimising and managing the risks associated with climate change. Planning authorities, Natural Resources Wales and others, in particular the building industry, should use the precautionary principle to plan now, on the basis of the latest climate change scenarios from the UK Climate Impact Programme, and consider how a changing climate is expected to influence environmental risks over the lifetime of new development. Given current uncertainty as to the precise impacts of climate change, planning authorities need to ensure that both places and the development that takes place within them remain adaptable. For example, local planning authorities should identify circumstances in which development might prevent effective management of risks in future. Where it is not possible to avoid building in areas of environmental risk, appropriate design and other adaptation responses will be necessary for both the development and local communities.

13.1.5 Natural Resources Wales and other bodies with an interest should advise planning authorities as more knowledge and information becomes available as to where climate change will increase the specific risk to areas proposed for development.

13.2 Flood risk and climate change

13.2.1 Flood risk, whether inland or from the sea, is a material consideration in land use planning. All development on land within the flood plain of a watercourse, or drained via a culvert, or on low lying land adjacent to tidal waters, is at some risk of flooding and whilst flood risk can be reduced by using mitigation measures it can never be completely eliminated.

13.2.2 Rapid flows due to failure of defences pose a greater risk to life than a steady rise in water level, and land protected by tidal defences is extremely vulnerable in the event of a breach due to the speed and depth of flooding. Flooding as a hazard therefore involves the consideration of the potential consequences of flooding, as well as the likelihood of an event occurring.

Therefore, local planning authorities should recognise when assessing development proposals located within areas of flood hazard that the development is still at risk from flooding which may threaten human life and cause substantial damage to property, even where mitigation measures are proposed.

13.2.3 Meeting the Welsh Government's objectives for sustainable development requires action through the planning system to move away from flood defence and the mitigation of the consequences of new development in areas of flood hazard towards a more positive avoidance of development in areas defined as being of flood hazard. Planning authorities should therefore adopt a precautionary approach when formulating development plan policies on development and flood risk, and when considering planning applications. In this context, the principle should be applied on the basis that climate change is likely to increase the risk of coastal and river flooding as a result of sea-level rise and more intense rainfall and reduce service levels provided by surface water drainage infrastructure.

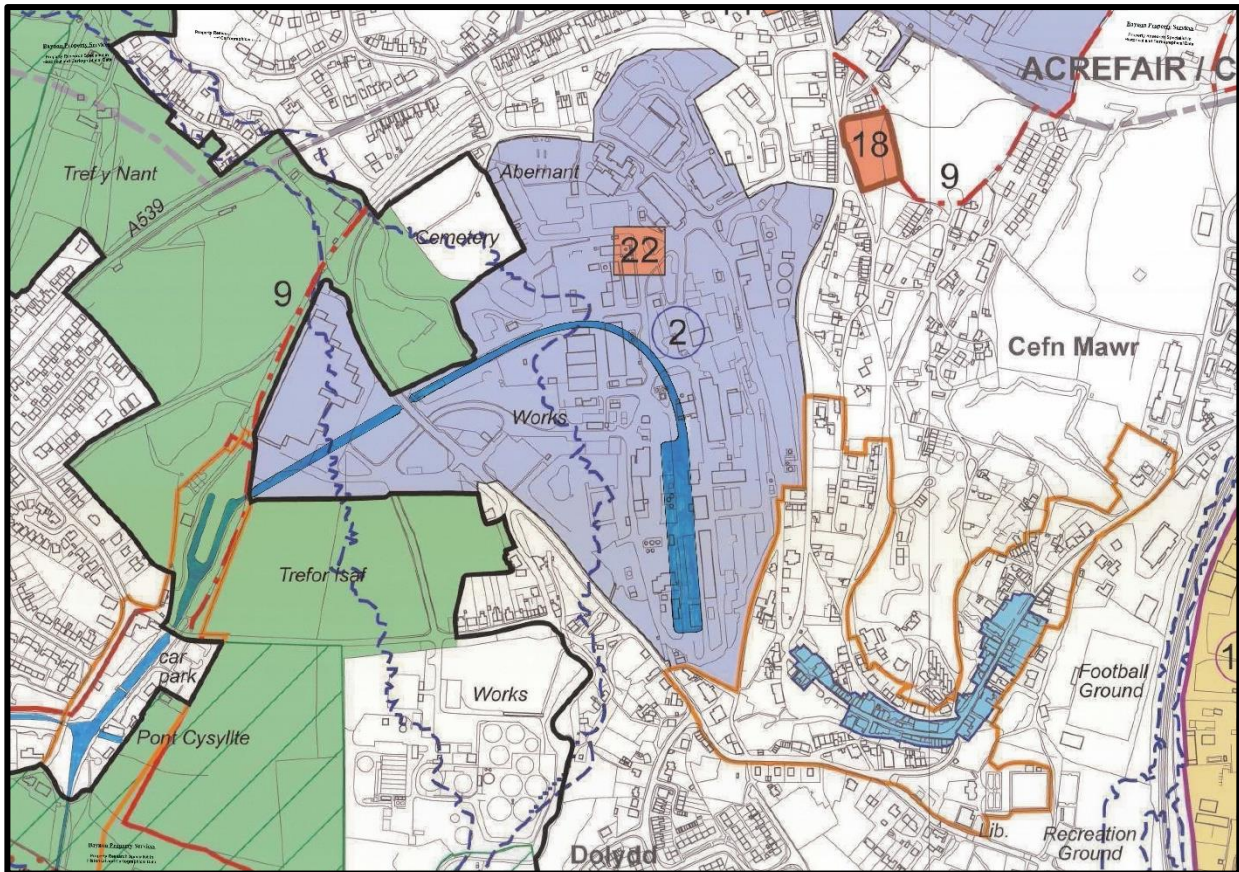
13.2.4 Local planning authorities should take a strategic approach to flood risk and consider the catchment as a whole. They should ensure that new development is not exposed unnecessarily to flooding. Therefore, by considering flood risk in terms of the cumulative impact of the proposed development in the locality on a catchment wide basis (river catchment and coastal cell), recognising that this may require working across administrative boundaries. Development proposals should seek to reduce, and certainly not increase, flood risk arising either from river and/or coastal flooding or from additional run-off from development in any location.

13.3 Development plans and flood risk

13.3.1 In preparing their development plans, local planning authorities should consult with adjacent authorities and Natural Resources Wales and ensure that, as well as not being at risk itself, development does not increase the risk of flooding elsewhere. In doing so they should bear in mind that the continued construction of hard engineered flood defences to protect development in defined areas of flood hazard is unlikely to be sustainable in the long term. When drawing up policies and proposals for their area local planning authorities must acknowledge that government resources for flood and coastal defence projects are directed at protecting 'existing' developments and are not available to provide defences in anticipation of future development. A sustainable approach to flooding will therefore involve the avoidance of development in flood hazard areas and, where possible or practical, the encouragement of managed retreat, the creation of wash-lands and flood plain restoration.

13.3.2 In areas of flood plain currently unobstructed, where water flows in times of flood, built development should be wholly exceptional and limited to essential transport and utilities infrastructure. Such infrastructure should be designed and constructed so as to remain operational even at times of flood, to result in no net loss of floodplain storage, to not impede water flows and to not increase flood risk elsewhere. Local planning authorities should recognise that it will be inappropriate to locate certain types of development such as schools, hospitals, residential development and emergency services within some areas defined as being of high flood hazard. In such areas, local planning authorities should ensure that only appropriate land allocations are made during the preparation of development plans.

13.3.3 Natural Resources Wales has a key role in advising and helping planning authorities and developers to understand the causes and effects of flooding within a river catchment and early consultation with them is recommended. Further useful information is available in Catchment Flood Management Plans and River Basin Management Plans.

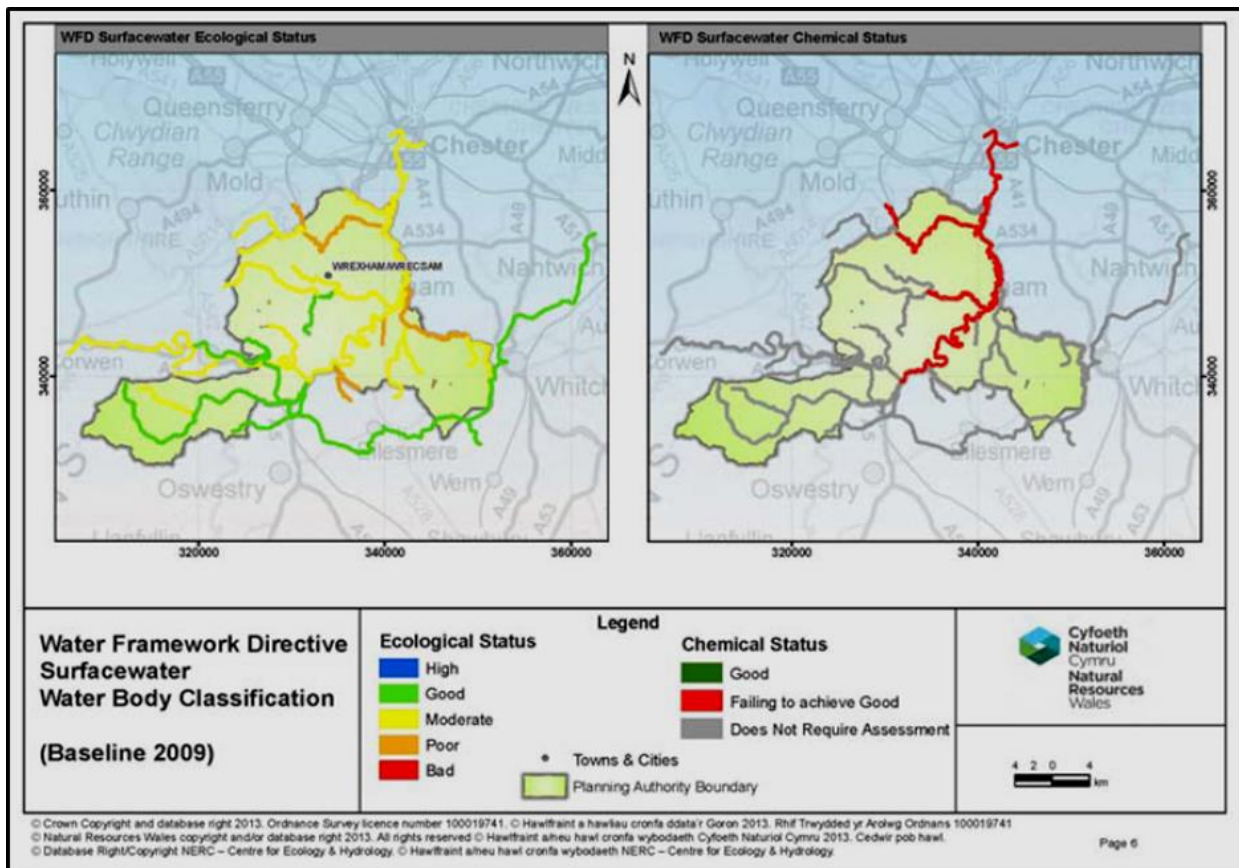


The line of the Plas Kynaston Canal all the way to the Queens Hotel in Cefn Mawr terminating in a 60 berth marina. Note the line of the canal passes through a potential flood plain according to the mapping which is also central to the Ex-Monsanto Chemical Works Site. While the probability of flooding at the site remains low, providing the culvert entrance that Tref-y-nant Brook runs through is kept clear it should be remembered that this is a contaminated site. The flood plain is clearly marked and the water course leads directly into the River Dee which is a source of drinking water for a large number of people on the Cheshire Plain. Therefore, the

risk factor is high, and the current practice of doing nothing and hoping for the best to be frank is not very assuring. In 2012 in a pole regarding Remediation of the site, we the people of Cefn Mawr voted with a 99.99% majority in favour of cleaning it up. We respectfully request that both Eastman's and WCBC listen to us the people of Cefn that live here and act appropriately since all production at the plant has now ceased. A mutual partnership working towards the same goals as clearly defined in the Future Generations Act 2015 is the best way to go for the benefit of our community and all of those living down stream of us and would be the most responsible course of action.

Therefore, the onus on this issue clearly rests with Eastman's and WCBC, and it is about time we saw an improvement as we the people of Cefn Mawr & PKC Group have sought the resolution of this issue for long enough.

We the PKC Group publicly request access to the URS Intrusive Survey Report.



Question: why the does the chemical contamination only appear at the confluence of the Ceiriog River with the Dee River? The Ceiriog River is relatively clean so should not be the source of contamination unlike some of the sites further upstream on the River Dee which could be contributing to chemical contamination, such as the ex-Monsanto Chemical Works? Tref-y-nant Brook runs through the site before entering the Rive Dee and the storm drains for the site empty into the River Dee.

Water Framework Directive: Surface Water Status (% in each class)					
Ecological Status			Chemical Status		
	Wrexham	Wales		Wrexham	Wales
Bad	0%	0.3%	Fail	100%	22%
Poor	19%	8%			
Moderate	45%	63%			
Good	35%	29%	Good	0%	78%
High	0%	0%			

The contamination of the River Dee is causing a 100% failure against the 2009 base line figures, which then gives a very high failure rate against Wales as a whole so why?

Water Resources - Surface Water Status (Chemical) – Indicator 5.12	Wrexham Wales			There could be many reasons for failure, abandoned mines and contaminated land, acidification, agriculture, industrial discharges, natural conditions, septic tanks, sewage discharges and urban development.
	Fail	100%		
	Good	0%		
	No deterioration from the baseline, achieve good by 2015/2021/2027			
	NRW Local Evidence Pack 2013 Baseline data 2009			

Reasons for Failure for Water Bodies in Wrexham

Please note this extract is from WCBC LDP2:

Natural Resources Wales have analysed all the reasons for failure to identify the main issues impacting on the water environment. Responsibility for rectifying these issues rests with land managers, farms, businesses, water companies, government bodies, local communities and planners. The top five reasons for failure that Planning Authorities can and should address through the planning process are:

Barriers to Fish migration – Ensure that planning applications that include impoundment are compliant with the WFD.

Abandoned Mines and Contaminated Land – Ensure that risks posed to groundwater from land contamination are mitigated and remediation is put in place where necessary.

Sewage Discharges – ensure via the LDP that sufficient sewage capacity exists for current and future needs; work with NRW to ensure planning applications do not impact negatively on water quality; work with NRW to plan for the long term sewerage and development pressures.

Flood Protection and Land Drainage – ensure that existing and proposed flood protection structures and operations incorporate mitigation; locate new development outside of flood plains; managed re-alignment of flood defences delivers environmental improvements where appropriate and ensure new SUDS deliver solutions for the management of surface water quality and quantity.

Urban and Transport Development – identify opportunities to restore urban rivers e.g. by removing redundant weirs and reinstating riparian habitat and trees; address diffuse pollution; ensure planning decisions take regard of the RBMP and support the delivery of environmental improvements.

Future demand for water will be driven by changes in climate and pressure from development and growth. Population growth is likely to remain the most significant driver for change in household demand for water through to the 2050s. EAW have modelled growth, forecasts indicate that there is likely to be a slight decline in total demand for water in Wales from 2008 to 2018. The decline is driven by a reduction in per capita consumption (pcc), and industrial and business use, which offsets the forecast growth in population. Beyond 2020 the picture is less clear with wildly conflicting implications for water use.

13.4 Development management and flood risk

13.4.1 Development proposals in areas defined as being of high flood hazard should only be considered where:

- New development can be justified in that location, even though it is likely to be at risk from flooding; and
- The development proposal would not result in the intensification of existing development which may itself be at risk; and
- New development would not increase the potential adverse impacts of a flood event.

13.4.2 In determining applications for development, local planning authorities should work closely with Natural Resources Wales, drainage bodies, sewerage undertakers, prospective developers and other relevant authorities to ensure that surface water run-off is to be controlled as near to the source as possible by the use of sustainable urban drainage systems.

Again canals are an ideal solution here if managed correctly. They should also ensure that development does not:

- Increase the risk of flooding elsewhere by loss of flood storage or flood flow route; or
- Increase the problem of surface water run-off.

13.4.3 It is essential that Natural Resources Wales' advice is obtained and given due weight as a material consideration by planning authorities in determining individual planning applications. Planning authorities must have good reasons for not following the advice of Natural Resources Wales, and these should be reported to Natural Resources Wales prior to planning permission being granted, enabling them to consider submitting further representations. Where detailed information in respect of flood risk is not available, local planning authorities should require developers to carry out detailed technical investigations to evaluate the extent of the risk.

13.4.4 Planning authorities should bear in mind that Natural Resources Wales will not automatically provide or extend a flood warning service. Natural Resources Wales has demanding targets to meet and any increase in the number of new properties requiring a flood warning service will make these targets more difficult to achieve. Increasing the numbers of new properties in areas at risk from flooding will place increasing pressure on the emergency services and therefore consideration should be given to refusing development.

13.5 Dealing with unstable and contaminated land

13.5.1 The planning system should guide development to lessen the risk from natural or human-made hazards, including risk from land instability and land contamination. The aim is not to prevent the development of such land, though in some cases that may be the appropriate response. Rather it is to ensure that development is suitable and that the physical constraints on the land, including the anticipated impacts of climate change, are taken into account at all stages of the planning process. However, responsibility for determining the extent and effects of instability or other risk remains that of the developer. It is for the developer to ensure that the land is suitable for the development proposed, as a planning authority does not have a duty of care to landowners.

13.5.2 The current regime for contaminated land was introduced under the provisions of Part IIA of the Environmental Protection Act 1990. Local planning authorities should be aware of the requirements of Part IIA and ensure that their policies and decisions are consistent with it.

Guidance on the Part IIA regime has been issued by the Welsh Government. The main issues relating to the interface between the planning system and the contaminated land regime are:

- Where land is designated as contaminated land under Part IIA and the owner wishes subsequently to develop the land; and
- Where the future use or development of land means that the land will be designated as contaminated land under Part IIA.

13.6 Development plans and contaminated land

13.6.1 Local planning authorities should take into account the nature, scale and extent of contamination which may pose risks to health. Land contamination must be considered in the preparation of development plans to ensure that:

- New development is not undertaken without an understanding of the risks, including those associated with the previous land use, mine and landfill gas emissions, and rising groundwater from abandoned mines;
- Development does not take place without appropriate remediation;
- Consideration is given to the potential impacts which remediation of land contamination might have upon the natural and historic environments.

13.6.2 Where appropriate, development plans should indicate the general location of known areas of contamination and may also include specific proposals for sites known to be contaminated or where the site history suggests a risk of contamination or the land is designated as contaminated land under Part IIA. Policies for these areas must be accompanied by the warning that they have been defined on the basis of the best information available to the planning authority, are not necessarily exhaustive and that responsibility for determining the extent and effects of such constraints remains that of the developer.

13.6.3 Plans may indicate that the local planning authority will need to be satisfied that any actual or potential contamination can reasonably be overcome. Policies for the rehabilitation and development of existing polluted land and derelict sites should also be included.

13.7 Development management and contaminated land

13.7.1 Planning decisions need to take into account:

- The potential hazard that contamination presents to the development itself, its occupants and the local environment; and
- The results of a specialist investigation and assessment by the developer to determine the contamination of the ground and to identify any remedial measures required to deal with any contamination.

13.7.2 Where significant contamination issues arise, the local planning authority will require evidence of a detailed investigation and risk assessment prior to the determination of the application to enable beneficial use of land. Where acceptable remedial measures can overcome such contamination, planning permission may be granted subject to conditions specifying the necessary measures. If contamination cannot be overcome satisfactorily, the authority may refuse planning permission.

13.7.3 Undertaking development on land designated as contaminated land for the purposes of Part IIA may provide a net cost benefit, by way of taking land from a perceived negative value to a positive value, necessary to fund the required remediation of contaminated land.

If remediation required under Part IIA is to commence via the planning process it will be the responsibility of the local planning authority to ensure that the land is suitable for its proposed use. The developer will need to provide sufficient information to both the local planning authority and the enforcing authority under Part IIA. In such cases remediation will be enforced through planning permission. However, in the absence of a definite timetable for implementing planning permission the option should remain for the enforcing authority under Part IIA to require the necessary remediation and to do so under the 'polluter pays' principle.

We would like to know where WCBC stands on this issue with the Ex-Monsanto site? We the PKC Group seek to work with Eastman's on this issue and request WCBC to join in.

13.7.4 A development proposal may introduce changes to a site which may result in land being designated as contaminated under Part IIA, where such land would not be considered contaminated in its existing state under the provision of the regime. The onus will remain with the developer to ensure that the development of the site will not result in designation as contaminated land under Part IIA. The local planning authority will need to ensure that the land is suitable for its proposed use.

13.7.5 When planning permission is granted, a notice should be issued to inform the applicant that the responsibility and subsequent liability for safe development and secure occupancy of the site rests with the developer and/or landowner. It should also advise the applicant that, although the local planning authority has used its best endeavours to determine the application on the basis of the information available to it, this does not mean that the land is free from contamination.



The simple answer is if we are going to go from this blot on the landscape we are going to have to deal with the Ex-Monsanto Works site in a responsible way with an effective remediation package. In the ARUP "master plan" of 2012 one option for of dealing with any contaminated material was to remove it from the Trevor Basin area and dump it at the Cefn Mawr end behind the Queens Hotel. We opposed this at the time and still wonder at the reasoning. Our counter proposal was for remediation by Scottish Coal and although we received a land slide vote in favour of Remediation we also heard the reservations about Scottish Coal conducting the work. However not long after the ballot, Scottish Coal themselves, then the leading remediation company in the UK went into liquidation.

Since then we have been looking at alternative methods of dealing with contaminated land and have some interesting and cost effective solutions that could deal with the problems on site in an environmentally friendly fashion, and even helping with carbon capture through photosynthesis. We are speaking to a number of leading research institutions regarding this at present and again we are hoping that Eastman's and WCBC will join us in this initiative which will assist in literally turning the Ex-Monsanto Site around into this:



13.8 Development plans and unstable land

13.8.1 Land instability must be considered by local planning authorities in preparation of development plans to ensure that:

- New development is not undertaken without an understanding of the risks, including those associated with subsidence, landslips or rock falls;
- Development does not take place without appropriate precautions;
- Development is not allowed if expensive engineering projects, which have implications for the public purse, will be required to prevent erosion, or in the case of receding cliffs, if the site is likely to be affected by loss of land to the sea during the lifetime of the development, possibly contributing to pollution at a later date; and
- Unstable land is restored to safeguard investment and, where possible, returned to productive use.

13.8.2 Local planning authorities should therefore take into account in plan preparation the nature, scale and extent of ground instability which may pose direct risks to life and health, buildings and structures, or present indirect hazards associated with ground movement such as the possible migration of landfill or mine gas.

13.8.3 Where appropriate, development plans should indicate the general location of known areas of unstable ground. Policies for these areas must be accompanied by the warning that they have been defined on the basis of the best information available to the planning authority, that they are not

necessarily exhaustive, and that responsibility for determining the extent and effects of such constraints remains that of the developer.

Proposals for areas of land instability should take due account of physical constraints and may recommend action on land reclamation or other remedial action to enable beneficial use of unstable land.

13.8.4 Plans may indicate that the local planning authority will need to be satisfied that a site is stable or that any actual or potential instability can reasonably be overcome.

13.9 Development management and unstable land

13.9.1 Planning decisions need to take into account:

- The potential hazard that instability could create to the development itself, to its occupants and to the local environment; and
- The results of a specialist investigation and assessment by the developer to determine the stability of the ground and to identify any remedial measures required to deal with any instability.

13.9.2 Where acceptable measures can overcome instability, planning permission may be granted subject to conditions specifying the necessary measures. If instability cannot be overcome satisfactorily, the authority may refuse planning permission. When planning permission is granted, a notice should be issued to inform the applicant that the responsibility and subsequent liability for safe development and secure occupancy of the site rests with the developer and/or landowner. It should also advise the applicant that although the local planning authority has used its best endeavours to determine the application on the basis of the information available to it, this does not mean that the land is free from instability.

13.10 Improving the quality of water and air

13.10.1 The planning system should determine whether a development is an acceptable use of land and should control other development in proximity to potential sources of pollution rather than seeking to control the processes or substances used in any particular development.

13.10.2 Planning authorities should operate on the basis that the relevant pollutant control regimes will be properly applied and enforced by other agencies. They should not seek to control through planning measures, matters that are the proper concern of the pollution control authority. These regimes are set out in the Environment Act 1995, the Environmental Protection Act 1990, the Water Resources Act 1991 and the regulatory regimes introduced by the Pollution Prevention and Control Act 1999. Each of these may have a bearing on the environmental controls imposed on the development in respect of environmental and health concerns and planning authorities will need to ensure that planning conditions do not duplicate or contradict measures more appropriately controlled under these regimes.

13.10.3 Where pollution considerations, which may be relevant to a pollution control authorization or licence or result from the need to comply with any statutory environmental quality standards or objectives, affect the use and development of land they can be material planning considerations.

This provision extends to air quality objectives set out under Part IV of the Environment Act 1995 and the local authority's action plans for Air Quality Management Areas and, in the case of water, to environmental objectives developed as part of the implementation of the European Union's Water

Framework Directive. The weight attached to such considerations will depend on the scope of the pollution control system in each case and the effect on land use and amenity.

13.10.4 Local authorities are required to carry out periodic reviews of the air quality in their areas in relation to seven regulated pollutants and to assess this against the air quality objectives set out in the regulations. Where a local authority believes that there is currently, or that there is likely to be in future, a breach in an air quality objective, it must declare an 'Air Quality Management Area'.

13.10.5 The EU Water Framework Directive establishes a strategic approach to water management and a common means of protecting and setting environmental objectives for all ground waters and surface waters, integrating the various preceding directives into a new framework.

13.11 Development plans and improving the quality of water and air

13.11.1 Development plans are important vehicles for the promotion of environmental protection and should enable consideration of the effects which proposed developments, and transport demand associated with them, may have on air or water quality and the effects which air or water quality may have on proposed developments. Local planning authorities should take account of such quality objectives when preparing development plans and should work closely with pollution control authorities in the preparation of these plans and when determining planning applications.

13.11.2 Development plans should include strategic policies on the location of potentially polluting developments and should set out criteria by which applications for such developments will be determined, but they should not exclude provision for such projects or prohibit all applications to set them up. Plans may set out policies and proposals to ensure that incompatible uses of land are separated, in order to avoid potential conflict between different types of development. They should make realistic provision for the types of industry or facility that may be detrimental to amenity or conservation interests, or a potential source of pollution, ensuring resilience to climate change.

13.12 Development management and improving the quality of water and air

13.12.1 The potential for pollution affecting the use of land will be a material consideration in deciding whether to grant planning permission. Material considerations in determining applications for potentially polluting development are likely to include:

- Location, taking into account such considerations as the reasons for selecting the chosen site;
- Impact on health and amenity;
- The risk and impact of potential pollution from the development, insofar as this might have an effect on the use of other land and the surrounding environment (the environmental regulatory regime may well have an interest in these issues, particularly if the development would impact on an Air Quality Management Area or a SAC);
- Prevention of nuisance;
- Impact on the road and other transport networks, and in particular on traffic generation; and
- **The need, where relevant, and feasibility of restoring the land (and water resources) to standards sufficient for an appropriate after use.** (Powers under the Pollution Prevention and Control Act 1999 require an operator to return a site to a satisfactory state on surrender of an Integrated Pollution Prevention and Control Permit).

13.12.2 Local planning authorities should work closely with pollution control authorities when determining planning applications. The timing of applications under the different regimes may vary and the information relevant to an authorisation under Part I of the Environmental Protection Act 1990 may

not be available when applying for planning permission. **In deciding to grant permission for a development local planning authorities should be satisfied that any remaining pollution concerns are capable of being dealt with under the other pollution regimes.**

13.12.3 Planning authorities may use planning conditions or obligations to meet planning aims to protect the environment where these are pertinent to the development proposed. It is important for planning authorities to understand the scope and purpose of conditions that can be imposed by pollution authorities so as to ensure that planning conditions neither duplicate nor conflict with such conditions. **Proposed development should be designed wherever possible to prevent adverse effect to the environment but as a minimum to limit or constrain any effects that do occur.**

13.13 Reducing noise and light pollution

13.13.1 Noise can affect people's health and well-being and have a direct impact on wildlife and local amenity. Noise levels provide an indicator of local environmental quality. The objective of a policy for noise is to minimise emissions and reduce ambient noise levels to an acceptable standard. Noise Action Plans, drawn up by the Welsh Ministers in relation to Wales under the Environmental Noise Directive, and the Wales Regulations, aim to prevent and reduce environmental noise where necessary and preserve environmental noise quality where it is good. They are a planning consideration in the use and development of land.

13.13.2 There is a need to balance the provision of lighting to enhance safety and security to help in the prevention of crime and to allow activities like sport and recreation to take place with the need to:

- Protect the natural and historic environment including wildlife;
- Retain dark skies where appropriate;
- Prevent glare and respect the amenity of neighbouring land use; and
- Reduce the carbon emissions associated with lighting.

Lighting to provide security can be particularly important in rural areas.

13.15 Development management and noise and lighting

13.15.1 Noise can be a material planning consideration, for example in proposals to use or develop land near an existing source of noise or where a proposed new development is likely to generate noise. Local planning authorities should make a careful assessment of likely noise levels and have regard to any relevant Noise Action Plan before determining such planning applications and in some circumstances it will be necessary for a technical noise assessment to be provided by the developer.

13.15.2 Special consideration is required where noise-generating development is likely to affect a protected species, or is proposed in or near statutorily designated areas, including urban 'quiet areas' designated in Noise Action Plans. The effect of noise on the enjoyment of other areas of landscape, wildlife and historic value should also be taken into account.

13.15.3 Local authorities can attach conditions to planning permissions for new developments that include the design and operation of lighting systems (for example, requiring energy-efficient design) and prevent light pollution.

LDP2 & Settlement Hierarchy and Development Potential

Whilst it is likely that larger settlements in a more urban setting will tend to perform key functions, it is important to recognize that rural areas make up a significant part of the County Borough. National Policy highlights the interconnectedness of urban areas and rural hinterlands and the Cefn and Cefn Mawr in South Wrexham is an ideal example. Subject to effective transport links, larger settlements can provide a range of services and employment opportunities for those living in rural areas.

However, in more remote locations or where transport links are poor, this assumption may not be correct. In those instances, consideration regarding the location of development may need a different approach. National Policy advises that development in rural areas should be directed towards local service centers or clusters of smaller settlements where sustainable functional linkages can be demonstrated, such as a transport hub in Cefn Mawr.

Cefn Mawr is a semi urban community surrounded by the other villages of the Cefn and rural communities. It can and should once again form the central hub for the area of South Wrexham, it once was before the dawn of the motor car. Coincidentally today in 2015 it is the motor car that is accounting for the success of the new Tesco Supermarket, simply because it is so much easier to go to the store in Cefn Mawr than drive into Wrexham on the overcrowded A483.

Settlement Hierarchy	Settlement
Tier 1: Primary Key Settlement	Wrexham Town
Tier 2: Key Settlement	Acrefair/Cefn Mawr Chirk Coedpoeth Gresford/Marford Gwersyllt Rhosllanerchrugog
Tier 3: Local Service Centres	Bangor Broughton Brymbo Glyn Ceiriog Holt Llay Overton Penley Penycae Rhostyllen Rossett Ruabon
Tier 4: Minor Village	Bersham Bradley Bronington Bwlchgwyn Crosslanes

Please note that we are glad to see that Cefn Mawr / Acrefair is at the top of Tier 2 next to Wrexham in this table of Settlement Hierarchy from the LDP2 and we point out that Cefn Mawr is central to 12 surrounding villages:

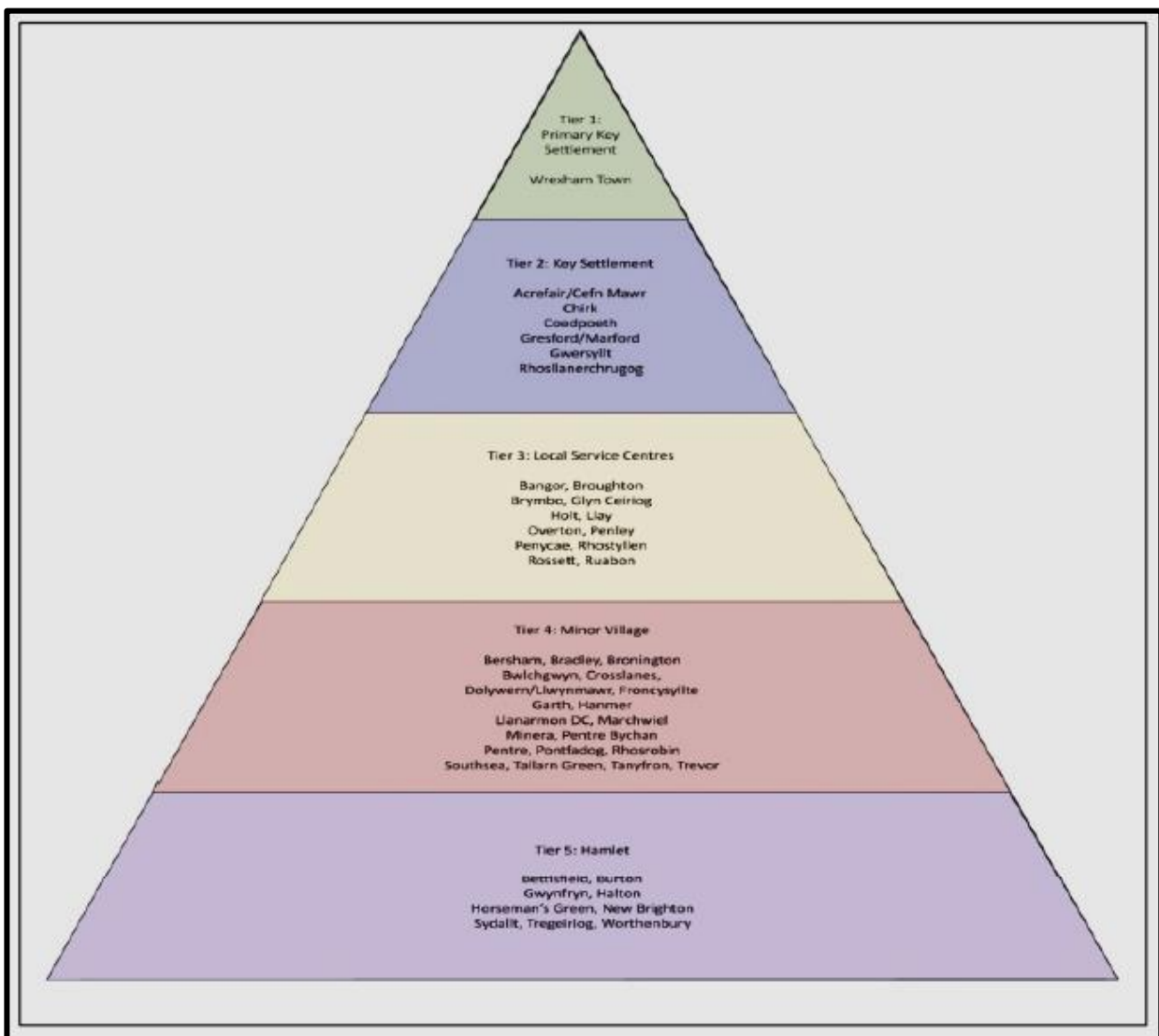
- Rhosymedre
- Plas Madoc
- New Bridge
- Cefn Bychan
- Froncysyllte
- Cysyllte
- Acrefair
- Penycae
- Ruabon
- Trevor
- Pentre
- Garth

Therefore, Cefn Mawr should be the central hub for South Wrexham, the Pontcysyllte World Heritage Site and Dee Valley with appropriate infrastructure such as a Railway Station and bus terminus to support the local communities public transport needs in a sustainable way that will reduce CO2 emission while boosting the tourism industry in the County of Wrexham in accordance with the LDP2 and Welsh Planning Policies.

WCBC Preferred Spatial Strategy

Planning Policy Wales states that Development Plans should secure a sustainable settlement pattern which meets the needs of the economy, the environment and health. The key messages regarding sustainable settlement patterns include locating development to reduce the need to travel by car by maximising accessibility to employment opportunities, services and facilities by walking, cycling and public transport. Development should be directed to existing urban areas which are well served by public transport, and which benefit from concentrations of jobs, facilities and services.

A tiered approach (based on the existing settlement limits as defined in the current Wrexham Unitary Development Plan 1996 – 2011) is used to group settlements with similar characteristics in terms of facilities and services. This information, combined with development opportunities, constraints and viability has then been used to direct development to appropriate locations, and ensure sustainable and proportionate growth in the most appropriate areas. The Figure below shows the tiers within the settlement hierarchy:



Again we are glad to see Acrefair / Cefn Mawr in second position behind Wrexham Town here. Our community was once a central focus for South Wrexham and with the drive towards public transport should once again become such, unless we are going to build new railway lines elsewhere.

Appendix 4 - Settlement Function and Development Potential spreadsheet

	Acrefair/Cefn Mawr	Bangor	Bersham	Bettistled	Bradley	Bronington	Broughton	Brymbd	Burton	Bwlchwyn	Chirk	Coedpoeth	Cross Lanes	Dolymern/Llwynmawr	Francyllite	Garth	Glyn Ceiriog	Gresford/ Marford	Gwersyllt	Gwynfryn	Halton	Hammer	Holt	Horseman's Green	Llanarmon DC	Llay	Marchiel
Settlement Function																											
Employment/ Economic Opportunities & Function																											
Labour Force (% of population economically active)																											
Unemployed (% of economically active population out of work)																											
Employment Area Located in the settlement limit / distance to nearest employment area																											
Employment Land Review																											
Employment function conclusion																											
Community Services and Retail Role																											
School																											
Health Care Provision																											
Retail Provision																											
Other facilities																											
Recreation Capacity																											
Sustainable Travel Options																											
Public Transport Provision (bus)																											
Public Transport Provision (train)																											
Walking/ cycling																											
Settlement Function Conclusion	2	3	4	5	4	4	3	3	5	4	2	2	4	4	4	4	3	2	2	5	5	4	3	5	4	3	4
Development Opportunities																											
Potential sites which can accommodate residential development (green or amber sites)																											
Constraints																											
Flooding																											
Sewerage/ waste water treatment																											
Ecology																											
Built heritage																											
Agricultural land classification																											
Mineral resource																											
School Capacity																											
Highways capacity																											

This table is taken from the WCBC LDP2 document called "Settlement Hierarchy and Development Potential" and shows the conclusions that the WCBC has formed about our community in Cefn Mawr & Acrefair. The two most striking indications are the above average unemployment levels and the best potential for residential development. The green sector for the employment area is referring to the proximity of the Rhosymedre Industrial Estate; however, the employment opportunities currently available as of 2016 on the estate are low with literally a lot of room for improvement. The Rhosymedre Industrial Estate needs a significant boost to encourage inward investment and increase employment levels in the area. The Cefn Railway Station linked in with a local bus service terminus would address this directly and cause an economic boom on the estate as well as in Cefn Mawr & Acrefair at the center of the Pontcysyllte WHS and gateway to Dee Valley.

Working Together & We'er Listening?

Wrexham County Borough Council have put out two initiatives over the past few years called:

1. WCBC Understanding Customers 2012-13 titled "We'er Listening" and
2. Working Together In Wrexham 2012 to help local communities

But we ask, is this happening in Cefn Mawr ?

2010 and **2000 of us** in Cefn Mawr signed the petition for the full reinstatement of the Plas Kynaston Canal all the way to the Queens Hotel in Cefn Mawr terminating in a 60 berth marina. The petition and plans were handed to the Lord Mayor of Wrexham and were accompanied by **50 letters of support from local businesses**.

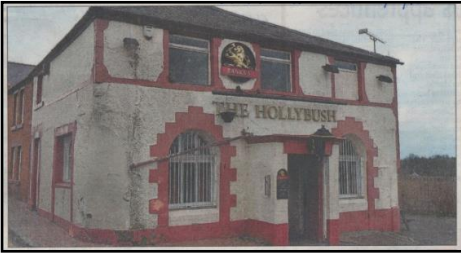


2011, in a second round of public consultation held by WCBC on the LDP **1400 representations from the people of Cefn Mawr** were submitted for the full reinstatement of the Plas Kynaston Canal all the way to the Queens Hotel. This is to bring tourism into Cefn Mawr as our community was losing its only main employers Air Products and the former Monsanto Chemical Works. This was twice as many representations as Wrexham Football Ground (the Racecourse) got. Unfortunately for us, the people of Cefn Mawr WCBC called our representations a petition and therefore they only counted as one. Is that right or were WCBC cheating?

Also in **2011** the PKC Group members met with WCBC and the WHS Steering Group and **asked about brown and white Tourist Information Signs for Cefn Mawr** and were told these were being planned as a part of a large scheme that would be implemented in the future.

2012 – In a ballot held by the PKC Group regarding the remediation of the Ex Monsanto site the local people of Cefn Mawr voted with a clear majority in favour of remediation i.e. **cleaning the place up, at 99.99% and reopening JT & WBG** which is a first and essential step in that process. Following which PKC Group submitted planning application which became lost? The total cost of the planning application and plans submitted was in the region £5,000.





2013 – The PKC Group took on the restoration of Cefn Mawr’s oldest pub, the Holly Bush Inn (HBI). The Holly Bush Inn had been identified as one of the key properties in Cefn Mawr by the THI, Townscape Heritage Initiative but the problem was no one including the brewery was willing to put money in. So to help prevent eventual demolition and just becoming another roundabout for the new Tesco Store the PKC Group stepped

up to the mark and bought the pub. After years of neglect by the breweries it was in a poor condition and required extensive work. This was completed in partnership with WCBC through the THI scheme over the next 3 years as most people in Cefn Mawr are aware of, and were glad to see. During restoration the pub stayed open as a rule because that was what our people wanted and now represents the heart of the village. We listened and we also asked WCBC in 2013 about brown and white Tourist Information Signs and were reassured these were coming in due course.



2014, the PKC Group made the bold move of suggesting a new Railway Station for Cefn Mawr which could be incorporated into the new Local Development Plan, LDP2 by WCBC. This was to gauge public reaction and see what people thought and we were amazed. In the first three weeks approximately 3000 people had liked it on facebook and the score now stands in excess of 4000.



Despite £44M pounds spent upgrading the line to Chester, the increased number of trains planned and the tremendous public support we have received, we have not heard much from WCBC on this?



2015 WCBC announced the new LDP2 they are preparing since the previous UDP in 2010 had been rejected by the WAG in 2012. The new LDP2 would appear to be a lot better for Cefn Mawr than the previous version and the PKC Group has read through it carefully and picked out all the relevant sections for our community at the centre of the World Heritage Site. Meetings were organised regarding signage, the LDP2 and our proposals for such largely based on what our local people were saying and telling us. And so we started our detailed response to the new LDP2 by WCBC in order to keep ahead of events and

present the best case we could for the Cefn and Cefn Mawr and have contributed to the LDP2 at every opportunity to date. We are trying to work with WCBC on behalf of the Cefn & Cefn Mawr for a better future for us all.

2015 as the Holly Bush Inn was nearing completion we once again asked about **brown and white Tourist Information Signs**. Unfortunately, after several emails between us and WCBC it became clear that **Cefn Mawr would not be getting any**, although they would be available for the Aqueduct. After 5 years of work and significant investment in the Holly Bush Inn at the centre of Cefn Mawr this was extremely bad news. Hence we resolved to do something about the situation and this document is just a small part of what we are doing and intend to complete for the Cefn & Cefn Mawr.



2016 WCBC announced the Preferred Strategy for the new LDP2 would be open for public consultation and input. They chose several venues around Wrexham County but unfortunately not Cefn Mawr, the second largest community to Wrexham town in the county of Wrexham. The PKC Group found this unfortunate since WCBC had their busiest ever public consultation in 2010 when we shared the GEH with them and first showed off the concept or reinstating the Plas Kynaston Canal. Therefore, to make up for this the PKC Group organised a public consultation on the LDP2 and what was in it for Cefn Mawr over a weekend in March 2016. We did invite the WCBC but since it was weekend event no one from WCBC came.

However, the weekend was once again **well supported by our local people** and it also gave us a chance to discuss our proposals for the LDP2. Following the weekend, the PKC Group dully submitted their proposals online to WCBC under the LDP2 Preferred Strategy Public Consultation Process knowing that they were

once again well supported our local people in Cefn Mawr. All proposals for the LDP2 can be down loaded from our website; <http://plaskynastoncanalgroup.org/ldp2/>



2016 David Metcalfe of the PKC Group goes to see the Welsh Assembly Government about getting brown and white Tourist Information Signs for Cefn Mawr after waiting over 5 years for WCBC to complete on what they promised and letting us down. Fortunately, the WAG were a lot more helpful and we now have a lot of useful information to work on and ARE working on it and we will keep you posted on PROGRESS which we will make.

Welsh Government resolves to combat Global Warming and Climate Change and our community can play an active part in this. Furthermore, by doing so we can also address the significant local challenges we face such as the ex-Monsanto and Air Products sites, above average levels of unemployment and the appalling state of road signage for our community. The answers are quite simple and cost effective in the long run, and will save WCBC millions of pounds by re uniting Cefn Mawr and the Aqueduct, and NOT continuing to exclude us from the Pontcysyllte WHS as has been the case to date, 2016.



We ask WCBC to work with us on our “Back to the Future for Cefn Mawr” campaign which will allow us to make the economic switch from post industrial to a sustainable tourism development based economic structure for the benefit of our community, our children and grand children.

This can be done during the course of the proposed LDP2 to 2028 which allow Cefn Mawr to become established as a Tourist Destination and Rural /Urban Transport Hub for the Pontcysyllte World Heritage Site, Dee Valley and South Wrexham making our community a foremost place to live and work in North East Wales.



A final Note

Perhaps if WCBC had listened and worked with us, after all they had their busiest ever UDP consultation in 2010 when we (all of us) shared the George Edwards Hall in Cefn Mawr, we could have had a shovel ready project, ready to go. We could have had all the planning, and grant funding in place to coincide with the final closure and clearance of the Ex Monsanto Works in 2015. We could have started the rebuild, and regeneration of Cefn & Cefn Mawr on a Sustainable Tourism & Economic Development basis and be making positive progress.

Unfortunately, this has not been the case. WCBC has produced two “master plans” that completely fail to meet WAG WPP criteria and work against our community, the ARUP and PLS versions of 2012 and 2014 respectively, and seem to want to continue. Even in 2016 WCBC are preparing a third “master plan” and saying to the funding bodies that we have been approaching, that we (the PKC Group) are working at cross purposes. This has cost our community in the region of £500,000.00 for public works that would be completed by local contractors in 2016 as a direct result of not working together, despite all the invitations to WCBC to do so.

To date the WCBC has spent in excess of £100,000.00 on consultant’s fees with not a single spade in the ground:

• 2010 Ecology Land & People Report (no master plan seen here)	£28,990.00
• 2012 ARUP Master Plan	£59,983.00
• 2014 Pleydell Smithyman Master Plan	£19,981.00
Total	£108,954.52

Furthermore this does not show the associated expense of council employees involved and WCBC has allocated a further £15,000.00 to a third “master plan”, which should not be confused with, the £15,000.00 being spent on consultants fees to work out what to do with the Ebenezer? It seems to us the only people making money out of this are the consultants, and as far as we know, none of them live or work in Cefn Mawr either. So where are WCBC going?

The Ebenezer has had approximately £1.5 million pounds spent on the building plus another unknown amount of grant funding to keep it open (until 2013) at an estimated £175,000.00 a year when first opened including the secondment of WCBC staff.

This has cost WCBC a fortune which would have been far better spent working with us. Not only that, this is costing our community time, which as all our local businesses know, means lost business, and so the dilemma by WCBC is having a negative effect on our community. Maybe this is why they did not hold a public consultation on the LDP2 in Cefn Mawr in 2016? We respectfully suggest that WCBC step up to the mark with us, so that we can achieve practical goals (together) that will actually work and comply with WAG guidance and planning policy.

See you all at the Holly Bush Inn for a beer.

Regards,

Dave Metcalfe.