

**Powys Local Development Plan  
Topic Paper  
Transport**

**January 2016**



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## **Executive Summary**

The purpose of this paper is to explore Transport in Powys. It considers policy and local context, key issues and existing Unitary Development Plan Policies in the formulation of appropriate transport objectives, policies and monitoring framework to be included in the LDP.

The county's settlements vary considerably from relatively isolated rural villages to more accessible market towns that serve a wider area. The pattern and distribution of the lightly populated settlements mean that commercial public transport is scarce and the delivery of supported transport routes can be difficult. As a result, accessibility to jobs and services can often be limited and these factors support a dependency on car travel.

Emerging national and local transport policy, specifically, the DRAFT National Transport Plan (2015) and the Mid Wales Local Transport Plan (2015) provide a platform for the consideration of transport issues to be included in the LDP. This transport planning framework requires an integrated approach between national, regional and local priorities but which recognises where responsibility for different parts of the system lies.

Key issues identified by this paper include a need to:

- Reduce the demand for travel and support sustainable travel opportunities;
- Encourage appropriate transport infrastructure developments and traffic management improvements;
- Safeguard the routes of planned improvements and seek contributions from development towards improvements where appropriate; and
- Consider new development with the potential to impact on transport and accessibility appropriately and enforce appropriate highway, access and parking standards.

This paper proposes a significant reduction in the number of Transport Policies from the current 16 UDP policies to clarify key issues and avoid repetition.

The LDP approach to transport includes the following key elements:

- A strategic settlement hierarchy which is designed to complement the Wales Transport Strategy – One Wales, the National Transport Plan and the Local Transport Plan. This approach supports sustainable travel opportunities and also impacts on the emission of greenhouse gases, the health of the local population, social inclusion and the cost of congestion;
- Protection of important transport and safeguarded routes;
- Requiring new development to meet highway access requirements and vehicular parking standards together with transport assessments and/or travel plans where development could generate a significant amount of traffic;
- Allowing for planning obligations to be sought to support sustainable modes of transport, improved traffic management, and rights of way in relation to new development; and
- Supporting appropriate transport infrastructure and traffic management improvements.

## **1.0 Introduction**

1.1 The planning system regulates the development and use of land in the public interest. It should reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land, thereby contributing to sustainable development.

1.2 In 2004, the Planning and Compulsory Purchase Act introduced a new Local Plan process for Wales. The new system requires each local authority in Wales to prepare a Local Development Plan (LDP) for their area which, once adopted, replaces any existing development plan. For Powys this will be the Powys Unitary Development Plan (UDP).

1.3 Welsh Assembly Government guidance on the preparation of LDPs<sup>1</sup> includes, a requirement for local planning authorities to prepare, maintain or have access to an up-to-date information base on sufficient aspects of the economic, environmental and social characteristics of their area in order to ensure that its development plan policies and proposals are founded on a thorough understanding of the area's needs, opportunities and constraints.

1.4 This is therefore, one of a series of topic papers produced by Powys County Council as part of its preparation of the Powys Local Development Plan. The aims of these papers are to:

- provide a summary of the policies and strategies at national, regional and local level that will influence the development of Powys' Local Development Plan
- provide a summary of the current evidence base for the topic
- identify key messages arising from the policy review and evidence base
- identify emerging key issues
- provide a review of existing Powys development plan (UDP) policies for each topic.

1.5 Whilst each of the topic papers focuses on a separate theme they are inter-related and together form a strategic overview of issues to be addressed in the Local Development Plan.

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<sup>1</sup> Para. 4.3 *Local Development Plans Wales: Policy on Preparation of LDPs* (WAG, 2005)

## **2.0 National and Regional Policy Context**

### **2.1 Introduction**

2.1.1 It is essential that any policies and proposals contained within Powys' Local Development Plan and relating to Transport are consistent and integrated with European, National and Regional legislation, regulations, plans and strategies. This section of the topic paper therefore provides an overview of the strategic policy context and highlights some of the most relevant messages for the preparation of Powys' Local Development Plan.

### **National Policy Context**

#### **2.2 Planning Policy Wales (PPW), Edition 8 (January 2016)**

2.2.1 PPW sets out the national land use planning policies which local authorities need to take into account when compiling their LDP. It translates the Welsh Government's commitment to sustainable development in the planning system. Chapter 8 - Transport is of most relevance to the consideration of Transport in the Plan. This chapter 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.

2.2.2 It also states that land use planning can help achieve the Welsh Government's objectives for transport through:

- reducing the need to travel;
- locating development near other related uses;
- improving accessibility; ensuring transport is accessible to all;
- promoting walking and cycling;
- supporting the provision of high quality public transport;
- supporting traffic management measures;
- promoting sustainable transport options for freight and commerce;
- supporting sustainable travel options in rural areas;
- supporting necessary infrastructure improvements; and
- ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.

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

2.3.1 TAN 18 - Transport is the supporting document to Planning Policy Wales that sets out the transport land use policies of the Welsh Assembly Government. The TAN set out the requirements for development plans, and highlights the importance of including the objectives and commitments of the Wales Spatial Plan and the recent Regional Transport Plans. It provides guidance on integration between land use planning and transport, the location of development, parking, development design, walking and cycling, public transport, planning for transport infrastructure and assessing impacts and managing implementation.

#### **2.4 Wales Infrastructure Investment Plan (WG, 2014)**

2.4.1 The Wales Infrastructure Investment Plan co-ordinates a summary of infrastructure investment, including transport schemes, across Wales. The "project pipeline" was last updated in Dec. 2014 and progress is published in a retrospective annual report.

2.4.2 The Wales Infrastructure Investment Plan – Project Pipeline Update December 2014 includes a section on all Welsh Government programmes and projects where total scheme value exceeds £15 million and if not already started are due to begin in the next three years. Update states that *Whilst the pipeline schemes presented here are our priority projects and have a high probability of being delivered as described this does not represent a formal commitment from the Welsh Government, to reflect the potential for future uncertainties,*

including the future public spending outlook. Of particular relevance to Powys is the Welsh Government's commitment to the Newtown Bypass, details of which are included below.

Project/ Programme	Total Scheme Value	WG Support	Timetable	Finance and Delivery	Additional Information
A483/A489 Newtown Bypass	£83 million	£83 million	Revised preferred route announced April 2014. Work due to start on site summer 2015. Anticipated completion late 2017/early 2018	Financed by WG	Bypass to the south, south east and east of Newtown to take traffic away from existing route through Newtown.

## 2.5 Wales Spatial Plan: People, Places, Futures (2004) & The Wales Spatial Plan 2008 update

2.5.1 The Planning and Compulsory Purchase Act 2004 states that local planning authorities, in preparing a Local Development Plan, must have regard to the Wales Spatial Plan (WSP). The 2008 WSP update reflects new drivers of change (including "One Wales" and its key policies) and the area work that has developed following publication of the original plan. Its approach joins national, regional and local activities across organisations and administrative boundaries and divides Wales into 6 sub-regions. Powys lies in the 'Central Wales Spatial Plan Area' with the exception of the Ystradgynlais area in the south of the county which falls into the 'Swansea Bay – Waterfront and Western Valleys Spatial Plan Area'.

2.5.2 The Central Wales Spatial Plan Area Strategy provides a model for sustainable development, broadly identifying primary settlements and hubs and clusters as focal points for appropriate plan-led growth and investment. Powys' primary settlements, hubs and clusters include the Llandrindod Wells and Severn Valley clusters with Newtown identified as a primary settlement.

2.5.3 The WSP addresses the achievement of sustainable accessibility and cites personal mobility and accessibility as critical to social inclusion, increasing economic activity, widening employment and education opportunities, tackling inequalities in health and enabling people to access services.

2.5.4 In the Central Wales area, the WSP aims to achieve the benefits of sustainable accessibility through effective land use planning, improved ICT infrastructure and integrated transport strategies. It made reference to regional transport plans that prioritise:

- improving availability, quality and integration of passenger transport
- providing, promoting and improving sustainable, affordable and healthy forms of transport
- improving connectivity of settlements
- maintaining, improving and maximising the efficient use of the existing transport infrastructure for the movement of people and freight, and

- reducing the need to travel and minimising the environmental, economic and social dis-benefits of transport.

2.5.5 In summary, the important transport issues for Central Wales are to improve accessibility to services and the quality of travel and to encourage more sustainable modes of travel, e.g. walking, cycling and public transport. Employment areas also need to be made more accessible and cross-border connections should be utilised.

## **2.6 One Wales, connecting the nation – the Wales Transport Strategy (2008)**

2.6.1 This strategy sets out how the Welsh Government aims to deliver its transport duty. Its goal is to promote sustainable transport networks that safeguard the environment while strengthening the country's economic and social life. The Welsh Government's five strategic priorities are:

- 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.

## **2.7 The Wales National Transport Plan (2010)**

2.7.1 The National Transport Plan (NTP) sets out interventions to strengthen the development of a sustainable transport system, contributing to the Welsh Government's long-term aim for a decarbonised transport system in Wales. A review of this Plan is currently underway. With regard to transport planning in mid-Wales, it considers the key rail and road corridors to be North-South and West-East and identifies the aims for these corridors as being to improve the:

- reliability, quality and speed of north-south rail links
- reliability, journey time and safety on north-south roads
- reliability, quality and frequency of east-west rail services, and
- reliability, journey time and safety on the east-west roads.

2.7.2 Prioritised commitments for mid-Wales to be taken forward 2012–15 were identified by the Plan as being:

- A470 at Gelligemlyn [Gwynedd, completed]
- A470 from Maes yr Helmau to Cross Foxes [Gwynedd, completed]
- A483 in Newtown [Powys, bypass planned for 2017 completion]
- Daytime hourly (train) services between Aberystwyth and Shrewsbury [from May 2015]
- A470 at Alltmawr [Powys – currently not being progressed]
- A470 at Rhayader [Powys – currently not being progressed]
- Re-evaluate case for additional (rail) services on Heart of Wales Line [from May 2015]
- A458 Buttington Cross to Wollaston Cross [Powys – currently not being progressed]
- Take forward measures for the A470 and A483 through Builth Wells [Powys- after 2015]

## **2.8 National Transport Plan 2015 (Draft) (December 2014)**

2.8.1 The Wales Transport Strategy provides the overarching framework within which transport interventions are identified, assessed, planned, delivered and evaluated. The new National Transport Plan is being developed in line with the Welsh Government's policies and objectives for transport as set out in the Wales Transport Strategy. The National Transport Plan aims to provide a fresh approach to transport planning which will allow greater flexibility and ensure that Welsh Government funding is directed to secure maximum value for money

and impact to support economic growth and reduce poverty. The Transport Plan framework requires an integrated approach between national, regional and local priorities and plans should be consistent with the Wales Transport Strategy and its outcomes.

2.8.2 The National Transport Plan notes that in conjunction with its introduction *local authorities are developing Local Transport Plans which will be closely aligned with adopted and emerging Local Development Plans*. Local Transport Plans will identify the priorities for transport investment at a local level to support the outcomes in the Wales Transport Strategy and support the delivery of the Programme for Government Outcomes. The transport planning framework requires an integrated approach between national, regional and local priorities but which recognises where responsibility for different parts of the system lies.

2.8.3 The plan is centred around the following key priorities:

- Economic growth;
- Access to employment;
- Tackling poverty;
- Sustainable travel and safety; and
- Access to services:

## **2.9 Road Safety Framework for Wales (2013)**

2.9.1 The framework sets out the Welsh Government's approach to road safety to 2020 and the commitment to improving road safety and reducing the number of people killed and seriously injured on Welsh roads.

## **2.10 A Walking and Cycling Action Plan for Wales (2009 – 2013)**

2.10.1 This replaced the previous Walking and Cycling Action (2007-13) and brings together the key initiatives which the Welsh Government and its partners are planning to undertake in support of walking and cycling in Wales to support the Active Travel Act (2013). Its core objectives are to improve the health and well-being of the population and the environment by encouraging sustainable travel. This is to be done by promoting walking, cycling and associated facilities in crosscutting policies, guidance and through funding.

2.10.2 Key outcomes that relate to transport planning are the improvement of walking and cycling access to employment opportunities and schools, better facilities for walkers and cyclists at key destinations and workplaces for all (including the disabled), increased priority in strategic documents for the development and promotion of walking and cycling, regional and local plans for transport, health, sport, countryside access, tourism and the protection of open green spaces and access corridors.

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

2.11.1 Following consultation, the Active Travel Bill completed the legal processes by November, 2014. The Act places a new legal requirement on local authorities to map and plan for suitable "active travel" routes. They must secure continuous improvement by building and improving their infrastructure for walking and cycling, reporting progress annually and, as local highway authorities, must consider and provide for the needs of walkers and cyclists. Together with the Welsh Government they are required to promote walking and cycling as a mode of transport. The statutory guidance for the delivery of the Act, published in May 2014, highlights the importance of Local Transport Plans in developing the required maps.

2.11.2 The provisions of the Act will not apply uniformly across Wales as it is considered less likely that active travel modes will be used for long distances or over difficult terrain. The requirement to make year on year improvements to infrastructure and to produce and

publish maps will only apply to defined Built Up Areas with a population greater than 2,000. The Areas initially identified in Powys are:

- Machynlleth ( 2,235)
- Welshpool ( 5,948)
- Newtown (11,357)
- Llanidloes ( 2,929)
- Knighton ( 3,007)
- Presteigne ( 2,056)
- Llandrindod Wells ( 5,309)
- Builth Wells ( 2,829)
- Ystradgynlais ( 10,248)

2.11.3 A detailed Design Guide for infrastructure has been prepared and the Welsh Government will implement its Active Travel Action Plan through an Active Travel Board. Funding for improved and new infrastructure is currently available to local authorities through the Safe Routes in Communities and Local Transport Fund mechanisms.

## **2.12 Wales Freight Strategy (2008)**

2.12.1 Around 100 million tonnes of freight are transported in Wales per annum, with the amount of freight transport that takes place at around 13 billion tonne kilometres. This represents some 5% of all freight transport in UK and has a significant impact on the transport infrastructure at both national and local level.

2.12.2 The 'Wales Freight Strategy' (WFS) sets out high-level aims and policies for freight transport, and identifies a series of 'steps' that are aimed at reducing the overall environmental impact of freight transport. The WFS is an integral part of the overall transport policy approach contained in "One Wales 'Connecting the Nation', and is intrinsically linked to its long-term outcomes and strategic priorities, which are to:

- make maximum use of existing infrastructure, including action to make journeys more reliable and ensure better integration of all modes of transport. More efficient and reliable use of the available infrastructure will clearly affect freight operations
- promote more sustainable and healthy forms of travel. For freight, it seeks to generally reduce the general environmental impacts of transport
- minimise the demands on the transport system which, for freight, means that efforts should be made to consider the demand for freight activity.

2.12.3 Strategic transport issues relative to land use planning include the review of land use policy to take into account opportunities for promoting and protecting environmentally sustainable freight facilities (and feed into the Wales Spatial Plan and LDP's) and ensuring that land-use policies protect opportunities for promoting rail freight facilities, particularly potential road-rail interchanges.

## **2.13 The Town and Country Planning (Local Development Plan)(Wales) Regulations (2005)**

2.13.1 The Regulations set out the requirements for the preparation of Local Development Plans in Wales. Part 13 of the regulations sets out additional matters to which regard is to be had. This section is particularly relevant to transport and states:

*The matters (additional to those specified in sections 39 and 62(5)(a) to (f) prescribed for the purposes of section 62(5) are:*

- (a) any local transport plan, the policies of which affect any part of the LPA's area;*

- (b) Any other policies prepared under section 108(1) and (2) of the Transport Act (2000) which affect any part of the LPA's area;*
- (c) The objectives of preventing major accidents and limiting the consequences of such accidents*
- (d) The need*
  - (i) in the long term, to maintain appropriate distances between establishments and residential areas, buildings and areas of public use, major transport routes as far as possible, recreational areas and areas of particular natural sensitivity or interest; and*
  - (ii) in the case of existing establishments, for additional technical measures in accordance with Article 5 of Council Directive 96/82/EC on the control of major accidents involving dangerous substances (2) so as not to increase the risks to people.*

## **Regional Policy Context**

### **2.14 Mid Wales (Joint) Local Transport Plan (2015)**

2.14.1 Local Transport Plans (LTPs) are required by the Welsh Government to continue the processes previously identified in the Regional Transport plan for mid-Wales. The three mid-Wales local authorities: Powys CC, Ceredigion CC and Gwynedd Council (Mereirionnudd area) have collaborated to jointly produce a replacement LTP, currently in Draft form, following the issue of Welsh Government guidance in May 2014. This document provides the present policy context and background data by which transport in Powys can be considered

2.14.2 The LTP identifies the following Vision for Transport in Mid Wales:

*The Mid Wales Local Authorities will plan for and deliver in partnership an integrated and affordable transport system in the region that facilitates economic development, ensures access for all to services and opportunities, sustains and improves the quality of community life, and makes an active contribution to the management of carbon and the quality of the environment.*

2.14.3 The LTP identifies issues and opportunities for all modes of transport, though limited to identifying those falling within the local transport authorities' remit. It should not, for example include proposals relating to the Trunk Road network or the Wales & Borders rail franchise. The Joint Local Transport Plan was submitted to the Welsh Government for approval on the 30<sup>th</sup> January 2015. The LTP is a statutory document and sit alongside Local Development Plans and other relevant policies and plans of the local authorities.

### **2.15 Regional Transport Plan (TraCC, 2009)**

2.15.1 By way of context, the Regional Transport Plan (RTP) listed thirteen high level objectives as follows:-

- reduce the demand for travel;
- minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites;
- improve safety and security for all transport users;
- improve travel accessibility to services, jobs and facilities for all sectors of society;
- improve the quality and integration of the public transport system including the role of community transport;
- provide, promote and improve sustainable forms of travel;
- maintain and improve the existing transport infrastructure (road and rail);
- ensure travel and accessibility issues are properly integrated into land use decisions;
- protect the line of former rail routes and land for other transport infrastructure in order that future opportunities for new services and facilities are not jeopardised;
- ensure decisions relating to the provision of health, education and support services take account of location and ability to travel;
- ensure travel and accessibility issues are reflected in LDP policies and implemented effectively in the planning process;
- improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England;
- deliver a co-ordinated and integrated travel and transport network through effective partnership working.

2.15.2 The following regional plans remain relevant to the consideration of local transport objectives, measures and proposals until superseded:

- Mid Wales Regional Highways Strategy (2012)
- Draft Rail Strategy (2013)

- Bus and Community Transport Network Strategy (2013)
- Walking and Cycling Strategy (2012)
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2.15.3 There are also prioritised programmes for investment (2012-17) in relation to county highways and walking and cycling schemes.

## **2.16 South Wales Regional Aggregates Working Party Regional Technical Statement First Review 2014**

2.16.1 This Review and corresponding appendices for North and South Wales provide a strategy for the future supply of construction aggregates within the Region concerned, taking account of the latest available information regarding the balance of supply and demand, and current notions of sustainability, including the proximity principle and environmental capacity. The reviews are strategic in nature and provide recommendations to each Mineral Planning Area. The review makes reference to the need for LDP's to safeguard existing and potential new railheads.

### **3.0 Local Policy Context**

#### **3.1 The Powys Unitary Development Plan (UDP) 2001 – 2016**

3.1.1 The Powys UDP guides development in Powys. It provides a policy framework for positive forward planning, proposals and allocations for future developments and the basis on which consistent development control decisions can be made.

3.1.2 The plan recognises the need to provide an efficient and enhanced public transport system serving the inherited settlement pattern and, through the Sustainable Strategic Settlement Hierarchy, facilitate progressive changes so as to allow the development of a sustainable transport system.

3.1.3 It also contains a suite of transport policies that support sustainable transport including SP6 – Development and Transport, GP1 – Development Control, GP2 – Planning Obligations, GP4 – Highway and Parking Requirements and Policies T1 through to T13 which address a range of transport issues within Powys.

#### **3.2 Powys One Plan: A Single Delivery Plan for Powys (2014 – 2017)**

3.2.1 The Powys One Plan is the County Council's Single Integrated Plan. The Local Government (Wales) Measure 2009 placed a duty on each local authority to prepare a Community Strategy for promoting and improving the economic, social and environmental wellbeing of their area, and contributing to the achievement of sustainable development.

3.2.2 Powys CC has worked with the Local Service Board to incorporate its own improvement plan (the "Powys Change Plan") to produce the Powys One Plan. This has been done so that strategic partners can better work together for the good of the county. A coherent plan enables residents to find out what is planned and the expected results when the priorities are achieved.

3.2.3 The Plan sets out priorities for improvement to guide the work of strategic partners for integrated health and adult social care, children and young people, transforming learning and skills and for stronger, safer and economically viable communities, financially balanced and fit for purpose public services. It identifies a need for improved passenger transport services so that they are affordable, accessible and efficient.

#### **3.3 Powys Rights of Way Improvement Plan (2007)**

3.3.1 The Rights of Way Improvement Plan (RoWIP) sets out how the Council will manage the rights of way network for the benefit of residents, landowners and visitors to the area over the next ten years. The Plan should be the prime means by which to identify, prioritise and plan for improvements to the local rights of way network to make better provision for walkers, cyclists, equestrians and travellers with mobility problems.

3.3.2 It states that in delivering its LDP the County Council should aim to establish the:

- strategic context for the management and improvement of local rights of way
- condition of existing rights of way network, their legal definition, publicity, management and protection
- existing and likely future needs of different classes of users, the accessibility of local rights of way to blind or partially sighted people and others with mobility problems
- identification of areas where provision for one or more class of user is considered to be deficient, or is likely to be in the future, and indicate the scale of deficiencies.
- specification of other shortcomings shown by the review
- opportunities and priorities to improve the existing network, its management and development; and
- available resources to meet future needs when using the local rights of way network.

### **3.4 Powys Regeneration Strategy (2011)**

3.4.1 The Powys Regeneration Strategy acknowledges it is important to maximise the potential of visitor facilities by making locations and businesses attractive, encouraging travellers to stop, use the facilities and explore.

3.4.2 Tourism is a vital part of Powys' economy: The Regeneration Strategy aims to support the local economy and to use tourism to promote the County. Transport routes provide opportunities to arrive, depart and explore the area.

## **4.0 Transport in Powys – Local Context**

### **4.1 Introduction**

4.1.1 The county's settlements vary considerably from relatively isolated rural villages to more accessible market towns that serve a wider area. The pattern and distribution of the lightly populated settlements mean that commercial public transport is scarce and the delivery of supported transport routes can be difficult. As a result, accessibility to jobs and services can often be limited and these factors support a dependency on car travel. Community Transport can provide for some of the unmet need by providing transport to a range of groups and individuals and generally fill the gap where no public transport is available. This is especially important given the generally ageing population and the need to travel long distances for some services, including medical treatments. The following sections summarise the transport context in Powys.

### **4.2 Road**

4.2.1 The county of Powys covers an area of approximately 5,187 square kilometres, some 23% of Wales, and contains more than 6,000 kilometres of roads. Powys CC is the local highway authority, responsible for all classes of road other than the strategic 430 kilometres of Trunk Roads which fall to the Welsh Government. There are also a number of private/adopted roads in Powys, for which Council is not responsible. As a predominately rural county there is a high percentage of car ownership and the county's location at the heart of Wales means that, in addition to local traffic, it is crossed by vehicle travelling between north and south Wales and between the English border and the coast.

4.2.2 The road network operates under a number of constraints: variable standards, structural weight limits, restricted bridge heights and liability to disruption through incidents such as accidents or flooding which can require lengthy detours.

4.2.3 However, there is scope for encouraging a modal shift to public transport and car sharing through the provision of better quality interchanges and information. Proposals for network improvements are set out in the National and Local Transport Plans as appropriate.

4.2.4 For the purposes of development the surfaced road network in Powys is defined by the following hierarchy:

- Strategic Roads: regionally strategic routes that carry the bulk of long distance traffic
- Primary Roads: that provide links between major settlements and strategic roads
- Distributor Roads: serving as links between settlements and their service centres
- Local Roads: roads that circulate mainly local traffic
- Access Roads: of minimal importance, serving a limited number of properties.

4.2.5 The road network in Mid Wales experiences a relatively high rate of casualties and serious and fatal motorcycle collisions are noticeable in this respect. The concentration of traffic, particularly goods vehicles, can put pressure on particular parts of the network causing uncertain journey times and may impact local communities. Resources for road maintenance are limited and are mainly focussed on the principal routes. However, the majority of traffic for the agricultural and forestry industries makes use of the minor road network.

4.2.6 Carbon emissions are generally low in Powys, a reflection of the dispersed traffic rather than vehicle ownership and the reliance of car use. The types of vehicle required in a rural economy and the high average age of vehicles may support unwanted carbon emissions. Powys has only one area where the volume and characteristics of the traffic combine with the local topography to require air quality management. A site in Newtown has been monitored for some time and this may continue until the town bypass is opened. More details on the proposed Newtown Bypass are included in Section 4.4 below.

4.2.7 There are few major development schemes in mid-Wales and in consequence funding contributions from developers are generally small and infrequent. This weakens the support that can be given to internal improvement to cross border connections in comparison with many areas of Wales.

4.2.8 Finally, Wind farm development is common in Mid Wales and the development of Windfarms are associated with the problems of transporting 'abnormal load' components. This issue is coupled with the fact that appropriate sites are generally in upland rural locations that have good wind characteristics but usually poor access.

The Welsh Government commissioned a study of access routes to proposed sites in Powys (Capita, Oct. 2008), This study highlighted a range of problems including:

- Transporting 'abnormal load' component;
- Daily disruption to road users and roadside communities;
- Cumulative impact on highway structures and surfaces;
- Ancillary works such forestry clearance, turbine base and off-road track construction, the installation of electricity grid components and connections will each generate a significant increase in HGV movements on the Trunk and county road networks.

4.2.9 The Strategic Traffic Management Plan for Mid Wales Wind Farms was more recently developed to address some of these issues. The plan, has been approved by the Welsh Assembly Government and was prepared by Renewable UK Cymru and involved collaboration between wind farm developers, Local Authorities, police services and Highway Agencies in England and Wales. The plan includes general principles for the safe and efficient delivery of the wind turbine components and focuses on the routes used, management of components and how the road network accommodates deliveries.

### **4.3 Walking, Cycling and Public Transport Access**

4.3.1 The provision of sustainable and active travel opportunities, to include walking, cycling and public transport, is not only important for the health and well-being of Powys' residents but also an economic draw for tourism. In this respect the scenic topography of the county can be seen as both a draw and a discouragement. There remains a need for cohesive local networks coupled with longer-distance links to maximise overall benefit.

4.3.2 Powys has over 12,000 miles (19312 kilometres) of routes that are rights of way, used mainly for recreation and tourism including walking, cycling and horse riding. In addition, the county has 88,000 hectares (340 sq. miles) of access land, which is 17% of the county's area. These include two national trails (Long Distance Paths); the Offa's Dyke Path and Glyndwr's Way together with several regionally important promoted trails. The Montgomery Canal, in the north-east of the county, also fulfils an important economic, local and leisure role. The north-south Wales National Cycle Route 8 runs vertically through the county and, with the east-west regional routes 43 and 81 provide a framework to local walking and cycling networks.

4.3.3 Public transport is absent or of limited frequency in much of the county. Bus services link many of the main towns and villages within and outside Powys but the Powys One Plan notes 42 areas of the county are included in Wales' worst 10% for accessing services by public transport or on foot. In 2013 Powys had the highest proportion of population (28%) in England and Wales living in rural hamlets and isolated dwellings. In such areas, the Welsh Government's concessionary pass assists those who live on or near a bus route but the community transport sector remains reliant on external funding to provide a stable level of service. The "TrawsCymru" longer-distance bus services are supported by the Welsh Government and the use of some sections for more local journeys provides connections and opportunities to the wider network.

4.3.4 The growth in numbers cycling has been encouraged by investment in new routes and the provision of destination cycle parking (e.g. at schools and workplaces) and on-street racks. Any barriers to the use of public transport and the absence of more secure facilities, such as cycle lockers, can discourage participation.

#### **4.4 Newtown Bypass**

4.4.1 Historically, extensive work has been undertaken to identify traffic problems in Newtown dating back to 1969. A preferred route for a town bypass was announced in 1973. A further study was commissioned by the Welsh Government to assess the transport issues associated with the A483 and A489 through Newtown in 2006. It concluded that a road improvement or bypass option, which *avoids low headroom restrictions and reduces congestion within the town*, was likely to be the only acceptable solution to the problems experienced. This resulted in a Preferred Route announcement in 2010. Following further investigations a modified Preferred Route was announced in March 2014.

4.4.2 The existing road through Newtown is an urban single carriageway with residential properties located adjacent to the road and with multiple accesses. There are no overtaking opportunities along the 6.1 kilometre length of trunk road through town and average speeds are generally limited to less than 20 miles per hour. The existing traffic congestion has caused poor air quality along Pool Road and New Road. Two properties are within the Air Quality Management Area and these exceed the Welsh Government air quality objective.

4.4.3 The proposed bypass route will provide a 6.5km long Trunk Road to the south of Newtown which would link the A489 and A483 Trunk Roads. This would provide significant benefits in terms of safety, improved air quality and reduction in noise for properties within Newtown. It would also significantly improve journey times, reduce severance between residential areas, places of employment and community facilities and improve local public rights of way networks.

4.4.4 The proposed route has been widely consulted on with Statutory Environmental Bodies and other stakeholders including an Environmental Liason Group, the Design Commission of Wales, Service providers and landowners during the development of the Scheme's design. Specialist environmental assessments have also been undertaken to consider air quality, cultural heritage, landscape, nature conservation, geology and soils, materials, noise and vibration, effects on travellers, community and private assets, road drainage and the Water environment. The Environmental Statement determined that there would be some impacts on the local environment as a result of the scheme. Where impacts have been identified these have been mitigated as far as possible as part of the design. The scheme has been designed following the principles of sustainability and would minimise its carbon footprint and reuse all excavated materials within the scheme. Appropriate measures have been taken to protect watercourses including the provision of clear-span structures, culverts with more natural type stream beds and methods to minimise pollution risks during construction.

4.4.5 Collectively the mitigation measures have been designed to reflect the landscape character of the area, providing for both visual screening and ecological mitigation and enhancement. The Environmental Statement has also considered the cumulative effects of the Scheme in association with proposed major developments in Newtown and the surrounding area. The Environmental impacts from the proposals assessed would not have a significant cumulative effect with the scheme.

4.4.6 The proposed Newtown bypass is recognised as a priority by the Welsh Government who is committed to its finance (total scheme value of £83 million) and its delivery by early 2018 as detailed in Section 2.4 above. It is anticipated to be constructed and completed

during the life of the proposed Local Development Plan and therefore the proposed route will be identified and protected by the proposed LDP maps and policies.

#### **4.5 Rail**

4.5.1 The main rail lines crossing the County run between Aberystwyth and Birmingham International (Cambrian Mainline) and between Shrewsbury and Swansea (Heart of Wales line). These rail lines provide for commuters and tourists to access the UK national network together with connections to major cities and the West Midlands. Services on the Cambrian Mainline are to be improved from May 2015 by introducing some additional services to be reviewed and considered for further extension in 2018 when a new rail franchise is due to start.

4.5.2 Passenger transport plans have called for enhanced levels of service and also for improved facilities, both at stations and in the rolling stock. A transformed rail service would take pressure from the road network, improve access to jobs and services and support tourism.

4.5.3 The desirability of moving road freight onto the railways, notably timber onto the Cambrian Main Line, has been trialled and remains a longer-term aspiration. Therefore the protection of railway land for future opportunities is vitally important.

#### **4.6 Air Transport**

4.6.1 Travel will usually be by car to Cardiff or to Birmingham, Bristol, Liverpool, Manchester, Heathrow or Gatwick. Alternatively, the current Cambrian Mainline rail service provides a direct link to Birmingham International.

4.6.2 The county has a single airport adjacent to Welshpool (the Welshpool Airport) and this has supported commercial development in the Severn Valley. It can accommodate (twin prop) passenger planes and accepts light aircraft and helicopters for business, private and leisure purposes.

## **5.0 Key Issues**

The following section details a series of issues that have been identified through this paper relating to Transport.

### **5.1 Sustainable Travel Opportunities**

5.1.1 Whilst acknowledging that private car ownership is a necessity for many journeys in Powys, it is also essential to encourage and promote sustainable travel options and to appropriately site new development to reduce the demand for travel. This approach recognises the needs of those without access to a car and the need to ameliorate the effects of traffic on the environment.

5.1.2 One of the challenges of the LDP, is the deeply rural nature of the county and its sparse population. The problems of a dispersed pattern of settlement are coupled with high levels of car ownership (despite rising travel costs) and the considerable cost of providing public transport. Frequent or regular public transport is predominantly limited to strategic road and rail routes, such as the “Traws Cymru” T2 bus service operating between Cardiff and Newtown. It is essential that residents can continue to access services and employment sites and that transport supports the tourism industry.

5.1.3 There is relatively poor access from some areas to key employment and to service centres, including travel for education, social services and healthcare. Some 37.3% of the Mid Wales population is either unable to access public transport or their journey time is over 90 minutes to a key centre<sup>2</sup>. This problem is accentuated by the concentration of employment in larger centres such as Newtown. Outside key settlements employment is highly dispersed and difficult to serve by public transport. This increases car use and longer commuting distances.

5.1.4 Mid Wales attracts over half a million tourists a year. It is estimated that 88% of visitors travel to Mid Wales by car and use their car to travel around once they are there. Most visitors drive over 300 miles to and from their mid Wales destination and another 300 miles or more a week, while on holiday<sup>3</sup>. Visitors’ dependence on cars is associated with the highly dispersed nature of tourism and leisure destinations which may make public transport use problematic. This may be exacerbated by a lack of knowledge about travel options or problems with carrying cycles on buses and trains. It should be noted that walking and cycling is of importance to tourism in Mid Wales with many tourists and visitors being attracted by or making use of the active travel networks. It is therefore important to protect and enhance these facilities.

5.1.5 Sustainable travel-to-work opportunities should be promoted through the LDP co-locating employment, housing and public transport and supporting home-working. One of the LDP challenges, given the rural nature and dispersed population of Powys will be to direct development to accessible locations which ideally provide a choice of transport modes to include walking, cycling and public transport.

### **5.2 Appropriate Transport Infrastructure and Traffic Management Improvements**

5.2.1 Improvements to the transport infrastructure are important both within Powys and to support connections with adjoining regions and cross-border. It is generally accepted that in urban areas the escalating problems of road traffic congestion and resulting air pollution cannot be effectively addressed through major road building. Government policy now seeks traffic reduction and this will be supported where appropriate, together with a commitment to provide a road network that reaches acceptable minimum standards. Rather than seeking to

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<sup>2</sup> Mid Wales Joint Transport Plan Draft (2014) – Hyder Consulting

<sup>3</sup> Brecon Beacons and Powys Visitor Transport Plan

increase the overall capacity of the road network, the development of an integrated approach to transport planning emphasises the efficient management of existing networks and a greater use of traffic management solutions.

5.2.2 Appropriate transport infrastructure and traffic management improvements can provide, promote and improve sustainable forms of travel. They have the potential to improve the safety of transport users, reduce traffic congestion, enhance the local environment and reduce demand for private transport.

5.2.3 The coordination of a wide range of traffic management measures and transport interchange developments that maximise the efficiency and safety of the existing transport system including road, rail, pedestrian and cyclist travel networks and connections should be encouraged. Appropriately located developments that support public and private transport integration including elements such as Park and Share and Park and Ride Schemes, Bus Stops that complement the use of local and regional bus services, taxi ranks and train and bus stations for example, support sustainable travel and can reduce the demand for travel by private car.

### **5.3 Protection of important transport routes**

5.3.1 National and Local Transport Plans support the safeguarding of land for potential transport schemes. Future development and regeneration opportunities in some parts of Powys are reliant on significant transport network improvements such as trunk road bypasses. These Plans identify the key transport corridors of Mid-Wales as being north-south and east-west for both road and rail. The Plans also seek to protect and improve the reliability and quality of the north-south and west-east rail corridors and the reliability and safety of the north-south and west-east road links.

5.3.2 The LDP must safeguard the routes of planned improvements and seek contributions from development towards improvements where appropriate. It also recognises the need to safeguard disused railways and disused or unused rail property from incompatible development. As an interim measure it can be appropriate to use disused rail land as open space corridors (“greenways”), for example for walking and cycling.

5.3.3 Of particular relevance is the proposed Newtown Bypass route which is explained in detail in Section 4.3 above. The proposed route will be included on the Local Development Plan Inset Maps for Newtown as it is anticipated that the bypass will be completed during the plan period.

### **5.4 New developments with the potential to impact on transport and accessibility and highway, access and parking standards**

5.4.1 New development proposals must meet highway access requirements and vehicular parking and manoeuvring standards and must incorporate the access needs of all transport users, especially pedestrians, cyclists and those with mobility issues.

5.4.2 All development proposals must take into account the wider implications they may have for transport and accessibility generally, such as the need to reduce traffic levels; integration with rights of way and public transport; linkages with neighbouring uses; community, recreation and retail facilities, and the provision of facilities to encourage walking and cycling.

5.4.3 To achieve this, proposals that would generate significant traffic, such as offices, factories and supermarkets should be subject to the preparation of an acceptable Transport Assessment. Thresholds for triggering the need for an assessment will depend on the particular circumstances of each development proposal. Assessments should consider traffic

flows, collision records, public transport routes and service frequencies, the distance and access to bus and rail stops as well as specific details of the proposal, such as the number of trips to be generated and how the site is to be accessed by walkers, cyclists and other modes. Planning obligations may include support for sustainable modes of transport and/or improved traffic management or a financial contribution in lieu of provision, such as a contribution towards public transport services or active travel facilities.

5.4.4 Where development briefs are prepared by the Council, these will set out its requirements for satisfactory access and any transport facilities that developers will be expected to provide or contribute to as part of their development. Such facilities are likely to include the development of a Travel Plan (especially for larger developments) or participation in achieving the objectives of an existing Travel Plan. Travel Plans aim to reduce the reliance on travel by private cars and promote alternative modes of transport. Where such plans are incorporated as part of the development, car parking standards may be reviewed. The Council will also encourage and advise existing employers, retail, leisure and education providers to develop travel plans to reduce dependence on the private car and to increase active travel.

## **5.5 Key Issues for Inclusion in Deposit Plan**

5.5.1 The above paragraphs identify a number of issues relating to Transport that the Deposit Draft Local Development Plan must address. In order to ensure that the Deposit Draft Plan is succinct, it is considered that the identified issues can be summarised in the following statements:

**LDP Key Issue 5 - Sustainable travel to work opportunities should be promoted through the LDP co-locating employment, housing and public transport and supporting home-working.**

**LDP Key Issue 32 - One of the challenges for the LDP, given the rural nature of Powys and its dispersed population, will be to direct development to accessible locations which ideally provide a choice of transport modes such as walking, cycling and public transport.**

**LDP Key Issue 36 - In spite of rising fuel costs, car ownership is high reflecting the rural and dispersed population of the county and the high costs associated with public transport provision.**

**LDP Key Issue 37 - Frequent and regular public transport services are predominantly limited to key strategic road and rail routes in the county, such as the Traws Cambria bus service between Cardiff and Newtown.**

**LDP Key Issue 38 - Future development and regeneration opportunities in some parts of Powys are reliant on transport network improvements such as the Newtown bypass.**

**LDP Key Issue 39 - Improvements to the transport infrastructure are important within Powys and to connect Powys with adjoining regions. The LDP must safeguard the routes of planned improvements and seek contributions from development towards improvements where appropriate.**

## 6.0 Review of Existing UDP Policies

### 6.1 Introduction

6.1.1 Para 5.3.2 of the Local Development Plan Manual states that “*Existing planning policies should also be reviewed, for example the frequency of their use in development controls decisions and/ or their effectiveness at recent appeals*”.

### 6.2 Sustainable Integrated Transport – Land Use Strategy

6.2.1 The UDP supports a Sustainable Integrated Transport – Land Use Strategy. The UDP aims to reduce private car usage by:

- limiting development in areas that would generate substantial new or longer car journeys;
- where possible directing development towards towns and other appropriate locations which are accessible by foot, cycle, and public transport;
- promoting and retaining mixed-use areas, where practicable, to reduce the need for travel; and
- improving access to public transport.

6.2.2 This approach is complemented by a sustainable settlement strategy that supports development in sustainable locations. Area Centres, for example, are considered the most appropriate locations to accommodate a substantial proportion of future housing and employment development due to their role and accessibility.

### 6.3 Strategic Policies

6.3.1 The UDP includes the following policies that address transport:

- SP6 – Development and Transport
- GP1 – Development Control
- GP4 – Highway and Parking Requirements
- T1 – Highway Improvement Schemes
- T2 – Traffic Management
- T3 – Transport Assessments and Travel Plans
- T4 – Transport User Hierarchy
- T5 – New Public Parking Facilities
- T6 – Walking and Cycling
- T7 – Community Transport Initiatives
- T8 – Bus Provision
- T9 – Taxis and Private Hire Cars
- T10 – Rail facilities and operations
- T11 – Road and Rail Freight Interchanges
- T12 – Transport Interchanges
- T13 – Montgomery Airport

[for further details refer to the Powys Unitary Development Plan, 2001–2016]

6.3.2 Some of the current 16 policies address similar objectives (e.g. public transport) and, following analysis, it is apparent that the required objectives could be met by fewer policies. A reduction would clarify key issues and the revised policies would be easier to interpret. The recommended transport policies are contained in section **7.3**.

## **7.0 Recommendations – LDP Objectives, Policies and Monitoring**

### **7.1 Introduction**

7.1.1 Powys is a large and deeply rural county with a sparse and dispersed population that has a high level of car ownership. The necessary limitations to the county road and public transport provision are in contrast to its central location which means that it hosts strategic north-south and east-west corridors for freight and passenger movements. The key towns concentrate businesses and local services and, although the area's topography and climate offer challenges they support agriculture and attract visitors. While it is important that transport policies promote access for all the offer of sustainable travel options and a reduction in overall travel are essential to benefit the environment.

7.1.2 "Planning Policy Wales" and TAN 18 recognise the need for sustainable transport. PPW requires the Council to consider transport in making its LDP and to seek a reduction in the need to travel. It should do this by improving accessibility for all transport users, promoting the integration and coordination of transport and land use planning, by minimising the impacts of transport infrastructure projects and by safeguarding transport corridors and potential linkages from inappropriate development.

7.1.3 Further guidance is provided within TAN 18 which contains advice on highway design, parking and traffic calming measures. To supplement this, the County Council has produced a design guide and a technical specification<sup>4</sup> for new infrastructure. These offer supplementary planning guidance in the form of advice to developers and details of highway standards and residential layouts.

### **7.2 Transport Objectives**

7.2.1 It is important that the objectives of the LDP address transport needs in Powys. The following objectives relating to this topic have been proposed for the LDP. They have been written to address the key issues identified in this topic paper and those identified in some of the other topic papers.

#### **LDP Objective 2 – Sustainable Settlements and Communities**

**To support sustainable development, access to services and the integration of land uses, by directing housing, employment and services development in accordance with a sustainable settlement hierarchy. Higher levels of development will be directed to Powys' towns and larger villages but where these are unable to sustain further growth due to capacity constraints, development will be accommodated in nearby towns or large villages.**

(Addresses Key Issues 5, 32 and 36).

#### **LDP Objective 3 – Efficient Use of Land**

**To support the re-use and remediation of suitably and sustainably located previously developed land and where this is not possible to make efficient use of green field sites. To apply a general presumption against unsustainable development in the open countryside and development on soils of high value and important mineral resources which are recognised as finite resources.**

(Addresses Key Issues 5, 32 and 36)

#### **LDP Objective 8 - Regeneration**

**To support the regeneration and renewal of Powys' built environment, its historic towns and employment premises and regeneration initiatives such as the Powys Local Growth Zones.**

(Addresses Key Issue 38)

**LDP Objective 9 – Infrastructure and Services**

**To support the provision of infrastructure and services to meet the future needs of Powys' communities.**

(Addresses Key Issues 9, 38 and 39)

**LDP Objective 10 – Important Assets**

**To support the operation and development of locally and nationally important assets in Powys.**

(Addresses Key Issue 39)

### 7.3 Transport Policies

7.3.1 In regard to other National and Local Transport Plan policies the LDP supports a strategic settlement hierarchy which is designed to complement the Wales Transport Strategy – One Wales, the National Transport Plan and the Local Transport Plan.

7.3.2 The LDP will include policies that support sustainable travel. The economic development, housing, retailing and town centres, tourism, sport, recreation, leisure and open space and community facilities sections contained in this plan all support and encourage sustainable travel. They do so through policies that address the appropriate location of all development types. By guiding the location, scale, density and mix of new development and controlling changes of land use these sections of the Plan can impact positively on travel patterns and reduce the demand for travel.

7.3.3 This support also impacts on the emission of greenhouse gases, the health of the local population, social inclusion and the cost of congestion. Therefore, for example, supporting accessible housing development and locating major travel generating uses strategically encourages sustainable transport.

7.3.4 In addition to the above, the LDP includes a suite of policies that seek to address the safeguarding of Material Assets (for example safeguarded corridors such as the proposed Newtown Bypass route), transport requirements for new developments, planning obligations, and transport infrastructure and traffic management improvements. The LDP Maps relating to Newtown will include the proposed Newtown Bypass Route to support the intention of Policy SP2 – Safeguarding of Material Assets.

7.3.5 Policy SP2 – Safeguarding of Material Assets seeks to safeguard important transport and safeguarded routes (for example, the proposed Newtown Bypass):

#### **Strategic Policy SP2 - Safeguarding of Material Assets**

**Developments which impact on the following material assets will only be permitted where they will have no unacceptable adverse impact on the asset and its operation.**

- i) Strategic infrastructure such as:**
  - a. Transport routes including disused transport infrastructure that offers potential for future transport re-use, strategic or town centre car parks and safeguarded corridors.**
  - b. Reservoirs and water supplies.**
  - c. Sennybridge Training Area.**
  - d. Best and most versatile Agricultural land (Grades 1, 2 and 3a).**
  - e. Windfarms in Strategic Search Areas.**
  - f. Utilities infrastructure including pipelines, electricity transmission connections and hazardous installations**
- ii) Internationally and Nationally Designated Sites such as those listed in Policy DM2.**
- iii) Major tourism assets and visitor attractions including but not limited to:**
  - a. Royal Welsh Agricultural Society showground.**
  - b. Welshpool and Llanfair Light Railway.**
  - c. Elan Valley and Vrynwy Estates.**
  - d. Powis Castle.**
- iv) Green tourism assets and infrastructure including but not limited to:**

- a. **National Cycle Network routes.**
  - b. **National Trails and National Bridlepath Network**
  - c. **Local Trails and Public Rights of Way.**
  - d. **Canals and Waterways.**
  - e. **Open access land and common land.**
  - f. **Potential future routes along linear features (such as disused railways).**
- v) **Land Allocations in the Local Development Plan where the development proposal frustrates or may frustrate the identified use and/or capacity of the site thereby compromising it's contribution to the overall aims and objectives of the Plan.**

Written Justification: Powys contains many 'material' assets of national and regional importance which should be safeguarded. The LDP seeks to protect these assets and their operation. Various types of material asset are listed, but the list is not exhaustive. For instance, strategic infrastructure includes the east / west and north / south rail routes, trunk roads, proposed and committed bypass routes, reservoirs and the Ministry of Defence's (MOD) Sennybridge training area. Any proposals for development, including wind turbines, within the MOD's Safeguarding Zones will be referred to the MOD for consideration and comment. These Safeguarding Zones ensure operational facilities such as explosive stores, radar facilities and range areas are not compromised.

The extent of buffer zones around hazardous installations is determined by the Health and Safety Executive

Allocated sites are protected for the purposes and uses for which they are allocated.

7.3.6 Policy DM12 – Transport Requirements for New Development requires new development to meet highway and parking standards and requires Transport Assessments and Travel Plans for developments considered to generate a significant amount of travel or traffic:

**Policy DM12 – Transport Requirements for New Development**

**Proposals for development must meet highway access requirements and vehicular parking standards and must incorporate the access needs of all transport users, especially pedestrians and cyclists and those with disabilities or mobility impairment. Proposals considered to generate significant amounts of travel or traffic will only be considered where they include a satisfactory Transport Assessment and/or a Travel Plan.**

Written Justification: Highway access and parking requirements are important considerations for most developments, especially the implications they have for highway safety, the environment, local communities and the economy.

All proposals that the Council considers would generate significant traffic will require a Transport Assessment and or a Travel Plan. This process seeks to assess the transport implications of new developments, to reduce the reliance on travel by private cars and to promote sustainable modes of transport. The need for and scope for an Assessment or Travel Plan should be agreed with the Council as early as possible in the planning process.

Where considered appropriate planning obligations may be sought in accordance with Policy DM1 – Planning Obligations. Proposals that generate significant travel demands will only be permitted where adequate public and other sustainable forms

of transport are incorporated as part of the proposal and are consistent with the role and function of the transport network.

Further guidance is provided by PPW, TAN18: Transport, the Wales Parking Standards 2008, the Council's Design Guide for Industrial and Residential Infrastructure, Manual for Streets and Manual for Streets II.

7.3.7 Policy DM1 – Planning Obligations allows for planning obligations to be sought to ensure adequate infrastructure and benefits in the public interest:

**Policy DM1 – Planning Obligations**

**Planning obligations will be sought by agreement with applicants, where necessary, to ensure that:**

- 1. The development provides for adequate infrastructure necessary to serve the proposal, and that satisfactory maintenance and / or restoration arrangements are achieved;**
- 2. Benefits in the public interest are secured where these are relevant and reasonably related to the proposal, and required to enable it to proceed.**

Written Justification: The Council will only look to use planning obligations where planning conditions are considered inappropriate.<sup>4</sup> Listed below are examples of where planning obligations will be sought:

- Provision or improvement of essential infrastructure or utilities required to serve a development.
- Affordable housing in residential developments.
- Provision or improvement of community, educational, health, recreation and open space facilities required to serve a development.
- Support for sustainable modes of transport, improved traffic management, and rights of way in relation to the development.
- Securing financial contributions (commuted sums) in lieu of provision such as a contribution towards public transport services or affordable housing.
- Mitigation measures that support the protection and enhancement of Welsh language and culture in Welsh speaking strongholds.
- Measures that mitigate the adverse impacts of development.

Planning obligations will be negotiated and the viability of development will be taken into account. Where obligations would impact upon delivery, priority will be given to ensuring that essential transport and utility infrastructure required for development to be implemented is provided (e.g. water, sewage, access). Once this has been secured the delivery of affordable housing will be the priority in any further negotiations.

The Planning Act 2008 made provision for Councils to seek contributions from development for infrastructure through a Community Infrastructure Levy (CIL)<sup>5</sup>. Contributions from a CIL can be used to fund infrastructure at a county-wide level including transport schemes, schools and leisure centres. In order to encourage authorities to introduce CIL, the regulations restricted the pooling of S106 contributions to a maximum of 5 contributions from the 6th April 2015 (including all relevant S106 contributions received since 6th April 2010).

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<sup>4</sup> Planning conditions – see PPW, Section 3.6; Planning Obligations – see PPW, Section 3.7.  
<http://wales.gov.uk/topics/planning/policy/ppw/?lang=en>

The Powys Local Development Plan and Community Infrastructure Levy Viability Assessment (2014) considered the impact on development viability of the proposed LDP policies and from introducing a CIL. It concluded that there was scope to introduce a CIL although the Council will not make a decision on whether to pursue a CIL until the LDP has been adopted. It should be noted that the deliverability of site allocations proposed by the plan is not dependant on the introduction of a CIL, although site-specific planning obligations will continue to be sought in accordance with the regulations.

7.3.8 Policy T1 seeks to support appropriate transport infrastructure and traffic management improvements.

#### **Policy T1 – Transport Infrastructure**

**Transport infrastructure and traffic management improvements will be permitted where they support Welsh Government priorities for promoting growth and sustainable jobs, tackling poverty, and ensuring sustainable rural communities. In particular this would be where such measures:**

- 1. Improve the safety of transport users, especially those making ‘active travel’ journeys by walking or cycling.**
- 2. Reduce traffic congestion and/or improve the local environment.**
- 3. Reduce demand for travel by private transport.**
- 4. Provide, promote and improve sustainable forms of travel.**

Written Justification: This policy seeks to support the coordination of a wide range of traffic management measures and transport interchange developments that will maximise the efficiency and safety of the transport system including road, rail, pedestrian and cyclist travel networks and connections.

Appropriately located public transport interchange developments support sustainable travel and can reduce the demand for travel by private car. Developments that support public and private transport integration, such as Park and Ride/Share Schemes and Bus Stops that complement the use of local and national bus or rail services, taxi ranks and train and bus stations will be supported.

Proposals that benefit rail passenger operations and proposals that support rail freight opportunities will be encouraged. Transport policy applicable to all developments including the safeguarding of key transport corridors, the requirements for transport assessments and travel plans, and access and parking requirements are addressed by the Development Management and Strategic Policies.

#### **7.4 Monitoring**

7.4.1 The proposed LDP monitoring framework (below) identifies the topic area and reference number, the relevant plan objectives, the target, relevant policies, indicators of whether the target has been met and the source of monitoring information required. The monitoring will identify triggers for appropriate actions should the LDP be found to be failing to meet its objectives.

7.4.2 Monitoring information will be based on the period 1<sup>st</sup> April to 31<sup>st</sup> March and reported in the LDP’s Annual Monitoring Report (AMR). A full review of the LDP will commence four years from its adoption. The following tables provide proposed monitoring information for Planning Obligations (which address Planning Obligations associated with Transport infrastructure and improvements) and Transport:

<b>Topic &amp; Reference</b>	<b>Planning Obligations – AMR 11</b>
<b>LDP Objective</b>	1 – Meeting Future Needs 2 – Sustainable Settlements and Communities 8 – Regeneration 9 – Infrastructure and Services 15 – Welsh Language and Culture
<b>Target</b>	Amount of planning gain achieved.
<b>Policies</b>	Policy DM1 – Planning Obligations
<b>Local Indicator</b>	Total amount of developer contributions (£) received for/towards: <ul style="list-style-type: none"> <li>a. Transport infrastructure or improvements</li> <li>b. Utility infrastructure</li> <li>c. Affordable housing provision</li> <li>d. Community facilities</li> <li>e. Health facilities</li> <li>f. Recreation and open space facilities</li> <li>g. Education/Welsh language</li> </ul>
<b>Source</b>	Development Management/ Section 106 monitoring officer Information
<b>Triggers and Actions</b>	Monitoring for information and to ensure S106 contributions aren't pooled more than 4 times.

<b>Topic &amp; Reference</b>	<b>Transport Infrastructure Provision – AMR 15</b>
<b>LDP Objective</b>	1 – Meeting future needs 9 – Infrastructure and Services
<b>Target</b>	To secure additional and improvements to transport infrastructure.
<b>Policies</b>	T1
<b>Local Indicator</b>	No. of planning permissions for transport infrastructure or improvements per annum
<b>Source</b>	Development Management Information
<b>Triggers and Actions</b>	Monitoring for information and policy usage to inform plan review.

## 8.0 Table of Involvement

The following table summarises involvement:

Person/Organisation	Comment
Powys County Council's Development Management Officer – John Pearson.	Meeting and discussion to address various issues including: <ul style="list-style-type: none"> <li>• Existing UDP Policies and Planning Application issues;</li> <li>• General policy issues and updates. (May 2014)</li> </ul>
Powys County Council's Transportation & Development Enablement Manager (Place) – Phil Jackson.	Meetings on 24 <sup>th</sup> November and 10 <sup>th</sup> December 2014 to discuss DRAFT Local Transport Plan, Transport Topic Paper and transport issues in Powys. Draft Topic Paper was referred to Mr Jackson for review and comment (December 2014)
Powys County Council's Senior Development Control Engineer - Alison Brown	January 2015. Phone conversation and referral of draft transport policies for comment.
Ann Elias — Mid and North Wales Local Transport Plan Officer – Ceredigion County Council	January 2015. Phone conversation, meeting and referral of draft topic paper for comment.
Powys County Council's Development Control Manager (Place) – Dale Boyington.	Phone conversation to discuss transport issues associated with Wind farm developments and the Strategic Transport Management Plan for Mid Wales. (11 December 2014).
Newtown Bypass Environmental Liaison Group	Ongoing Consultation with group in relation to the proposed Newtown bypass. Provided advice in relation to LDP progress and allocations in Newtown. Attended meeting on 15 <sup>th</sup> January 2015. to receive updates on proposed bypass and likely timeframes for completion/construction.

**Abbreviations:**

AMR	Annual Monitoring Report
CIL	Community Infrastructure Levy
ICT	Information and Communication Technologies
LDP	Local Development Plan
LTP	Local Transport Plan
MoD	Ministry of Defence
NHS	National Health Service
NTP	National Transport Plan
PPW	Planning Policy Wales
RoWIP	Rights of Way Improvement Plan
RTP	Regional Transport Plan
TAN	Technical Advice Note
UDP	Unitary Development Plan
WAG	Welsh Assembly Government
WFS	Wales Freight Strategy
WG	Welsh Government
WSP	Wales Spatial Plan