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PLANS, PROGRAMMES & PROJECTS REVIEW

National

National	
People, Places, Futures: The Wales Spatial Plan (update) 2008: http://wales.gov.uk/consultations/currentconsultation/improveps/wspconsult/?lang=en	
Plan Type	Regional Spatial Strategy
Plan Owner/ Competent Authority	Welsh Assembly
Currency	Adopted 2004
Region/Geographic Coverage	Wales
Sector	Planning
Related work SA/SEA HRA/AA	SEA of the Wales Spatial Plan Update 2008: http://wales.gov.uk/consultations/currentconsultation/improveps/wspconsult/?lang=en
Document Details	Potential impacts that could cause 'in-combination' effects
<p>The Wales Spatial Plan sets out an agenda for the sustainable development of Wales over the next 20 years. The purpose of the update is to reflect new drivers of change and to give status to the Area work which has developed over the past two years. The plan aims to make South East Wales a networked city-region able to provide quality of life for the population and to be able to compete with comparable areas in the UK and the EU for investment and growth.</p> <p>The pattern of housing development across South East Wales is seen as developing a greater mix and balance of housing in the Heads of the Valleys and Connections Corridor whilst ensuring that development in the Coastal Belt of South East Wales does not undermine this housing market. There should</p>	<ul style="list-style-type: none"> ▪ Direct loss of habitat through development - One of the three Strategic Opportunity Areas identified is 'the area around Llantrisant and North West Cardiff'; Cardiff Beech Woods SAC is in close proximity to this. ▪ Housing and employment growth may lead to increased transport movements - the potential for in-combination effect is greater where housing sites are in close proximity to Natura 2000 sites. ▪ New communities require increased infrastructure – potential for land take, pollution increase, disturbance/ severance of habitats and species. ▪ Growth in the requirement for waste management/ transport disposal from new communities and businesses has the potential to increase pollution, and introduce land take issues. ▪ Recreation pressures may result from housing developments near/ adjacent to Natura 2000 sites.

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People, Places, Futures: The Wales Spatial Plan (update) 2008: http://wales.gov.uk/consultations/currentconsultation/impropeps/wspconsult/?lang=en	
<p>also be a targeted action to secure a supply of affordable housing.</p> <p>Three Strategic Opportunity Areas (SOA) were identified as offering potential regional benefits from their sustainable development. These areas are: developments linked to the dualling of the Heads of the Valleys road (A465); the area around Llantrisant and North West Cardiff which has seen major growth over the past 30 years; and development in the Vale of Glamorgan linked to the proposed St Athan military training academy.</p> <p>The Plan states that improvements to transport are essential to making the city-region work, and to the regeneration of Valleys communities, highlighting the importance of external transport links, such as the M4, east/west rail links and Cardiff International Airport.</p>	<ul style="list-style-type: none"> Atmospheric pollution generated as a result of housing, employment and transport growth.

National	
Property Strategy for Employment in Wales 2004- 2008: http://new.wales.gov.uk/topics/businessandconomy/property/Prop-strat/?lang=en	
Plan Type	Employment Strategy
Plan Owner/ Competent Authority	Welsh Development Agency
Currency	2004 - 2008
Region/Geographic Coverage	Wales
Sector	Planning
Related work SA/SEA HRA/AA	N/A

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Property Strategy for Employment in Wales 2004- 2008: http://new.wales.gov.uk/topics/businessandconomy/property/Prop-strat/?lang=en	
Document Details	Potential impacts that could cause 'in-combination' effects
<p>The Property Strategy for Employment in Wales 2004-2008 sets out the Welsh Assembly Government's approach for employment sites and buildings across Wales. The document aims to provide a framework to ensure that Wales can provide high quality employment sites and premises in the right locations for inward investors and indigenous businesses.</p> <p>Premier Business Park (1) - focused on M4/capital of Wales One park is needed for Wales as a whole, with a land requirement of some 100-300 acres (40-121 hectares). The current lack of such a premier business park is a major weakness in Wales' current property armoury and investor offer. Only the "Greater Cardiff" area can in principle meet the criteria set out in the strategy.</p> <p>Business Parks (6) - 2/3 on M4 Corridor.</p> <p>Strategic Sites (15/20) -concentrated on large centres of population with proximity to the primary road network.</p> <p>Strategic Mixed Use Sites (5-10) - to complement the business parks and strategic sites network.</p> <p>Special Category Sites (1) - but with other sites having 'key' sector roles</p>	<ul style="list-style-type: none"> ▪ Direct loss of habitat through development - There are 4 SACs in close proximity to the M4, these are: <ul style="list-style-type: none"> ○ River Usk SAC; ○ Cardiff Beech Woods SAC; ○ Cefn Cribwr Grasslands SAC; and ○ Kenfig SAC. ▪ Employment growth may lead to increased transport movements. ▪ New development requires increased infrastructure - potential for land take, pollution increase, disturbance/ severance of habitats and species. ▪ Growth in the requirement for waste management/ transport disposal from new businesses has the potential to increase pollution, and introduce land take issues. ▪ Recreation pressures may result from developments near/ adjacent to Natura 2000 sites. ▪ Atmospheric pollution generated as a result of employment and transport growth.

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Property Strategy for Employment in Wales 2004- 2008: http://new.wales.gov.uk/topics/businessandconomy/property/Prop-strat/?lang=en	
<p>City/Town Centre Office Sites Extensive network based on the main centres of population and existing critical mass, supplemented by smaller scale opportunities The following areas are recommended for early consideration:</p> <ul style="list-style-type: none">- major settlements<ul style="list-style-type: none">▪ Cardiff/Cardiff Bay▪ Swansea▪ Newport▪ Wrexham - other settlements<ul style="list-style-type: none">▪ Caerphilly▪ Cwmbran▪ Merthyr Tydfil▪ Carmarthen▪ Newtown▪ Bangor▪ Colwyn Bay	
<p>Industrial Estates/Local Sites 50-70 – to serve essentially sub-regional and local markets.</p>	

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Wales Transport Strategy 2006: http://new.wales.gov.uk/consultations/closed/busandeconclouscons/951740/?lang=en	
Plan Type	Transport
Plan Owner/ Competent Authority	Welsh Assembly Government – Transport Wales
Currency	Consultation document (ended Oct 2006)
Region/Geographic Coverage	Wales – with regional sections including South East Wales Transport Alliance (SEWTA) region
Sector	Transport
Related work SA/SEA HRA/AA	N/A
Document Details	Potential impacts that could cause 'in-combination' effects
<p>The Wales Transport Strategy (WTS) Consultation Document is the 'parent document' to RTPs and sets out how the Welsh Assembly Government proposes to deliver its transport duty to 2030.</p> <p>The WTS vision is: 'To provide a framework that connects national, regional and local policy to maximise the contribution that transport can make to achieving a sustainable future for Wales, where actions for social, economic and environmental improvement work together to create positive change'.</p> <p>The WTS seeks to maximise the contribution transport can make to delivering 15 social, economic and environmental outcomes:</p> <p>Social</p> <ul style="list-style-type: none"> ▪ Improving access to healthcare ▪ Improving access to education and life-long learning ▪ Improving access to shopping and leisure facilities 	<ul style="list-style-type: none"> ▪ Improving the efficient, reliable and sustainable movement of people and freight as well as reducing the contribution of transport to greenhouse gas emissions will help to mitigate or offset any increase in diffuse air pollution as a result of this Strategy.

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Wales Transport Strategy 2006: http://new.wales.gov.uk/consultations/closed/busandeconclocons/951740/?lang=en	
<ul style="list-style-type: none"> ▪ Encouraging healthy lifestyles ▪ Improving the actual and perceived safety of travel <p>Economic</p> <ul style="list-style-type: none"> ▪ Improving connectivity (links) within Wales and internationally ▪ Improving the efficient, reliable and sustainable movement of people ▪ Improving the efficient, reliable and sustainable movement of freight ▪ Improving access to employment opportunities ▪ Improving access to key visitor attractions ▪ Increasing the use of more sustainable materials in the maintenance of Wales' transport assets and in the provision of new transport infrastructure <p>Environmental</p> <ul style="list-style-type: none"> ▪ Reducing the contribution of transport to greenhouse gas emissions, adapting to the impacts of climate change and reducing the contribution of transport on air pollution and other harmful pollutant emissions ▪ Reducing the negative impact of transport on the local environment - water pollution, land contamination, noise and vibration, light pollution and links between communities ▪ Reducing the negative impact of transport on our heritage - landscape, townscape, historical environment and Wales' distinctiveness ▪ Reducing the negative impacts of transport on biodiversity and increasing positive impacts 	

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The Trunk Road Forward Programme 2002: http://wales.gov.uk/topics/transport/roads/1397701/?lang=en	
Plan Type	Transport
Plan Owner/ Competent Authority	Welsh Assembly Government – Transport Wales
Currency	Consultation document (ended Oct 2006)
Region/Geographic Coverage	Wales – with regional sections including South East Wales Transport Alliance (SEWTA) region
Sector	Transport
Related work SA/SEA HRA/AA	N/A
Document Details	Potential impacts that could cause 'in-combination' effects
<p>Phase 1 (Start March 2007) A465 Abergavenny to Gilwern</p> <ul style="list-style-type: none"> ▪ The scheme comprises the on-line widening of some 6km of the A465 between the existing Hardwick Roundabout and Glanbaiden junction, and then continues for just under 1km to Gilwern. Includes the areas: Hardwicke roundabout, Llanfoist, West of Llanfoist, Govilon and Gilwern East. http://new.wales.gov.uk/docrepos/40382/4038231141/403821125/Roads/newroadsphase1/40382112415/Section1.pdf?lang=en <p>M4 Castleton to Coryton Widening</p> <ul style="list-style-type: none"> ▪ A 13.5km (8.0 mile) long scheme to widen from dual two lane to dual three lane motorway standard at an estimated cost of £71m. The main programme of construction work started in May 2007. Reconstruction and realignment of the motorway within the central reserve is currently underway between Junctions 30 and 32. This will continue until June 2008. The main widening will then follow in core phases: <ul style="list-style-type: none"> ○ June 2008 - November 2008: J30 to J32 - Westbound 	<ul style="list-style-type: none"> ▪ A465 Abergavenny to Gilwern - Runs in close proximity and across the River Usk SAC. Potential for disturbance at point which the A465 crosses the River Usk and for pollution as a result of construction activities. ▪ M4 Castleton to Coryton Widening - Junction 32 of the M4 lies approximately 1.2km away from Cardiff Beech Woods SAC. ▪ A465 Gilwern to Brynmawr - This section of the A465 runs directly through Cwm Clydach Woodlands SAC and Usk Bat Sites SAC. Potential for direct land take, increased disturbance for bat population and possible pollution as a result of construction activities. ▪ New M4 Magor to Castleton - This development would involve the building of a bridge across the River Usk SAC. Potential for disturbance at point which the bridge crosses the River Usk and for pollution as a result of construction activities. There is potential for the bridge to have significant effects on migratory fish populations. ▪ All the development proposed has the potential to increase levels of traffic and therefore contribute to an increase in diffuse air pollution.

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The Trunk Road Forward Programme 2002: http://wales.gov.uk/topics/transport/roads/1397701/?lang=en	
<p>widening.</p> <ul style="list-style-type: none"> ○ November 2008 - April 2009: J29 to J30 - Eastbound widening. ○ April 2009 - August 2009: J29 to J30 - Central Reserve works. ○ August 2009 - December 2009: J29 to J32 - Westbound widening. <p>Phase 2 (Could be ready to start by April 2010)</p> <p>A465 Brynmawr to Tredegor</p> <ul style="list-style-type: none"> ▪ The A465 Trunk Road is part of the Trans European Road Network and is an important strategic route in South Wales, linking the Midlands and Northern England to West Wales and Ireland. Includes the areas: The Dingle, Blaen-y-Cwm Reservoir, Garn Lydan, Rassau Industrial Estate East, Rassau Industrial Estate West and Nantymbwch Junction (phase two). http://new.wales.gov.uk/docrepos/40382/4038231141/403821125/Roads/newroadsphase1/40382112415/Section3.pdf?lang=en <p>A465 Gilwern to Brynmawr</p> <ul style="list-style-type: none"> ▪ The A465 Trunk Road is part of the Trans European Road Network and is an important strategic route in South Wales, linking the Midlands and Northern England to West Wales and Ireland. Includes the areas: Gilwern East (phase two), Gilwern West, Maesygartha, Upper Clydach, Blackrock and Brynmawr. http://new.wales.gov.uk/docrepos/40382/4038231141/403821125/Roads/newroadsphase1/40382112415/Section2.pdf?lang=en 	

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The Trunk Road Forward Programme 2002: http://wales.gov.uk/topics/transport/roads/1397701/?lang=en	
<p>New M4 Magor to Castleton</p> <ul style="list-style-type: none"> ▪ The Welsh Assembly Government has proposed a new dual 3-lane motorway link between Magor and Castleton as part of the optimum long-term wider integrated transport strategy for South-East Wales. The new dual 3-lane motorway will be 15 miles (24 km) long, linking Junction 23A at Magor and Junction 29 at Castleton. The route crosses the Gwent Levels, including several Sites of Special Scientific Interest (or SSSIs), so great care will be taken to minimise the effects on the SSSIs by using previous industrial land where feasible. <p>http://new.wales.gov.uk/docrepos/40382/4038231141/403821125/Roads/newroadsphase2/NewM4/New_M4_PREFERRED_Route.pdf?lang=en</p> <p>Phase 3 (Unlikely to start before April 2010)</p> <p>A4042 Llanellen</p> <ul style="list-style-type: none"> ▪ A narrow bridge crossing with limited pedestrian facilities and narrow winding approach from the south. <p>Cardiff International Airport Access</p> <ul style="list-style-type: none"> ▪ The scheme is proposed to address access problems to Cardiff International Airport and Culverhouse Cross. Detailed investigations are underway to ascertain how well various options address the identified issues whilst taking into account environmental, social and economic considerations. As part of the ongoing study traffic surveys and roadside interviews with travellers on roads in the Vale of Glamorgan area will be carried out in early March 2008. It is anticipated that solutions which are considered to best 	

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The Trunk Road Forward Programme 2002: http://wales.gov.uk/topics/transport/roads/1397701/?lang=en	
<p>address the issues will be the subject of a public consultation planned to start in July 2008. The study is expected to be complete by the end of 2008. http://new.wales.gov.uk/topics/transport/roads/NewRoads3/ImprovingAccessToCardiffAirport/?lang=en</p> <p>A465:A470 to Hirwaun</p> <p>A465 Dowlais Top to A470</p> <ul style="list-style-type: none"> ▪ Includes the areas: Dowlais Top Junction (phase two), Penywern, Galon Uchaf, Gurnos, Cefn Coed, A470 Junction and West of A470. http://new.wales.gov.uk/docrepos/40382/4038231141/403821125/Roads/newroadsphase1/40382112415/Section5.pdf?lang=en <p>On Hold A4042 Penperlleni A40 Abergavenny</p>	

National	
Minerals Planning Policy Wales 2001: http://new.wales.gov.uk/topics/planning/policy/minerals/mineralsplanning?lang=en	
Plan Type	Minerals & Waste
Plan Owner/ Competent Authority	Welsh Assembly Government
Currency	2001
Region/Geographic Coverage	Wales
Sector	Minerals

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Minerals Planning Policy Wales 2001: http://new.wales.gov.uk/topics/planning/policy/minerals/mineralsplanning?lang=en	
Related work SA/SEA HRA/AA	N/A
Document Details	Potential impacts that could cause 'in-combination' effects
<p>Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites</p> <p>23. Minerals proposals within or likely to significantly affect potential and classified SPAs, designated, candidate or proposed SACs or Ramsar sites must be carefully examined in relation to the site's conservation objectives in order to ascertain whether or not they are likely to be significant in terms of the ecological objectives of the site. For the purpose of considering development proposals affecting them, potential SPAs and candidate SACs should be given the same protection and treated as classified SPAs and designated SACs. As a matter of policy, the Assembly has chosen to apply the same considerations to Ramsar sites. If a proposal individually or in combination with other proposals and sites with extant planning permission is likely have a significant effect on such a site, an appropriate assessment of the implications for the site must be made by the planning authority. If the proposal would adversely affect the integrity of the site (taking into account advice from the Countryside Council for Wales) and conditions would not remove this effect, planning permission will not be granted unless there are:</p> <ul style="list-style-type: none"> ▪ no alternative solutions (i.e. alternative supplies cannot be made available at reasonable cost; and there is no scope for meeting the need in some other way); and, ▪ imperative reasons of overriding public interest – including those of a social and economic nature. In determining this, 	<p>No locations are specified. The document contains strong policies in regard to the protection of Natura 2000 and Ramsar sites.</p>

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Minerals Planning Policy Wales 2001: http://new.wales.gov.uk/topics/planning/policy/minerals/mineralsplanning?lang=en	
<p>authorities should have regard to considerations such as the need for the development in terms of UK mineral supply; and, the impact of permitting the development or refusing it on the local economy. The Assembly would consider the question of whether there are imperative reasons of overriding public interest for the development, taking account of advice from the Countryside Council for Wales, and bearing in mind the views of any other competent authority.</p> <p>Sites of Special Scientific Interest (SSSIs) and National Nature Reserves (NNRs)</p> <p>25. Minerals proposals within SSSIs or likely to affect them should be very carefully considered, and where the impact is likely to be significant they should be subject to the most rigorous examination, and the need for the mineral must be balanced against environmental and other relevant considerations. Particular care should be taken in assessing proposals that are likely to affect an SSSI which has been designated an NNR²⁴. Consideration must always include an assessment of:</p> <ul style="list-style-type: none"> ▪ the need for the development in terms of UK considerations of mineral supply; ▪ the impact of permitting the development or refusing it on the local economy; ▪ whether alternative supplies can be made available at reasonable cost; and the scope for meeting the need in some other way; ▪ any detrimental effect of the proposals on the nature conservation interest of the site in terms of habitat, 	

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Minerals Planning Policy Wales 2001: http://new.wales.gov.uk/topics/planning/policy/minerals/mineralsplanning?lang=en	
<p>protected species, bio-diversity, environment and landscape, and the extent to which that should be moderated; and,</p> <ul style="list-style-type: none"> ▪ in the case of extensions to existing quarries and other mineral extraction sites, the extent to which the proposal would achieve an enhancement to the nature conservation and biodiversity interest of the site. <p>Proposals for opencast or deep-mine development or colliery spoil disposal will be expected to meet the following requirements otherwise they should not be approved:</p> <ul style="list-style-type: none"> ▪ within or likely to affect Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs), Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites must meet the additional tests set out in paragraphs 23 and 25 above; 	

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The South East Wales Consultation Draft Regional Waste Plan 1 st Revision Oct 2007: http://www.sewaleswasteplan.org/	
Plan Type	Waste & Minerals
Plan Owner/ Competent Authority	South East Wales Regional Waste Group
Currency	Consultation document (ended Dec 2007) Final document due 2008
Region/Geographic Coverage	Wales
Sector	Waste
Related work SA/SEA HRA/AA	Sustainability Appraisal & Life Cycle Analysis of the Strategic Waste Management Options (Environment Agency Wales, 2007).
Document Details	Potential impacts that could cause 'in-combination' effects
<p>The estimated total land area required in South East Wales for new in-building facilities by 2013 for the seven sub-Options ranges from between 48 hectares to 108 hectares. An analysis of the potentially available land area on existing B2 or major industry sites and B2 sites that have already been allocated in development plans has shown that in each UA area for which data is available there is, at the current time, a clear surplus of developable land with a B2 planning permission or proposed use to accommodate the highest estimate of the total land area required for new in-building waste management facilities. In South East Wales there is a total of 734 developable hectares of land with a B2 planning permission or proposed use.</p> <p>Biodiversity - The footprint of statutory designated sites, including Special Areas of Conservation, Ramsar sites, Sites of Special Scientific Interest, National Nature Reserves and Special Protection Areas have all been designated as absolute areas of constraint, constituting areas that are unsuitable for</p>	<p>Natura 2000 sites have designated as absolute areas of constraint, constituting areas that are unsuitable for waste management facilities. In addition, impacts on designated sites as a result of placing waste management facilities nearby have been considered.</p>

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The South East Wales Consultation Draft Regional Waste Plan 1st Revision Oct 2007: http://www.sewaleswasteplan.org/	
<p>waste management facilities. These have subsequently been omitted from the search. In addition, impacts on designated sites as a result of placing waste management facilities nearby have been considered. This has been undertaken by applying buffer areas around the footprint of designated sites, which present areas of some constraint. As the distance from the designated sites increases, the level of constraint decreases as reflected by the lowering weighting. The buffer zones vary depending on the importance of the designated site; buffers have been derived from information held within current planning policy regarding siting development near such sites, the weightings are appropriate to this and reflect the distance from the designated site, as well as the type of waste facility. For biodiversity issues, the Areas of Search subsequently reflect areas that are considered to be constrained by virtue of planning policy, reflected at the broad, national level. By excluding sites of nature conservation importance and applying buffers around them representing constraints, the permanent negative effects on biodiversity, including flora and fauna, are minimised.</p>	

Regional	
South East Wales Transport Alliance: Outline of the Regional Transport Plan Jan 2007 http://www.sewta.gov.uk/PDF/OutlineRTP-Feb07.pdf	
Plan Type	Regional Transport Plan
Plan Owner/ Competent Authority	South East Wales Transport Alliance
Currency	Consultation document (ended Oct 2006) Final document due March 2008

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Regional	
South East Wales Transport Alliance: Outline of the Regional Transport Plan Jan 2007 http://www.sewta.gov.uk/PDF/OutlineRTP-Feb07.pdf	
Region/Geographic Coverage	Wales – with regional sections including South East Wales Transport Alliance (SEWTA) region
Sector	Transport
Related work SA/SEA HRA/AA	SEA Scoping Report completed on Outline Regional Transport Plan http://www.sewta.gov.uk/strategy.htm
Document Details	Potential impacts that could cause 'in-combination' effects
<p>Our vision is "to provide a modern, integrated and sustainable transport system for south east Wales that increases opportunity, promotes prosperity and protects the environment; where public transport, walking, cycling and sustainable freight provide real travel alternatives".</p> <p>Our priorities build on our vision. They set the general direction of the Plan by answering the question "what really matters?"</p> <ul style="list-style-type: none"> ▪ To improve access to services, facilities and employment, particularly by public transport, walking and cycling. ▪ To provide a transport system that increases the use of sustainable modes of travel. ▪ To reduce the demand for travel. ▪ To develop an efficient and reliable transport system with reduced levels of congestion and improved transport links within the SEWTA region and to the rest of Wales, the UK and Europe. ▪ To provide a transport system that encourages healthy and active lifestyles, is safer and supports local communities. ▪ To reduce significantly the emission of greenhouse gases and air pollution from transport. ▪ To ensure that land use development in south east Wales is supported by sustainable transport measures. 	<ul style="list-style-type: none"> ▪ The key focus of the outline regional transport plan is to rebalance capital investment away from road building towards public transport, walking and cycling, this includes investment in travel planning measures. ▪ The overarching aim of this plan is to seek long term sustainable transport solutions. Key objectives include seeking a modal shift for private and freight transports onto more sustainable modes, reducing the impact of the transport system on the natural environment, reducing greenhouse gas emissions from transport, and reducing traffic growth and congestion. ▪ The in-combination effects of the Regional Transport Plan with Local Development Plans are likely to be positive in the long term. ▪ The shared approach of these plans to deliver more sustainable transport and travel solutions for commercial and private traffic provides strong support for overarching aims to reduce air pollution which can contribute to the reduction of damaging effects to habitats and species.

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South East Wales Transport Alliance: Outline of the Regional Transport Plan Jan 2007 http://www.sewta.gov.uk/PDF/OutlineRTP-Feb07.pdf	
<ul style="list-style-type: none"> ▪ To make better use of the existing transport system. ▪ To play a full role in regenerating south east Wales. <p>Our main problems are:</p> <ul style="list-style-type: none"> ▪ Too many people are excluded from fully participating in society because their transport is poor. ▪ People see the transport system as being unsafe. They fear the impact of motor traffic on their local communities. ▪ We have become over-dependent on the motor car. That leads to high levels of traffic congestion and consequently an inefficient transport system. ▪ Carbon emissions hasten climate change and motor traffic degrades the environment. <p>Our strategy has five practical cornerstones:</p> <ul style="list-style-type: none"> ▪ Reducing the demand for travel through better land use planning and local service provision; ▪ Providing safer neighbourhoods for people to live in and to walk and cycle; ▪ Providing a much improved public transport system for medium and longer distance travel; ▪ Getting the best out of the existing highways, particularly the core highway network; ▪ Working with others to seek joint solutions to problems. 	

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Regional	
SEWTA Rail Strategy Study Jan 2006: http://www.sewta.gov.uk/PDF/RailStrategy.pdf	
Plan Type	Rail Strategy
Plan Owner/ Competent Authority	South East Wales Transport Alliance
Currency	2009 - 2018
Region/Geographic Coverage	Wales – with regional sections including South East Wales Transport Alliance (SEWTA) region
Sector	Transport
Related work SA/SEA HRA/AA	N/A
Document Details	
<p>In summary the strategy includes:</p> <ul style="list-style-type: none"> ▪ Additional rolling stock to strengthen peak trains to provide for passenger growth and to avoid overcrowding and rolling stock renewal; ▪ Station improvements including improved station facilities, information, security and access - including additional parking; ▪ Reliability and capacity improvements; changes to the network to reduce delays and improve the ability to cope with performance problems; specifically at Cardiff Central, Cardiff Queen Street, Barry, Cogan Junction and Llandaff; ▪ Frequency enhancements on existing lines; improving the levels of service on selected routes to meet passengers' expectations and increase the transfer of car trips to rail; specifically new services on the Abergavenny, Chepstow, Ebbw Vale, Rhymney Valley, Taff Vale and Vale of Glamorgan Lines. Additional services to the north of Cardiff are required to cope with the growth in passenger demand and will require a significant investment in the capacity of 	<p>Potential impacts that could cause 'in-combination' effects</p> <ul style="list-style-type: none"> ▪ Improvements to the rail network could lead to a reduction in car use and improvements to air quality in the region.

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SEWTA Rail Strategy Study Jan 2006: http://www.sewta.gov.uk/PDF/RailStrategy.pdf	
<p>the network at and between Cardiff Queen Street and Cardiff Central stations;</p> <ul style="list-style-type: none"> ▪ New stations on existing lines; improving access to the rail network and integrated with the development of improved services; specifically at Caerleon, Magor with Undy, Llanwern, Coedkernew and St Mellons. With those on the main line between Cardiff and Severn Tunnel sited on the Relief Lines; ▪ Network extensions and new stations; to investigate further improving access to the rail network through extending to Ebbw Vale Town and from Pontyclun to Beddau (with stations at Talbot Green, Llantrisant, Gwaun Meisgyn & Beddau); and ▪ Rail - Link Bus Services; to extend the reach of the rail services to communities remote from the network, specifically providing access to the Valleys to the north of Cardiff and Newport. 	

Regional	
Turning Heads... A Strategy for the Heads of the Valleys 2020: http://new.wales.gov.uk/docrepos/40382/4038231141/403821125/TransportPublications/565049/HoV_TurningHeads_eng.pdf?lang=en	
Plan Type	Regional Spatial Planning and Regeneration Strategy
Plan Owner/ Competent Authority	Welsh Assembly Government
Currency	June 2006
Region/Geographic Coverage	Heads of the Valleys covering parts of the administrative areas of (Rhondda Cynon Taf, Merthyr Tydfil, Caerphilly, Blaenau Gwent)

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Turning Heads... A Strategy for the Heads of the Valleys 2020: http://new.wales.gov.uk/docrepos/40382/4038231141/403821125/TransportPublications/565049/HoV_TurningHeads_eng.pdf?lang=en	
Sector	Planning/ Regeneration
Related work SA/SEA HRA/AA	SA/SEA Report http://new.wales.gov.uk/topics/businessandeconomy/property/HofV/hofv-about/?lang=en
Document Details	
<p>Strategy set within context of Wales Spatial Plan - sets a shared vision for planning for the Heads of the Valleys.</p> <p>Preferred Approach - Option A 'Developing Balanced Communities'</p> <ul style="list-style-type: none"> ▪ mix strong employment opportunities with distinctive communities. ▪ provide mix of housing, retail, leisure/ tourism. ▪ exploit internal and external employment opportunities including along M4 corridor. <p>Public Sector Investment for 2006-09 includes:</p> <ul style="list-style-type: none"> ▪ Environment c£300m, including improvements to Merthyr Tydfil, Ebbw Vale, Bargoed, Abertillery, Blaenavon and Mountain Ash Town Centres. ▪ Economy c£500m including the next phase of the A465(T) dualling. ▪ Tourism and leisure - c£50m, including local authority investment in community facilities. ▪ Continued major public investment in the area, including the regeneration of the former Ebbw Vale Steelworks site. ▪ Housing renewal £0.6billion investment in social housing stock between now and 2012. <p>Key Strategic Goals include:</p>	<p style="background-color: #92d050;">Potential impacts that could cause 'in-combination' effects</p> <ul style="list-style-type: none"> ▪ Direct loss of habitat through development - One of the three Strategic Opportunity Areas identified is 'the area around Llantrisant and North West Cardiff'; Cardiff Beech Woods SAC is in close proximity to this. ▪ Housing and employment growth may lead to increased transport movements - the potential for in-combination effect is greater where housing sites are in close proximity to Natura 2000 sites. ▪ Atmospheric pollution generated as a result of housing, employment and transport growth. ▪ The A465 runs in close proximity and across the River Usk SAC and runs directly through Cwm Clydach Woodlands SAC and Usk Bat Sites SAC. There is the potential for direct land take, increased disturbance and increased levels of diffuse air pollution. Coedydd Need a Mellte and Blaen Cynon are also in close proximity to the A465.

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Regional	
Turning Heads... A Strategy for the Heads of the Valleys 2020: http://new.wales.gov.uk/docrepos/40382/4038231141/403821125/TransportPublications/565049/HoV_TurningHeads_eng.pdf?lang=en	
<p>SP2: A Perception Changing Landscape With stakeholders, we will develop and implement a number of key strategic landscape-scale environmental enhancements, concentrating on key corridors and gateways such as the A465(T) Heads of the Valleys Road, and approaches to the former Ebbw Vale Steelworks and Hirwaun.</p> <p>SP5: Joined-Up Solutions for Business Informed by market demand, we will actively encourage developers to improve and expand the range of business premises in the area, including within town centres, to help the Heads of the Valleys become a realistic investment option alongside centres such as Newport and Cardiff. This will be supported by good community and public transport links connecting people with jobs and services - integrated into the wider South East Wales Transport Plan.</p>	

Regional	
Outline Regional Transport Plan for South West Wales Jan 2007: http://www.swwitch.net/images/users/1/RTP/RTP%20Outline.pdf	
Plan Type	Regional Transport Plan
Plan Owner/ Competent Authority	South West Wales Integrated Transport Consortium (SwwITCH)
Currency	2008 - 2013
Region/Geographic Coverage	South West Wales
Sector	Transport

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Regional	
Outline Regional Transport Plan for South West Wales Jan 2007: http://www.swwitch.net/images/users/1/RTP/RTP%20Outline.pdf	
Related work SA/SEA HRA/AA	SEA Scoping of the South West Wales Transport Plan http://www.swwitch.net/environmental.aspx
Document Details	
Document Details	Potential impacts that could cause 'in-combination' effects
<p>Vision for the south west Wales RTP</p> <p>Our vision for south west Wales is to improve transport and access within and beyond the region to facilitate economic development and the development and use of more sustainable and healthier modes of transport.</p> <p>Objectives for the south west Wales RTP:</p> <ul style="list-style-type: none"> ▪ To improve access to employment, business opportunities and tourism to support the sustainable growth of the regional economy. ▪ To improve access to education and training to facilitate increasing skill levels in south west Wales. ▪ To improve access to health care to support a healthier south west Wales population. ▪ To improve the range and quality of, and awareness about, sustainable transport options to improve health and fitness. ▪ To improve the efficiency, reliability and sustainability of the movement of people and freight within and beyond south west Wales. ▪ To improve integration between policies, service provision and modes of transport in south west Wales. ▪ To implement measures which make a positive contribution to improving air quality and reducing the impact of transport on ill health and Climate Change. ▪ To implement measures which help to reduce the negative impact of transport across the region on the natural and 	<ul style="list-style-type: none"> ▪ No specific locations for new development identified though it is possible that the plan could lead to increase in diffuse air pollution. ▪ However, key priorities within the Plan will help to mitigate or offset any increase in diffuse air pollution as a result of this Strategy. These include improving the quality, affordability and awareness of public transport, walking, cycling and car sharing and making the movement of people and freight more sustainable, safer and more secure, reliable and efficient.

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Regional	
Outline Regional Transport Plan for South West Wales Jan 2007: http://www.swwitch.net/images/users/1/RTP/RTP%20Outline.pdf	
<p>built environment.</p> <ul style="list-style-type: none"> To improve road safety and personal security in south west Wales. <p>RTP Key Priorities:</p> <ul style="list-style-type: none"> Improving access to jobs and business opportunities to help the local economy to prosper, including addressing congestion issues in urban areas and at pinch points in networks. Promoting social inclusion through better partnership working to facilitate improved access to a range of services and activities including health, education and leisure. Improving the quality, affordability and awareness of public transport, walking, cycling and car sharing. Making the movement of people and freight more sustainable, safer and more secure, reliable and efficient. 	

Regional	
Regional Transport Plan for Mid Wales 2006: http://www.tracc.gov.uk/english/pdfs/tracc_rtp_prior_outline.pdf	
Plan Type	Regional Transport Plan
Plan Owner/ Competent Authority	Mid Wales Transport Consortium (TraCC)
Currency	2008 - 2013
Region/Geographic Coverage	South West Wales
Sector	Transport
Related work SA/SEA HRA/AA	

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Regional	
Regional Transport Plan for Mid Wales 2006: http://www.tracc.gov.uk/english/pdfs/tracc_rtp_prior_outline.pdf	
Document Details	Potential impacts that could cause 'in-combination' effects
<p>The Vision for TraCC's RTP is:</p> <p>'To plan for and deliver an integrated transport system in Mid Wales that facilitates economic development, ensures access for all to services and opportunities, sustains and improves the quality of community life and respects the environment.'</p> <p>TraCC RTP Objectives</p> <ul style="list-style-type: none"> ▪ To improve safety for all transport users; ▪ To improve accessibility to services, jobs and facilities for all sectors of society; ▪ To improve the quality and integration of the public transport system including the role of community transport; ▪ To provide, promote and improve sustainable forms of transport; ▪ To improve the efficiency and use of the highway network including connectivity to other regions; ▪ To maintain and improve the existing highway and transport infrastructure; ▪ To minimise the impact of movement on the local and global environment; and ▪ To ensure that transport, the need to travel and accessibility issues are paramount in land use decisions. 	<ul style="list-style-type: none"> ▪ No specific locations for new development identified though it is possible that the plan could lead to increase in diffuse air pollution.

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Catchment Abstraction Management Strategies	
The Taff and Ely Catchment Abstraction Management Strategy 2006	
Plan Type	Catchment Abstraction Management Strategy
Plan Owner/ Competent Authority	Environment Agency Wales
Currency	2006-2010
Region/Geographic Coverage	Taff and Ely Catchment
Sector	Water
Related work SA/SEA HRA/AA	Not available
Document Details	Potential impacts that could cause 'in-combination' effects
<p>The document sets out how the Environment Agency Wales will manage water abstraction from the Taff and Ely catchment until 2010. The strategy provides the framework for any decision on an abstraction license application.</p> <p>The Taff and Ely have a total catchment area of approximately 576 km², which encompasses the River Taff, the River Ely and their respective tributaries. A large groundwater abstraction occurs at Ely Wells (in the lower Ely catchment) providing water for operations at Aberthaw Power Station. In the upper areas of the catchment there are carboniferous limestone and sandstone units (capable of supporting significant yields), which are currently not being used to their full potential.</p>	<p>Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EAW will have to follow strict rules in setting a time limit for that license.</p> <p>The catchment has been split into 3 Water Resource Management Units (WRMU) and 1 Groundwater Management Unit (GWMU). The document states that two of the WRMUs and the GWMU are over licensed. The WRMU that contains the River Ely has water available for abstraction.</p> <p>Blaen Cynon SAC falls within WRMU 6 which according to the CAMS is over licensed. The Resource availability status of WRMU 6 is that there will be no water available by 2016. A reduction in the water table could affect the devil's-bit scabious, which prefers moist soils. The Marsh Fritillary Butterfly requires this plant species as it is their larval food.</p>

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Catchment Abstraction Management Strategies	
The Ebbw and Lwyd Catchment Abstraction Management Strategy 2006: http://www.environment-agency.gov.uk/regions/wales/858612/1317944/1325232/315612/?version=1&lang=_e	
Plan Type	Catchment Abstraction Management Strategy
Plan Owner/ Competent Authority	Environment Agency Wales
Currency	2006-2010
Region/Geographic Coverage	Ebbw and Lwyd Catchment
Sector	Water
Related work SA/SEA HRA/AA	Not available
Document Details	Potential impacts that could cause 'in-combination' effects
<p>The document sets out how the Environment Agency Wales will manage water abstraction from the Ebbw and Lwyd catchment until 2010. The strategy provides the framework for any decision on an abstraction license application.</p> <p>The Ebbw and Lwyd CAMS cover an area of approximately 330 km² and encompasses the River Ebbw, River Sirhowy and the River Lwyd as well as their respective tributaries. The area extends from the mountainous landscape and steep river channels in the north to the urbanised valley floors in the south. The main urban areas associated with the River Lwyd are Cwmbran and Blaenavon. The main urban areas, which are situated on the Ebbw River are Ebbw Vale and Risca. The River Sirhowy passes through the towns of Tredegar and Blackwood. In this CAMS area water is abstracted from both surface water and groundwater for agriculture, industry, domestic use and public water supply.</p>	<p>Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EAW will have to follow strict rules in setting a time limit for that license.</p> <p>The catchment has been split into 3 Water Resource Management Units (WRMU). The document states that WRMU 1 (Ebbw and Sirhowy) is over abstracted, WRMU 2 (Lwyd) has no water available and WRMU 3 (Lwyd) is over licensed.</p> <p>The River Usk SAC lies outside the boundary of the Ebbw and Lwyd CAMS. The River Lwyd (WRMU 10 & 14) however is a tributary of the River Usk and could therefore have an influence on water flow within the lower reaches of the River Usk SAC. The site is sensitive to changes in water flow and eutrophication, which can both be influenced by levels of abstraction.</p> <p>The Severn Estuary SAC, SPA and Ramsar sites are all sensitive to changes in</p>

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	the hydrological regime. All CAMS in SE Wales drain into the Severn Estuary and therefore have the potential to affect the habitats and species reliant on the estuary.
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Catchment Abstraction Management Strategies	
The Neath, Afan and Ogmore Catchment Abstraction Management Strategy October 2005: http://www.environment-agency.gov.uk/commondata/acrobat/nako_camse_1215505.pdf	
Plan Type	Catchment Abstraction Management Strategy
Plan Owner/ Competent Authority	Environment Agency Wales
Currency	2005 - 2010
Region/Geographic Coverage	Neath, Afan and Ogmore Catchments
Sector	Water
Related work SA/SEA HRA/AA	Not available
Document Details	Potential impacts that could cause 'in-combination' effects
<p>The Neath, Afan and Ogmore CAMS is a surface water dominated catchment that covers the whole length of the rivers Neath, Afan, Ogmore and Kenfig. The CAMS area ranges from Crymlyn Bog in the west, to east of Bridgend, and up to the Brecon Beacons in the north.</p> <p>The headwaters of the river catchments comprise steep upland areas, with some of the highest level of forestry cover in the UK. The streams tend to be steep and fast flowing and react rapidly to changes in rainfall. Ystradfellte reservoir is situated in the headwaters of the River Neath and is used to supply public water to the upper parts of the Neath and Afan valleys.</p> <p>The lower parts of the river catchments are naturally much</p>	<p>Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EAW will have to follow strict rules in setting a time limit for that license.</p> <p>The catchment has been split into 10 Water Resource Management Units (WRMU). The document states that WRMU 1, 5, 7, 8 & 9 have 'water available', WRMU 2 & 6 have 'no water available' and WRMU 3, 4 & 10 are 'over abstracted'.</p> <p>Coedydd Nedd a Mellt SAC is situated in the steep sided, wooded valleys of the upper River Neath, which is in WRMU 2.</p>

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flatter, but all of the rivers still have a reasonable gradient and are quite fast flowing until the very lowest reaches and the tidal limits. There is a concentration of industry and urbanisation along the coastal strip at Neath and Port Talbot and also along the river corridors around Bridgend.

Within the CAMS area there are 28 licensed surface water abstractions and 20 licensed groundwater abstractions. There are also two abstractions for navigation purposes, which are exempt from licensing, namely the supply of water to Neath Canal and Port Talbot Docks.

Most of the water abstracted is from surface water sources, much of this is taken for non-consumptive uses. This means it is returned to the river a short distance away. The largest abstraction in the CAMS area is Corus' abstraction for non-evaporative cooling at Port Talbot Docks, the majority of which is recirculated back to the docks close to the point of abstraction. The other main non-consumptive abstraction is the National Trust's hydropower scheme at Aberdulais. Other such abstractions include amenity ponds and fish farms.

Of the consumptive licensed abstractions, 87% comes from surface water sources and the rest from groundwater sources - these consumptive abstractions are generally the water company and industrial abstractions.

The water company has surface water and groundwater abstractions that are utilised for both public water supplies and their industrial customers. However much of the public water supply to this area is drawn from the Afon Tywi in Carmarthenshire, as part of the Tywi Conjunctive Use Zone.

Crymlyn Bog SSSI is the most extensive area of lowland fen in South Wales and is part of the Crymlyn Bog SAC. Crymlyn Bog SAC includes the adjacent Pant y Sais Fen and is of special interest for its fen and swamp communities and associated invertebrates. The site is part of a larger inter-estuarine complex, which includes the Neath flood plain. The National CAMS Framework does not require resource assessments for tidal waters, minor catchments and aquifers. As a result water resource availability has not been assessed for the south-west corner of the CAMS area down stream of the tidal limit of the Neath, which includes Crymlyn Bog SAC.

The majority of Kenfig SSSI lies within the Kenfig National Nature Reserve (NNR) and is part of the Kenfig SAC, which is situated in WRMU 4. It is of special interest for its extensive sand dune habitats and standing waters together with a mixture of associated coastal habitats. It is also of special interest for plants, fungi and invertebrates that are associated with these habitats.

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Catchment Abstraction Management Strategies	
The Rhymney Catchment Abstraction Management Strategy 2006: http://www.environment-agency.gov.uk/regions/wales/858612/1317944/1325232/315605/?version=1&lang=_e	
Plan Type	Catchment Abstraction Management Strategy
Plan Owner/ Competent Authority	Environment Agency Wales
Currency	2006-2010
Region/Geographic Coverage	Rhymney Catchment
Sector	Water
Related work SA/SEA HRA/AA	Not available
Document Details	Potential impacts that could cause 'in-combination' effects
<p>The document sets out how the Environment Agency Wales will manage water abstraction from the Rhymney catchment until 2010. The strategy provides the framework for any decision on an abstraction license application.</p> <p>The Rhymney CAMS area, some 221km², comprises the hydrological surface water catchment to the River Rhymney and Roath Brook catchment (Cardiff). This includes the River Rhymney and all its tributaries, but not the Rhymney Estuary.</p> <p>The catchment can be divided into two main parts: a steep-sided, wet, mountainous upper valley with limited floodplain and short steep tributaries, and a flatter wider valley below Machen, where the river assumes a lowland meandering character. Being a narrow valley with limited floodplain, towns lie in close proximity to and on the banks of the main river and its tributaries.</p>	<p>Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EAW will have to follow strict rules in setting a time limit for that license.</p> <p>The catchment has been split into 4 Water Resource Management Units (WRMU). The document states that WRMU 1, 2 and 3 all have water available. WRMU 6 has no water available. All the WRMUs are combined surface water/groundwater units.</p> <p>Aberbargoed Grasslands SAC is situated within WRMU 3, which according to the CAMS has water available for abstraction. The CAMS states that the Aberbargoed Grasslands SAC “<i>will be taken into consideration during the licence determination process for applications within its vicinity</i>”.</p>

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<p>Thus, urban development and historical industrial developments have resulted in extensive riverbank protection works and a loss of riverine habitats. Despite this the main river and tributaries follow a largely natural course with many of the watercourses remaining tree-lined.</p> <p>Within Cardiff, the Brook and its tributaries have been modified by man including diversions, culverting, revetments and reprofiling.</p>	
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Catchment Abstraction Management Strategies	
The Tawe, Loughor and Gower Catchment Abstraction Management Strategy September 2007: http://publications.environment-agency.gov.uk/pdf/GEWA0607BMPZ-e-e.pdf?lang=e	
Plan Type	Catchment Abstraction Management Strategy
Plan Owner/ Competent Authority	Environment Agency Wales
Currency	2007 - 2010
Region/Geographic Coverage	Tawe, Loughor and Gower Catchments
Sector	Water
Related work SA/SEA HRA/AA	Not available
Document Details	Potential impacts that could cause 'in-combination' effects
<p>The Tawe, Loughor and Gower Catchment Abstraction Management Strategy (CAMS) sets out how the EAW will manage water abstraction until 2010 for the Tawe and 2012 for the Loughor and Gower catchments.</p> <p>The Tawe, Loughor and Gower CAMS covers an area of approximately 587km². Although predominantly rural there are areas of urban and industrial development. Industry, agriculture and tourism are of economic importance. Urban</p>	<p>Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EAW will have to follow strict rules in setting a time limit for that license.</p> <p>The catchment has been split into 6 Water Resource Management Units</p>

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<p>and industrial development is concentrated around Swansea and Llanelli, and adjacent to the rivers in the Tawe and Amman Valleys.</p> <p>The Tawe and Loughor are the largest rivers in the area. Swansea Marina is situated at the bottom of the river Tawe and is accessed from the sea by the Tawe Barrage. The Tawe catchment also hosts the Swansea canal network. Smaller rivers include Pennard Pill, a coastal river on the Gower, and the Lliedi, Morlais, Gwili, Lliw and Llan, which flow into the Loughor estuary. Reservoirs are present on the Lliedi and the Lliw.</p> <p>The CAMS rivers within the Tawe, Loughor and Gower CAMS area are all surface water dominated catchments. The Tawe and Loughor are typical Welsh rivers in that their upper catchments are steep and upland in nature and react quickly to rainfall. The Amman joins the Loughor at Ammanford. The Loughor opens out into a broad floodplain towards the tidal limit. The Tawe is impounded by the Tawe Barrage below the tidal limit.</p> <p>In total there are 9 licensed groundwater abstractions and 40 licensed surface water abstractions in the Tawe, Loughor and Gower CAMS area. Of these, 2 groundwater and 12 surface water abstractions fall outside of the resource assessment areas as outlined by the Water Resource Management Units (WRMUs).</p> <p>Approximately 99% of the licensed abstractions are from surface waters and approximately 70% of these resources are taken for non-consumptive purposes, which means the water is returned to the river a short distance away.</p>	<p>(WRMU). The document states that WRMU 1 is over abstracted, WRMU 2 & 6 have water available and WRMU 3, 4 & 5 have no water available. European sites contained within the Tawe, Loughor and Gower Catchment Abstraction Management Strategy:</p> <ul style="list-style-type: none"> ■ Caeau Mynydd Mawr SAC - WRMU 2 ■ Cernydd Carmel SAC - WRMU 3 ■ Gower Commons SAC - WRMU5 ■ Carmarthen Bay and Estuaries SAC - WRMU 1, 2, 3, and 4 ■ Burry Inlet SPA - WRMU 1, 2, 3, and 4 ■ Burry Inlet Ramsar - WRMU 1, 2, 3, and 4
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<p>The largest abstraction is non-consumptive for a hydropower scheme. A large proportion of the remaining water licensed for abstraction is for public water supply and industrial purposes.</p>	
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Catchment Abstraction Management Strategies	
<p>The Tywi, Taf and Gwendraeth Catchment Abstraction Management Strategy March 2006: http://publications.environment-agency.gov.uk/pdf/GEWA0306BJVB-e-e.pdf</p>	
Plan Type	Catchment Abstraction Management Strategy
Plan Owner/ Competent Authority	Environment Agency Wales
Currency	2006 - 2010
Region/Geographic Coverage	Tywi, Taf and Gwendraeth Catchments
Sector	Water
Related work SA/SEA HRA/AA	Not available
Document Details	Potential impacts that could cause 'in-combination' effects
<p>The Tywi, Taf & Gwendraeth CAMS area is mainly within the County of Carmarthenshire, although there are small areas that fall within Pembrokeshire, Ceredigion and Powys. As well as the Tywi, Taf and Gwendraeth catchments, the area covers the catchments of the Cynin, Dewi Fawr, Cywyn, Gwili, Cothi, Sawdde, Bran and Doethie and the coastal area from Pendine to Kidwelly.</p> <p>The Tywi is 96km long from source to the tidal limit and rises at an altitude of 445 metres above sea level, in sparsely populated open hill country. The upper reaches are steep and bouldery in nature while the lower stretches, downstream of Llandovery, are wide and shallow with a</p>	<p>Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EAW will have to follow strict rules in setting a time limit for that license.</p> <p>The catchment has been split into 5 Water Resource Management Units (WRMU). The document states that WRMU 1 to 5 have water available.</p> <p>The document recognises that the public water supply abstraction from the Tywi at Nantgaredig is vital for public water supply to South Wales. However,</p>

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medium–low gradient. The Tywi is a highly mobile river, meandering in the middle and lower reaches across a wide floodplain composed of alluvium.

Of the 210 licensed abstractions within this CAMS area, 180 abstractions have been deregulated since April 2005 and no longer require an abstraction licence (see Table 2). It should be noted that the majority of these deregulated abstractions are from groundwater sources for agriculture and abstract less than 10m³ per day. Such abstractions from surface water sources were already exempt from licence requirements under the Water Resources Act 1991.

Although these deregulated abstractions no longer require a licence, they are still operating and therefore represent abstraction within the catchments. As the technical assessment for this CAMS was completed prior to deregulation and therefore takes into consideration these abstractions, this CAMS and the information contained within this document is based on licensed abstractions prior to April 2005.

Within the Tywi, Taf and Gwendraeth CAMS area there are 143 licensed groundwater abstractions and 67 licensed surface water abstractions, prior to deregulation. The main consumptive use of surface water is for public water supply. Small volumes are abstracted for agriculture, water bottling, private water supplies and industry. Abstractions that return almost all of the water close to the point of abstraction are known as nonconsumptive. There are a number of these in this CAMS area, most of which are to provide throughflow to fish or amenity ponds.

this abstraction and the regulation of the flows in the Tywi are thought to have a potential significant impact on the designated features within the Afon Tywi SAC. These impacts are not fully understood. The impacts of these operations on the designated features will be fully assessed through investigations currently being undertaken by the Environment Agency Wales and Dwr Cymru Welsh Water, both competent authorities under the Habitats Directive.

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<p>A few of the abstractions are restricted by hands-off flow conditions (HOF) to protect other existing abstractors or for environmental reasons. Although the majority of the licensed abstractions within the Tywi, Taf and Gwendraeth CAMS are from groundwaters, a much higher volume is abstracted from surface waters.</p> <p>The majority of the consented discharges within this area are from water treatment works and sewage treatment works that serve local communities. There are also discharges from an effluent treatment plant and a creamery. Although the latter has now ceased manufacturing, the consents to abstract and discharge are to be retained by the new occupiers. Discharges make up only a small proportion of the river flows within the CAMS catchments.</p>	
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Catchment Abstraction Management Strategies	
The Usk Catchment Abstraction Management Strategy 2006: http://www.environment-agency.gov.uk/regions/wales/858612/1317944/1325232/315618/?version=1&lang=e	
Plan Type	Catchment Abstraction Management Strategy
Plan Owner/ Competent Authority	Environment Agency Wales
Currency	2007-2013
Region/Geographic Coverage	Usk Catchment
Sector	Water
Related work SA/SEA HRA/AA	Not available
Document Details	
The document sets out how the Environment Agency Wales	Under the Habitats Regulations the Environment Agency Wales has a duty to

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<p>will manage water abstraction from the Rhymney catchment until 2013. The strategy provides the framework for any decision on an abstraction license application.</p> <p>The Usk CAMS covers an area of approximately 1169 km² and encompasses the River Usk and its tributaries, but not the Usk Estuary. The main settlements within the catchment are Abergavenny, Brecon, Brynmawr, Crickhowell, Gilwern, Llanelly Hill, Llanfoist, Newport, Raglan, Sennybridge and Usk.</p> <p>In this CAMS area water is taken from both surface water and groundwater resources. Water is abstracted for public water supply, navigation, agriculture, commerce/industry, domestic use, spray irrigation, horticultural watering, lake/pond maintenance, fish farming and hydropower generation.</p> <p>The River Usk is a sandstone river of considerable ecological diversity, which provides an important wildlife corridor, an essential migration route and a key breeding area for many nationally and internationally important species.</p> <p>The ecology of the River Usk SAC is currently affected by, or at risk of being affected by, a number of factors including abstraction. As a competent and relevant authority, the Environment Agency has a statutory duty, under the Habitats Regulations, to ensure that the integrity of the riverine ecosystem is maintained or restored through sustainable water resources management.</p>	<p>assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EAW will have to follow strict rules in setting a time limit for that license.</p> <p>The catchment has been split into 3 Water Resource Management Units (WRMU). The document states that WRMU 1 (Sor Brook) has water available, WRMU 2 (River Usk) is over licensed and WRMU 18 (Bettws/Malpas Brook) is over licensed.</p> <p>The River Usk SAC, Usk Bat Sites SAC and Coed y Cerrig SAC are situated within WRMU 2, which according to the CAMS is over licensed.</p> <p>The River Usk SAC is sensitive to any changes in the hydrological regime, more specifically any changes to water flow and quality.</p> <p>Usk Bat Sites SAC are primarily designated for the population of Lesser Horseshoe Bats. Abstraction levels are unlikely to have a direct effect on the bat population but could have issues for the habitats the bats use for feeding. The Blanket Bog protected as a qualifying feature is sensitive to hydrological change.</p> <p>Coed y Cerrig SACs naturally high, largely spring-fed water table is essential to the Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i>.</p>
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Catchment Abstraction Management Strategies

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The Wye Catchment Abstraction Management Strategy March 2008: http://www.environment-agency.gov.uk/regions/wales/858612/1317944/1325232/315621/?version=1&lang=e	
Plan Type	Catchment Abstraction Management Strategy
Plan Owner/ Competent Authority	Environment Agency Wales
Currency	2008 - 2014
Region/Geographic Coverage	Wye Catchment
Sector	Water
Related work SA/SEA HRA/AA	Not available
Document Details	Potential impacts that could cause 'in-combination' effects
<p>The document sets out how the Environment Agency Wales will manage water abstraction from Wye catchment until 2014. The strategy provides the framework for any decision on an abstraction license application.</p> <p>The Wye CAMS covers an area of 4171 km², encompasses the Rivers Wye, Lugg and their tributaries, and spans the border of England and Wales. The main urban areas within the catchment are Hereford, Monmouth, Leominster, Ross-on-Wye and Hay-on-Wye.</p> <p>Within the Wye catchment, surface water is the dominant source of supply. Of the remaining 602 licences, 391 authorise abstraction from surface water resources. These licences represent 89% of the total authorised daily volume. 211 of the licences authorise abstraction from groundwater resources. These licences account for 11% of the total authorised daily volume.</p> <p>The largest abstractor for public water supply in the Wye catchment is Dŵr Cymru Welsh Water (DCWW) with 40% of the total daily licensed volume. DCWW holds a total of 18</p>	<p>Under the Habitats Regulations the Environment Agency Wales has a duty to assess the effects of existing abstraction licences and any new applications to make sure they are not impacting on internationally important nature conservation sites. Water efficiency is also tested by the EA before a new license is granted. If the assessment of a new application shows that it could have an impact on a SAC/SPA the EAW will have to follow strict rules in setting a time limit for that license.</p> <p>The Environment Agency has a statutory duty, to ensure that the integrity of the riverine SAC ecosystem is maintained or restored through sustainable water resources management. As part of this duty, they have to ensure that permissions (abstraction licences, discharge consents, radioactive substance authorisations, waste management licences and integrated pollution control (IPC) authorisations) do not have an adverse effect on the integrity of the designated SAC species.</p> <p>The catchment has been split into 4 Water Resource Management Units (WRMU). The document states that all 4 WRMUs are assessed to have 'no water available'.</p> <p>WRMU 1 – River Wye</p>

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licences. Severn Trent Water Plc also abstract water from the Wye for the purpose of public water supply, holding three abstraction licences in the lower River Wye. Severn Trent's public water supply licences represent 10% of the total daily licensed volume.

Abstraction for agricultural purposes represent 33% of the total daily volume licensed for abstraction, with spray irrigation accounting for 97% of this volume. This includes direct spray irrigation, storage for spray irrigation and spray irrigation to prevent frost.

The River Wye ultimately flows into the Severn Estuary. Therefore any impact to the Severn Estuary caused by changes to the water resource management of the catchment needs is considered as part of the CAMS process.

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Local Development Plans

Local Development Plans	
Blaenau Gwent County Borough Council Local Development Plan: http://www.blaenau-gwent.gov.uk/environment/7732.asp	
Plan Type	Local Development Plan
Plan Owner/ Competent Authority	Blaenau Gwent County Borough Council
Currency	Issues Consultation Apr – Dec 07, Preferred Strategy Sept-Nov 08
Region/Geographic Coverage	Blaenau Gwent County Borough Council administrative boundaries
Sector	Planning
Related work SA/SEA HRA/AA	SA/SEA Scoping Report http://www.blaenau-gwent.gov.uk/environment/7732.asp
Document Details	Potential impacts that could cause 'in-combination' effects
<p>LDP at vision and strategy options stage.</p> <p>Timetable: Early participation Apr – Dec07 Preferred Strategy Sep- Nov 08 Deposit Plan Sep-Nov 09 Examination Dec-Feb '11 Adoption Aug'11</p> <p>Issues paper presented in July 2007 designed to focus debate on issues of strategic significance for the County Borough. Workshops held between July 2007 and Nov 2007 focused on developing option.</p> <p>Options presented:</p> <ol style="list-style-type: none"> 1. UDP Regeneration (Decline – Urban Containment) 2. Growth and Regeneration (Growth - Head of Valleys focus) 	<p>Overarching Development Pressures</p> <p>LDP impacts will be dependant on the Preferred Strategy options.</p> <p>Generic effects related to development/ growth scenarios include:</p> <ul style="list-style-type: none"> ■ Potential for land take/ habitat fragmentation ■ Increased demand for water resources/ abstraction/ hydrological impacts ■ Increased traffic movements, contributions to atmospheric pollution loading ■ Growth in requirements for waste management facilities, increased demand for minerals ■ Increased recreational pressure from existing/ new populations <p>SAC Specific Issues</p> <ul style="list-style-type: none"> ■ Cym Clydach Woodlands SAC within the County Borough Boundary is vulnerable to urbanisation impacts (e.g. illegal waste dumping activities)

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Local Development Plans	
Blaenau Gwent County Borough Council Local Development Plan: http://www.blaenau-gwent.gov.uk/environment/7732.asp	
3. Balanced and Interconnected Communities (Trend – equalise growth)	made possible by roads passing through the site) and increased recreational pressures (e.g. from greater access due to the construction of a cycle route through the site).
4. Alternative option – (main focus not indicated)	

Local Development Plans	
Caerphilly County Borough Council Local Development Plan Strategic Options and Preferred Strategy: http://www.caerphilly.gov.uk/yourservices/planning/ldp/index.htm	
Plan Type	Local Development Plan
Plan Owner/ Competent Authority	Caerphilly County Borough Council
Currency	Consultation ended on Preferred Strategy (May 2007)
Region/Geographic Coverage	Caerphilly County Borough Council administrative boundaries
Sector	Planning
Related work SA/SEA HRA/AA	Local Development Plan SEA/SA Scoping Report, Plans, Programmes & Policies Review, Assessment of Preferred and Alternative Strategies http://www.caerphilly.gov.uk/pdf/planning/ldp-the-scoping-report.pdf http://www.caerphilly.gov.uk/pdf/planning/ldp-review-plans-programmes-policies.pdf http://www.caerphilly.gov.uk/pdf/planning/ldp-assessment-preferred-alt-strategies.pdf
Document Details	
Sets out the Vision and Strategic policies for spatial planning in Caerphilly. LDP focused around four themes (as outlined in the community strategy): <ul style="list-style-type: none"> Health, Social Care and Well Being The Living Environment Regeneration and Education for Life. 	Potential impacts that could cause 'in-combination' effects Overarching Development Pressures <ul style="list-style-type: none"> Housing and employment growth - increased transport movements and associated air pollutants - e.g. as a result of development in the Heads of the Valleys Regeneration Area which may lead to commuting across administrative boundaries. Water abstraction for expanding communities - potential to impact surface and groundwater.

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Local Development Plans	
Caerphilly County Borough Council Local Development Plan Strategic Options and Preferred Strategy: http://www.caerphilly.gov.uk/yourservices/planning/ldp/index.htm	
<p>Preferred themes for development arising as a result of consultation:</p> <ul style="list-style-type: none"> ▪ Allow for development opportunities in the north ▪ Promote a balanced approach to managing future growth ▪ Exploit brownfield opportunities where appropriate ▪ Promote resource efficient settlement patterns ▪ Ensure development contributes towards necessary infrastructure improvements ▪ Ensure development provides the necessary community facilities ▪ Target development to reflect the roles and functions of individual settlements <p>Promotes three key areas of change:</p> <ul style="list-style-type: none"> ▪ Heads of Valleys Regeneration Area, ▪ Northern Connections Corridor, ▪ Southern Connections Corridor. <p>Overall summary aims of the Preferred Strategy:</p> <ul style="list-style-type: none"> ▪ Concentrated housing growth in settlements with good public transport facilities ▪ Employment growth focused at Caerphilly and in the Northern Corridor – particularly in the mid valleys conurbation ▪ Retail, leisure, health, training and urban facilities concentrated in Caerphilly town and the mid valleys conurbation ▪ Mid Valleys conurbation to play a central role in 	<ul style="list-style-type: none"> ▪ Recreational pressures from housing/ development that is close to European sites. <p>SAC Specific Issues</p> <ul style="list-style-type: none"> ▪ Cym Clydach Woodlands (located 8km beyond Caerphilly boundaries) is not considered vulnerable to air borne acid and nutrient deposition that may arise through a growth in road based traffic. <p>Relevant Policy Mitigation</p> <ul style="list-style-type: none"> ▪ Development (housing) to be focused where public transport services are good and include rail connections. ▪ Employment to be focused in south near rail connections.

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Local Development Plans	
Caerphilly County Borough Council Local Development Plan Strategic Options and Preferred Strategy: http://www.caerphilly.gov.uk/yourservices/planning/ldp/index.htm	
regeneration	

Local Development Plans	
Carmarthenshire County Council Unitary Development Plan (Adopted July 2006): http://www.cartoplus.co.uk/carmarthenshire/english/text/00_cont.htm	
Plan Type	Unitary Development Plan
Plan Owner/ Competent Authority	Carmarthenshire County Council
Currency	Adopted July 2006
Region/Geographic Coverage	Carmarthenshire County Council administrative boundaries
Sector	Planning
Related work SA/SEA HRA/AA	SA of the UDP: http://www.cartoplus.co.uk/carmarthenshire/english/text/00_sustain.htm
Document Details	Potential impacts that could cause 'in-combination' effects
CUDP 1 - Strategic/ Overall Policy It is the policy of Carmarthenshire County Council to allocate land for development, within the plan area, in accordance with the following sustainable strategic settlement framework: Growth Areas: <ul style="list-style-type: none"> ▪ Carmarthen: <ul style="list-style-type: none"> ○ Abergwili ○ Llanllwch ○ Johnstown ○ Trevaughan ○ Llangunnor ▪ Llanelli: 	Overarching Development Pressures <ul style="list-style-type: none"> ▪ Housing and employment growth - increased transport movements and associated air pollutants. ▪ Water abstraction for expanding communities - potential to impact surface and groundwater. ▪ Recreational pressures from housing/ development that is close to European sites. SAC Specific Issues <ul style="list-style-type: none"> ▪ River Tywi SAC <ul style="list-style-type: none"> ○ Development pressure can cause temporary physical, acoustic, chemical and sediment barrier effects that need to be addressed in the assessment of specific plans and projects. Noise/vibration eg. due to

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Local Development Plans	
Carmarthenshire County Council Unitary Development Plan (Adopted July 2006): http://www.cartoplus.co.uk/carmarthenshire/english/text/00_cont.htm	
<ul style="list-style-type: none"> ○ Hendy ○ Llangennech ▪ Ammanford/ Cross Hands - ○ Betws ○ Blaenau/Caerbryn ○ Capel Hendre ○ Castell y Rhingyll ○ Cefneithin ○ Cwmgwili ○ Drefach ○ Foelgastell ○ Gorslas ○ Llandybie ○ Penygroes/Black Lion Road ○ Saron ○ Tumble ○ Tycroes <p>Secondary:</p> <ul style="list-style-type: none"> ▪ Burry port/pembrey ▪ Glanaman/garnant ▪ Kidwelly ▪ Llandeilo ▪ Llandovery ▪ Newcastle emlyn ▪ St Clears ▪ Whitland <p>CUDP 6 - Minerals Policy It is the policy of Carmarthenshire County Council to ensure</p>	<p>impact piling, drilling, salmon fish counters present within or in close proximity to the river can create a barrier to shad migration.</p> <ul style="list-style-type: none"> ○ Increased discharges from sewage treatment works, urban drainage, engineering works such as road improvement schemes and other domestic and industrial sources can be a significant cause of pollution, and must be managed appropriately. ○ Increased use of the A40 and other roads in close proximity to the site could have an adverse impact on the otter population. Otter road deaths could have a potentially significant impact on otter populations within the Tywi catchment. Fifty six individual deaths were recorded from Carmarthenshire between 1983 & 2002, 12 of which were adult females. <p>Relevant Policy Mitigation</p> <p>EN1 - Site Protection - International Sites</p> <p>i. It is the policy of Carmarthenshire County Council that permission for development proposals which are likely to adversely affect the integrity of a European site, a proposed or candidate European site and/or a Ramsar site (either directly or indirectly, individually or in combination with other plans or projects) will not be permitted unless:</p> <ul style="list-style-type: none"> a. the international importance of the site is clearly outweighed by the reasons for the development or land use change; and b. the international importance of the site is clearly outweighed by the reasons for the development or land use change; and <p>Where the council will consider it appropriate, it will attach conditions to a grant of planning permission, or seek obligations/agreements before granting permission, to ensure positive enhancement, protection and management of the sites nature conservation interest, and to provide appropriate</p>

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Local Development Plans													
Carmarthenshire County Council Unitary Development Plan (Adopted July 2006): http://www.cartoplus.co.uk/carmarthenshire/english/text/00_cont.htm													
<p>that adequate provision is made for the conservation and development of mineral resources in the county and to encourage the use of secondary and recycled materials, having regard to conservation and enhancement of the environment.</p> <p>H1 – UDP Housing Provision It is the policy of Carmarthenshire County Council to allocate sufficient land to accommodate approximately 8,667 dwellings for the plan period 2001 – 2016. The land will be allocated in accordance with the sustainable strategic settlement framework as outlined in part 1 and shown on the proposals map, and identified in appendix 1.</p> <table> <tr> <td>Growth areas</td> <td>4,609</td> </tr> <tr> <td>Secondary settlements</td> <td>1,747</td> </tr> <tr> <td>Tertiary settlements</td> <td>903</td> </tr> <tr> <td>Village clusters</td> <td>1,408</td> </tr> </table> <p>E1 - Employment Land Allocation It is the policy of Carmarthenshire County Council that up to 401 hectares of land will be allocated as key employment land between 2001-2016 in accord with the overall strategic sustainable settlement framework. Additional employment land will also be identified at strategic and local regeneration sites in accord with policies e15 and e16 and in accord with policy e2.</p> <table> <tr> <td>Growth areas:</td> <td></td> </tr> <tr> <td>Carmarthen</td> <td>40.35 ha</td> </tr> </table>	Growth areas	4,609	Secondary settlements	1,747	Tertiary settlements	903	Village clusters	1,408	Growth areas:		Carmarthen	40.35 ha	<p>compensatory and mitigation measures;</p> <p>ii. development or land use change proposals will not be permitted where the site plays host to a priority natural habitat type and/or species unless it is necessary for overriding reasons of human health or public safety or for benefits of primary importance for the environment.</p>
Growth areas	4,609												
Secondary settlements	1,747												
Tertiary settlements	903												
Village clusters	1,408												
Growth areas:													
Carmarthen	40.35 ha												

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Local Development Plans	
Carmarthenshire County Council Unitary Development Plan (Adopted July 2006): http://www.cartoplus.co.uk/carmarthenshire/english/text/00_cont.htm	
Llanelli	159.07 ha
Ammanford/cross hands	137.79 ha
Secondary settlements:	
Burry port/pembrey	13.00ha
Glanaman/garnant	2.43 ha
Kidwelly	4.97 ha
Llandeilo / ffairfach / rhosmaen / nantyrhibo	7.89 ha
Llandovery	2.59 ha
Newcastle emlyn	1.00 ha
St clears	6.66 ha
Whitland	2.41 ha
Tertiary settlements:	
Brynamman	4.00 ha
Llangadog	3.17 ha
Llanybydder	0.54 ha
Pencader	2.10 ha
Clusters	13.00 ha
Total	400.97 ha
T6 – New Road Schemes	
It is the policy of Carmarthenshire County Council to safeguard land required for the following road improvement schemes from any development which would prevent or adversely affect their implementation. Proposed routes, where known, are shown on the proposals map:	

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Local Development Plans	
Carmarthenshire County Council Unitary Development Plan (Adopted July 2006): http://www.cartoplus.co.uk/carmarthenshire/english/text/00_cont.htm	
i. Ammanford distributor road; ii. Gwendraeth Valley link road; iii. North Carmarthenshire and Ceredigion link roads; iv. Morfa-berwick link road; v. Burry port southern distributor road; vi. Dualling of the A4138/m4 Hendy link road; vii. West Carmarthen link road; viii. Pentrepoeth road – A476 link road and bridge.	

Local Development Plans	
Merthyr Tydfil County Borough Council Local Development Plan 2006 – 2021 Preferred Strategy 2007	
Plan Type	Local Development Plan
Plan Owner/ Competent Authority	Merthyr Tydfil County Borough Council
Currency	2006-2021
Region/Geographic Coverage	Merthyr Tydfil County Borough Council administrative boundary
Sector	Planning
Related work SA/SEA HRA/AA	Merthyr Tydfil County Borough Council Local Development Plan 2006 – 2021 Initial Sustainability Appraisal Report 2007: http://www.merthyr.gov.uk/NR/rdonlyres/44264E40-25BE-4E87-B1ED-073AC92246E9/0/MTCBC_LDP_0621_ISus_Report_April2007.pdf
Document Details	Potential impacts that could cause 'in-combination' effects

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Local Development Plans	
Merthyr Tydfil County Borough Council Local Development Plan 2006 – 2021 Preferred Strategy 2007	
<p>This document outlines the main development issues to be addressed in Merthyr Tydfil and sets out a vision and objectives for tackling these issues. It considers the spatial strategy options available and considers the development implications of following this particular route, including the major sites on which the strategy will depend.</p> <p>The LDP is pursuing an Enhanced Growth Strategy that aims to “facilitate a reduction in current levels of out migration from the County Borough so that population levels stabilise by 2011 and a 10- year period of enhanced growth is achieved thereafter”.</p> <p>Merthyr Tydfil is identified as a Primary Growth Area and will form the focus for the majority of development, with the town centre acting as the lynchpin for regeneration.</p> <p>The Enhanced Growth Strategy will provide the opportunity for:</p> <ul style="list-style-type: none"> ▪ substantial inward migration; ▪ large scale provision of land for housing, employment, retail and leisure uses; ▪ the potential development of an urban extension of up to 200ha on the southwestern flank of the Merthyr Tydfil Basin; ▪ ongoing strategic highway improvements; ▪ substantial improvements to services and infrastructure; ▪ a new strategic employment site would be provided adjacent to the A4060; and ▪ development of the former Merthyr Vale Colliery site. 	<p>Overarching Development Pressures</p> <ul style="list-style-type: none"> ▪ Enhanced growth implies potential land take and habitat fragmentation issues (the SA/SEA identified enhanced growth as resulting in higher environmental impacts on biodiversity and landscape). Land without statutory designation can act as corridors and linkages for protected habitats and species. ▪ Enhanced growth seeks to focus (economic) development in the North at Merthyr Tyfil and in the south along the A469. Enhanced economic development has the potential to reduce outward commuting along the main transport corridors (A470 and the A465 Heads of the Valleys road). The long term effect of the LDP may result in reduced road traffic and associated atmospheric pollution issues. <p>SAC Specific Issues</p> <ul style="list-style-type: none"> ▪ There are no European sites within the Count Borough Boundaries. ▪ Blaen Cynon SAC (approx 5km) and Cardiff Beech Woods SAC (12.1km) are situated adjacent to major transport routes (A 470, A465) which intersect within the County Borough. LDP policies seek to reduce road based transportation, and air quality assessments in the County Borough (2004 most recent figures) show that no air quality objectives are being exceeded. ▪ Improved emissions standards/ greater use of public transport likely to contribute to improvements in air quality – lessens likelihood of cumulative impacts at sensitive sites.

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Local Development Plans	
Merthyr Tydfil County Borough Council Local Development Plan 2006 – 2021 Preferred Strategy 2007	
<p>The options assumes net out migration can be turned into net in migration by 2011 and assumes an increase of 1,000 between 2011 and 2016 increasing to 2,300 from 2016 to 2021. The equates to a housing requirement of 3,800.</p> <p>The option assumes that population stability followed by growth will result in 1,850 additional jobs and a land requirement of 35ha by 2021.</p>	

Local Development Plans	
Monmouthshire County Council Adopted Unitary Development Plan 2006: http://www.monmouthshire.gov.uk/NR/rdonlyres/214D6B65-56D6-4DFC-8A62-429830AAC178/0/AdoptedUDPJune06.pdf	
Plan Type	Local Development Plan
Plan Owner/ Competent Authority	Monmouthshire County Council
Currency	1996 – 2011 (Adopted June 2006)
Region/Geographic Coverage	Monmouthshire County Council administrative boundary
Sector	Planning
Related work SA/SEA HRA/AA	<p>SA of the Monmouthshire County Council Adopted Unitary Development Plan 2006.</p> <p>Statement on Appropriate Assessment of the Monmouthshire County Council UDP 2006: http://www.monmouthshire.gov.uk/NR/rdonlyres/7B788577-2E5B-4FAB-A55A-CA99A06A9E98/0/HabitatsDirectiveAppropriateAssessmentStatement.pdf</p>
Document Details	Potential impacts that could cause 'in-combination' effects
Housing SP2 Provision is made to meet a need for about 5000	Overarching Development Pressures

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Local Development Plans	
Monmouthshire County Council Adopted Unitary Development Plan 2006: http://www.monmouthshire.gov.uk/NR/rdonlyres/214D6B65-56D6-4DFC-8A62-429830AAC178/0/AdoptedUDPJune06.pdf	
<p>residential units within the County in the period 1996 - 2011. Urban expansion will be focused on Abergavenny, Caldicot, Chepstow, Monmouth and Usk.</p> <p>Industry and Employment SP3 Land is identified for 90ha of employment development in all main areas of the County that is sufficient, at recent rates of take-up, to cater for the anticipated needs within the plan period and provide a degree of choice.</p> <p>Transport Proposals SP6 Safeguard the following proposed highway schemes from development that would prejudice their implementation:</p> <ul style="list-style-type: none"> ▪ M4 - Relief Road (Magor to Castleton); ▪ A465T - Heads of the Valleys Dualling (Abergavenny to Hirwaun); ▪ B4293 - New Monnow Bridge and Approach Roads; and ▪ B4245 - Magor Undy Bypass. 	<ul style="list-style-type: none"> ▪ Enhanced growth implies potential land take and habitat fragmentation issues (the SA/SEA identified enhanced growth as resulting in higher environmental impacts on biodiversity and landscape). Land without statutory designation can act as corridors and linkages for protected habitats and species. ▪ Housing and employment growth - increased transport movements and associated air pollutants - e.g. as a result of development in the Heads of the Valleys Regeneration Area which may lead to commuting across administrative boundaries. ▪ Water abstraction for new development - potential to impact surface and groundwater. ▪ Recreational pressures from housing/ development that is close to European sites. <p>SAC Specific Issues</p> <p>Monmouthshire County Council has 11 European sites within its administrative boundary.</p> <ol style="list-style-type: none"> 1. Coed y Cerrig - SAC 2. Cwm Clydach Woodlands - SAC 3. River Usk - SAC 4. River Wye/ Afon Gwy - SAC 5. Severn Estuary - cSAC 6. Severn Estuary - Ramsar 7. Severn Estuary - SPA 8. Sugar Loaf Woodlands - SAC 9. Usk Bat Sites - SAC 10. Wye Valley Woodlands - SAC 11. Wye Valley and Forest of Dean Bat Sites - SAC

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Local Development Plans	
Monmouthshire County Council Adopted Unitary Development Plan 2006: http://www.monmouthshire.gov.uk/NR/rdonlyres/214D6B65-56D6-4DFC-8A62-429830AAC178/0/AdoptedUDPJune06.pdf	
	<p>International Sites</p> <p>NC1 Development which is likely to have a significant effect on a European site, proposed European site or a Ramsar site will be subject to the most rigorous examination and assessment requirements, in accordance with the procedures set out in the Habitats Regulations 1994. Where development is permitted in accordance with the Habitats Regulations, the use of conditions or planning obligations will be considered in order to avoid and minimise harm to the site, to enhance the site's nature conservation interest and to secure any compensatory measures and appropriate management that may be required.</p> <p>Statement on Appropriate Assessment of the Monmouthshire County Council UDP.</p> <p>The plan area contains a number of Natura 2000 sites. It is unlikely that the Plan will have a significant effect on European sites/species, or adversely affect a site's integrity. Neither is it reasonably practicable or feasible to carry out an Appropriate Assessment of the UDP at this late stage. It is therefore concluded that it would be inappropriate to undertake Appropriate Assessment at this advanced stage of plan preparation.</p>

Local Development Plans	
Powys Unitary Development Plan Deposit Draft 2004 http://www.powys.gov.uk/uploads/media/written_statement_en.pdf	
Powys Unitary Development Plan Proposed Modifications Nov 2007 to the Deposit Draft 2004 http://www.powys.gov.uk/uploads/media/Proposed_Modifications_en.pdf	
Plan Type	Unitary Development Plan

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Local Development Plans	
Powys Unitary Development Plan Deposit Draft 2004 http://www.powys.gov.uk/uploads/media/written_statement_en.pdf	
Powys Unitary Development Plan Proposed Modifications Nov 2007 to the Deposit Draft 2004 http://www.powys.gov.uk/uploads/media/Proposed_Modifications_en.pdf	
Plan Owner/ Competent Authority	Powys
Currency	2008 - 2016
Region/Geographic Coverage	Powys administrative boundaries
Sector	Planning
Related work SA/SEA HRA/AA	HRA Screening of the Powys UDP Nov 2007: http://www.powys.gov.uk/uploads/media/HRA_en_01.pdf SA/SEA of the Powys UDP Oct 2007: http://www.powys.gov.uk/uploads/media/SEA_SA_addendum_en.pdf
Document Details	Potential impacts that could cause 'in-combination' effects
<p>Policy SP4 - Economic and Employment Developments Up to 55 hectares of land is allocated for employment related developments during the plan period, 2001-2016 and developments for these purposes on such allocated sites will be acceptable.</p> <p>Policy SP5 - Housing Developments Sufficient land is allocated, including appropriate existing allocations and commitments, to accommodate up to approximately 6140 additional dwellings (410 per annum) during the plan period mid 2001 - mid 2016, in accordance with the Council's strategic settlement hierarchy.</p> <p>Policy HP1 - Shire Housing Allocations Sufficient land is allocated to the three shires to accommodate 6750 new dwellings in the Powys UDP area between 2001-2016 as:</p> <ul style="list-style-type: none"> ▪ Brecknockshire (ex BBNP) 1240 	<p>The HRA Screening of the Powys UDP (Oct 2007) concludes that the policies and proposals contained in the Powys UDP are not likely to give rise to any significant effects either alone or in-combination on any European site in Powys. It is therefore considered that a detailed appropriate assessment of the Powys UDP, or of any part of it, is not necessary.</p>

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Local Development Plans	
<p>Powys Unitary Development Plan Deposit Draft 2004 http://www.powys.gov.uk/uploads/media/written_statement_en.pdf</p> <p>Powys Unitary Development Plan Proposed Modifications Nov 2007 to the Deposit Draft 2004 http://www.powys.gov.uk/uploads/media/Proposed_Modifications_en.pdf</p>	
<ul style="list-style-type: none"> ▪ Montgomeryshire 4100 ▪ Radnorshire 1410 <p>Policy T1 - Highway Improvement Schemes The council will protect programmed routes from development that would obstruct the undertaking of the planned highway improvement scheme,</p> <p>Highway Improvement Schemes</p> <p>The following major improvements to the County Highway Network are proposed by the Council: Canal Road / Llanllwchaiarn Road, Newtown; Waterloo Road Link, Llandrindod. In addition to these, the Welsh Assembly Government in their Trunk Road Forward Programme 2002 has identified the following Trunk Road improvement schemes:</p> <ul style="list-style-type: none"> ▪ Repair & Upgrade Schemes (£1M+): A483 Esgairdraenllwyn Bends; A470 Christmas Pitch; A470 Ysgiog; A487 Pont ar Ddyfi; A458 Nant y Dugod; A458 Garreg Bank – Middleton. ▪ Technically ready for delivery before March 2005: Talgarth Relief Road. ▪ Could be ready to proceed by March 2008: A470 Cwmbach – Newbridge, A470 Alltmawr, and A483 Four Crosses Relief Road. ▪ Unlikely to proceed before April 2008: A470 Builth Wells; A470 Rhayader; A470 Llandinam; A483/A489 Newtown; A458 Buttington Cross – Middleton; A458 Sylfaen – Cyfronydd. 	

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Local Development Plans	
Powys Unitary Development Plan Deposit Draft 2004 http://www.powys.gov.uk/uploads/media/written_statement_en.pdf	
Powys Unitary Development Plan Proposed Modifications Nov 2007 to the Deposit Draft 2004 http://www.powys.gov.uk/uploads/media/Proposed_Modifications_en.pdf	
<ul style="list-style-type: none"> No ranking applied: A470 Commins Coch; A470 Llangurig – Wern Villa; A483 Brynsadwrn improvement 	

Local Development Plans	
Torfaen County Borough Council Local Development Plan Preferred Strategy 2006-2021 Consultation of Strategic Options and Preferred Strategy: http://www.torfaen.gov.uk/EnvironmentAndPlanning/Planning/ForwardPlanning/LocalDevelopmentPlan/LocalDevelopmentPlan.aspx	
Plan Type	Local Development Plan
Plan Owner/ Competent Authority	Torfaen County Borough Council
Currency	Preferred Strategy January 2008
Region/Geographic Coverage	Torfaen County Borough Council administrative boundaries
Sector	Planning
Related work SA/SEA HRA/AA	Torfaen County Borough Council Local Development Plan 2006 – 2021 Initial Sustainability Appraisal Report 2008: http://www.torfaen.gov.uk/EnvironmentAndPlanning/Planning/ForwardPlanning/Publications/InitialSustainabilityAppraisalReport.pdf
Document Details	Potential impacts that could cause 'in-combination' effects
<p>This document sets out the Council's objectives and priorities for the development and use of land within Torfaen and its policies for implementing them.</p> <p>The Network of Integrated Communities Strategy would aim to ensure a network of integrated communities, focusing particularly on the two key settlements of Cwmbran and</p>	<p>Generic effects related to development/ growth scenarios include:</p> <ul style="list-style-type: none"> Increased demand for water resources/ abstraction/ hydrological impacts. Increased traffic movements, contributions to atmospheric pollution loading. Growth in requirements for waste management facilities, increased demand for minerals.

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Local Development Plans	
Torfaen County Borough Council Local Development Plan Preferred Strategy 2006-2021 Consultation of Strategic Options and Preferred Strategy: http://www.torfaen.gov.uk/EnvironmentAndPlanning/Planning/ForwardPlanning/LocalDevelopmentPlan/LocalDevelopmentPlan.aspx	
<p>Pontypool to ensure that they are successful and function as service hubs for the surrounding settlements. Development will be emphasised along key transport routes and expanded settlements could potentially include Greenfield land.</p> <p>The LDP Preferred Strategy will make provision for 7,000 new dwellings in Torfaen over the period 2006 - 2021 primarily within the existing settlements and with a preference for brownfield sites,</p> <ul style="list-style-type: none"> ▪ of which: <ul style="list-style-type: none"> ○ 900 dwellings in North Torfaen Housing Market Area (Blaenavon and Abersychan Wards); ○ 2,800 dwellings in Pontypool Housing Market Area; and ○ 3,300 dwellings in Cwmbran Housing Market Area. ▪ and made up from: <ul style="list-style-type: none"> ○ 2,800 dwellings on sites already allocated, permitted or under construction (Jan 2006 JHLAS); ○ 3,400 dwellings on New Site Allocations (10 or more dwellings); ○ 400 dwellings in a 'Windfall Allowance'; and ○ 400 dwellings on Small Sites (9 or less dwellings). ▪ with all Demolitions to be net against this target. <p>The LDP proposes the following Strategic Housing Sites, detailed in Figure 1. (of 100 or more dwellings): -</p> <ol style="list-style-type: none"> 1. Boral Edenhall & Candlewick Sites, Blaenavon; 2. The British, Talywain; 3. Mamhilad New Village, Nr Pontypool; 	<ul style="list-style-type: none"> ▪ Increased recreational pressure from existing/ new populations. <p>Measures within the LDP may help to offset or mitigate some of these generic effects through:</p> <ul style="list-style-type: none"> ▪ Protecting and enhance important international, national, regional and local species and habitats, including: <ul style="list-style-type: none"> ○ European Protected Species; ○ Special Areas of Conservation (SAC); ○ Sites of Special Scientific Interest (SSSI); ○ Local Nature Reserves (LNR); and ○ Sites of Interest for Nature Conservation (SINC). ▪ Placing an emphasis on Public Transport, Cycling & Walking schemes rather than road improvements and trying to ensure that developments take measures to reduce the need to travel, reducing reliance on the motor car. ▪ Protecting formal leisure facilities and the various typologies of open space and ensure new provision from development sites, including the use of S106 contributions. ▪ Requiring a minimum 10% reduction in CO2 emissions (to the BREEAM Good level) from all major new developments; ▪ Requiring a financial contribution from all non BREEAM Excellent (40% reduction in CO2 emissions) developments to improve the carbon footprint of existing buildings; ▪ Requiring development to be resource efficient; ▪ Requiring development to consider small to medium renewable energy generation; ▪ Ensuring that developments are designed to be resilient to the likely future effects of climate change; and

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<p>4. Trevethin Comprehensive School; 5. Rear of Twmpath Road / Dog Pound, Tranch, Pontypool; 6. Pontypool College; 7 & 8. Possibly County Hospital or Panteg Steelworks; 9. South Sebastopol, Cwmbran; 10. County Hall, Cwmbran; 11. Cwmbran Town Centre 12. Former Police College & adjacent land, Cwmbran; 13. Llanfrechfa Grange Hospital; 14. Malthouse Lane, Llantarnam, Cwmbran; and</p> <p>The LDP Preferred Strategy is that over the period 2006-2021 the plan will identify 60ha of land for general employment purposes within the urban area.</p> <p>The LDP proposes the following Strategic Employment Sites:</p> <ol style="list-style-type: none"> 1. Kays & Kears, Blaenavon; 2. The British, Pontypool; 3. Mamhilad, Pontypool; 4. Panteg Steelworks, (South), Pontypool; 5. Craig y Felin, Cwmbran; 6. Llantarnam, Cwmbran. 	<ul style="list-style-type: none"> ▪ Maintaining habitat connectivity to allow wildlife to adapt to a changing climate. <p>SAC Specific Issues</p> <ul style="list-style-type: none"> ▪ There are no European sites within the Count Borough Boundaries.

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Rhondda Cynon Taff County Borough Council Local Development Plan Preparation & Deposit: http://www.rhondda-cynon-taf.gov.uk/stellent/groups/public/documents/hcst/content.hcst?lang=en&textonly=false&xNodeID=2015	
Plan Type	Local Development Plan
Plan Owner/ Competent Authority	Rhondda Cynon Taf County Borough Council
Currency	Preferred Strategy January 2007
Region/Geographic Coverage	Rhondda Cynon Taf County Borough Council administrative boundaries
Sector	Planning
Related work SA/SEA HRA/AA	Preferred Strategy SA/SEA and Habitats Regulations Assessment Screening http://www.rhondda-cynon-taf.gov.uk/stellent/groups/public/documents/hcst/content.hcst?lang=en&textonly=false&xNodeID=2015
Document Details	
<p>LDP Preferred Strategy adopts a hybrid approach which combines a growth scenario where settlement geography allows (i.e. where lateral growth not limited by valley locations) with development that meets the needs of local communities.</p> <p>The Strategy divides the County Borough into Northern and Southern Areas. For the Northern Area the emphasis is on building sustainable communities and halting the processes of depopulation and decline. In the Southern Area the focus is on sustainable growth within settlement boundaries, taking advantage of the cross regional road and rail connections to promote economic development and commerce of a national and international caliber.</p> <p>The Strategy identifies the need for 14,850 dwellings during the plan period.</p> <p>The overall supply of employment land has been established</p>	<p style="background-color: #92d050;">Potential impacts that could cause 'in-combination' effects</p> <p>Overarching Development Pressures</p> <ul style="list-style-type: none"> ■ Potential for increased traffic movements and air pollution as a result of growth in road traffic in the Northern Area where enhanced is development sought. ■ The promotion of commercial development in the southern transport corridors may also lead to induced traffic flows across the region with associated rises in background and localised air pollution. <p>SAC Specific Issues</p> <ul style="list-style-type: none"> ■ Blaen Cynon SAC is within the County Borough Boundary and lies adjacent to a major transport route (A465). ■ Both sites are easily accessible and Cardiff Beech Woods in particular has known vulnerabilities to air pollution and recreational pressures.

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Rhondda Cynon Taff County Borough Council Local Development Plan Preparation & Deposit: http://www.rhondda-cynon-taf.gov.uk/stellent/groups/public/documents/hcst/content_hcst?lang=en&textonly=false&xNodeID=2015	
<p>at 195 hectares but analysis shows that it is not all appropriate for identified need (smaller, flexible space meeting the needs of micro-businesses).</p> <p>The Preferred Strategy includes 8 proposed strategic sites of more than 20 hectares (5 in the Northern Area and 3 in the Southern area) for a range of mixed use developments.</p>	

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Local Development Plans outside BBNP

Local Development Plans	
Herefordshire County Council Unitary Development Plan (adopted March 2007)	
Plan Type	Unitary Development Plan
Plan Owner/ Competent Authority	Herefordshire County Council
Currency	2011
Region/Geographic Coverage	Herefordshire County Council administrative boundaries
Sector	Planning
Related work SA/SEA HRA/AA	HRA Screening of the Herefordshire County Council Unitary Development Plan, 2007
Document Details	Potential impacts that could cause 'in-combination' effects
<p>S3 Housing</p> <p>Provision will be made for additional dwellings to be built at an annual rate of 800 dwellings a year for the period 2001-2007 and for 600 dwellings a year beyond 2007. Having regard to existing commitments and the likely supply of dwellings arising from windfall sites, a maximum of about 12,200 dwellings would thereby be built over the period 1996-2011. Priority will be given to the use of previously developed land, ahead of urban extensions, including making the most effective use of existing buildings through conversion and bringing vacant property back into use. The target is for 68% of housing completions in the period 2001-2011 to be on previously developed land.</p> <p>Dwelling completions 1996-2001 approximately 5,000 dwellings 2001-2007 approximately 4,800 dwellings at 800 dwellings a year 2007-2011 approximately 2,400 dwellings at 600 dwellings a</p>	<p>Overarching Development Pressures</p> <ul style="list-style-type: none"> ■ Housing and employment growth - increased transport movements and associated air pollutants. ■ Water abstraction for expanding communities - potential to impact surface and groundwater. <p>The HRA Screening indicates that a full Appropriate Assessment of the UDP is not necessary as development proposals will be required to comply with policy NC2 Sites of International Importance.</p> <p>NC2 Sites of international importance</p> <p>Development which may affect a European Site, a proposed or candidate European Site or a Ramsar site will be subject to the most rigorous examination. Development that is not directly connected with or necessary to the management of the site for nature conservation, which is likely to have significant effects on the site (either individually or in combination with other plans or projects) and where it cannot be ascertained that the proposal would not adversely affect the integrity of the site, will not be</p>

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<p>year</p> <p>A four tier housing location strategy has been adopted. Most provision will be concentrated in Hereford (the first tier) and the market towns (the second tier) principally from a combination of allocated sites, urban capacity sites and some urban extensions. The third tier locates housing on allocation sites in the more sustainable main villages. In addition, there will be some windfall development mainly on capacity sites in these villages. The fourth tier of the strategy caters for other rural housing needs essentially through windfall developments on infill plots in named smaller settlements.</p> <p>The distribution of housing is as follows: Hereford 3,781 dwellings Leominster 1,037 dwellings Ross-on-Wye 693 dwellings Ledbury 956 dwellings Bromyard 480 dwellings Kington 275 dwellings Main villages 3,044 dwellings Wider rural area 1,918 dwellings</p> <p>M3 Criteria for new aggregate mineral workings</p> <p>Planning applications for aggregate extraction will only be granted in exceptional circumstances, notably where the permitted aggregate reserves in the County prove insufficient to meet the County's sub-regional apportionment. In such cases planning permission for extraction will only be granted where the site is not affected by one or more primary</p>	<p>permitted unless:</p> <ol style="list-style-type: none"> 1. there is no alternative solution; and 2. there are imperative reasons of over-riding public interest for the development. <p>Where the site concerned hosts a priority natural habitat type and/or a priority species, development or land use change will not be permitted unless the authority is satisfied that it is necessary for reasons of human health or public safety or for beneficial consequences of primary importance for nature conservation.</p>

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<p>constraints or two or more secondary constraints unless the adverse effects on the secondary constraints can be satisfactorily mitigated, or where the specialised nature of the mineral constitutes a material consideration sufficient to override the constraints, or there is no lesser constrained minerals bearing land elsewhere in the County.</p> <p>Primary Constraints</p> <ol style="list-style-type: none"> 1. Areas of Outstanding Natural Beauty; 2. sites and species of international and national importance to nature conservation; 3. Scheduled Ancient Monuments and other sites of national or regional archaeological importance. <p>Where a proposal satisfies the above constraints process, applicants will also be required to submit evidence to demonstrate the extent to which the development impacts on:</p> <ul style="list-style-type: none"> ▪ people and local communities; ▪ natural and cultural assets; ▪ the highway network and other public rights of way; ▪ land stability; ▪ public open space, and ▪ air, soil and water resources. <p>Unless such impacts can be satisfactorily mitigated, planning permission will be refused.</p> <p>W1 New waste management facilities</p> <p>Planning applications for new waste management facilities which do not fall into Class B1 and B2 will only be permitted</p>	

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<p>where the site is not affected by one or more primary constraints or two or more secondary constraints except where:</p> <ul style="list-style-type: none"> a. in the case of sites affected only by two or more secondary constraints, such constraints can be satisfactorily mitigated; or b. where the specialised nature of the facility constitutes a material consideration sufficient to override the constraints or there is no other lesser constrained land elsewhere in the County. <p>Primary Constraints</p> <ol style="list-style-type: none"> 1. Areas of Outstanding Natural Beauty; 2. sites and species of international and national importance to nature conservation; 3. Scheduled Ancient Monuments and other sites of national or regional archaeological importance; 4. Groundwater Source Protection Zones 1 and 2. <p>Where a proposal satisfies the above constraints, applicants will also be required to submit evidence to demonstrate the extent to which the development impacts on:</p> <ul style="list-style-type: none"> ▪ people and local communities; ▪ natural and cultural assets; ▪ the highway network and other public rights of way; ▪ public open space; and ▪ air, soil and water resources. <p>Unless such impacts can be satisfactorily mitigated, planning</p>	

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permission will be refused.	

Local Development Plans	
Neath Port Talbot County Borough Council Unitary Development Plan (adopted March 2008) http://www.neath-porttalbot.gov.uk/PDF/udp_adopted_text.pdf	
Plan Type	Unitary Development Plan
Plan Owner/ Competent Authority	Neath Port Talbot County Borough Council
Currency	Adopted March 2008 (Work on the LDP is programmed to start in September 2008)
Region/Geographic Coverage	Neath Port Talbot County Borough Council administrative boundaries
Sector	Planning
Related work SA/SEA HRA/AA	AA of the Neath Port Talbot UDP June 2007: http://www.neath-porttalbot.gov.uk/pdf/udp_200706_appropriate_assessment.pdf SEA of the Neath Port Talbot UDP
Document Details	Potential impacts that could cause 'in-combination' effects
<p>The majority of significant development will be concentrated in the Port Talbot-Neath urban area and to a lesser extent Pontardawe.</p> <p>The main new housing allocation will result in the creation of the Urban Village at Llandarcy on the site of the former BP refinery. It will form an extension to the Greater Neath urban area at Skewen. Llandarcy will be a sustainable, fine grained, mixed-use community. Through its internal and external transport links it will encourage the use of public transport, cycling and walking rather than the car and make an</p>	<p>Overarching Development Pressures</p> <ul style="list-style-type: none"> ■ Housing and employment growth – direct land take and increased transport movements and associated air pollutants. ■ Water abstraction for expanding communities - potential to impact surface and groundwater. ■ Recreational pressures from housing/ development that is close to European sites. <p>SAC Specific Issues</p> <p>Crymlyn Bog SAC/ Ramsar, Coedydd Nedd a Mellte SAC and Kenfig SAC</p>

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Local Development Plans	
Neath Port Talbot County Borough Council Unitary Development Plan (adopted March 2008) http://www.neath-porttalbot.gov.uk/PDF/udp_adopted_text.pdf	
<p>important contribution to helping reduce overall traffic generation within the area. The Baglan Bay development will accommodate a substantial portion of the Port Talbot area's housing needs in an extension to the main urban area that is well located and maximises the use of brownfield land.</p> <p>The Urban Village and Baglan Bay allocations will make important contributions in terms of housing and employment and will have important implications throughout the Plan. In order that the proposals can be fully explained and considered they are addressed in separate chapters in addition to the specific allocations contained in the relevant topic chapters.</p> <p>Housing Policy 7</p> <p>In order to meet the County Borough's new housing needs, land will be made available for the development of approximately 6155 houses during the period mid 2001- mid 2016, distributed as follows:</p> <p>Port Talbot - 1954 Greater Neath - 3335 Neath & Dulais - Valley 308 Upper Afan Valley - 35 Swansea Valley - 523 An overall capacity for the Llandarcy Urban Village of 4,000 dwellings is allocated, this will extend beyond the plan period.</p> <p>Economy and Employment Policy 8</p>	<p>are partly within the County Borough's boundary.</p> <p>The AA Screening concludes that the sites that lie entirely outside the County Borough are unlikely to be significantly affected by any proposals in the Unitary Development Plan alone or in-combination. It also states that significant effects on Coedydd Nedd a Mellte as a result of the UDP either alone or in-combination are also unlikely.</p>

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Local Development Plans	
Neath Port Talbot County Borough Council Unitary Development Plan (adopted March 2008) http://www.neath-porttalbot.gov.uk/PDF/udp_adopted_text.pdf	
<p>The main sources of employment will be concentrated along the coastal belt within the urban area of Jersey Marine - Neath - Port Talbot.</p> <p>Transport Policy 12 Improvements to the transport system will concentrate on:</p> <ul style="list-style-type: none"> a) improving accessibility and highway safety and reducing congestion, pollution and disturbance generated by traffic; b) encouraging travel by public transport, cycling and walking as alternatives to the car; and c) encouraging the movement of freight by rail and sea as alternatives to road. <p>Retail Policy 15 Neath, Port Talbot and Pontardawe, as the primary town centres, providing retail, leisure, commercial and cultural facilities serving the County Borough's communities will be protected and enhanced.</p> <p>Minerals Policy 20 A) Proposals for coal extraction will be favoured where they contribute to the County Borough's share of local, regional or national production subject to: -</p> <ul style="list-style-type: none"> a) ensuring that the impacts on the environment and local communities are acceptable; and b) securing appropriate, high quality and prompt restoration and aftercare to provide a beneficial 	

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Local Development Plans	
Neath Port Talbot County Borough Council Unitary Development Plan (adopted March 2008) http://www.neath-porttalbot.gov.uk/PDF/udp_adopted_text.pdf	
<p>after-use.</p> <p>B) Aggregates and dimension stone production will be catered for by the expansion of the Gilfach and Cwm Nant Lleuci quarries.</p> <p>Waste Policy 25 The creation of a network of waste management facilities will be promoted through the plan in order to:</p> <ul style="list-style-type: none"> a) meet the existing and future needs of the County Borough; and b) contribute to meeting the needs and potential new demands of the region. <p>Llandarcy Urban Village Policy 27 A new urban village will be created at Llandarcy providing a mixed use development on brownfield land as an extension to the Neath urban area at Skewen.</p> <p>Port Talbot Docks and Industrial Estate Policy 28 The potential of the Port Talbot Docks and adjacent areas as a key regeneration area for the County Borough will be promoted.</p> <p>Baglan Bay Development Policy 29 The potential of the Baglan Bay area as a key regeneration area for the County Borough will be promoted.</p>	

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Local Development Plans	
Neath Port Talbot County Borough Council Unitary Development Plan (adopted March 2008)	
http://www.neath-porttalbot.gov.uk/PDF/udp_adopted_text.pdf	

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Minerals and Waste Strategies

Minerals & Waste	
Blaenau Gwent County Borough Council Waste Strategy 2004: http://www.blaenau-gwent.gov.uk/documents/Documents_Education/waste_strategy.pdf	
Plan Type	Municipal Waste Strategy
Plan Owner/ Competent Authority	Blaenau Gwent County Borough Council
Currency	2004
Region/Geographic Coverage	Blaenau Gwent County Borough Council administrative boundaries
Sector	Waste
Related work SA/SEA HRA/AA	N/A
Document Details	Potential impacts that could cause 'in-combination' effects
<p>Vision Statement The Council's vision statement is "to provide economic, efficient and effective public services which seek to enhance the quality of life of the people of Blaenau Gwent".</p> <p>Objective Blaenau Gwent undertakes to provide all waste management services in line with Best Available Technology, having evaluated each process for Best Practicable Environmental Option, Proximity Principle and Environmental Impact Assessment. Furthermore, any such technologies employed shall comply with the principle of value for money delivery of services and take into account the wishes of the authority's stakeholders.</p> <p>Future Options for Waste Management Diversion of wastes will play a key role in our future waste</p>	<p>Overarching Development Pressures</p> <p>Recycling Air Pollution/ Disturbance</p> <ul style="list-style-type: none"> ▪ Transport and energy emissions generated by collection, sorting and processing ▪ Dust, noise and odour associated with industrial process <p>Composting Air/ Water Pollution, Introduced/Invasive Species</p> <ul style="list-style-type: none"> ▪ Odour, litter, possible vermin generation ▪ Release of spores [non-native], requirement for buffer zones (at least 250 metres between composting operations and sensitive receptors) ▪ Production of liquid pollutant ▪ Potential for combustion <p>Mechanical Biological Treatment (MBT) Air Pollution, Land Take, Hydrology</p> <ul style="list-style-type: none"> ▪ Emissions, traffic impacts, land take and wider environmental impacts analogous with industrial process ▪ Processes produce residue

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Minerals & Waste	
Blaenau Gwent County Borough Council Waste Strategy 2004: http://www.blaenau-gwent.gov.uk/documents/Documents_Education/waste_strategy.pdf	
<p>management activities under the Landfill Directive, Article 5. Blaenau Gwent will need to achieve diversion rates of biodegradable municipal wastes (BMW), as a percentage, based on total 1995 municipal waste figures.</p> <p>This equates to a diversion from landfill of 2,606 tonnes (assuming BMW composition at 30%) in 2010. Simultaneously, they will need to achieve a 40% recycling/composting rate (with at least 15% composting) by 2009/10.</p> <p>The public consultation exercise carried out under the Technical Advice Note (TAN) Group, has identified the preferred option as Mechanical Biological Treatment (MBT) with more Recycling and Composting. This is, therefore, likely to be the option selected under partnership arrangements.</p>	<p>Refuse Derived Fuel (energy from waste) Air Pollution</p> <ul style="list-style-type: none"> ▪ Emission concerns, particulates and potentially dioxins <p>Anaerobic Digestion (energy from Waste) Air/Water Pollution</p> <ul style="list-style-type: none"> ▪ Emissions to air – odour (during collection, transport and pre-treatment) ▪ Wastewater – potential for high concentrations of metals, dissolved nitrogen and organic material <p>Incineration with Energy Recovery Air/ Water Pollution</p> <ul style="list-style-type: none"> ▪ Noise, dust, traffic, visual amenity, potential to impact fauna and flora ▪ Deposition of substances on surface water ▪ Solid, liquid emissions ▪ Gaseous emissions include odour, acid gas, heavy metals, particulates, organic compounds ▪ Ash residues comprising fine particles, [need to landfill ash/ scrap] dioxins, heavy metals salts, unreacted lime and carbon ▪ Contamination, accumulation of toxic substance (food chain)] <p>Landfill & Landraise Air/ Water Pollution, Invasive Species, Land Take</p> <ul style="list-style-type: none"> ▪ Methane and carbon monoxide emissions ▪ Leachate, salts, heavy metals, biodegradable and persistent organics ▪ Accumulation of hazardous substances in soil ▪ Topography alteration, visual intrusion ▪ Soil occupancy, prevention of other land uses ▪ Attraction of vermin ▪ Contamination, accumulation of toxic substances ▪ Potential exposure to hazardous substances ▪ Impact on surface water runoff, flood risk

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Minerals & Waste	
Blaenau Gwent County Borough Council Waste Strategy 2004: http://www.blaenau-gwent.gov.uk/documents/Documents_Education/waste_strategy.pdf	
	<p>SAC Specific Issues</p> <ul style="list-style-type: none"> Specific potential in-combination impacts cannot be explored in absence of specific waste locations.

Minerals & Waste	
Caerphilly County Borough Council Municipal Waste Management Strategy & Litter Plan 2004: http://www.caerphilly.gov.uk/yourservices/environment/rubbish-waste-recycling/mwms.htm	
Plan Type	Municipal Waste Strategy
Plan Owner/ Competent Authority	Caerphilly County Borough Council
Currency	2004
Region/Geographic Coverage	Caerphilly County Borough Council administrative boundaries
Sector	Waste
Related work SA/SEA HRA/AA	N/A
Document Details	
<p>The Strategy describes the current waste situation within the authority, what targets and objectives the authority needs to achieve and how it proposes to achieve them.</p> <p>Strategic aims for the period 2004/05 to 2006/07</p> <ol style="list-style-type: none"> Continually improve the services we provide in terms of efficiency, reliability and customer focus. Adhere to the waste hierarchy in our management 	<p>Potential impacts that could cause 'in-combination' effects</p> <p>Overarching Development Pressures</p> <p>Recycling Air Pollution/ Disturbance</p> <ul style="list-style-type: none"> Transport and energy emissions generated by collection, sorting and processing Dust, noise and odour associated with industrial process <p>Composting Air/ Water Pollution, Introduced/Invasive Species</p>

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Minerals & Waste	
Caerphilly County Borough Council Municipal Waste Management Strategy & Litter Plan 2004: http://www.caerphilly.gov.uk/yourservices/environment/rubbish-waste-recycling/mwms.htm	
<p>of waste issues.</p> <ol style="list-style-type: none"> 3. Divert 25% BMW from landfill by 2010 and start to make preparations for the later Landfill Directive targets of 50% diversion by 2013 and 65% diversion by 2020. 4. Recycle and compost a minimum of 15% MSW by 2003/04, 25% by 2006/07 and 40% by 2009/10. 5. Improve awareness raising programmes to reach a greater proportion of the population of Caerphilly County Borough. 6. Increase participation rates in the kerbside recycling scheme and boost capture rates. 7. Reduce the amount of waste that CCBC generates and set up schemes for the recycling and composting of council waste. 8. Make provision for the collection of special wastes at civic amenity sites. 9. Work closely with partners in all sectors to attain sustainable waste management. 10. Continue to consult and communicate with residents and other stakeholders on matters of service delivery. 	<ul style="list-style-type: none"> ▪ Odour, litter, possible vermin generation ▪ Release of spores [non-native], requirement for buffer zones (at least 250 metres between composting operations and sensitive receptors) ▪ Production of liquid pollutant ▪ Potential for combustion <p>Mechanical Biological Treatment (MBT) Air Pollution, Land Take, Hydrology</p> <ul style="list-style-type: none"> ▪ Emissions, traffic impacts, land take and wider environmental impacts analogous with industrial process ▪ Processes produce residue <p>Refuse Derived Fuel (energy from waste) Air Pollution</p> <ul style="list-style-type: none"> ▪ Emission concerns, particulates and potentially dioxins <p>Anaerobic Digestion (energy from Waste) Air/Water Pollution</p> <ul style="list-style-type: none"> ▪ Emissions to air – odour (during collection, transport and pre-treatment) ▪ Wastewater – potential for high concentrations of metals, dissolved nitrogen and organic material <p>Incineration with Energy Recovery Air/ Water Pollution</p> <ul style="list-style-type: none"> ▪ Noise, dust, traffic, visual amenity, potential to impact fauna and flora ▪ Deposition of substances on surface water ▪ Solid, liquid emissions ▪ Gaseous emissions include odour, acid gas, heavy metals, particulates, organic compounds ▪ Ash residues comprising fine particles, [need to landfill ash/ scrap] dioxins, heavy metals salts, unreacted lime and carbon ▪ Contamination, accumulation of toxic substance (food chain)] <p>Landfill & Landraise</p>

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Minerals & Waste	
Caerphilly County Borough Council Municipal Waste Management Strategy & Litter Plan 2004: http://www.caerphilly.gov.uk/yourservices/environment/rubbish-waste-recycling/mwms.htm	
	<p>Air/ Water Pollution, Invasive Species, Land Take</p> <ul style="list-style-type: none"> ▪ Methane and carbon monoxide emissions ▪ Leachate, salts, heavy metals, biodegradable and persistent organics ▪ Accumulation of hazardous substances in soil ▪ Topography alteration, visual intrusion ▪ Soil occupancy, prevention of other land uses ▪ Attraction of vermin ▪ Contamination, accumulation of toxic substances ▪ Potential exposure to hazardous substances ▪ Impact on surface water runoff, flood risk <p>SAC Specific Issues Specific potential in-combination impacts cannot be explored in absence of specific waste locations.</p>

Minerals & Waste	
Rhondda Cynon Taff County Borough Council Municipal Waste Strategy 2007: http://www.rhondda-cynon-taf.gov.uk/stellent/groups/public/documents/hcst/content.hcst?lang=en&textonly=false&xNodeID=877&dDocName=008130	
Plan Type	Municipal Waste Strategy
Plan Owner/ Competent Authority	Rhondda Cynon Taff County Borough Council
Currency	
Region/Geographic Coverage	Rhondda Cynon Taff County Borough Council administrative boundaries
Sector	Waste
Related work SA/SEA HRA/AA	
Document Details	
Potential impacts that could cause 'in-combination' effects	

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Minerals & Waste	
Rhondda Cynon Taff County Borough Council Municipal Waste Strategy 2007: http://www.rhondda-cynon-taf.gov.uk/stellent/groups/public/documents/hcst/content.hcst?lang=en&textonly=false&xNodeID=877&dDocName=008130	
	<p>Overarching Development Pressures</p> <p>Recycling Air Pollution/ Disturbance</p> <ul style="list-style-type: none"> ▪ Transport and energy emissions generated by collection, sorting and processing ▪ Dust, noise and odour associated with industrial process <p>Composting Air/ Water Pollution, Introduced/Invasive Species</p> <ul style="list-style-type: none"> ▪ Odour, litter, possible vermin generation ▪ Release of spores [non-native], requirement for buffer zones (at least 250 metres between composting operations and sensitive receptors) ▪ Production of liquid pollutant ▪ Potential for combustion <p>Mechanical Biological Treatment (MBT) Air Pollution, Land Take, Hydrology</p> <ul style="list-style-type: none"> ▪ Emissions, traffic impacts, land take and wider environmental impacts analogous with industrial process ▪ Processes produce residue <p>Refuse Derived Fuel (energy from waste) Air Pollution</p> <ul style="list-style-type: none"> ▪ Emission concerns, particulates and potentially dioxins <p>Anaerobic Digestion (energy from Waste) Air/Water Pollution</p> <ul style="list-style-type: none"> ▪ Emissions to air – odour (during collection, transport and pre-treatment) ▪ Wastewater – potential for high concentrations of metals, dissolved nitrogen and organic material <p>Incineration with Energy Recovery Air/ Water Pollution</p>

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Minerals & Waste	
Rhondda Cynon Taff County Borough Council Municipal Waste Strategy 2007: http://www.rhondda-cynon-taf.gov.uk/stellent/groups/public/documents/hcst/content.hcst?lang=en&textonly=false&xNodeID=877&dDocName=008130	
	<ul style="list-style-type: none"> ▪ Noise, dust, traffic, visual amenity, potential to impact fauna and flora ▪ Deposition of substances on surface water ▪ Solid, liquid emissions ▪ Gaseous emissions include odour, acid gas, heavy metals, particulates, organic compounds ▪ Ash residues comprising fine particles, [need to landfill ash/ scrap] dioxins, heavy metals salts, unreacted lime and carbon ▪ Contamination, accumulation of toxic substance (food chain)] <p>Landfill & Landraise Air/ Water Pollution, Invasive Species, Land Take</p> <ul style="list-style-type: none"> ▪ Methane and carbon monoxide emissions ▪ Leachate, salts, heavy metals, biodegradable and persistent organics ▪ Accumulation of hazardous substances in soil ▪ Topography alteration, visual intrusion ▪ Soil occupancy, prevention of other land uses ▪ Attraction of vermin ▪ Contamination, accumulation of toxic substances ▪ Potential exposure to hazardous substances ▪ Impact on surface water runoff, flood risk <p>SAC Specific Issues Specific potential in-combination impacts cannot be explored in absence of specific waste locations.</p>

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Minerals and Waste Strategies outside BBNP

Minerals & Waste Strategies	
Neath Port Talbot County Borough Council Municipal Waste Strategy 2004 http://www.neath-porttalbot.gov.uk/PDF/waste_wastestrategy_march_04.pdf	
Plan Type	Municipal Waste Strategy
Plan Owner/ Competent Authority	Neath Port Talbot County Borough Council
Currency	2004
Region/Geographic Coverage	Neath Port Talbot County Borough Council administrative boundary
Sector	Waste
Related work SA/SEA HRA/AA	N/A
Document Details	Potential impacts that could cause 'in-combination' effects
<p>The preferred strategy for Neath Port Talbot County Borough Council is as follows:</p> <p>Continuation of the treatment of municipal solid waste at the Materials Recovery and Energy Centre alongside the kerbside recycling and composting scheme; and the improved facilities for the collection of source segregated green waste at the Household Waste and Recycling Centres.</p> <p>The strategy, which is currently in place for the management of municipal solid waste (MSW), comprises the following key elements:</p> <ul style="list-style-type: none"> Continuation of the number of waste minimisation and awareness issues, for example, multimedia campaigns, schools' schemes, home-composting and the commissioning of a waste audit to measure Council derived waste and identify areas for waste minimisation initiatives. 	<p>Overarching Development Pressures</p> <p>Recycling Air Pollution/ Disturbance</p> <ul style="list-style-type: none"> Transport and energy emissions generated by collection, sorting and processing Dust, noise and odour associated with industrial process <p>Composting Air/ Water Pollution, Introduced/Invasive Species</p> <ul style="list-style-type: none"> Odour, litter, possible vermin generation Release of spores [non-native], requirement for buffer zones (at least 250 metres between composting operations and sensitive receptors) Production of liquid pollutant Potential for combustion <p>Mechanical Biological Treatment (MBT) Air Pollution, Land Take, Hydrology</p> <ul style="list-style-type: none"> Emissions, traffic impacts, land take and wider environmental

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Minerals & Waste Strategies	
Neath Port Talbot County Borough Council Municipal Waste Strategy 2004 http://www.neath-porttalbot.gov.uk/PDF/waste_wastestrategy_march_04.pdf	
<ul style="list-style-type: none"> ▪ Continuation and review of the recently introduced kerbside recycling and composting scheme. The scheme presently serves the majority of the households in County Borough. It is the intention to expand the service to all suitable properties, including flats and sheltered housing. ▪ Continual review of the HWRC's improvements, which consisted of: <ul style="list-style-type: none"> ○ The re-branding of Civic Amenity Centres to Household Waste and Recycling Centres to remove ambiguity as to the purpose of such facilities. ○ The provision of containers for the collection of source segregated green garden waste. Previously this waste was co-collected with residual waste. The new arrangement allows this waste to be accounted for achieving composting targets. ○ The provision of facilities for the collection of hazardous waste, such as used paint (redistributed via the Re>Paint Scheme), fluorescent tubes, asbestos, oils and solvents. ▪ The treatment of all municipal solid waste at the Materials Recovery and Energy Centre (MREC) located within the County Borough. This facility has the ability to treat both mixed waste and source segregated waste via separate unit processes (kerbside collected recyclate and materials from the Household Waste and Recycling Centres etc). The facility has the capacity to compost 20% to 28% of the MSW, recycle 19% to 22% of the MSW and recover energy from 31% to 33% of the MSW. These levels of recycling and composting achieve the Welsh Assembly Government's targets. Green waste is composted off-site elsewhere to ensure a quality product. 	<ul style="list-style-type: none"> ▪ impacts analogous with industrial process <ul style="list-style-type: none"> ▪ Processes produce residue <p>Refuse Derived Fuel (energy from waste) Air Pollution</p> <ul style="list-style-type: none"> ▪ Emission concerns, particulates and potentially dioxins <p>Anaerobic Digestion (energy from Waste) Air/Water Pollution</p> <ul style="list-style-type: none"> ▪ Emissions to air – odour (during collection, transport and pre-treatment) ▪ Wastewater – potential for high concentrations of metals, dissolved nitrogen and organic material <p>Incineration with Energy Recovery Air/ Water Pollution</p> <ul style="list-style-type: none"> ▪ Noise, dust, traffic, visual amenity, potential to impact fauna and flora ▪ Deposition of substances on surface water ▪ Solid, liquid emissions ▪ Gaseous emissions include odour, acid gas, heavy metals, particulates, organic compounds ▪ Ash residues comprising fine particles, [need to landfill ash/ scrap] dioxins, heavy metals salts, unreacted lime and carbon ▪ Contamination, accumulation of toxic substance (food chain)] <p>Landfill & Landraise Air/ Water Pollution, Invasive Species, Land Take</p> <ul style="list-style-type: none"> ▪ Methane and carbon monoxide emissions ▪ Leachate, salts, heavy metals, biodegradable and persistent organics ▪ Accumulation of hazardous substances in soil ▪ Topography alteration, visual intrusion ▪ Soil occupancy, prevention of other land uses

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Minerals & Waste Strategies	
Neath Port Talbot County Borough Council Municipal Waste Strategy 2004 http://www.neath-porttalbot.gov.uk/PDF/waste_wastestrategy_march_04.pdf	
<p>The County Borough's waste management solution is to treat all MSW at the Materials Recovery and Energy Centre (MREC). The MREC is a form of MBT and is a fully integrated facility located at Crymyln Burrows designed to process the waste of Neath Port Talbot and Bridgend County Borough Councils. The facility has the ability to handle both segregated and non-segregated wastes and aims to divert in the order of 75% of waste away from landfill through recycling, composting and the production of fuel.</p>	<ul style="list-style-type: none"> ▪ Attraction of vermin ▪ Contamination, accumulation of toxic substances ▪ Potential exposure to hazardous substances ▪ Impact on surface water runoff, flood risk <p>SAC Specific Issues</p> <ul style="list-style-type: none"> ▪ The Materials Recovery and Energy Centre (MREC) at Crymyln Burrows is in close proximity to Crymyln Bog SAC and Ramsar site. The Neath Port Talbot UDP proposes a new urban village at Llandarcy which is also close to Crymyln Bog providing a mixed use development on brownfield land as an extension to the Neath urban area at Skewen. ▪ An Appropriate Assessment was carried out in regard to the likely effects of the Unitary Development Plan on the Crymyln Bog SAC and Ramsar site and Kenfig SAC. The AA concluded that the application of regulatory policies within the respective UDPs, together with the Appropriate Assessment procedure provide a secure mechanism to ensure that allocations neither individually or in-combination would create an adverse effect on the integrity of Crymyln Bog SAC/ Ramsar and Kenfig SAC.

Minerals & Waste Strategies	
The Joint Municipal Waste Management Strategy for Herefordshire & Worcestershire 2004-2034: http://www.herefordshire.gov.uk/environment/rubbish_and_recycling/2286.asp	
Plan Type	Municipal Waste Management Strategy
Plan Owner/ Competent Authority	Herefordshire Council and Worcestershire County Council
Currency	2004 - 2034

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Minerals & Waste Strategies	
The Joint Municipal Waste Management Strategy for Herefordshire & Worcestershire 2004-2034: http://www.herefordshire.gov.uk/environment/rubbish_and_recycling/2286.asp	
Region/Geographic Coverage	Herefordshire Council and Worcestershire County Council administrative boundary
Sector	Waste
Related work SA/SEA HRA/AA	N/A
Document Details	Potential impacts that could cause 'in-combination' effects
<p>This Strategy will form a framework for the management of municipal waste in the counties of Herefordshire and Worcestershire for the next 30 years until 2034. It has been prepared jointly by all of the Local Authorities who have responsibility for managing waste across the two counties.</p> <p>The Practical Vision for Herefordshire and Worcestershire's Waste Management is based upon Herefordshire and Worcestershire's Waste Hierarchy.</p> <p>Key principles have been agreed by the Joint Members Waste Forum for Herefordshire and Worcestershire, these are:</p> <ul style="list-style-type: none"> ▪ Principle One - Commitment to the Waste Hierarchy of which Waste Minimisation is the top <ul style="list-style-type: none"> ○ The key principle upon which the Strategy is built is that of waste minimisation, the top of the Waste Hierarchy. Through making opportunities available and through awareness raising, everyone has a critical role to play in ensuring that the amount of waste is reduced before it enters the waste stream. ○ Local Authorities within Herefordshire and Worcestershire will continue to promote waste minimisation through a variety of campaigns and initiatives such as the 'Waste 	<p>Overarching Development Pressures</p> <p>Recycling Air Pollution/ Disturbance</p> <ul style="list-style-type: none"> ▪ Transport and energy emissions generated by collection, sorting and processing ▪ Dust, noise and odour associated with industrial process <p>Composting Air/ Water Pollution, Introduced/Invasive Species</p> <ul style="list-style-type: none"> ▪ Odour, litter, possible vermin generation ▪ Release of spores [non-native], requirement for buffer zones (at least 250 metres between composting operations and sensitive receptors) ▪ Production of liquid pollutant ▪ Potential for combustion <p>Mechanical Biological Treatment (MBT) Air Pollution, Land Take, Hydrology</p> <ul style="list-style-type: none"> ▪ Emissions, traffic impacts, land take and wider environmental impacts analogous with industrial process ▪ Processes produce residue <p>Refuse Derived Fuel (energy from waste) Air Pollution</p> <ul style="list-style-type: none"> ▪ Emission concerns, particulates and potentially dioxins <p>Anaerobic Digestion (energy from Waste)</p>

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Minerals & Waste Strategies	
The Joint Municipal Waste Management Strategy for Herefordshire & Worcestershire 2004-2034: http://www.herefordshire.gov.uk/environment/rubbish_and_recycling/2286.asp	
<p>Challenge' (see chapter 5 for further details).</p> <ul style="list-style-type: none"> ▪ Principle Two - Affordability, Mix of Method and External Funding ○ Options for dealing with waste must be affordable. The Local Authorities will seek to use a mix of collection and waste processing techniques as they become available to ensure that the targets can be achieved, balancing cost against environmental impact. We will also seek to obtain external funding wherever possible in order to implement the Strategy, carrying out research to support the applications where necessary and ensuring that they are economically sustainable. ▪ Principle Three - Partnership ○ The Local Authorities cannot carry out the Strategy alone. Partnerships with commerce and industry, Parish Councils, the voluntary and community sectors and the public will continue to be developed. As part of the development of this Strategy, Best Value and service improvement, we will continue to consult with local people and other partners about the way in which waste is managed in Herefordshire and Worcestershire. ▪ Principle Four - Promote Sustainable Waste Management ○ Through the Strategy the Local Authorities will encourage the efficient use of resources, cut down on the amount of waste we produce, and where waste is generated, deal with it in a way which reduces its impact on the environment. Waste will be treated by adopting the Best Practicable Environmental Option (BPEO) and by using the Proximity Principle - i.e. waste will be managed as close to where it is produced as is practicable. 	<p>Air/Water Pollution</p> <ul style="list-style-type: none"> ▪ Emissions to air – odour (during collection, transport and pre-treatment) ▪ Wastewater – potential for high concentrations of metals, dissolved nitrogen and organic material <p>Incineration with Energy Recovery</p> <p>Air/ Water Pollution</p> <ul style="list-style-type: none"> ▪ Noise, dust, traffic, visual amenity, potential to impact fauna and flora ▪ Deposition of substances on surface water ▪ Solid, liquid emissions ▪ Gaseous emissions include odour, acid gas, heavy metals, particulates, organic compounds ▪ Ash residues comprising fine particles, [need to landfill ash/ scrap] dioxins, heavy metals salts, unreacted lime and carbon ▪ Contamination, accumulation of toxic substance (food chain)] <p>Landfill & Landraise</p> <p>Air/ Water Pollution, Invasive Species, Land Take</p> <ul style="list-style-type: none"> ▪ Methane and carbon monoxide emissions ▪ Leachate, salts, heavy metals, biodegradable and persistent organics ▪ Accumulation of hazardous substances in soil ▪ Topography alteration, visual intrusion ▪ Soil occupancy, prevention of other land uses ▪ Attraction of vermin ▪ Contamination, accumulation of toxic substances ▪ Potential exposure to hazardous substances ▪ Impact on surface water runoff, flood risk <p>SAC Specific Issues</p>

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<ul style="list-style-type: none">▪ Principle Five - Active Management in a Changing World<ul style="list-style-type: none">○ The Local Authorities will ensure that they keep up-to-date and ahead in implementing the best possible management systems that are needed to deliver this Strategy, using a flexible and integrated approach to the waste treatment methods used.▪ Principle Six - Review<ul style="list-style-type: none">○ The Strategy will be subject to a minimum of a three yearly review to determine progress and update it in the light of new legislation, new technology or other significant developments. Regular communication with partners and the public will take place to ensure that all stakeholders are aware of progress and changes made.	<ul style="list-style-type: none">▪ Specific potential in-combination impacts cannot be explored in absence of specific waste locations.

ANNEX 5

Other Plans and Programmes outside BBNP

Transport Plans	
Herefordshire Council Second Local Transport Plan 2006/07-2010/11: http://www.herefordshire.gov.uk/transport/3197.asp	
Plan Type	Local Transport Plan
Plan Owner/ Competent Authority	Herefordshire Council
Currency	2006/07- 2010/11
Region/Geographic Coverage	Herefordshire Council administrative boundary
Sector	Transport
Related work SA/SEA HRA/AA	SEA of the Herefordshire Council Second Local Transport Plan 2006: http://www.herefordshire.gov.uk/docs/LTP2_SEA_Environmental_Report_Final.pdf
Document Details	
<p>Our vision for improving access is: 'A sustainable and integrated transport system which recognises the distinctive characteristics of Herefordshire's rural and urban areas and provides for the transport needs of residents, visitors and the business community'</p> <p>Key LTP Outcomes for Herefordshire:</p> <ul style="list-style-type: none"> ▪ Better access to jobs & services ▪ Increased use of sustainable modes of travel ▪ Assets maintained well ▪ Reduced congestion ▪ Assets maintained well ▪ Supported and enabled economic development ▪ Increased use of sustainable modes of travel ▪ Improved safety ▪ Assets maintained well 	<p>Potential impacts that could cause 'in-combination' effects</p> <p>Overarching Development Pressures</p> <ul style="list-style-type: none"> ▪ The Plan will improve access to the north east of Monmouthshire and could lead to increased recreation levels on European sites in close proximity to the south of Herefordshire. <p>SAC Specific Issues</p> <ul style="list-style-type: none"> ▪ Improvements to the A465, A466, A49 and A40 would lead to improved access and could therefore lead to increased recreational pressure on Coed y Cerrig SAC, River Usk SAC, River Wye SAC, Sugar Loaf Woodlands SAC, and the Wye Valley Woodlands SAC.

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Transport Plans	
Herefordshire Council Second Local Transport Plan 2006/07-2010/11: http://www.herefordshire.gov.uk/transport/3197.asp	
<ul style="list-style-type: none"> ▪ Increased use of sustainable modes of travel ▪ Safeguarded environment ▪ Reduced congestion ▪ Increased use of sustainable modes of travel <p>We will seek to deliver the above outcomes by implementing a comprehensive programme of Transport Improvements set out in 4 investment strategies:</p> <ul style="list-style-type: none"> ▪ Accessibility Strategy ▪ Integrated Transport Improvements in Hereford ▪ Safer Roads ▪ Maintaining the Network <p>The Major Scheme priorities are:</p> <ul style="list-style-type: none"> ▪ Implement the Rotherwas Access Road scheme by 2007/8; ▪ To develop proposals and submit a major scheme bid for the A49 Ross Road to A465 Abergavenny Road link 2008 - 2011. This scheme will incorporate further assessment of proposals for a Hereford Outer Distributor Road including a river crossing and will need to be coordinated with a review of the County's land use planning policies for the period after the current Unitary Development Plan; ▪ Continue to monitor traffic levels and HGV movements through the North West Herefordshire communities (Eardisley, Pembridge, Lyonshall and Shobdon) to ascertain if a road scheme would be justified for the period beyond LTP2; and ▪ To support an extension to the Ledbury Bypass to be funded through private developer contributions and linked to the 	

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Transport Plans	
Herefordshire Council Second Local Transport Plan 2006/07-2010/11: http://www.herefordshire.gov.uk/transport/3197.asp	
Unitary Development Plan's proposals for employment land allocations.	