



Llywodraeth Cymru  
Welsh Government

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Government

## A487 New Dyfi Bridge

Environmental Statement –  
Volume 1: Chapter 5 Legislative  
and Policy Context

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## 5 Legislative and Policy Context

- 5.1.1** The purpose of this chapter is to provide an overarching and strategic legislative and policy context for the Scheme from an environmental perspective. As such it provides details on key legislation and the principal planning policies, which are relevant to the Scheme, at both UK and Welsh levels, together with the development planning policies of the local planning authorities, the administrative areas of which the Scheme runs through.
- 5.1.2** Topic specific legislation and policies are set out in the assessment topic chapters (Chapters 6 – 15).
- 5.1.3** The Scheme will aid the achievement of the following legislative and policy objectives as outlined within this Chapter.

## 5.2 Legislation

### Well-being of Future Generations Act (Wales) 2015

- 5.2.1** In order to strengthen the sustainable development framework in Wales, a pilot National Conversation was launched in February 2014, to define the 'Wales We Want', led by the Commissioner for Sustainable Futures. The "Wales We Want" Report (Welsh Government and Sustain Wales, 2015), set out the seven foundations for the well-being of future generations. This resulted in the enactment of the Well-Being of Future Generations (Wales) Act 2015, in May 2015, which requires 'public bodies to do things in pursuit of the economic, social, environmental and cultural well-being of Wales in a way that accords with the sustainable development principle'.
- 5.2.2** The Act defines sustainable development as 'the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals', and defines seven 'well-being' goals, as set out in Table 5.1 below.

Table 5.1: Well-being Goals

Goal	Description of the Goal
A prosperous Wales	An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing

Goal	Description of the Goal
	people to take advantage of the wealth generated through securing decent work
A resilient Wales	A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).
A healthier Wales	A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood
A more equal Wales	A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances).
A Wales of cohesive communities	Attractive, viable, safe and well-connected communities
A Wales of vibrant culture and thriving Welsh language	A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts and sports and recreation.
A globally responsible Wales	A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

**5.2.3** The Well-Being of Future Generations Act 2015 places a duty on public bodies in Wales, including Welsh Government, to work towards achieving these goals, in order for actions to align to the Welsh Government's principles of sustainable development.

**5.2.4** The Act identifies the following five things that public bodies must take account of when acting in accordance with the sustainable development principles.

- Long-term - the importance of balancing short term needs with the need to safeguard the ability to also meet long-term needs;
- Integration - considering how the public body's well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies;
- Involvement - the importance of involving people with an interest in achieving the well-being goals, and ensuring that those people reflect the diversity of the area which the body serves;
- Collaboration - acting in collaboration with any other person (or different parts of the body itself) that could help the body to meet its well-being objectives; and

- Prevention - how acting to prevent problems occurring or getting worse may help public bodies meet their objectives.

**5.2.5** Following the next National Assembly for Wales's election, each public body is required under the Act to publish a set of well-being objectives 'designed to maximise their contribution to achieving each of the well-being goals'. The well-being goals will form the framework of these objectives, as well as indicators to be used to measure well-being, which the Welsh Government recently consulted on ("How do you measure a nation's progress?" (Welsh Government, 2015a)).

**5.2.6** When publishing its well-being objectives each public body must publish a statement explaining why it considers that meeting the objectives will contribute to the achievement of the well-being goals and how it has applied the sustainable development principle. Following the initial statement public bodies are required to publish an annual report showing the progress they have made in meeting their objectives.

### **Active Travel (Wales) Act 2013**

**5.2.7** The Active Travel (Wales) Act gained Royal Assent on the 4 November 2013. It legislates for the provision of travel routes designed for cycling and walking and in particular makes provision:

- For approved maps of existing active travel routes and related facilities in a local authority's area;
- For approved integrated network maps of the new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in a local authority's area;
- Requiring local authorities to have regard to integrated network maps in preparing transport policies and to secure that there are new and improved active travel routes and related facilities;
- Requiring the Welsh Ministers to report on active travel in Wales;
- Requiring the Welsh Ministers and local authorities, in the performance of functions under the Highways Act 1980, to take reasonable steps to enhance the provision made for walkers and cyclists and to have regard to the needs of walkers and cyclists in the exercise of certain other functions; and
- Requiring the Welsh Ministers and local authorities to exercise their functions under the Act so as to promote active travel

journeys and secure new and improved active travel routes and related facilities.

**5.2.8** The Act created new duties for local authorities in Wales and the Welsh Ministers. It also gives the Welsh Ministers the power to issue guidance on the location, nature and condition of active travel routes and facilities to ensure they are suitable for use. Such guidance has been published in the form of guidance notes. The Welsh Government has published guidance:

- The Active Travel (Wales) Act 2013 - Design Guidance (Welsh Government, 2013);
- Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013 (Welsh Government, 2014);
- The Active Travel Action Plan (Welsh Government, 2016).

**5.2.9** Powys County Council are addressing the requirements of the Act in the “Draft Mid Wales Joint Local Transport Plan 2015-2020”. Gwynedd Council are addressing the requirements of the Act in the “North Wales Joint Local Transport Plan Consultation 2015-2020”. Both of these Local Transport Plans have undergone consultation.

**5.2.10** Welsh ministers have identified those built-up areas with a population greater than 2,000 people in which the Active Travel Act will apply. Within the Powys unitary authority area, Machynlleth is listed as a named settlement area whereby Powys County Council has to identify, improve and promote designated “*active travel routes*” within any town that has a population of over 2,000 residents.

**5.2.11** The Active Travel Routes is at the post-consultation stage. Powys County Council considered the requirements of the new duties through the development of an “Active Travel Routes - Machynlleth” map which identified seven cycling “active travel routes” in Machynlleth, further details of which are provided in Chapter 13 (Effects on All Travellers). This was consulted on in September to October 2015, with the consultation closing on Friday 27 November 2015. By law each authority had to produce a draft map of their County showing all the designated active travel routes and to have submitted this to the Minister by 22 January 2016.

## **Wildlife and Countryside Act 1981 (as amended)**

**5.2.12** The Wildlife and Countryside Act 1981 (as amended) (WCA) has been and remains the principal mechanism for the protection of wildlife in the UK for more than three decades. WCA comprises four parts. Part 1 covers the protection of wildlife, including birds, their nests and eggs; wild animals, mammals and wild plants.



Part 2 extends to the countryside, national parks, the designation of protected areas including Sites of Special Scientific Interest (SSSI), limestone pavements, national nature reserves, and grants by the national nature conservation bodies in England and Wales. Part III covers public rights of way, including footpaths and bridleways whilst Part IV deals with miscellaneous provisions.

**5.2.13** Sections 28 to 33 of Part 2 of the WCA detail the law regarding SSSIs. The WCA provides for the notification and confirmation of SSSIs - sites identified for their flora, fauna geological or physiographic features by the relevant national conservation body, in Wales, Natural Resources Wales (NRW).

**5.2.14** Schedule 9 of the Countryside and Rights of Way Act (CROW, 2000) introduced a new Section to the WCA, Section 28G, which places a duty on the Welsh Government "*in exercising its functions so far as their exercise is likely to affect the flora, fauna or geological or physiographical features by reason of which a site of special scientific interest is of special interest*" to "*take reasonable steps, consistent with the proper exercise of the authority's functions, to further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which the site is of special scientific interest*".

## Natural Environment and Rural Communities Act 2006

**5.2.15** The Natural Environment and Rural Communities Act 2006 (NERC Act) was designed to help achieve a rich and diverse natural environment and thriving rural communities through modernised and simplified arrangements for delivering UK Government policy. The Act implemented key elements of the (then) UK Labour Government's Rural Strategy published in July 2004.

**5.2.16** The NERC Act established Natural England and made amendments to both the Wildlife and Countryside Act 1981 and the Countryside and Rights of Way Act 2000. Section 40 sets out a duty to conserve biodiversity whereby "every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity", whilst Section 42 requires the National Assembly of Wales to "publish a list of the living organisms and types of habitat which in the Assembly's opinion are of principal importance for the purpose of conserving biodiversity". "Conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat" (Section 40(3)).

## Climate Change Act (2008)

- 5.2.17** The Act makes it the duty of the Secretary of State to ensure that the net UK carbon account for all six Kyoto greenhouse gases for the year 2050 is at least 80% lower than the 1990 baseline, toward avoiding dangerous climate change. The Act aims to enable the United Kingdom to become a low-carbon economy and gives ministers powers to introduce the measures necessary to achieve a range of greenhouse gas reduction targets.
- 5.2.18** The Scheme aims to ensure that flood risk to third parties is not increased and to minimise the impact of transport improvements on biodiversity and water resources.

## Environment Act (Wales) 2016

- 5.2.19** The Environment (Wales) Act (2016) came into force on 21 March 2016. The Act will enable Wales' resources to be managed in a more proactive, integrated and sustainable way and to establish the legislative framework necessary to tackle climate change.
- 5.2.20** The Act compliments the Well-being of Future Generations (Wales) Act 2015 and the Planning (Wales) Act 2015 (see above). The principle that connects these three pieces of legislation is the commitment to sustainable development as the best way to improve the well-being of Wales now and for future generations.
- 5.2.21** The Act is divided into seven parts of which the following are directly relevant to the Scheme:
- Part 1: Sustainable management of natural resources;
  - Part 2: Climate change; and
  - Part 7: Flood and Coastal Erosion Committee and land drainage.
- 5.2.22** Section 6 of the Environment Act (Wales) 2016 places a duty on public authorities to 'seek to maintain and enhance biodiversity' so far as it is consistent with the proper exercise of those functions. Public authorities must also seek to 'promote the resilience of ecosystems'. To assist in complying with this duty, public authorities must have regard to the list of living organisms and habitats published under section 7 of the Act.
- 5.2.23** The specific provisions of the Act include helping to plan and manage Wales' natural resources at a national and local level through three key features - a State of Natural Resources Report (Natural Resources Wales, 2016), a National Natural Resources Policy (Welsh Government, 2015b), and Area Statements. Collectively these are designed to ensure that the sustainable



management of Wales' natural resources will be a core consideration in decision-making.

- 5.2.24** The first key feature is the requirement for NRW to produce every five years before each National Assembly of Wales election a 'State of Natural Resources Report' that provides an assessment of natural resources and how well they are being managed in a sustainable way.
- 5.2.25** The second key feature is the requirement for the Welsh Government to produce a 'National Natural Resources Policy' that sets out the priorities and opportunities for managing the natural resources of Wales sustainably, taking into account the findings of the State of Natural Resources Report. The policy will take into account other sources of information, such as the Future Trends Report and evidence from progress towards the well-being goals contained within the Well-being of Future Generations (Wales) Act 2015 (see above).
- 5.2.26** Through the National Natural Resources Policy, Welsh Ministers will set priorities and opportunities for the sustainable management of natural resources in Wales, including actions to be taken in relation to climate change.
- 5.2.27** The policy will promote a joined up approach to other/future policies that the Welsh Government develops, as well as supporting the achievement of the well-being goals in the Well-being of Future Generations (Wales) Act 2015 and the Planning (Wales) Act 2015 (see above). The policy will also set the context for the area statements (see below) to ensure that the national priorities for sustainable management of natural resources in Wales inform the local delivery approach.
- 5.2.28** The third key feature is the preparation of Area Statements by NRW which set out the priorities, risks and opportunities for managing the natural resources of Wales sustainably and outline what action needs to be taken at a local level. Area Statements will consider the evidence from the State of Natural Resources Report<sup>1</sup> and implement the priorities and opportunities identified by the National Natural Resources Policy for the sustainable management of natural resources at the local level. NRW can also use the Area Statements to help deliver any of its functions, for example rationalising, where appropriate, any plans, programmes or strategies.
- 5.2.29** The Act replaces the existing duty in Section 40 of the NERC Act 2006 (see above) in relation to Wales, with a duty on public authorities to seek to maintain and enhance biodiversity.

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<sup>1</sup> Natural Resources Wales (September 2016), A summary of the State of Natural Resources Report: An assessment of the sustainable management of natural resources

**5.2.30** The Act also introduces statutory emission reduction targets and carbon budgeting to support their delivery. The first budgetary period will be for 2016-2020 and then every five years up until 2050. Each carbon budget will be set in advance, with the first and second carbon budgets set before the end of 2018.

### **Historic Environment (Wales) Act 2016**

**5.2.31** The Historic Environment (Wales) Act came into force on 21 March 2016 and forms part of a suite of legislation, policy, advice and guidance that makes important improvements to the existing systems for the protection and sustainable management of the Welsh historic environment. In broad terms, the Act gives more effective protection to listed buildings and scheduled monuments, enhances existing mechanisms for the sustainable management of the historic environment, and introduces greater transparency and accountability into decisions taken on the historic environment.

**5.2.32** The Act makes important changes to the two main UK laws that provide the legislative framework for the protection and management of the historic environment: the Ancient Monuments and Archaeological Areas Act 1979 and the Planning (Listed Buildings and Conservation Areas) Act 1990. The Act also incorporates three stand-alone provisions. The Act will:

- give more effective protection to listed buildings and scheduled ancient monuments;
- improve the sustainable management of the historic environment; and
- introduce greater transparency and accountability into decisions taken on the historic environment.

## **5.3 National Planning Policy**

**5.3.1** Current national planning policy is contained within the Welsh Spatial Plan, Planning Policy Wales (Edition 9, November 2016) and is supplemented by various Technical Advice Notes (TANs).

### **People, Places, Future: The Wales Spatial Plan (Update 2008)**

**5.3.2** The Wales Spatial Plan will be replaced by the National Development Framework (NDF) which is provided for in the Planning (Wales) Act 2015. The purpose of the NDF is to identify national scale areas of growth and new investment, setting out key Welsh Government land use policies. The NDF is currently programmed to be approved by the National Assembly in 2019.

**5.3.3** The Wales Spatial Plan - People, Places, Future was originally adopted by the Welsh Government in November 2004 and was updated in July 2008. The overall role, purpose and principles of the Wales Spatial Plan are set out at paragraph 1.2 they include:

- Making sure that decisions are taken with regard to their impact beyond the immediate sectoral or administrative boundaries and that the core values of sustainable development govern everything we do;
- Setting the context for local and community planning;
- Influencing where money is spent by the Welsh Government through an understanding of the roles of and interactions between places; and
- Providing a clear evidence base for the public, private and third sectors to develop policy and action.

**5.3.4** It is a principle of the Wales Spatial Plan that development should be sustainable. Sustainable development is about improving wellbeing and quality of life by integrating social, economic and environmental objectives in the context of more efficient use of natural resources.

**5.3.5** The A487 New Dyfi Bridge is located in Central Wales as defined by Chapter 19 of the Wales Spatial Plan. The vision for the Central Wales is for 'High-quality living and working in smaller-scale settlements set within a superb environment, providing dynamic models of rural sustainable development, moving all sectors to higher value-added activities' (WSP, 2008, p 39).

### **Planning Policy Wales (Edition 9, November 2016)**

**5.3.6** Planning Policy Wales (PPW9) sets out the land use planning policies of the Welsh Government. It seeks to promote resource efficient settlement patterns that minimise land take and urban sprawl, especially through preferences for the full and effective re-use of previously developed land and buildings.

**5.3.7** Section 8 of PPW9 refers to the Welsh Government's aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by; encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel and minimising the need to travel. Paragraph 8.1.1 of PPW8 states that this will be achieved through integration:

- within and between different types of transport;
- between transport measures and land use planning;

- between transport measures and policies to protect and improve the environment; and
- between transport measures and policies for education, health, social inclusion and wealth creation.

**5.3.8** The main change between PPW9 and the previous version of Planning Policy Wales published in January 2016 (PPW8) is that Chapter 4 (Planning for Sustainability) has been updated to take into account the statutory purpose of the planning system which was introduced by the Planning (Wales) Act 2015. There have also been minor amendments to take account of the coming into force of the Well-being of Future Generations (Wales) Act 2015. In addition, minor changes have been made regarding Design and Access Statements, linked to the Planning (Wales) Act 2015.

**5.3.9** With respect to the Well-being of Future Generations (Wales) Act 2015 the amendments insert information on the provisions of the Act, including the seven well-being goals and the sustainable development principle. The description of legislative requirements for sustainable development in the planning system has also been updated. The changes also illustrate how the Welsh Government's planning policy objectives link to the well-being goals.

### **Technical Advice Note 15: Development and Flood Risk (July 2004)**

**5.3.10** TAN 15 provides technical guidance which supplements the policy set out in Planning Policy Wales in relation to development and flooding. It advises on development and flood risk as this relates to sustainability principles and provides a framework within which risks arising from both river and coastal flooding, and from additional run-off from development in any location, can be assessed.

**5.3.11** For proposals located in zone C (the applicable designation for the Scheme) developers need to demonstrate that the development can be justified in that location and that the consequences associated with flooding are acceptable, please refer to Chapter 15 Drainage and Water Environment. One of the acceptability criteria under Appendix 1 of TAN 15 is that a development should not increase the risk of flooding elsewhere.

### **Technical Advice Note 18: Transport (March 2007)**

**5.3.12** TAN 18 encourages an efficient and sustainable transport system as a requirement for modern society. It states that to achieve a more sustainable pattern of development it is necessary to understand the interactions and linkages between

land use and transport and devises integrated strategies, objectives and policies at the national, regional and local levels.

**5.3.13** PPW8 and the Wales Transport Strategy (at paragraph 2.2) both aim to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities. This includes:

- Integration of transport and land use planning;
- Integration between different types of transport; and
- Integration of transport with policies for the environment, education, social, justice, health, economic development and wealth creation.

**5.3.14** TAN 18 continues to state that planning authorities should identify improvements that need to be made to the existing public transport interchange that could improve their use.

### Technical Advice Note 12: Design (July 2014)

**5.3.15** TAN 12 is aimed principally at promoting sustainability through good design, planning for sustainable buildings and Design and Access Statements. In so doing it takes a holistic view of design and explains how, for example, environmental sustainability, through achieving efficient use and protection of natural resources, enhancing biodiversity, and designing for change, can be integrated into the design process.

**5.3.16** Referring back to PPW (see above) it defines design as “*the relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings*”.

### Programme for Government

**5.3.17** Taking Wales Forward 2016 - 2021 sets out the government’s programme to drive improvement in the Welsh economy and public services, delivering a Wales which is prosperous and secure, healthy and active, ambitious and learning, united and connected. Taking Wales Forward 2016-2021 outlines this government’s priorities for delivering those improvements. They are ambitious measures, aimed at making a difference for everyone, at every stage in their lives.

**5.3.18** Taking Wales Forward sets out the four areas where the Welsh Government can make the biggest difference to the lives of the

people of Wales, now and in the future. Our aim is to create a Wales that is:

- Prosperous and Secure;
- Healthy and Active;
- Ambitious and Learning; and
- United and Connected.

#### 5.3.19 Taking Wales Forward aims to:

- Deliver an M4 relief road, and improvements to the A55, the A40 in West Wales and other trunk roads;
- Ensure better access to active travel for all;
- Make progress towards our goal of reducing our greenhouse emissions by at least 80% by 2050 and continue our work to protect and enhance biodiversity and local ecosystems;
- Further our lead over other nations in recycling and minimising landfill;
- Connect communities through sustainable and resilient infrastructure; and
- Manage, use and enhance Wales' natural resources to support long-term well-being.

#### 5.3.20 The Scheme aims to ensure better access for all and connect communities through sustainable and resilient infrastructure.

## 5.4 Other Relevant Documents at National Level

5.4.1 Other documents published by Welsh Government of direct relevance to the Scheme can be grouped under the general headings of transport, economics, environment, and climate change. However, all have been written within the framework of sustainable development, and as such need to be considered collectively as well as individually.

### One Wales: One Planet (May 2009)

5.4.2 One Wales: One Planet was first launched by the Welsh Government in May 2009. This document sets out the objectives to achieving the goal of sustainable development. One Wales: One Planet defines sustainable development as "*enabling all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations.*" (One Wales: One Planet, 2009, page 8).

5.4.3 In Wales this means achieving a better quality of life for our own and future generations by:



- Promoting social justice and equality of opportunity; and
- Enhance the natural and cultural environment and respect its limits - using only our fair share of the earth's resources and sustaining our cultural legacy.

**5.4.4** One Wales: One Planet also sets out sustainable development as a core principle to the Welsh Government's founding statute and has a statutory duty to create a Scheme setting out how they propose to promote sustainable development. The Scheme is not separate from One Wales agenda, but provides a unifying vision set of operational principles that will thread through, support and drive all policies and programmes succinctly to deliver sustainable development.

**5.4.5** Within the document, five main chapters will demonstrate the actions that will be taken to deliver sustainable; they are set out under the following headings:

- Sustainable Resource Use;
- Sustaining the Environment;
- A Sustainable Economy;
- A Sustainable Society; and
- The Wellbeing of Wales.

### **Wales Transport Strategy - One Wales: Connecting the Nation (April 2008)**

**5.4.6** One Wales: Connecting the Nation is the Wales Transport Strategy published in April 2008. The document establishes a National framework for transport planning in Wales.

**5.4.7** The main aim 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."* The One Wales Programme is working towards promoting sustainable transport between communities in different parts of Wales to access services, jobs and facilities and sustainable, which will support the growth of the economy.

**5.4.8** Connecting the Nation endorses that a good transport system is central to achieving a vibrant economy and social justice through equality of access and greater mobility. It sees transport as having a leading role to play in adapting to the impacts of climate change. Fundamentally, economic prosperity is at the forefront of Connecting the Nation in order to connect people with businesses for employment and businesses with their customers and suppliers. Chapter 4 of the strategy provides the focus for the national and regional plans.

## National Transport Finance Plan for Wales (August 2015)

- 5.4.9** The National Transport Finance Plan for Wales 2015 was approved in August 2015. Welsh Government's National Transport Finance Plan was released in July 2015. The plan sets out investment for transport and services, with the delivery of the timescale extending beyond the Plan period 2015 to 2020. The foreword to the plan emphasises that:
- 5.4.10** *'Transport has a critical role to play in improving Wales' economic competitiveness and provides enhanced access to jobs and services. When delivering our investment in transport, it is important to focus on how it can serve the needs of businesses to enable them to prosper; and allow people to access the opportunities they need to live healthy, sustainable and fulfilling lives.'*
- 5.4.11** The plan sets out in detail how the Welsh Government proposes to deliver the outcomes set out in the Wales Transport Strategy from 2015 and beyond. The Finance Plan is not a policy document but provides the timescales, budgets and likely sources of financing for Schemes being undertaken by Welsh Government.
- 5.4.12** A delivery schedule is set out in Annex A of the Finance Plan to cover the next five year period (between April 2015 and March 2020) and in the medium term (beyond April 2020). Under new road Schemes to be constructed, Scheme reference R23 is 'A487 Dyfi Bridge' with a delivery period of 2015 to 2020.

## Mid Wales Joint Local Transport Plan 2015-2020

- 5.4.13** The Local Transport Plan (LTP) has been jointly produced by the three Mid Wales Local Authorities of Ceredigion County Council, Gwynedd Council, and Powys County Council. The Local Authorities are required to produce a Local Transport Plan under Section 108 of the Transport Act 2000 as amended by Transport (Wales) Act 2006
- 5.4.14** The Mid Wales LTP draws on the TraCC Regional Transport Plan (RTP) and recent work following the RTP including strategies for walking and cycling/ active travel, highways and the bus and community transport network.
- 5.4.15** The Plan has been developed in accordance with the Welsh Government 'Guidance to Local Transport Authorities – Local Transport Plan 2015' (May 2014). The Plan sets out the regions intended Outcomes and Higher Level Interventions for transport in Mid Wales.

**5.4.16** The LTP contains a detailed programme from 2015-2020 and a framework for Schemes until 2030. The LTP is a statutory document that will sit alongside the Local Development Plans and other policies and plans of each of the Local Authorities once adopted.

### **Trunk Road Estate Biodiversity Action Plan (2004-2014)**

**5.4.17** The Welsh Government, as the Highway Authority for Wales, has direct responsibility for the maintenance, improvement and development of the trunk road and motorway network for Wales. Under the Countryside and Rights of Way (CRoW) Act 2000, Welsh Government has a duty to have a regard for the conservation of biodiversity in its work. The Welsh Government Transport Directorate is already incorporating biodiversity into its work, and the Trunk Road Estate Biodiversity Action Plan (TREBAP) is to contribute to this ongoing process. The Objectives of the TREBAP, within the constraints of recourses and road safety, are to:

- set practical and realistic actions and targets for the period 2004 - 2014;
- link with other relevant Biodiversity Action Plan targets for habitats and species;
- increase awareness of the Transport Directorate's staff and contractors, its environmental partners, and the general public, of the biodiversity interest of the trunk road and motorway network;
- encourage the use, and dissemination, of best practice for biodiversity in the management and development of the trunk road and motorway network; and
- reflect the requirements of the Assembly's Sustainable Development Scheme and Action Plan where relevant.

**5.4.18** TREBAP sets out a number of Habitat Action Plans and Species Action Plans some of which are directly relevant to the Scheme, further reference to which is provided in Chapter 9 (Nature Conservation). Although the action plan is dated up to 2014, it is still current.

### **Economic Renewal, A New Direction (July 2010)**

**5.4.19** Economic Renewal, A New Direction published in July 2010, sets out the role that the Welsh Government can play in providing the best conditions and framework to enable the private sector to grow and flourish.

**5.4.20** Part 3 of the document encourages investment in high quality and sustainable infrastructure to underpin economic growth. People, businesses and communities need to be well connected within and beyond Wales, and to have access to the right facilities and services where they live and work. Investors and indigenous businesses must be able to count on communications, transport, energy and other infrastructure necessary for 21st century enterprise.

**5.4.21** The document continues to state that people cannot work if they are not linked to their jobs, training and public services. Businesses cannot operate without access to the labour forces, materials and markets. Furthermore, faster physical connections like an efficient and reliable road network increase productivity because they save time and therefore lower costs.

### **Environment Strategy for Wales (2006)**

**5.4.22** The Environment Strategy for Wales was published in 2006 and outlines the Welsh Government's long-term strategy for the environment of Wales for the next 20 years. It provides a framework within which to achieve an environment, which is clean, healthy, biologically diverse and valued by the people of Wales.

**5.4.23** The last Environmental Strategy annual progress report for 2010 - 2011 was published at the end of 2011 which coincided with the end of the second action plan. The action plan focuses on ten themes, of which seven - biodiversity, access and recreation, flood and water management, ecosystem services, the historic environment, people and the environment, and environmental quality - are relevant to the A487 New Dyfi Bridge. The most recent State of the Environment Report was published in July 2012. Welsh Government is currently reviewing the Environment Strategy to ensure that it reflects the relevant commitments in the Natural Resource Management Programme.

### **Capturing the Potential – A Green Job Strategy for Wales (July 2009)**

**5.4.24** The strategy delivers the commitment made in the One Wales programme of Government to develop a Green Jobs Strategy. The Green Jobs Strategy provides an important delivery mechanism for our Sustainable Development Scheme, One Wales: One Planet and describes in more detail how we can achieve the vision of:

**5.4.25** 'A resilient and sustainable economy for Wales that is able to develop whilst stabilising then reducing, use of natural resources and reducing its contribution to climate change'.

- 5.4.26** The overall aim of this strategy is to help businesses to:
- Enhance competitiveness and profitability by being more energy, water and waste efficient;
  - Explore and develop products and services needed in a low carbon, low waste society and stimulate their demand; and
  - Strengthen the low carbon energy sector in Wales.

**5.4.27** The plan identifies business, consumers and government as the three key stakeholders involved in moving towards a sustainable future-ready economy. The Framework for the strategy's delivery is organised into three-high level priorities.

- 5.4.28** These being:
- Priority 1: Supporting Business;
  - Priority 2: Fostering Innovation and Technology; and
  - Priority 3: Investing in a More Sustainable Economy

### **The UK Low Carbon Transition Plan (July 2009)**

**5.4.29** The UK Low Carbon Transition Plan was published in July 2009; it is the UK Government's plan to tackle climate change. The UK Government has a five point plan to tackle climate change by:

- Protecting the public from immediate risk;
- Preparing for the future;
- Limiting the severity of future climate change through a new international climate agreement;
- Building a low carbon UK; and
- Supporting individuals, communities and businesses to play their part.

**5.4.30** Within the Low Carbon Plan a section is dedicated to transport. It highlights that domestic transport in the UK contributes to approximately a fifth of the UK's greenhouse gas emissions. In an effort to combat the increasing emissions the plan states it will:

- Continue to improve fuel efficiency of new conventional vehicles;
- Support the low carbon vehicles and fuels of the future;
- Encourage people to make low carbon travel decisions;
- Require international aviation and shipping to reduce emissions; and
- Secure oil supplies to the UK by sustaining investment in the North Sea and work to improve the functioning of international

oil markets and working with the downstream oil industry to address the issues that sector face.

### Climate Change Strategy for Wales (October 2010)

**5.4.31** The Climate Change Strategy for Wales sets out the Welsh Government's plan to tackle the causes the consequences of climate change. The Welsh Government's key target is to reduce greenhouse gas emissions by 3% per year from 2011 in areas of devolved competence.

**5.4.32** Section 8 of the Strategy refers to the transport sector, which is most relevant to the Scheme. To reduce transport emissions the Welsh Government sets out the following actions:

- Develop sustainable travel centres and supporting 'Smarter Choices';
- Promote eco-driving, walking and cycling;
- Invest in bus and rail services and improve traffic management; and
- Promote infrastructure of electric and hydrogen vehicles.

**5.4.33** The Strategy states that the transport sector is responsible for a fifth of gas emissions are caused by the transport sector and there is no one solution to combat the emissions, it therefore requires a combination of actions, as outlined above, to reduce carbon emissions and encourage behavioural change within the transport sector.

### Climate Change Strategy for Wales - Adaption Delivery Plan (2010)

**5.4.34** The Climate Change Strategy for Wales includes an 'Adaptation Delivery Plan'. This will help to recognise our behaviour and how we can adapt to changes that may affect many aspects of our lives in the future.

**5.4.35** The adaption plan sets out specific policies and programmes that the Welsh Government expects to implement in delivering the Adaptation Framework. The Delivery Plan has 24 actions which will be addressed under the following categories:

- Strategic Actions;
- Natural Environment;
- Infrastructure;
- Communities;
- Health; and
- Business and Tourism.



## Climate Change Strategy for Wales – Emissions Reduction Plan (2010)

- 5.4.36** The Climate Change Strategy also includes an Emissions Reduction Plan. To reiterate the Government intend to reduce greenhouse gas emissions by 3% per annum, therefore the emissions reduction plan sets out the actions that will take place to achieve this target. This Plan is updated every year to ensure that the target is being delivered.
- 5.4.37** The plan outlines the contribution each sector across Wales has to make to achieve the 3% reduction target. The Welsh Government state in the plan: *"At this point, we anticipate that measures implemented by the Welsh Government will deliver emissions savings of 2.71 MtCO<sub>2</sub>e in 2020. This will contribute 0.89% towards our 3% target (or 30% of the total required emission reductions)."* (Emissions Reduction Plan, 2010, page 3).
- 5.4.38** In particular to transport, it is expected that emission reductions from the Welsh Governments actions will contribute to 0.29 MtCO<sub>2</sub>e in 2020, which will be a 0.10 to the 3% emission reduction target.

## 5.5 Local Planning Policy

- 5.5.1** The Scheme falls within Powys County Council and is partly within the Snowdonia National Park (largely covering the part of the Scheme which is within Gwynedd). The Snowdonia National Park Authority is the local planning authority within the National Park. It should be noted that Snowdonia National Park Authority and Powys County Council are statutory consultees for planning applications and Gwynedd Council has no planning jurisdiction within the study area.
- 5.5.2** The local planning context which the Scheme has regard to is set out within the Unitary Development Plans (UDPs) and draft Local Development Plans (LDP) for the local authority areas in which the Scheme is located, namely Snowdonia National Park Authority and Powys County Council.

### Powys County Council

- 5.5.3** The Powys Unitary Development Plan 2011-2021 was adopted in March 2010. The UDP is made up of two parts. Part 1 contains:
- The broad Strategic Vision;
  - The 19 Strategic Aims;
  - The Sustainable Growth Strategy;

- A hierarchical approach to settlements and community development; and
- 14 Strategic Policies.

**5.5.4** Part 2 of the UDP contains more detailed and (in some cases) site-specific policies and proposals. Where the Strategic Policies and site-specific policies are relevant to the Scheme, further details are provided in the Policy and Guidance sections of the relevant environmental topic chapters (chapters 6 - 15).

## **Snowdonia National Park Authority**

**5.5.5** The Eryri Local Development Plan (LDP) 2007-2022 is the adopted plan in the Snowdonia National Park. It was adopted by Snowdonia National Park Authority on the 13 July, 2011. This takes precedence over the council UDPs where the two overlap.

**5.5.6** The Local Development Plan aims to reflect the land use implications of the Snowdonia National Park Management Plan (2010-2015) as well as providing an opportunity to deliver the spatial elements of other plans and strategies at the national, regional and local level. The Eryri LDP sets out the following objectives:

- Protecting, enhancing and managing the natural environment;
- Protecting and enhancing the cultural and historic environment;
- Promoting healthy and sustainable communities;
- Supporting the rural economy; and
- Promoting accessibility and inclusion;

**5.5.7** The LDP includes strategic policies and development policies which will deliver the long-term spatial vision for the future of Snowdonia National Park. Strategic policies provide the overarching approach for development while the development policies help in delivering the strategic policies by providing further detailed guidance against which planning applications will be assessed. The following Eryri LDP policies are relevant to the Scheme and are outlined in detail within the Policy and Guidance sections of the relevant environmental topic chapters (chapters 6-15):

- SP:A National Park Purposes and Sustainable Development;
- SP:B Major Development;
- DP:1 General Development Principles;

- SP:Ch Social and Physical Infrastructure in New Developments;
- SP:D Natural Environment;
- DP:2 Development and Landscape;
- SP:Dd Climate Change;
- SP:E Minerals Safeguarding;
- SP:F Historic Environment;
- DP:6 Sustainable Development and Materials;
- DP:7 Listed and Traditional Buildings; and
- SP:L Accessibility and Transport.