Habitat Regulations Assessment Report: Appendix 9 - Plans Projects and Programmes for in Combination Assessment

September 2013
Appendix 3: INFORMATION DATABASE

Plans, Programmes & Projects Effects (in-combination)
Plans, Programmes and Projects Review

National

<table>
<thead>
<tr>
<th>People, Places, Futures: The Wales Spatial Plan (update) 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Plan Type</strong></td>
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<tr>
<td><strong>Plan Owner/ Competent Authority</strong></td>
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<tr>
<td><strong>Currency</strong></td>
</tr>
<tr>
<td><strong>Region/Geographic Coverage</strong></td>
</tr>
<tr>
<td><strong>Sector</strong></td>
</tr>
<tr>
<td><strong>Related work SA/SEA HRA/AA</strong></td>
</tr>
</tbody>
</table>

**Document Details**

The Wales Spatial Plan sets out an agenda for the sustainable development of Wales over the next 20 years. The purpose of the update is to reflect new drivers of change and to give status to the Area work which has developed over the past two years. The plan aims to make South East Wales a networked city-region able to provide quality of life for the population and to be able to compete with comparable areas in the UK and the EU for investment and growth.

The pattern of housing development across South East Wales is seen as developing a greater mix and balance of housing in the Heads of the Valleys and Connections Corridor whilst ensuring that development in the Coastal Belt of South East Wales does not undermine this housing market. There should also be a targeted action to secure a supply of affordable housing.

Three Strategic Opportunity Areas (SOA) were identified as offering potential regional benefits from their sustainable development.

**Potential impacts that could cause ‘in-combination’ effects**

- Direct loss of habitat through development - One of the three Strategic Opportunity Areas identified is ‘the area around Llantrisant and North West Cardiff’; Cardiff Beech Woods SAC is in close proximity to this.
- Housing and employment growth may lead to increased transport movements - the potential for in-combination effect is greater where housing sites are in close proximity to Natura 2000 sites.
- New communities require increased infrastructure – potential for land take, pollution increase, disturbance/ severance of habitats and species.
- Growth in the requirement for waste management/ transport disposal from new communities and businesses has the potential to increase pollution, and introduce land take issues.
- Recreation pressures may result from housing developments near/ adjacent to Natura 2000 sites.
- Atmospheric pollution generated as a result of housing, employment and transport growth.
People, Places, Futures: The Wales Spatial Plan (update) 2008

These areas are: developments linked to the dualling of the Heads of the Valleys road (A465); the area around Llantrisant and North West Cardiff which has seen major growth over the past 30 years; and development in the Vale of Glamorgan linked to the proposed St Athan military training academy.

The Plan states that improvements to transport are essential to making the city-region work, and to the regeneration of Valleys communities, highlighting the importance of external transport links, such as the M4, east/west rail links and Cardiff International Airport.

National

Property Strategy for Employment in Wales 2004-2008

<table>
<thead>
<tr>
<th>Plan Type</th>
<th>Employment Strategy</th>
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<tr>
<td>Plan Owner/Competent Authority</td>
<td>Welsh Development Agency</td>
</tr>
<tr>
<td>Currency</td>
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<td>Region/Geographic Coverage</td>
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<td>Related work SA/SEA HRA/AA</td>
<td>N/A</td>
</tr>
<tr>
<td>Document Details</td>
<td>Potential impacts that could cause ‘in-combination’ effects</td>
</tr>
<tr>
<td></td>
<td>• Direct loss of habitat through development - There are 4 SACs in close proximity to the M4, these are:</td>
</tr>
<tr>
<td></td>
<td>o River Usk SAC;</td>
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<tr>
<td></td>
<td>o Cardiff Beech Woods SAC;</td>
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<tr>
<td></td>
<td>o Cefn Cribwr Grasslands SAC; and</td>
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<tr>
<td></td>
<td>o Kenfig SAC.</td>
</tr>
</tbody>
</table>
National Property Strategy for Employment in Wales 2004-2008

**Premier Business Park**
(1) - focused on M4/capital of Wales
One park is needed for Wales as a whole, with a land requirement of some 100-300 acres (40-121 hectares). The current lack of such a premier business park is a major weakness in Wales’ current property armoury and investor offer. Only the “Greater Cardiff” area can in principle meet the criteria set out in the strategy.

**Business Parks**
(6) - 2/3 on M4 Corridor.

**Strategic Sites**
(15/20) - concentrated on large centres of population with proximity to the primary road network.

**Strategic Mixed Use Sites**
(5-10) - to complement the business parks and strategic sites network.

**Special Category Sites**
(1) - but with other sites having ‘key’ sector roles

**City/Town Centre Office Sites**
Extensive network based on the main centres of population and existing critical mass, supplemented by smaller scale opportunities. The following areas are recommended for early consideration:
- major settlements
  - Cardiff/Cardiff Bay
  - Swansea
  - Newport
  - Wrexham

- Employment growth may lead to increased transport movements.
- New development requires increased infrastructure - potential for land take, pollution increase, disturbance/severance of habitats and species.
- Growth in the requirement for waste management/transport disposal from new businesses has the potential to increase pollution, and introduce land take issues.
- Recreation pressures may result from developments near/adjacent to Natura 2000 sites.
- Atmospheric pollution generated as a result of employment and transport growth.
**National**

**Property Strategy for Employment in Wales 2004-2008**

- other settlements
  - Caerphilly
  - Cwmbran
  - Merthyr Tydfil
  - Carmarthen
  - Newtown
  - Bangor
  - Colwyn Bay

**Industrial Estates/Local Sites**

50-70 – to serve essentially sub-regional and local markets.
### National

#### One Wales: Connecting the Nation. The Wales Transport Strategy 2008

<table>
<thead>
<tr>
<th>Plan Type</th>
<th>Transport</th>
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#### Document Details

The goal of One Wales: Connecting the nation is to promote sustainable transport networks that safeguard the environment while strengthening our country’s economic and social life. Our transport strategy identifies a series of high-level outcomes and sets out the steps to their delivery.

One Wales: Connecting the nation long-term outcomes:

#### Social
- Improve access to healthcare
- Improve access to education, training and lifelong learning
- Improve access to shopping and leisure facilities
- Encourage healthy lifestyles
- Improve the actual and perceived safety of travel

#### Economic
- Improve access to employment opportunities
- Improve connectivity within Wales and internationally
- Improve the efficient, reliable and sustainable movement of people
- Improve the efficient, reliable and sustainable movement of freight

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Potential impacts that could cause 'in-combination' effects:

- Improving the efficient, reliable and sustainable movement of people and freight as well as reducing the contribution of transport to greenhouse gas emissions will help to mitigate or offset any increase in diffuse air pollution as a result of this Strategy.
### National

**One Wales: Connecting the Nation. The Wales Transport Strategy 2008**

- Improve access to visitor attractions

**Environmental**

- Increase the use of more sustainable materials
- Reduce the contribution of transport to greenhouse gas emissions
- Adapt to the impacts of climate change
- Reduce the contribution of transport to air pollution and other harmful emissions
- Improve the impact of transport on the local environment
- Improve the impact of transport on our heritage
- Improve the impact of transport on biodiversity

The strategic priorities to focus work cover:

- Reducing greenhouse gas emissions and other environmental impacts;
- Integrating local transport;
- Improving access between key settlements and sites;
- Enhancing international connectivity; and
- Increasing safety and security.

### National

**The Trunk Road Forward Programme 2002 (including 2004 supplement)**

<table>
<thead>
<tr>
<th>Plan Type</th>
<th>Transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plan Owner/ Competent Authority</td>
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<td>Sector</td>
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### National

#### The Trunk Road Forward Programme 2002 (including 2004 supplement)

<table>
<thead>
<tr>
<th>Document Details</th>
<th>Potential impacts that could cause ‘in-combination’ effects</th>
</tr>
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<tbody>
<tr>
<td>Related work SA/SEA HRA/AA</td>
<td>N/A</td>
</tr>
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</table>

#### Phase 1 (Start March 2007)

**A465 Abergavenny to Gilwern**
- The scheme comprises the on-line widening of some 6km of the A465 between the existing Hardwick Roundabout and Glanbaiden junction, and then continues for just under 1km to Gilwern. Includes the areas: Hardwicke roundabout, Llanfoist, West of Llanfoist, Govilon and Gilwern East.

**M4 Castleton to Coryton Widening**
- A 13.5km (8.0 mile) long scheme to widen from dual two lane to dual three lane motorway standard at an estimated cost of £71m. The main programme of construction work started in May 2007. Reconstruction and realignment of the motorway within the central reserve is currently underway between Junctions 30 and 32. This will continue until June 2008. The main widening will then follow in core phases:
  - April 2009 - August 2009: J29 to J30 - Central Reserve works.

#### Phase 2 (Could be ready to start by April 2010)

**A465 Brynmawr to Tredegor**
- The A465 Trunk Road is part of the Trans European Road Network and is an important strategic route in South Wales, linking the Midlands and Northern England to West Wales and Ireland. Includes the areas: The Dingle, Blaen-y-Cwm Reservoir, Garn Lydan, Rassau Industrial Estate East, Rassau Industrial

- A465 Abergavenny to Gilwern - Runs in close proximity and across the River Usk SAC. Potential for disturbance at point which the A465 crosses the River Usk and for pollution as a result of construction activities.
- M4 Castleton to Coryton Widening - Junction 32 of the M4 lies approximately 1.2km away from Cardiff Beech Woods SAC.
- A465 Gilwern to Brynmawr - This section of the A465 runs directly through Cwm Clydach Woodlands SAC and Usk Bat Sites SAC. Potential for direct land take, increased disturbance for bat population and possible pollution as a result of construction activities.
- New M4 Magor to Castleton - This development would involve the building of a bridge across the River Usk SAC. Potential for disturbance at point which the bridge crosses the River Usk and for pollution as a result of construction activities. There is potential for the bridge to have significant effects on migratory fish populations.
- All the development proposed has the potential to increase levels of traffic and therefore contribute to an increase in diffuse air pollution.
### National

#### The Trunk Road Forward Programme 2002 (including 2004 supplement)

<table>
<thead>
<tr>
<th>Route</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estate West and Nantybwch Junction (phase two).</td>
<td></td>
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<tr>
<td>A465 Gilwern to Brynmawr</td>
<td></td>
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<tr>
<td>The A465 Trunk Road is part of the Trans European Road Network and is an important strategic route in South Wales, linking the Midlands and Northern England to West Wales and Ireland. Includes the areas: Gilwern East (phase two), Gilwern West, Maesygwartha, Upper Clydach, Blackrock and Brynmawr.</td>
<td></td>
</tr>
<tr>
<td>New M4 Magor to Castleton</td>
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<tr>
<td>The Welsh Assembly Government has proposed a new dual 3-lane motorway link between Magor and Castleton as part of the optimum long-term wider integrated transport strategy for South-East Wales. The new dual 3-lane motorway will be 15 miles (24 km) long, linking Junction 23A at Magor and Junction 29 at Castleton. The route crosses the Gwent Levels, including several Sites of Special Scientific Interest (or SSSIs), so great care will be taken to minimise the effects on the SSSIs by using previous industrial land where feasible.</td>
<td></td>
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<tr>
<td>Phase 3 (Unlikely to start before April 2010)</td>
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<tr>
<td>A4042 Llanellen</td>
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<tr>
<td>A narrow bridge crossing with limited pedestrian facilities and narrow winding approach from the south.</td>
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<tr>
<td>Cardiff International Airport Access</td>
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<tr>
<td>The scheme is proposed to address access problems to Cardiff International Airport and Culverhouse Cross. Detailed investigations are underway to ascertain how well various options address the identified issues whilst taking into account environmental, social and economic considerations. As part of the ongoing study traffic surveys and roadside interviews with travellers on roads in the Vale of Glamorgan area will be carried</td>
<td></td>
</tr>
</tbody>
</table>
### National

#### The Trunk Road Forward Programme 2002 (including 2004 supplement)

- Out in early March 2008. It is anticipated that solutions which are considered to best address the issues will be the subject of a public consultation planned to start in July 2008. The study is expected to be complete by the end of 2008.

<table>
<thead>
<tr>
<th>A465/A470 to Hirwaun</th>
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<tbody>
<tr>
<td>A465 Dowlais Top to A470</td>
</tr>
<tr>
<td>- Includes the areas: Dowlais Top Junction (phase two), Penywern, Galon Uchaf, Gurnos, Cefn Coed, A470 Junction and West of A470.</td>
</tr>
</tbody>
</table>

#### On Hold

- A4042 Penperlleni
- A40 Abergavenny

### National

#### Minerals Planning Policy Wales 2001

<table>
<thead>
<tr>
<th>Plan Type</th>
<th>Minerals &amp; Waste</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plan Owner/Competent Authority</td>
<td>Welsh Assembly Government</td>
</tr>
<tr>
<td>Currency</td>
<td>2001</td>
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<td>Region/Geographic Coverage</td>
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<td>Sector</td>
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<td>Document Details</td>
<td>Potential impacts that could cause ‘in-combination’ effects</td>
</tr>
</tbody>
</table>
### National Minerals Planning Policy Wales 2001

<table>
<thead>
<tr>
<th><strong>Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites</strong></th>
<th>No locations are specified. The document contains strong policies in regard to the protection of Natura 2000 and Ramsar sites.</th>
</tr>
</thead>
</table>

23. Minerals proposals within or likely to significantly affect potential and classified SPAs, designated, candidate or proposed SACs or Ramsar sites must be carefully examined in relation to the site’s conservation objectives in order to ascertain whether or not they are likely to be significant in terms of the ecological objectives of the site. For the purpose of considering development proposals affecting them, potential SPAs and candidate SACs should be given the same protection and treated as classified SPAs and designated SACs. As a matter of policy, the Assembly has chosen to apply the same considerations to Ramsar sites. If a proposal individually or in combination with other proposals and sites with extant planning permission is likely have a significant effect on such a site, an appropriate assessment of the implications for the site must be made by the planning authority. If the proposal would adversely affect the integrity of the site (taking into account advice from the Countryside Council for Wales) and conditions would not remove this effect, planning permission will not be granted unless there are:

- no alternative solutions (i.e. alternative supplies cannot be made available at reasonable cost; and there is no scope for meeting the need in some other way); and,
- imperative reasons of overriding public interest – including those of a social and economic nature. In determining this, authorities should have regard to considerations such as the need for the development in terms of UK mineral supply; and, the impact of permitting the development or refusing it on the local economy. The Assembly would consider the question of whether there are imperative reasons of overriding public interest for the development, taking account of advice from the Countryside Council for Wales, and bearing in mind the views of any other...
### Sites of Special Scientific Interest (SSSIs) and National Nature Reserves (NNRs)

25. Minerals proposals within SSSIs or likely to affect them should be very carefully considered, and where the impact is likely to be significant they should be subject to the most rigorous examination, and the need for the mineral must be balanced against environmental and other relevant considerations. Particular care should be taken in assessing proposals that are likely to affect an SSSI which has been designated an NNR. Consideration must always include an assessment of:

- the need for the development in terms of UK considerations of mineral supply;
- the impact of permitting the development or refusing it on the local economy;
- whether alternative supplies can be made available at reasonable cost; and the scope for meeting the need in some other way;
- any detrimental effect of the proposals on the nature conservation interest of the site in terms of habitat, protected species, bio-diversity, environment and landscape, and the extent to which that should be moderated; and,
- in the case of extensions to existing quarries and other mineral extraction sites, the extent to which the proposal would achieve an enhancement to the nature conservation and biodiversity interest of the site.

### Proposals for opencast or deep-mine development or colliery spoil disposal

Proposals for opencast or deep-mine development or colliery spoil disposal will be expected to meet the following
Within or likely to affect Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs), Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites must meet the additional tests set out in paragraphs 23 and 25 above;

**South East Wales Strategic Planning Group (SEWSPG)**

**Minerals Planning Policy Wales 2001**

Requirements otherwise they should not be approved:

- Direct loss of habitat through development - Severn Estuary SPA, Ramsar and SAC is present all along the Cardiff coastline.
- Increased levels of tourism and employment may lead to increased transport movements.
- Atmospheric pollution generated as a result of employment and transport growth.
- Increased recreational pressure through water sports.
- An increased level of waterborne transport and development along the coast has the potential to increase diffuse levels of water pollution.

**Welsh Coastal Tourism Strategy Draft Final Strategy Document 2007**

<table>
<thead>
<tr>
<th>Plan Type</th>
<th>Coastal Strategy</th>
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<tr>
<td>Sector</td>
<td>Planning</td>
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</tbody>
</table>

**Document Details**

- **South East – The Capital Network**
  
  South East Wales is the most populous area of Wales with the coast zone being a main economic driver. Cardiff and Newport are both coastal located cities and the former has an important tourism role as a capital city, regional shopping and cultural centre, a major sporting venue and increasingly as a conference centre and the Ryder Cup at Newport in 2010.

  The regeneration of Cardiff Waterfront has created an important arc of leisure and recreation facilities around an impounded area of
### National


Water. The area also has the more traditional seaside resorts of Barry and Penarth and in the Vale of Glamorgan an extensive length of Heritage Coast. In the east of the area the Gwent Levels are important for its wildlife particularly migrating birds.

**Elements to consider in the South East Spatial Plan Area**

- Establish and implement standards with regard to tourism facilities, information, accommodation and visitor expectations at popular coastal locations.
- To consider the potential of identifying a pilot area as a 'Coastal Recreation Area'.
- To continue to support the waterfront regeneration initiatives in Barry, Cardiff and Newport.
- To consider the opportunities for enhancing the role of beach wardens and voluntary/coastcare groups in the management and maintenance of beaches.
- To consider the potential of additional or new berths at Cardiff and Newport and the provision of visiting berths at existing marinas.
- To consider the improvement of facilities for cruise liners and for passengers in Cardiff.
- To consider opportunities for exploiting the potential of food, heritage and culture.

### Regional

#### Regional

**The South East Wales Consultation Draft Regional Waste Plan 1st Revision Oct 2007**

<table>
<thead>
<tr>
<th>Plan Type</th>
<th>Waste &amp; Minerals</th>
</tr>
</thead>
</table>
The estimated total land area required in South East Wales for new in-building facilities by 2013 for the seven sub-Options ranges from between 48 hectares to 108 hectares. An analysis of the potentially available land area on existing B2 or major industry sites and B2 sites that have already been allocated in development plans has shown that in each UA area for which data is available there is, at the current time, a clear surplus of developable land with a B2 planning permission or proposed use to accommodate the highest estimate of the total land area required for new in-building waste management facilities. In South East Wales there is a total of 734 developable hectares of land with a B2 planning permission or proposed use.

Biodiversity - The footprint of statutory designated sites, including Special Areas of Conservation, Ramsar sites, Sites of Special Scientific Interest, National Nature Reserves and Special Protection Areas have all been designated as absolute areas of constraint, constituting areas that are unsuitable for waste management facilities. These have subsequently been omitted from the search. In addition, impacts on designated sites as a result of placing waste management facilities nearby have been considered. This has been undertaken by applying buffer areas around the footprint of designated sites, which present areas of some constraint. As the distance from the designated sites increases, the level of constraint decreases.
### South East Wales Consultation Draft Regional Waste Plan 1st Revision Oct 2007

decreases as reflected by the lowering weighting. The buffer zones vary depending on the importance of the designated site; buffers have been derived from information held within current planning policy regarding siting development near such sites, the weightings are appropriate to this and reflect the distance from the designated site, as well as the type of waste facility. For biodiversity issues, the Areas of Search subsequently reflect areas that are considered to be constrained by virtue of planning policy, reflected at the broad, national level. By excluding sites of nature conservation importance and applying buffers around them representing constraints, the permanent negative effects on biodiversity, including flora and fauna, are minimised.

### South East Wales Transport Alliance: Regional Transport Plan December 2009

<table>
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<tr>
<th>Plan Type</th>
<th>Regional Transport Plan</th>
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<tbody>
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<td>Plan Owner/ Competent Authority</td>
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<td>Currency</td>
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<td>Region/Geographic Coverage</td>
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<td>Sector</td>
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<tr>
<td>Related work SA/SEA HRA/AA</td>
<td>SEA Environmental Report June 2008</td>
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Document Details: The aim of this RTP is to improve regional transport in South East Wales and help deliver the social, economic and environmental objectives of the Wales Spatial Plan and the Wales Transport Strategy.

- The key focus of the regional transport plan is to rebalance capital investment away from road building towards public transport, walking and cycling, this includes investment in travel planning measures.
- The overarching aim of this plan is to seek long term sustainable transport.
### Regional

**South East Wales Transport Alliance: Regional Transport Plan December 2009**

<table>
<thead>
<tr>
<th>The RTP vision is:</th>
</tr>
</thead>
<tbody>
<tr>
<td>To provide a modern, integrated and sustainable transport system for South East Wales that increases opportunity, promotes prosperity and protects the environment; where public transport, walking, cycling and sustainable freight provide real travel alternatives.</td>
</tr>
</tbody>
</table>

Sewta’s priorities build on the RTP’s vision. They tackle Sewta’s main problems and they set the general direction of the RTP, as follows:

1. To improve access to services, facilities and employment, particularly by public transport, walking and cycling;
2. To provide a transport system that increases the use of sustainable modes of travel;
3. To reduce the demand for travel;
4. To develop an efficient and reliable transport system with reduced levels of congestion and improved transport links within the Sewta region and to the rest of Wales, the UK and Europe;
5. To provide a transport system that encourages healthy and active lifestyles, is safer and supports local communities;
6. To reduce significantly the emission of greenhouse gases and air pollution from transport;
7. To ensure that land use development in South East Wales is supported by sustainable transport measures;
8. To make better use of the existing transport system;
9. To play a full role in regenerating South East Wales.

The document identifies a number of specific core activities and interventions that according to SEWTA are absolutely critical to achieving its vision.

1. Continuing investment into the regional rail system.
2. Improving quality of the bus services.
3. Developing of public transport integration.
4. Making better use of the existing road system.

- Key objectives include seeking a modal shift for private and freight transports onto more sustainable modes, reducing the impact of the transport system on the natural environment, reducing greenhouse gas emissions from transport, and reducing traffic growth and congestion.

- The in-combination effects of the Regional Transport Plan with Local Development Plans are likely to be positive in the long-term.

- The shared approach of these plans to deliver more sustainable transport and travel solutions for commercial and private traffic provides strong support for overarching aims to reduce air pollution which can contribute to the reduction of damaging effects to habitats and species.
### South East Wales Transport Alliance: Regional Transport Plan December 2009

5. Development of a Smarter Choice programme (including walking and cycling).

“Three ‘Strategic Opportunity Areas” (SOAs) have been identified. These areas are: Development linked to the dualling of the Heads of the Valleys Road (A465); The area around Llantrisant and North West Cardiff; and The development in the Vale of Glamorgan linked to the proposed St Athan military training academy.

The RTP objectives are:

- To ensure that communities have access to a good range of employment opportunities, particularly by public transport, walking and cycling
- To improve access to services and facilities, particularly by public transport, walking and cycling
- To achieve seamless interchange within and between modes of transport
- To achieve a modal shift towards more sustainable forms of transport for moving both people and freight
- To improve actual and perceived levels of personal security when travelling
- To improve the efficiency and reliability of the transport system
- To improve connections between the SEWTA region and the rest of Wales, the UK and Europe by improving transport links that do not have an adverse impact on climate change
- To reduce traffic growth and traffic congestion
- To make better use of the existing road system
- To ensure that land use developments in South East Wales are supported by sustainable transport measures
- To regenerate town centres, brown-field sites and local areas
### Regional

**South East Wales Transport Alliance: Regional Transport Plan December 2009**

- To reduce the number and severity of road traffic casualties
- To promote travel modes that provide for healthier lifestyles
- To reduce the dominance of motor traffic on the local street scene to the benefit of residents, pedestrians and cyclists
- To reduce the impact of the transport system on the natural and built environment
- To make the transport system more robust with respect to the consequences of climate change
- To reduce significantly the emission of greenhouse gases from transport
- To make the public more aware of the consequences of their travel choices on climate, the environment and health

### Regional

**SEWTA Rail Strategy Study Jan 2006**

<table>
<thead>
<tr>
<th>Plan Type</th>
<th>Rail Strategy</th>
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<tbody>
<tr>
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<td>South East Wales Transport Alliance</td>
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<td>Currency</td>
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</tr>
<tr>
<td>Document Details</td>
<td>Potential impacts that could cause ‘in-combination’ effects</td>
</tr>
</tbody>
</table>
In summary the strategy includes:

- Additional rolling stock to strengthen peak trains to provide for passenger growth and to avoid overcrowding and rolling stock renewal;
- Station improvements including improved station facilities, information, security and access - including additional parking;
- Reliability and capacity improvements; changes to the network to reduce delays and improve the ability to cope with performance problems; specifically at Cardiff Central, Cardiff Queen Street, Barry, Cogan Junction and Llandaff;
- Frequency enhancements on existing lines; improving the levels of service on selected routes to meet passengers' expectations and increase the transfer of car trips to rail; specifically new services on the Abergavenny, Chepstow, Ebbw Vale, Rhymney Valley, Taff Vale and Vale of Glamorgan Lines. Additional services to the north of Cardiff are required to cope with the growth in passenger demand and will require a significant investment in the capacity of the network at and between Cardiff Queen Street and Cardiff Central stations;
- New stations on existing lines; improving access to the rail network and integrated with the development of improved services; specifically at Caerleon, Magor with Undy, Llanwern, Coedkernew and St Mellons. With those on the main line between Cardiff and Severn Tunnel sited on the Relief Lines;
- Network extensions and new stations; to investigate further improving access to the rail network through extending to Ebbw Vale Town and from Pontyclun to Beddau (with stations at Talbot Green, Llantrisant, Gwaun Meisgyn & Beddau); and
- Rail - Link Bus Services; to extend the reach of the rail services to communities remote from the network, specifically providing access to the Valleys to the north of Cardiff and Newport.

- Improvements to the rail network could lead to a reduction in car use and improvements to air quality in the region.
### Regional outside SE Wales

**Catchment Abstraction Management Strategies**

<table>
<thead>
<tr>
<th>The Thaw &amp; Cadoxton Catchment Abstraction Management Strategy 2006</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Plan Type</strong></td>
</tr>
<tr>
<td><strong>Plan Owner/ Competent Authority</strong></td>
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<tr>
<td><strong>Currency</strong></td>
</tr>
<tr>
<td><strong>Region/Geographic Coverage</strong></td>
</tr>
<tr>
<td><strong>Sector</strong></td>
</tr>
<tr>
<td><strong>Related work SA/SEA HRA/AA</strong></td>
</tr>
</tbody>
</table>

**Document Details**

The document sets out how the Environment Agency Wales will manage water abstraction from the Thaw and Cadoxton catchment until 2011. The strategy provides the framework for any decision on an abstraction license application.

The Thaw & Cadoxton CAMS area encompasses approximately 159km² of the distinctive lowland landscape of the Vale of Glamorgan. The principal town in the catchment is Barry, with the market town of Cowbridge to the west and Penarth to the east. Although some parts of the catchment are heavily industrialised the catchment as a whole is predominantly rural with much of the land area used for agriculture.

Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EA will have to follow strict rules in setting a time limit for that license.

The catchment has been split into 5 Water Resource Management Units (WRMU) and 5 Groundwater Management Units (GWMU). The document states that WRMU 1 and all 5 of the GWMUs have ‘water available’. WRMUs 2 to 4 are considered to have ‘no water available’, while WRMU 10 is assessed to be ‘over abstracted’.

Both the River Thaw and the River Cadoxton ultimately flow into the Severn Estuary.
Therefore any impact to the Severn Estuary caused by changes to the water resource management of the catchment needs is considered as part of the CAMS process.

### Catchment Abstraction Management Strategies

**The Taff and Ely Catchment Abstraction Management Strategy 2006**

<table>
<thead>
<tr>
<th>Plan Type</th>
<th>Catchment Abstraction Management Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plan Owner/ Competent Authority</td>
<td>Environment Agency Wales</td>
</tr>
<tr>
<td>Currency</td>
<td>2006-2010</td>
</tr>
<tr>
<td>Region/Geographic Coverage</td>
<td>Taff and Ely Catchment</td>
</tr>
<tr>
<td>Sector</td>
<td>Water</td>
</tr>
<tr>
<td>Related work SA/SEA HRA/AA</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Document Details**

The document sets out how the Environment Agency Wales will manage water abstraction from the Taff and Ely catchment until 2010. The strategy provides the framework for any decision on an abstraction license application.

The Taff and Ely have a total catchment area of approximately 576 km², which encompasses the River Taff, the River Ely and their respective tributaries. A large groundwater abstraction occurs at Ely Wells (in the lower Ely catchment) providing water for operations at Aberthaw Power Station. In the upper areas of the catchment there are carboniferous limestone and sandstone units (capable of supporting significant yields), which are currently not being used to their full potential.

Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EA will have to follow strict rules in setting a time limit for that license.

The catchment has been split into 3 Water Resource Management Units (WRMU) and 1 Groundwater Management Unit (GWMU). The document states that two of the WRMUs and the GWMU are over licensed. The WRMU that contains the River Ely has water available for abstraction.

Blaen Cynon SAC falls within WRMU 6 which according to the CAMS is over licensed. The Resource availability status of WRMU 6 is that there will be no water available by 2016. A reduction in the water table could affect the devil's-bit scabious, which prefers moist soils. The Marsh Fritillary Butterfly requires this plant species as it is their larval food.
### Catchment Abstraction Management Strategies

#### The Ebbw and Lwyd Catchment Abstraction Management Strategy 2006

<table>
<thead>
<tr>
<th>Plan Type</th>
<th>Catchment Abstraction Management Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plan Owner/ Competent Authority</td>
<td>Environment Agency Wales</td>
</tr>
<tr>
<td>Currency</td>
<td>2006-2010</td>
</tr>
<tr>
<td>Region/Geographic Coverage</td>
<td>Ebbw and Lwyd Catchment</td>
</tr>
<tr>
<td>Sector</td>
<td>Water</td>
</tr>
<tr>
<td>Related work SA/SEA HRA/AA</td>
<td>N/A</td>
</tr>
</tbody>
</table>

#### Document Details

The document sets out how the Environment Agency Wales will manage water abstraction from the Ebbw and Lwyd catchment until 2010. The strategy provides the framework for any decision on an abstraction license application.

The Ebbw and Lwyd CAMS cover an area of approximately 330 km² and encompasses the River Ebbw, River Sirhowy and the River Lwyd as well as their respective tributaries. The area extends from the mountainous landscape and steep river channels in the north to the urbanised valley floors in the south. The main urban areas associated with the River Lwyd are Cwmbran and Blaenavon. The main urban areas, which are situated on the Ebbw River are Ebbw Vale and Risca. The River Sirhowy passes through the towns of Tredegar and Blackwood. In this CAMS area water is abstracted from both surface water and groundwater for agriculture, industry, domestic use and public water supply.

Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EA will have to follow strict rules in setting a time limit for that license.

The catchment has been split into 3 Water Resource Management Units (WRMU). The document states that WRMU 1 (Ebbw and Sirhowy) is over abstracted, WRMU 2 (Lwyd) has no water available and WRMU 3 (Lwyd) is over licensed.

The River Usk SAC lies outside the boundary of the Ebbw and Lwyd CAMS. The River Lwyd (WRMU 10 & 14) however is a tributary of the River Usk and could therefore have an influence on water flow within the lower reaches of the River Usk SAC. The site is sensitive to changes in water flow and eutrophication, which can both be influenced by levels of abstraction.

The Severn Estuary SAC, SPA and Ramsar sites are all sensitive to changes in the hydrological regime. All CAMS in SE Wales drain into the Severn Estuary and therefore have the potential to affect the habitats and species reliant on the estuary.
**The Rhymney Catchment Abstraction Management Strategy 2006**

**Plan Type** | Catchment Abstraction Management Strategy
---|---
**Plan Owner/ Competent Authority** | Environment Agency Wales
**Currency** | 2006-2010
**Region/Geographic Coverage** | Rhymney Catchment
**Sector** | Water

**Related work SA/SEA HRA/AA** | N/A

**Document Details** | Potential impacts that could cause ‘in-combination’ effects

The document sets out how the Environment Agency Wales will manage water abstraction from the Rhymney catchment until 2010. The strategy provides the framework for any decision on an abstraction license application.

The Rhymney CAMS area, some 221km2, comprises the hydrological surface water catchment to the River Rhymney and Roath Brook catchment (Cardiff). This includes the River Rhymney and all its tributaries, but not the Rhymney Estuary.

The catchment can be divided into two main parts: a steep-sided, wet, mountainous upper valley with limited floodplain and short steep tributaries, and a flatter wider valley below Machen, where the river assumes a lowland meandering character. Being a narrow valley with limited floodplain, towns lie in close proximity to and on the banks of the main river and its tributaries.

Thus, urban development and historical industrial developments have resulted in extensive riverbank protection works and a loss of riverine habitats. Despite this the main river and tributaries follow a

Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EA will have to follow strict rules in setting a time limit for that license.

The catchment has been split into 4 Water Resource Management Units (WRMU). The document states that WRMU 1, 2 and 3 all have water available. WRMU 6 has no water available. All the WRMUs are combined surface water/groundwater units.

Aberbargoed Grasslands SAC is situated within WRMU 3, which according to the CAMS has water available for abstraction. The CAMS states that the Aberbargoed Grasslands SAC “will be taken into consideration during the licence determination process for applications within its vicinity.”
largely natural course with many of the watercourses remaining tree-lined.

Within Cardiff, the Brook and its tributaries have been modified by man including diversions, culverting, revetments and reprofiling.

<table>
<thead>
<tr>
<th>Catchment Abstraction Management Strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The Usk Catchment Abstraction Management Strategy 2006</strong></td>
</tr>
<tr>
<td><strong>Plan Type</strong></td>
</tr>
<tr>
<td>Plan Owner/ Competent Authority</td>
</tr>
<tr>
<td>Currency</td>
</tr>
<tr>
<td>Region/Geographic Coverage</td>
</tr>
<tr>
<td>Sector</td>
</tr>
<tr>
<td>Related work SA/SEA HRA/AA</td>
</tr>
<tr>
<td><strong>Document Details</strong></td>
</tr>
<tr>
<td>The document sets out how the Environment Agency Wales will manage water abstraction from the Rhymney catchment until 2013. The strategy provides the framework for any decision on an abstraction license application.</td>
</tr>
<tr>
<td>The Usk CAMS covers an area of approximately 1169 km² and encompasses the River Usk and its tributaries, but not the Usk Estuary. The main settlements within the catchment are Abergavenny, Brecon, Brynmawr, Crickhowell, Gilwern, Llanelly Hill, Llanfoist, Newport, Raglan, Sennybridge and Usk.</td>
</tr>
<tr>
<td>In this CAMS area water is taken from both surface water and groundwater resources. Water is abstracted for public water supply, navigation, agriculture, commerce/industry, domestic use, spray irrigation, horticultural watering, lake/pond maintenance, fish</td>
</tr>
<tr>
<td></td>
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</tbody>
</table>
farming and hydropower generation.

The River Usk is a sandstone river of considerable ecological diversity, which provides an important wildlife corridor, an essential migration route and a key breeding area for many nationally and internationally important species.

The ecology of the River Usk SAC is currently affected by, or at risk of being affected by, a number of factors including abstraction. As a competent and relevant authority, the Environment Agency has a statutory duty, under the Habitats Regulations, to ensure that the integrity of the riverine ecosystem is maintained or restored through sustainable water resources management.

specifically any changes to water flow and quality.

Usk Bat Sites SAC are primarily designated for the population of Lesser Horseshoe Bats. Abstraction levels are unlikely to have a direct effect on the bat population but could have issues for the habitats the bats use for feeding. The Blanket Bog protected as a qualifying feature is sensitive to hydrological change.

Coed y Cerrig SACs naturally high, largely spring-fed water table is essential to the Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior*.

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### Catchment Abstraction Management Strategies

<table>
<thead>
<tr>
<th>The Wye Catchment Abstraction Management Strategy March 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Plan Type</strong></td>
</tr>
<tr>
<td><strong>Plan Owner/ Competent Authority</strong></td>
</tr>
<tr>
<td><strong>Currency</strong></td>
</tr>
<tr>
<td><strong>Region/Geographic Coverage</strong></td>
</tr>
<tr>
<td><strong>Sector</strong></td>
</tr>
<tr>
<td><strong>Related work SA/SEA HRA/AA</strong></td>
</tr>
<tr>
<td><strong>Document Details</strong></td>
</tr>
<tr>
<td>The document sets out how the Environment Agency Wales will manage water abstraction from Wye catchment until 2014. The strategy provides the framework for any decision on an abstraction license application.</td>
</tr>
</tbody>
</table>

The Wye CAMS covers an area of 4171 km2, encompasses the Rivers Wye, Lugg and their tributaries, and spans the border of
England and Wales. The main urban areas within the catchment are Hereford, Monmouth, Leominster, Ross-on-Wye and Hay-on-Wye.

<table>
<thead>
<tr>
<th>England and Wales. The main urban areas within the catchment are Hereford, Monmouth, Leominster, Ross-on-Wye and Hay-on-Wye.</th>
<th>The Environment Agency has a statutory duty, to ensure that the integrity of the riverine SAC ecosystem is maintained or restored through sustainable water resources management. As part of this duty, they have to ensure that permissions (abstraction licences, discharge consents, radioactive substance authorisations, waste management licences and integrated pollution control (IPC) authorisations) do not have an adverse effect on the integrity of the designated SAC species.</th>
</tr>
</thead>
<tbody>
<tr>
<td>The catchment has been split into 4 Water Resource Management Units (WRMU). The document states that all 4 WRMUs are assessed to have ‘no water available’.</td>
<td>The River Wye ultimately flows into the Severn Estuary. Therefore any impact to the Severn Estuary caused by changes to the water resource management of the catchment needs is considered as part of the CAMS process.</td>
</tr>
</tbody>
</table>
**Local Development Plans**

<table>
<thead>
<tr>
<th>Local Development Plans</th>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Blaenau Gwent County Borough Council Local Development Plan</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Plan Type</strong></td>
<td>Local Development Plan</td>
</tr>
<tr>
<td><strong>Plan Owner/ Competent Authority</strong></td>
<td>Blaenau Gwent County Borough Council</td>
</tr>
<tr>
<td><strong>Currency</strong></td>
<td>Issues Consultation Apr - Dec 07, Preferred Strategy Sept-Nov 08</td>
</tr>
<tr>
<td><strong>Region/Geographic Coverage</strong></td>
<td>Blaenau Gwent County Borough Council administrative boundaries</td>
</tr>
<tr>
<td><strong>Sector</strong></td>
<td>Planning</td>
</tr>
<tr>
<td><strong>Related work SA/SEA HRA/AA</strong></td>
<td>SA/SEA Scoping Report</td>
</tr>
<tr>
<td><strong>Document Details</strong></td>
<td>Potential impacts that could cause ‘in-combination’ effects</td>
</tr>
<tr>
<td><strong>LDP at vision and strategy options stage.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Timetable:</strong></td>
<td>Overarching Development Pressures</td>
</tr>
<tr>
<td>Early participation Apr – Dec 07</td>
<td>LDP impacts will be dependant on the Preferred Strategy options.</td>
</tr>
<tr>
<td>Preferred Strategy Sep- Nov 08</td>
<td>Generic effects related to development/ growth scenarios include:</td>
</tr>
<tr>
<td>Deposit Plan Sep-Nov 09</td>
<td></td>
</tr>
<tr>
<td>Examination Dec-Feb ‘11</td>
<td></td>
</tr>
<tr>
<td>Adoption Aug’11</td>
<td></td>
</tr>
<tr>
<td>Issues paper presented in July 2007 designed to focus debate on issues of strategic significance for the County Borough. Workshops held between July 2007 and Nov 2007 focused on developing option.</td>
<td></td>
</tr>
<tr>
<td><strong>Options presented:</strong></td>
<td></td>
</tr>
<tr>
<td>1. UDP Regeneration (Decline – Urban Containment)</td>
<td></td>
</tr>
<tr>
<td>2. Growth and Regeneration (Growth - Head of Valleys focus)</td>
<td></td>
</tr>
<tr>
<td>3. Balanced and Interconnected Communities (Trend – equalise growth)</td>
<td></td>
</tr>
<tr>
<td><strong>SAC Specific Issues</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cym Clydach Woodlands SAC within the County Borough Boundary is vulnerable to urbanisation impacts (e.g. illegal waste dumping activities made possible by roads passing through the site) and increased recreational pressures (e.g. from greater access due to the construction of a cycle route through the site).</td>
</tr>
</tbody>
</table>
### Local Development Plans

#### Blaenau Gwent County Borough Council Local Development Plan

| 4. Alternative option – (main focus not indicated) |

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#### Brecon Beacons National Park Authority Interim Unitary Development Plan 2007

<table>
<thead>
<tr>
<th>Plan Type</th>
<th>Unitary Development Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plan Owner/ Competent Authority</td>
<td>Brecon Beacons National Park Authority</td>
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<tr>
<td>Currency</td>
<td>2001 - 2016</td>
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<tr>
<td>Region/Geographic Coverage</td>
<td>Brecon Beacons National Park Authority administrative boundaries</td>
</tr>
<tr>
<td>Sector</td>
<td>Planning</td>
</tr>
<tr>
<td>Related work SA/SEA HRA/AA</td>
<td>N/A</td>
</tr>
</tbody>
</table>

#### Document Details

**Potential impacts that could cause ‘in-combination’ effects**

**Part 1 Policy 11: Ensuring Access to Employment Opportunities**

Proposals for appropriate commercial development will be permitted where they:

- enable the creation and expansion of businesses which support and diversify the rural economy;
  - retain existing employment uses;
  - utilise redundant buildings or brownfield sites;
  - use local skills, products or resources including natural resources in a sustainable way;
  - use existing transport routes and facilitate the use of alternative modes of transport;
  - are reasonably accessible to adequate services and utilities;

**Overarching Development Pressures**

- Enhanced growth implies potential land take and habitat fragmentation issues (the SA/SEA identified enhanced growth as resulting in higher environmental impacts on biodiversity and landscape). Land without statutory designation can act as corridors and linkages for protected habitats and species.
- Housing and employment growth - increased transport movements and associated air pollutants - e.g. as a result of development in the Heads of the Valleys Regeneration Area which may lead to commuting across administrative boundaries.
- Water abstraction for new development - potential to impact surface and groundwater.
- Recreational pressures from housing/ development that is close to European sites.
**Local Development Plans**

**Brecon Beacons National Park Authority Interim Unitary Development Plan 2007**

- facilitate mixed-use development; or
- support Welsh culture.

ii. Development proposals that cause unacceptable adverse impacts to the commercial vitality and viability of the area will not be permitted.

iii. A number of sites are allocated for commercial use under Policies SS4 and SS5. The supply and demand for land for commercial uses will be regularly reviewed.

**Part 1 Policy 12: Supply of Housing Land**

The UDP will make provision for 1980 new dwellings.

**Policy SS1: Housing Land in the First Tier Settlements**

Within the First Tier Settlements of Brecon, Hay-on-Wye, Crickhowell, Sennybridge, Talgarth, Gilwern, and Govilon, are allocated for residential development of 6 or more units.

The majority of development will be focused in the North and South East of the National Park.

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**Local Development Plans**

**Bridgend County Borough Council Local Development Plan Strategic Options and Preferred Strategy:**

<table>
<thead>
<tr>
<th>Plan Type</th>
<th>Local Development Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plan Owner/ Competent Authority</td>
<td>Bridgend County Borough Council</td>
</tr>
<tr>
<td>Currency</td>
<td>Draft Preferred Options May/June 2007</td>
</tr>
<tr>
<td>Region/Geographic Coverage</td>
<td>Bridgend County Borough Council administrative boundaries</td>
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</tbody>
</table>
## Local Development Plans

<table>
<thead>
<tr>
<th>Bridgend County Borough Council Local Development Plan Strategic Options and Preferred Strategy:</th>
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<tbody>
<tr>
<td><strong>Sector</strong></td>
</tr>
<tr>
<td><strong>Related work SA/SEA HRA/AA</strong></td>
</tr>
<tr>
<td><strong>Document Details</strong></td>
</tr>
<tr>
<td>Two Draft Strategic Growth Options recommended by the Council (June 2007).</td>
</tr>
</tbody>
</table>

### Trends-Based Growth Strategy
- Produces a dwelling requirement up to 2021 of 8,100 dwellings. Includes an implicit commitment to 6,930 dwellings.
- A 217ha supply of employment land is currently available (applies to both strategy options).

### UDP Growth Strategy
- Produces a dwelling requirement of 7,470 dwellings between 2006 and 2021.

### Options for pursuing the Trend Based Growth Strategy:
- **1. Economic led** – focusing development on Bridgend and other main settlements with available employment opportunities to optimise their locational economic advantages whilst reducing the need to travel. Dwellings accommodated within existing settlement boundaries.
- **2. Regeneration Led** – focusing development with the Valleys and Valley Gateway north of the M4 to promote the regeneration priorities of the County Borough. Development can be accommodated within existing settlement boundaries in Llynfi Valley and the Valleys gateway but may need relaxing in the Ogmore and Garw Valleys.
- **3. Population Led** – a dispersed pattern of development with in the main urban areas optimizing the use of committed sites and allocating new development relative to the existing size of

### Overarching Development Pressures
- LDP impacts will be dependant on the final Preferred Strategy option.

### Generic effects related to development/ growth scenarios include:
- Potential for land take/ habitat fragmentation
- Increased demand for water resources/ abstraction/ hydrological impacts
- Increased traffic movements, contributions to atmospheric pollution loading
- Growth in requirements for waste management facilities, increased demand for minerals
- Increased recreational pressure from existing/ new populations

### SAC Specific Issues
- Blackmill Woodlands SAC and Cefn Cribwr Grasslands SAC are both vulnerable to air pollution and development patterns that result in traffic growth near these sites have the potential to lead to significant effects.
### Local Development Plans

**Bridgend County Borough Council Local Development Plan Strategic Options and Preferred Strategy:**

| the settlement. Dwellings can be accommodated within existing settlement boundaries. |

### Local Development Plans

**Caerphilly County Borough Council Deposit LDP Consultation October 2008**

<table>
<thead>
<tr>
<th>Plan Type</th>
<th>Local Development Plan</th>
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</thead>
<tbody>
<tr>
<td>Plan Owner/ Competent Authority</td>
<td>Caerphilly County Borough Council</td>
</tr>
<tr>
<td>Currency</td>
<td>Deposit Plan Consultation (finished on 16th November 2008)</td>
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<td>Region/Geographic Coverage</td>
<td>Caerphilly County Borough Council administrative boundaries</td>
</tr>
<tr>
<td>Sector</td>
<td>Planning</td>
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</tbody>
</table>

**Related work SA/SEA HRA/AA**

<table>
<thead>
<tr>
<th>SA/ SEA of the Deposit Plan</th>
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<tbody>
<tr>
<td>HRA/ AA of the Deposit Plan</td>
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**Document Details**

<table>
<thead>
<tr>
<th>Potential impacts that could cause ‘in-combination’ effects</th>
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<tbody>
<tr>
<td>The Deposit LDP is comprised of three parts, the first of which is the Development Strategy which sets the strategic framework and policies necessary to deliver land use planning in the County Borough. The Development Strategy splits the County Borough into three parts: The Heads of the Valleys Regeneration Area, the Northern Connections Corridor and the Southern Connections Corridors. Part two of the Deposit LDP comprises the criteria based policies (Countywide Policies) against which development proposals will be determine and part three contains the allocations where development is expected to be located and where areas of land use protection are to be found (Area Specific Policies).</td>
</tr>
<tr>
<td>Development Strategy for the LDP is based on three broad areas:</td>
</tr>
<tr>
<td>Overarching Development Pressures</td>
</tr>
<tr>
<td>Generic effects related to development/ growth scenarios include:</td>
</tr>
<tr>
<td>- Potential for land take/ habitat fragmentation</td>
</tr>
<tr>
<td>- Increased demand for water resources/ abstraction/ hydrological impacts</td>
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<tr>
<td>- Increased traffic movements, contributions to atmospheric pollution loading</td>
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<tr>
<td>- Growth in requirements for waste management facilities, increased demand for minerals</td>
</tr>
<tr>
<td>- Increased recreational pressure from existing/ new populations</td>
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</tbody>
</table>

**SAC Specific Issues:**
### Local Development Plans

#### Caerphilly County Borough Council Deposit LDP Consultation October 2008

- The Heads of the Valleys Regeneration Area (HOVRA)
- The Northern Connections Corridor (NCC)
- The Southern Connections Corridor (SCC)

The Deposit LDP is underpinned by eight components which set a framework for the approach to - and the nature of - land use development. They are:

1. Target development to reflect the roles and functions of individual settlements
2. Allow for development opportunities in the Heads of the Valleys Regeneration Area
3. Promote a balanced approach to managing future growth
4. Exploit brownfield opportunities where appropriate
5. Promote resource efficient settlement patterns
6. Ensure development contributes towards necessary infrastructure improvements
7. Ensure development provides necessary community facilities
8. Reduce the impact of development upon the countryside

#### Settlement Strategy

SP4 The Council will support existing settlements, which will be enhanced based on their role and function in the settlement strategy:

**Principal Towns:**
- Bargoed (HOVRA)
- Blackwood (NCC)
- Ystrad Mynach (NCC)
- Caerphilly (SCC)
- Risca / Pontymister (SCC)

**Key Settlements:**
- Rhymney (HOVRA)

- Cardiff Beech Woods is within 500m and is vulnerable to air pollution and recreational pressure.
- Aberbargoed Grasslands SAC covers an area of 42.5ha and lies on a southwest facing hillside in the Rhymney Valley, 1km east of Bargoed and adjacent to the A4049. The site is vulnerable to recreational pressure, air pollution and changes in water quantity and quality. The HRA Report of the Deposit LDP (July 2008) concluded that “impacts predicted to arise from the implementation of the plan when considered in-combination with the potential impacts from other surrounding plans and projects, would not significantly affect the integrity of the SAC”.

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### Local Development Plans

#### Caerphilly County Borough Council Deposit LDP Consultation October 2008

- Nelson (NCC)
- Newbridge (NCC)
- Bedwas (SCC)

**Residential Areas:**
- All other villages within settlement limits

**Total Housing Requirements**

SP16 The Council has made provision for the development of 8,625 new dwellings in the County Borough between 2006 and 2021.

**Managing Employment Growth**

SP18 The Council has made provision for the development of 104.3 hectares of employment land in the County Borough between 2006 and 2021. This requirement will be met principally through the development of a range of employment sites including the following:
- A Business Parks
- B Primary Industrial Estates
- C Secondary Industrial Estates

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### Local Development Plans

#### Merthyr Tydfil County Borough Council Local Development Plan 2006 – 2021 Deposit Plan 2008

<table>
<thead>
<tr>
<th>Plan Type</th>
<th>Local Development Plan</th>
</tr>
</thead>
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<td>Plan Owner/ Competent Authority</td>
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<td>Currency</td>
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</table>
### Local Development Plans

**Merthyr Tydfil County Borough Council Local Development Plan 2006 – 2021 Deposit Plan 2008**

<table>
<thead>
<tr>
<th>Region/Geographic Coverage</th>
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</thead>
<tbody>
<tr>
<td><strong>Sector</strong></td>
<td>Planning</td>
</tr>
</tbody>
</table>
| **Related work SA/SEA HRA/AA** | SA of the Deposit Plan September 2008  
HRA Screening of the Deposit Plan August 2008 |
| **Document Details**       | Potential impacts that could cause ‘in-combination’ effects |

This document outlines the main development issues to be addressed in Merthyr Tydfil and sets out a vision and objectives for tackling these issues. It considers the spatial strategy options available and considers the development implications of following this particular route, including the major sites on which the strategy will depend.

The LDP is pursuing an Enhanced Growth Strategy that aims to "facilitate a reduction in current levels of out migration from the County Borough so that population levels stabilise by 2011 and a 10-year period of enhanced growth is achieved thereafter".

Overall, the deposit plan aims to provide the basis for meeting the economic, social and environmental needs of the County Borough in order that they:

- Reflect local aspirations for Merthyr Tydfil based on the vision agreed by the local community and other stakeholders
- Provide a basis for rational and consistent development decisions
- Guide growth and change, while protecting local diversity, character and sensitive environments.

The three spatial zones have been directly translated in the Enhanced Growth Strategy into the following growth areas:

- **Primary Growth Area** comprising the northern sector communities of Pant, Dowlais, Penydarren, Galon Uchaf, Gurnos, Swansea Road, Heolgerrig, Cefn coed, Twynyrodyn,

### Overarching Development Pressures

Generic effects related to development/ growth scenarios include:

- Potential for land take/ habitat fragmentation
- Increased demand for water resources/ abstraction/ hydrological impacts
- Increased traffic movements, contributions to atmospheric pollution loading
- Growth in requirements for waste management facilities, increased demand for minerals
- Increased recreational pressure from existing/ new populations

### SAC Specific Issues

- There are no European sites within the County Borough Boundaries.
- Blaen Cynon SAC (approx 5km) and Cardiff Beech Woods SAC (12.1km) are situated adjacent to major transport routes (A 470, A465) which intersect within the County Borough. LDP policies seek to reduce road based transportation, and air quality assessments in the County Borough (2004 most recent figures) show that no air quality objectives are being exceeded.
- Improved emissions standards/ greater use of public transport likely to contribute to improvements in air quality - lessens likelihood of cumulative impacts at sensitive sites.
- The HRA screening concluded that the LDP Preferred Strategy policies in implementation will not have a significant effect on the N2K sites considered in the assessment.
Local Development Plans

Merthyr Tydfil County Borough Council Local Development Plan 2006 – 2021 Deposit Plan 2008

- Town Centre, Georgetown, Abercanaid and Pentrebach.
  - **Secondary Growth Area** comprising the southern sector communities of Edwardsville, Treharris, Trelewis and Quakers Yard.
  - **Other Growth Areas** comprising the mid valley communities of Troedyrhiw, Aberfan, Merthyr Vale and Bedlinog.

Merthyr Tydfil is identified as a Primary Growth Area and will form the focus for the majority of development, with the town centre acting as the lynchpin for regeneration.

**Policy BW13: Managing Housing Growth**
During the plan period 2006-2021, land is allocated for the provision of approximately 3990 new dwellings in order to accommodate the anticipated needs of the population.

**Policy BW14: Managing Employment Growth**
During the plan period 2006-2021, 40 hectares of land is allocated to provide a suitable range of sites to accommodate the anticipated business and employment needs of the County Borough.

Local Development Plans

Monmouthshire County Council Local Development Plan Options Report December 2008

<table>
<thead>
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### Local Development Plans

**Monmouthshire County Council Local Development Plan Options Report December 2008**

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<tbody>
<tr>
<td>Related work SA/SEA HRA/AA</td>
<td>SA Scoping Report March 2008</td>
</tr>
</tbody>
</table>

**Document Details**

The Monmouthshire Draft LDP Vision:

By 2021, Monmouthshire will be a place where:

1. The distinctive character of its built heritage, countryside and environmental assets has been protected and enhanced.
2. People live in more inclusive, cohesive, prosperous and vibrant communities, both urban and rural, where there is better access to local services, facilities and employment opportunities.
3. People enjoy more sustainable lifestyles that give them opportunities for healthy activity, reduced reliance on the private motorcar and minimised impact on the global environment.

For the purposes of the public consultation three possible levels of growth are put forward for consideration:

- **Option 1** - 'Environmental Capacity' Option 250 dwellings per year.
- **Option 2** - 'Regional Collaboration' Option 350 dwellings per year.
- **Option 3** - 'Market Led Growth' Option 475 dwellings per year.

From a strategic point of view, however, it is considered that the main settlements in the County can be clearly identified: Main towns.

### Overarching Development Pressures

Generic effects related to development/ growth scenarios include:

- Potential for land take/ habitat fragmentation
- Increased demand for water resources/ abstraction/ hydrological impacts
- Increased traffic movements, contributions to atmospheric pollution loading
- Growth in requirements for waste management facilities, increased demand for minerals
- Increased recreational pressure from existing/ new populations

### SAC Specific Issues

Monmouthshire County Council has 11 European sites within its administrative boundary.

1. Coed y Cerrig - SAC
2. Cwm Clydach Woodlands - SAC
3. River Usk - SAC
4. River Wye/ Afon Gwy - SAC
5. Severn Estuary - SAC
6. Severn Estuary - Ramsar
7. Severn Estuary - SPA
8. Sugar Loaf Woodlands - SAC
9. Usk Bat Sites - SAC
10. Wye Valley Woodlands - SAC
11. Wye Valley and Forest of Dean Bat Sites - SAC
### Local Development Plans

<table>
<thead>
<tr>
<th>Monmouthshire County Council Local Development Plan Options Report December 2008</th>
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<tbody>
<tr>
<td>Abergavenny/Llanfoist</td>
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<td><strong>Secondary settlements.</strong></td>
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<td><strong>Rural:</strong></td>
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<tr>
<td>Usk</td>
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<td>Raglan</td>
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<td>Penperlleni</td>
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It is these main settlements that will provide the focus of the suggested strategic spatial options. For the purposes of the public consultation four possible options for the spatial distribution of new housing development are put forward for consideration:

A. Focus development within or adjoining the three main towns of Abergavenny, Chepstow and Monmouth where there is the best access to jobs, services and public transport.

B. Focus development on the ‘Severnside’ area around the M4 corridor in an attempt to harness its strategic location to promote growth and achieve a ‘critical mass’ to boost public transport, employment, services and community facilities.

C. Distribute development proportionately across rural and urban areas to meet housing needs evenly throughout the County, although focusing in rural areas on those small towns and main villages where there is a basic level of services and facilities.

D. Focus development on sites and settlements where opportunities exist for large scale mixed development to enable new residential development to be accompanied by an associated increase in employment opportunities.
Local Development Plans

Newport City Council Unitary Development Plan (Adopted May 2006)

<table>
<thead>
<tr>
<th>Plan Type</th>
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<td>Related work SA/SEA HRA/AA</td>
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</table>

Document Details

The main emphasis of the plan is a “Brownfield” strategy. Newport has a considerable quantity of regeneration sites, and their redevelopment is a key aim of the plan. As well as conserving land, this also helps to achieve the objective of reducing the need to travel, and thereby contributes to sustainability.

Housing

SP10 sufficient land will be made available to provide for additional dwellings as follows:
1996-2001: 1800
2006-2011: 3700

Each period is to be regarded as self-contained, with excesses or deficits of house building not being carried over into the next period. The land will be provided primarily on previously developed land in the following ways:

i. existing commitments, sites under construction and completions since 1 January 1996;
ii. new allocations as set out in policy h1;
iii. infill and windfall site development within the settlement boundaries, not specifically allocated, to provide a further 400

Overarching Development Pressures

- Housing and employment growth - increased transport movements and associated air pollutants - e.g. as a result of development in the Heads of the Valleys Regeneration Area which may lead to commuting across administrative boundaries.
- Water abstraction for new development – potential to impact surface and groundwater.
- Recreational pressures from housing/ development that is close to European sites.

SAC Specific Issues

- Development of Brownfield sites in close proximity to the River Usk SAC could have the potential to significantly affect water quality as a result of construction activities. This also has implications for the River Severn SPA/ Ramsar/ SAC as the River Usk flows into the Severn Estuary. Any development that would involve the building of a bridge across the River Usk SAC has the potential to have significant effects on migratory fish populations.

Below are policies within the Plan that have specific reference to European sites.
### Local Development Plans

#### Newport City Council Unitary Development Plan (Adopted May 2006)

<table>
<thead>
<tr>
<th>Provisions</th>
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<tbody>
<tr>
<td><strong>dwellings.</strong> Further major housing development outside existing settlement boundaries will not be permitted.</td>
</tr>
</tbody>
</table>

**Major Road Schemes**  
**SP14** land will be safeguarded for the following strategic highway schemes:  
- M4 relief road;  
- eastern extension of the southern distributor road along Queensway through the Llanwern steelworks site.

**Employment Land Requirement**  
**SP15** provision will be made for about 200 hectares of employment land for the period 1996-2011.

**Employment Sites**  
**SP16** new industrial and business development will be located mainly in the following areas:  
- Duffryn/Cleppa park;  
- South-East Newport;  
- riverside, dock and urban areas.

**Eastern Expansion Area**  
**SP26** an expansion area is allocated to the east of the city, to include the redundant part of the Llanwern steelworks and land to the north between the steelworks and the M4 motorway, to provide for 1,700 dwellings and a mix of business, commercial, leisure and community uses in accordance with a masterplan. Peripheral expansion elsewhere will not be permitted. The development of greenfield sites must not be allowed to do harm to the regeneration of inner urban sites.

**CE5** in the case of development proposals which would affect a European site or a Ramsar site:  
- where there would be an adverse effect, the development will only be permitted if it is directly necessary for the beneficial management of the site, or if there are imperative reasons of overriding public interest for the development and there is no alternative solution;  
- where the site also hosts a priority natural habitat or a priority species, development will only be permitted if it is directly necessary for human health, public safety or is directly connected with the beneficial management of the site.

**CE9** planning permission will not be granted for development which could disturb or adversely affect a species protected by European legislation unless:  
- there is no alternative location for the proposed development and appropriate mitigation measures can be implemented;  
- it can be established on the advice of the relevant conservation bodies that the development proposed would not be detrimental to the protected species.
### Local Development Plans

**The Vale of Glamorgan Council Local Development Draft Preferred Strategy Dec 2007**

<table>
<thead>
<tr>
<th>Plan Type</th>
<th>Local Development Plan</th>
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<tbody>
<tr>
<td>Plan Owner/ Competent Authority</td>
<td>The Vale of Glamorgan Council</td>
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<td>Currency</td>
<td>Preferred Strategy January 2008</td>
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**Related work SA/SEA HRA/AA**

<table>
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<tr>
<th>Document Details</th>
<th>Potential impacts that could cause ‘in-combination’ effects</th>
</tr>
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<tbody>
<tr>
<td>The document sets out the Vale of Glamorgan Council’s strategic priorities for development between 2011 and 2026. It outlines a range of key issues affecting the Vale that the Draft Preferred Strategy will need to address and defines a vision of how the Vale of Glamorgan should develop. It identifies the general location of development, sets objectives and establishes a series of strategic policies that will guide future growth and development.</td>
<td>The Habitats Regulations Assessment Screening for the Vale of Glamorgan LDP Draft Preferred Strategy has identified the potential for the Strategy to have a negative impact on 2 of the 6 European Sites identified within or in close proximity to the Vale of Glamorgan namely, the Severn Estuary SPA/SAC/RAMSAR and the Kenfig SAC. In addition, it is concluded that a precautionary approach be undertaken in respect of the other 4 sites and that further investigations be undertaken. It is therefore recommended that an Appropriate Assessment is undertaken to fully ascertain the effect of the LDP on the integrity of the sites identified.</td>
</tr>
</tbody>
</table>

**The Draft Preferred Spatial Strategy**

“To concentrate development opportunities in Barry and the South East Zone. The St Athan area to be a key development opportunity. Other sustainable settlements to accommodate further housing and associated development”

**CSP4: Housing Need**

Provision for the development of 7500 new dwellings during the period 2011-2026. This provision will be met through:

- existing committed sites with planning permission
- the development of a range of strategic sites that accord with the council’s strategic settlement hierarchy, and

**Severn Estuary SPA, Ramsar & SAC**

- Given the extent of the Severn Estuary and the diverse range of activities and operations that could result in adverse impact to the European Site, it is considered inevitable that the Draft Preferred Strategy will in some way, impact upon the designated site. While much of the development arising from the draft preferred strategy is likely to be located well away from the Severn Estuary, the south-eastern zone has been identified as a growth area and abuts the boundary of the designated site. Therefore, it is recommended that a more detailed assessment of the LDP be undertaken following consultation on the Draft Preferred Strategy to ascertain and mitigate against any likely significant effects to the SPA, SAC, RAMSAR.
### Local Development Plans

**The Vale of Glamorgan Council Local Development Draft Preferred Strategy Dec 2007**

- the subdivision of suitable dwellings, the appropriate reuse of vacant dwellings and buildings, and appropriate infill development.

To ensure a sustainable supply of housing land is maintained during the plan period, housing development will be phased as follows:

- 2011-2016 2500 dwellings
- 2016-2021 2500 dwellings
- 2021-2026 2500 dwellings

The phasing of sites will be considered in accordance with the council’s strategic settlement hierarchy.

**CSP8: Employment**

The employment needs of the Vale of Glamorgan will be met through:

- the enhancement and improvement of existing employment sites;
- suitable extensions to existing employment sites;
- the safeguarding of existing employment sites from non-employment uses, and
- favouring farm diversification, and tourism initiatives.

**CSP11: Strategic Transport Improvements**

Strategic transport improvements that serve the economic, social and environmental needs of the Vale of Glamorgan and the objectives of the South East Wales Regional Transport Plan will be favoured. In support of these objectives land will be safeguarded for:

- the Barry Waterfront to Cardiff Link Road.

### Kenfig SAC

- The primary focus of the Draft Preferred Strategy will be in Barry and the southeastern zone with St Athan being seen as a major development opportunity. Development resulting from the LDP in the proximity of the SAC is therefore unlikely to be of scale that would result in a detrimental impact upon the site. Notwithstanding this, there are three operational quarries (Ewenny, Pant, Lithalun) within 3 kilometres of the SAC. Mineral extraction and/or after use of the site could therefore impact upon the SAC as described above however this is considered to be unlikely due to the distance and ground contours. However, the site should be subject to a more detailed assessment at a later stage of the LDP development.
### Local Development Plans

#### The Vale of Glamorgan Council Local Development Draft Preferred Strategy Dec 2007

- **Llysworney Bypass**
  
  Priority will be given to schemes that improve safety and accessibility, public transport, walking and cycling.

#### CSP12: Sustainable Waste Management

Proposals for the sustainable management of waste will be favoured where they support the objectives of the South East Wales Regional Waste Plan and the Council’s Local Waste Management Strategy. In support of these objectives the following locations have been identified as being suitable for waste management facilities:

- Atlantic trading estate.
- the operational Port of Barry Docks.

### Local Development Plans

#### Torfaen County Borough Council Local Development Plan Preferred Strategy 2006-2021 Consultation of Strategic Options and Preferred Strategy

<table>
<thead>
<tr>
<th>Plan Type</th>
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<td>Plan Owner/ Competent Authority</td>
<td>Torfaen County Borough Council</td>
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<td>Preferred Strategy January 2008</td>
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<td>Region/Geographic Coverage</td>
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</tbody>
</table>
Local Development Plans

**Torfaen County Borough Council Local Development Plan Preferred Strategy 2006-2021 Consultation of Strategic Options and Preferred Strategy**

This document sets out the Council’s objectives and priorities for the development and use of land within Torfaen and its policies for implementing them.

The Network of Integrated Communities Strategy would aim to ensure a network of integrated communities, focusing particularly on the two key settlements of Cwmbran and Pontypool to ensure that they are successful and function as service hubs for the surrounding settlements. Development will be emphasised along key transport routes and expanded settlements could potentially include Greenfield land.

The LDP Preferred Strategy will make provision for 7,000 new dwellings in Torfaen over the period 2006 - 2021 primarily within the existing settlements and with a preference for brownfield sites, of which:

- 900 dwellings in North Torfaen Housing Market Area (Blaenavon and Abersychan Wards);
- 2,800 dwellings in Pontypool Housing Market Area; and
- 3,300 dwellings in Cwmbran Housing Market Area.

and made up from:

- 2,800 dwellings on sites already allocated, permitted or under construction (Jan 2006 JHLAS);
- 3,400 dwellings on New Site Allocations (10 or more dwellings);
- 400 dwellings in a ‘Windfall Allowance’; and
- 400 dwellings on Small Sites (9 or less dwellings).

with all Demolitions to be net against this target.

The LDP proposes the following Strategic Housing Sites, detailed in Figure 1. (of 100 or more dwellings): -

1. Boral Edenhall & Candlewick Sites, Blaenavon;

Generic effects related to development/ growth scenarios include:

- Increased demand for water resources/ abstraction/ hydrological impacts.
- Increased traffic movements, contributions to atmospheric pollution loading.
- Growth in requirements for waste management facilities, increased demand for minerals.
- Increased recreational pressure from existing/ new populations.

Measures within the LDP may help to offset or mitigate some of these generic effects through:

- Protecting and enhance important international, national, regional and local species and habitats, including:
  - European Protected Species;
  - Special Areas of Conservation (SAC);
  - Sites of Special Scientific Interest (SSSI);
  - Local Nature Reserves (LNR); and
  - Sites of Interest for Nature Conservation (SINC).
- Placing an emphasis on Public Transport, Cycling & Walking schemes rather than road improvements and trying to ensure that developments take measures to reduce the need to travel, reducing reliance on the motor car.
- Protecting formal leisure facilities and the various typologies of open space and ensure new provision from development sites, including the use of S106 contributions.
- Requiring a minimum 10% reduction in CO2 emissions (to the BREEAM Good level) from all major new developments;
- Requiring a financial contribution from all non BREEAM Excellent (40% reduction in CO2 emissions) developments to improve the carbon footprint of existing buildings;
- Requiring development to be resource efficient;
- Requiring development to consider small to medium renewable energy generation;
**Local Development Plans**

**Torfaen County Borough Council Local Development Plan Preferred Strategy 2006-2021 Consultation of Strategic Options and Preferred Strategy**

1. Kays & Kears, Blaenavon;  
2. The British, Talywain;  
3. Mamhilad New Village, Nr Pontypool;  
4. Trevethin Comprehensive School;  
5. Rear of Twmpath Road / Dog Pound, Tranch, Pontypool;  
6. Pontypool College;  
7 & 8. Possibly County Hospital or Panteg Steelworks;  
9. South Sebastopol, Cwmbran;  
10. County Hall, Cwmbran;  
11. Cwmbran Town Centre  
12. Former Police College & adjacent land, Cwmbran;  
13. Llanfrechfa Grange Hospital;  
14. Malthouse Lane, Llantarnam, Cwmbran; and

The LDP Preferred Strategy is that over the period 2006-2021 the plan will identify 60ha of land for general employment purposes within the urban area.

The LDP proposes the following Strategic Employment Sites:

1. Kays & Kears, Blaenavon;  
2. The British, Pontypool;  
3. Mamhilad, Pontypool;  
4. Panteg Steelworks, (South), Pontypool;  
5. Craig y Felin, Cwmbran;  

- Ensuring that developments are designed to be resilient to the likely future effects of climate change; and  
- Maintaining habitat connectivity to allow wildlife to adapt to a changing climate.

**SAC Specific Issues**

- There are no European sites within the Count Borough Boundaries.

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**Local Development Plans**

**Rhondda Cynon Taff County Borough Council Local Development Plan Preparation & Deposit**

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<tr>
<th>Plan Type</th>
<th>Local Development Plan</th>
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Local Development Plans

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<td><strong>Related work SA/SEA HRA/AA</strong></td>
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**Document Details**

- **Potential impacts that could cause ‘in-combination’ effects**

- **LDP Preferred Strategy** adopts a hybrid approach which combines a growth scenario where settlement geography allows (i.e. where lateral growth not limited by valley locations) with development that meets the needs of local communities.

- The Strategy divides the County Borough into Northern and Southern Areas. For the Northern Area the emphasis is on building sustainable communities and halting the processes of depopulation and decline. In the Southern Area the focus is on sustainable growth within settlement boundaries, taking advantage of the cross regional road and rail connections to promote economic development and commerce of a national and international caliber.

- The Strategy identifies the need for 14,850 dwellings during the plan period.

- The overall supply of employment land has been established at 195 hectares but analysis shows that it is not all appropriate for identified need (smaller, flexible space meeting the needs of micro-businesses).

- The Preferred Strategy includes 8 proposed strategic sites of more than 20 hectares (5 in the Northern Area and 3 in the Southern

**Overarching Development Pressures**

- Potential for increased traffic movements and air pollution as a result of growth in road traffic in the Northern Area where enhanced is development sought.

- The promotion of commercial development in the southern transport corridors may also lead to induced traffic flows across the region with associated rises in background and localised air pollution.

**SAC Specific Issues**

- Blaen Cynon SAC and Cardiff Beech Woods SAC, both within the County Borough Boundary, lie adjacent to major transport routes (A465 and A470 respectively).

- Both sites are easily accessible and Cardiff Beech Woods in particular has known vulnerabilities to air pollution and recreational pressures.
### Local Development Plans

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<td>Related work SA/SEA HRA/AA</td>
<td>AA of the Neath Port Talbot UDP June 2007 SEA of the Neath Port Talbot UDP</td>
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</table>

#### Potential impacts that could cause ‘in-combination’ effects

Overarching Development Pressures
- Housing and employment growth – direct land take and increased transport movements and associated air pollutants.
- Water abstraction for expanding communities - potential to impact surface and groundwater.
- Recreational pressures from housing/ development that is close to European sites.

**SAC Specific Issues**
- Crymlyn Bog SAC/ Ramsar, Coedydd Nedd a Mellte SAC and Kenfig SAC are...
### Local Development Plans

#### Neath Port Talbot County Borough Council Unitary Development Plan (adopted March 2008)

accommodate a substantial portion of the Port Talbot area’s housing needs in an extension to the main urban area that is well located and maximises the use of brownfield land.

The Urban Village and Baglan Bay allocations will make important contributions in terms of housing and employment and will have important implications throughout the Plan. In order that the proposals can be fully explained and considered they are addressed in separate chapters in addition to the specific allocations contained in the relevant topic chapters.

#### Housing

**Policy 7**

In order to meet the County Borough’s new housing needs, land will be made available for the development of approximately 6155 houses during the period mid 2001- mid 2016, distributed as follows:

Port Talbot - 1954  
Greater Neath - 3335  
Neath & Dulais - Valley 308  
Upper Afan Valley - 35  
Swansea Valley - 523  
An overall capacity for the Llandarcy Urban Village of 4,000 dwellings is allocated, this will extend beyond the plan period.

#### Economy and Employment

**Policy 8**

The main sources of employment will be concentrated along the coastal belt within the urban area of Jersey Marine - Neath - Port Talbot.

#### Transport

**Policy 12**

partly within the County Borough’s boundary.

- The AA Screening concludes that the sites that lie entirely outside the County Borough are unlikely to be significantly affected by any proposals in the Unitary Development Plan alone or in-combination. It also states that significant effects on Coedydd Nedd a Mellte as a result of the UDP either alone or in-combination are also unlikely.

- An Appropriate Assessment in accordance with Article 6(3) of the Habitats Directive was considered necessary in relation to the likely effects of the Unitary Development Plan on the Crymlyn Bog SAC and Ramsar site and Kenfig SAC.

- The AA concluded that the application of regulatory policies within the respective UDPs, together with the Appropriate Assessment procedure provide a secure mechanism to ensure that allocations neither individually or in-combination would create an adverse effect on the integrity of Crymlyn Bog SAC/ Ramsart and Kenfig SAC.
Local Development Plans

### Neath Port Talbot County Borough Council Unitary Development Plan (adopted March 2008)

Improvements to the transport system will concentrate on:
- a) improving accessibility and highway safety and reducing congestion, pollution and disturbance generated by traffic;
- b) encouraging travel by public transport, cycling and walking as alternatives to the car; and
- c) encouraging the movement of freight by rail and sea as alternatives to road.

**Retail Policy 15**
Neath, Port Talbot and Pontardawe, as the primary town centres, providing retail, leisure, commercial and cultural facilities serving the County Borough's communities will be protected and enhanced.

**Minerals Policy 20**
A) Proposals for coal extraction will be favoured where they contribute to the County Borough's share of local, regional or national production subject to:
   - a) ensuring that the impacts on the environment and local communities are acceptable; and
   - b) securing appropriate, high quality and prompt restoration and aftercare to provide a beneficial after-use.
B) Aggregates and dimension stone production will be catered for by the expansion of the Gilfach and Cwm Nant Lleuci quarries.

**Waste Policy 25**
The creation of a network of waste management facilities will be promoted through the plan in order to:
- a) meet the existing and future needs of the County Borough; and
- b) contribute to meeting the needs and potential new demands of the region.
## Local Development Plans

### Neath Port Talbot County Borough Council Unitary Development Plan (adopted March 2008)

<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Llandarcy Urban Village Policy 27</td>
<td>A new urban village will be created at Llandarcy providing a mixed use development on brownfield land as an extension to the Neath urban area at Skewen.</td>
</tr>
<tr>
<td>Port Talbot Docks and Industrial Estate Policy 28</td>
<td>The potential of the Port Talbot Docks and adjacent areas as a key regeneration area for the County Borough will be promoted.</td>
</tr>
<tr>
<td>Baglan Bay Development Policy 29</td>
<td>The potential of the Baglan Bay area as a key regeneration area for the County Borough will be promoted.</td>
</tr>
</tbody>
</table>

### Powys Unitary Development Plan Deposit Draft 2004

<table>
<thead>
<tr>
<th>Plan Owner/Competent Authority</th>
<th>Powys</th>
</tr>
</thead>
<tbody>
<tr>
<td>Currency</td>
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<td>Sector</td>
<td>Planning</td>
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<tr>
<td>Related work SA/SEA HRA/AA</td>
<td>HRA Screening of the Powys UDP Nov 2007 SA/SEA of the Powys UDP Oct 2007</td>
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<td>Document Details</td>
<td>Potential impacts that could cause ‘in-combination’ effects</td>
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### Local Development Plans

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<th>Powys Unitary Development Plan Deposit Draft 2004</th>
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<tr>
<td>Powys Unitary Development Plan Proposed Modifications Nov 2007 to the Deposit Draft 2004</td>
</tr>
</tbody>
</table>

**Policy SP4 - Economic and Employment Developments**
Up to 55 hectares of land is allocated for employment related developments during the plan period, 2001-2016 and developments For these purposes on such allocated sites will be acceptable.

**Policy SP5 - Housing Developments**
Sufficient land is allocated, including appropriate existing allocations and commitments, to accommodate up to approximately 6140 additional dwellings (410 per annum) during the plan period mid 2001 - mid 2016, in accordance with the Council’s strategic settlement hierarchy.

**Policy HP1 - Shire Housing Allocations**
Sufficient land is allocated to the three shires to accommodate 6750 new dwellings in the Powys UDP area between 2001-2016 as:
- Brecknockshire (ex BBNP) 1240
- Montgomeryshire 4100
- Radnorshire 1410

**Policy T1 - Highway Improvement Schemes**
The council will protect programmed routes from development that would obstruct the undertaking of the planned highway improvement scheme,

### Highway Improvement Schemes
The following major improvements to the County Highway Network are proposed by the Council: Canal Road / Llanllwchaiarn Road, Newtown; Waterloo Road Link, Llandrindod. In addition to these, the Welsh Assembly Government in their Trunk Road Forward Programme 2002 has identified the following Trunk Road improvement schemes:
### Local Development Plans

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- **Repair & Upgrade Schemes (£1M+):** A483 Esgairdraenlwyn Bends; A470 Christmas Pitch; A470 Ysgig; A487 Pont ar Ddyfi; A458 Nant y Dugoed; A458 Garreg Bank – Middletown.
- **Technically ready for delivery before March 2005:** Talgarth Relief Road.
- **Could be ready to proceed by March 2008:** A470 Cwmbach – Newbridge, A470 Alltmawr, and A483 Four Crosses Relief Road.
- **Unlikely to proceed before April 2008:** A470 Builth Wells; A470 Rhayader; A470 Llandinam; A483/A489 Newtown; A458 Buttington Cross – Middletown; A458 Sylfaen – Cyfronydd.
- **No ranking applied:** A470 Commins Coch; A470 Llangurig – Wern Villa; A483 Brynsadwrn improvement
## Minerals and Waste Strategies

<table>
<thead>
<tr>
<th>Minerals &amp; Waste</th>
<th>Caerphilly County Borough Council Municipal Waste Management Strategy &amp; Litter Plan 2004</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plan Type</td>
<td>Municipal Waste Strategy</td>
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<tr>
<td>Plan Owner/ Competent Authority</td>
<td>Caerphilly County Borough Council</td>
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<td>Waste</td>
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<td>Related work SA/SEA HRA/AA</td>
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</tbody>
</table>

### Document Details

The Strategy describes the current waste situation within the authority, what targets and objectives the authority needs to achieve and how it proposes to achieve them.

### Strategic aims for the period 2004/05 to 2006/07

1. Continually improve the services we provide in terms of efficiency, reliability and customer focus.
2. Adhere to the waste hierarchy in our management of waste issues.
3. Divert 25% BMW from landfill by 2010 and start to make preparations for the later Landfill Directive targets of 50% diversion by 2013 and 65% diversion by 2020.
5. Improve awareness raising programmes to reach a greater proportion of the population of Caerphilly County Borough.
6. Increase participation rates in the kerbside recycling scheme and boost capture rates.
7. Reduce the amount of waste that CCBC generates and the related impacts.

### Overarching Development Pressures

#### Recycling

- Air Pollution/ Disturbance
  - Transport and energy emissions generated by collection, sorting and processing
  - Dust, noise and odour associated with industrial process

#### Composting

- Air/ Water Pollution, Introduced/Invasive Species
  - Odour, litter, possible vermin generation
  - Release of spores [non-native], requirement for buffer zones (at least 250 metres between composting operations and sensitive receptors)
  - Production of liquid pollutant
  - Potential for combustion

#### Mechanical Biological Treatment (MBT)

- Air Pollution, Land Take, Hydrology
  - Emissions, traffic impacts, land take and wider environmental impacts analogous with industrial process
  - Processes produce residue

#### Refuse Derived Fuel (energy from waste)

- Air Pollution
### Minerals & Waste

**Caerphilly County Borough Council Municipal Waste Management Strategy & Litter Plan 2004**

- set up schemes for the recycling and composting of council waste.
- Make provision for the collection of special wastes at civic amenity sites.
- Work closely with partners in all sectors to attain sustainable waste management.
- Continue to consult and communicate with residents and other stakeholders on matters of service delivery.

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### Emission concerns, particulates and potentially dioxins

#### Anaerobic Digestion (energy from Waste)

**Air/Water Pollution**
- Emissions to air – odour (during collection, transport and pre-treatment)
- Wastewater – potential for high concentrations of metals, dissolved nitrogen and organic material

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#### Incineration with Energy Recovery

**Air/ Water Pollution**
- Noise, dust, traffic, visual amenity, potential to impact fauna and flora
- Deposition of substances on surface water
- Solid, liquid emissions
- Gaseous emissions include odour, acid gas, heavy metals, particulates, organic compounds
- Ash residues comprising fine particles, [need to landfill ash/ scrap] dioxins, heavy metals salts, unreacted lime and carbon
- Contamination, accumulation of toxic substance (food chain)

---

#### Landfill & Landraise

**Air/ Water Pollution, Invasive Species, Land Take**
- Methane and carbon monoxide emissions
- Leachate, salts, heavy metals, biodegradable and persistent organics
- Accumulation of hazardous substances in soil
- Topography alteration, visual intrusion
- Soil occupancy, prevention of other land uses
- Attraction of vermin
- Contamination, accumulation of toxic substances
- Potential exposure to hazardous substances
- Impact on surface water runoff, flood risk

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### SAC Specific Issues

Specific potential in-combination impacts cannot be explored in absence of specific waste locations.
Other Plans and Programmes

<table>
<thead>
<tr>
<th>Development Plan</th>
<th>Brecon Beacons National Park Management Plan 2009-2014</th>
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<tbody>
<tr>
<td><strong>Plan Type</strong></td>
<td>National Park Management Plan</td>
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<td><strong>Document Details</strong></td>
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</table>

The Plan sets a vision for the future of the Park and specifies actions and outcomes to pursue in the next five years to bring the Park closer to this shared vision. The Plan promotes coordinated implementation, monitoring, and evaluation of these activities collectively across a wide range of partners and stakeholders. In essence, it creates a framework for Park management, guiding decision-making and developing priorities.

**Twenty-year Aims for Biodiversity**

4. **Ensure that sustainable management of designated sites maintains habitats and species populations in favourable condition.** As examples of the best habitats and species within the National Park, it is critical to ensure designated sites (e.g., SSSIs, SACs, NNRs, etc.) are brought into, or remain, in favourable condition. The designations provide the means to ensure that these sites are managed with special regard to biodiversity conservation. However, these sites still need to be managed in a wider context, to be considered as the focal sites of developing functional ecosystems at a landscape scale. Their sustainable management can be a catalyst to achieving better habitat condition in the surrounding land.

**Twenty-year Aims for Planning and Development**

**Overarching Development Pressures**

- Housing and employment growth - direct land take and increased transport movements and associated air pollutants.
- Water abstraction for expanding communities - potential to impact surface and groundwater.
- Recreational pressures from housing/development that is close to European sites.

**SAC Specific Issues**

- Specific potential in-combination impacts cannot be explored in absence of specific development locations.
## Development Plan

### Brecon Beacons National Park Management Plan 2009-2014

<p>| | |</p>
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>1. <strong>Prepare an LDP which is responsive to drivers of change and enables development to meet identified needs.</strong> The NPA will prepare an LDP which is resilient and responsive to drivers of change and which is proactive in mitigating the effects of climate change where possible.</td>
<td></td>
</tr>
<tr>
<td>2. <strong>Provide a first class planning service.</strong> In order to make its services first class, the NPA will strive to improve consistency of decision making, increase public engagement in, understanding of, and satisfaction with the NPA’s planning service, and improve relationships with partner organisations.</td>
<td></td>
</tr>
<tr>
<td>3. <strong>Ensure that there is sufficient land for market and affordable housing to meet the identified need.</strong> The NPA is not a housing authority; this is the role of the unitary authorities. Nonetheless the NPA works closely with the relevant Housing Authorities in the preparation of the Local Housing Market Assessments and Local Housing Strategies.</td>
<td></td>
</tr>
<tr>
<td>4. <strong>Allocate sufficient land for the provision of a variety and mix of employment opportunities to encourage a better link between the provision of employment and housing.</strong> The NPA and its partners will ensure the availability of land and investment in the Park is consistent with the special qualities of the area and avoids damage to important nature conservation sites and species.</td>
<td></td>
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<tr>
<td>5. ** Maintain and encourage the vitality and viability of the Park’s communities and town centres.** From the standpoint of local communities, this means that the NPA and its partners should encourage development which contributes to the creation of sustainable places, promotes integrated communities, with opportunities for living, working and socialising for all, and enables development that encourages a healthy and safe lifestyle and promotes well being.</td>
<td></td>
</tr>
<tr>
<td>6. <strong>Improve the physical quality, energy efficiency, accessibility and sustainable design and construction of all development throughout the park.</strong> In keeping with the National Park’s commitments to sustainability and the climate change agenda, the</td>
<td></td>
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</tbody>
</table>
### Development Plan

**Brecon Beacons National Park Management Plan 2009-2014**

NPA is producing up-to-date guidance on sustainable building design and materials in the National Park. This Sustainable Design Guide will become an exemplar in sustainable design.

7. **Minimise light and noise pollution.** Despite its proximity to urban centres such as Cardiff, Bristol, and Swansea, the Park boasts a dark night sky year round where, on clear nights, a plethora of stars can be seen. Similarly, its low population density and lack of major motorways limit light and noise pollution. These factors contribute significantly to the sense of tranquillity and remoteness so often cited as a key special quality of the Brecon Beacons National Park. The NPA and its partners will seek to maintain and enhance these attributes.

### Twenty-year Aims for Transport

1. **Reduce the need for travel by controlling the location and design of development.** The NPA works closely with highway authorities in the production of integrated transport and land-use strategies and will be considering these factors as part of the development of the Park’s forthcoming Local Plan.

2. **Provide an integrated transport system that encourages healthy and active lifestyles, and supports local communities.** The need to travel should be reduced, and the attractiveness of public transport increased, without adversely affecting the overall quality of people’s lives. Better links between public transport, recreational travel, and access to the countryside would benefit tourists and residents alike.

3. **Maintain and develop Beacons Bus as key delivery mechanism for visitor transport.** The project should continue to grow in time and space with the aim of covering as much of the summer season as possible and increasing routes to meet demand.

4. **Encourage and support use of the weekday service network.** Achievable only by partnership working, this process needs to ensure that best use is made of existing services by ensuring that journeys are made easier for visitors with high quality
Development Plan
Brecon Beacons National Park Management Plan 2009-2014

5. **Encourage the development of new services aimed at the visitor market.** Partnership working to develop and market services with the needs of visitors in mind to provide transport to those attractions and outdoor activity locations that would especially benefit.

6. **Facilitate sustainable long distance transport to the National Park.** The key to this process is integration with a need for rail/coach/bus interchanges to work efficiently for visitors.

7. **Work with Transport Generators on Green Travel Plans.** Public and private sector attractions, festivals, tourism businesses, and other organisations can minimise their impacts through the adoption of Green Travel Plans.

8. **Support working practices and behaviour change initiatives that reduce the Park’s greenhouse gas emissions and reduce people’s dependency on fossil fuels for transport.**

9. **Develop Sustainable Travel Marketing.** Whatever mechanisms are adopted, it is essential that they are attractively and consistently marketed to the visiting public.

**Twenty-year Aims for Waste Management**

1. Promote the waste hierarchy of reduce, reuse, and recycle across all sectors of the National Park. The NPA and its partners should seek to minimize the production of waste and seek to contribute to sustainable waste solutions.
Cardiff International Airport Master Plan 2006

<table>
<thead>
<tr>
<th>Plan Type</th>
<th>Masterplan</th>
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<tr>
<td>Plan Owner/ Competent Authority</td>
<td>Cardiff International Airport</td>
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<tr>
<td>Currency</td>
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<tr>
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</tr>
</tbody>
</table>

**Document Details**

**Potential impacts that could cause ‘in-combination’ effects**

**Runway**
It is not envisaged that any runway extension is required to meet the traffic forecasts; a taxiway extension would satisfy this increased traffic. The taxiway extension would provide a parallel route running right to the end of the runway pavement.

**Terminal, Aprons, Car Parks and Access Roads**
It is likely that, in addition to a reorganisation of the existing stand layout, additional stands and parking areas will be required within this time frame.

There is no requirement for a new terminal at any time in the planned period. It is anticipated that all the growth forecast can be accommodated by modest extensions and re-organisations of the existing terminal building. The floor space of the Terminal totals at approximately 47,800 sq m in 2030. Based on 6000 sq m per million passengers, which is an accepted standard, this would provide for projected passenger numbers of 7.9 million for 2030.

Car parking will be accommodated by structural car parking on the existing car parking sites. This will minimise land take but may lead to a slight increase in visual intrusion.

**Highways Access**

**Overarching Development Pressures**
- Increased air traffic - increased levels of disturbance (noise), emissions and recreational pressure.
- Improvements to highways access - increase in recreational pressure as a result of improved access.

**SAC Specific Issues**
- A greater number of planes and improved highways access has the potential to increase the levels of recreational pressure at Cardiff Beech Woods SAC and the Severn Estuary SPA/ Ramsar/ SAC.
- Severn Estuary SPA/ Ramsar/ SAC - overwintering birds can be disturbed by sudden movements and noises that can result in reduced food intake and/or increased energy expenditure.
- Cardiff Beech Woods SAC - All component SSSIs are used to a greater or lesser extent for recreation purposes. Castell Coch Woodlands and FForestganol a Chwmm Nofydd experience the most recreation pressure, and are popular for walking, climbing and mountain biking. The Taff train runs through part of the Castell Coch Woodlands site and the historic building of Castell Coch attracts many visitors, which increases the access pressure on the woodlands. The road section is becoming increasingly popular for climbing, and this is unlikely to be a problem for the geological interest of the site. However, climbing could be potentially damaging to trees at the top of the crag.
Cardiff International Airport Master Plan 2006

**Short-term**
It was proposed in the Culverhouse Cross Study to implement a range of public transport and highway improvements, including the ‘trunking’ of the existing A48 between Culverhouse Cross and Bonvilston and the A4226 (Five Mile Lane) to the airport. Following the trunking of the route, highway improvements to the existing route were proposed, largely to improve safety.

**Medium Term**
In the Culverhouse Cross Study it is proposed to improve the A48/Five Mile Lane route from the Culverhouse Cross junction to the airport, providing an alternative route to the current signed route via Wenvoe and north Barry. This would involve the following proposals:
- Junction capacity enhancement, (junction at south end A4226 Five Mile Lane / Waycock Road with A4050 in north Barry at Green Farm);
- Safety enhancements on Five Mile Lane/Waycock Road;
- Junction capacity and safety enhancements at the Five Mile Lane junction with A48 (Sycamore Cross).

**Longer Term**
In the longer-term, further improvements of this route to allow airport traffic to avoid Culverhouse Cross were to be considered. The preferred option involved a new link to the airport from the M4 at Junction 34 to the A48 at Sycamore Cross. In conjunction with the new highway link, it would be possible to provide a strategic park and ride/modal interchange at Junction 34 of the M4.

These longer-term proposals are referred to in Phase 3 of the Trunk Road Forward Programme of the Welsh Assembly Government, which indicates a commencement of work after March 2010.

**Future Opportunities for Rail**
### Cardiff International Airport Master Plan 2006

A number of options for introducing enhanced services to Rhoose Cardiff International Airport station have been considered. The options generally revolve around the basic principle of two all-station Valley Lines services per hour on the Vale of Glamorgan line and at least one interurban service from Bristol.