

Communities of Brecon and district

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Table B1 Allocation of dwelling units to the communities of Brecon and district

		Brecon	Glyn Tarell	Yscir and Honddu Isaf	Llanfrynach	Talybont on Usk	Total Brecon and district
H1 Sites	Commenced or built (a)	10	45				55
	Permitted but not started (b)	15			10		25
	Without consent (c)	25				6	31
Unallocated sites	Commenced or built (d)	200	2	20	1	5	228
	Committed but not started (e)	51	4	2	6	26	89
Community guidance figure (calculated from Structure Plan total)		315	19	3	15	23	375
Less those commenced or built 1991-98 (a+d above)		210	47	20	1	5	283
Required 1998-2006		105	none	none	14	18	137
Plus contingency 20%		21			3	4	28
Total required 1998-2006		126	none	none	17	22	165
Less those committed: extant consents plus H1 without consent (b+c+e above)		91	4	2	16	32	145
Land and locations required		35	none	none	1	none	36*

** this total includes only those communities with positive allocations remaining*

1 Brecon Community

Introduction

- 1.1 In 1993 the town of Brecon celebrated the 900th anniversary of its founding by the Norman Bernard Newmarch. He built his castle on high ground overlooking a ford on the river Usk, above the confluence of the Afon Honddu. Later the Priory was built behind it, and both were fortified.
- 1.2 The mediaeval walled town developed on the opposite site of the Honddu, and became an important seat of power in the Middle Ages. In the 18th century the town became a fashionable wintering place, with many fine buildings which remain today, and a pleasure garden in the Priory Groves.
- 1.3 Brecon grew as a trading, administrative, military and scholastic centre for the area. In the early 19th century it was linked with the growing industrial centres of South Wales by the Monmouth and Brecon Canal, leading to the development of the area around the canal terminus. There was further expansion in the late 19th century, after the railway arrived.
- 1.4 Before the last war Brecon was a small but prosperous market town. Since then it has undergone considerable change. The post-war housing boom, the closure of the railway, the switch to a car-dependent society and its status in the 1970s as a 'growth town' has brought Brecon to a critical stage in its development.

PROPOSALS

- 1.5 The uncoordinated and incremental approach to development that has characterised Brecon's growth in the last 30 years cannot be sustained. It has placed increasing strain on the infrastructure of the town. In particular, the growth in traffic which is funnelled through the central shopping area has degraded the environment to such an extent that Brecon's major asset, its historic character, is threatened and is becoming a liability.
- 1.6 Before the writing of the deposit version of the local Plan, wide ranging discussions were held with more than 350 residents who attended the Brecon Local Plan meetings. These discussions, the responses to the subsequent consultations, the results of the Coopers and Lybrand Economic Study and the Brecon Highway Infrastructure

Study have clarified the problems that have to be faced and key issues to be tackled in Brecon. The town suffers from a fragile economic base and a weakening town centre which have to be strengthened by inward investment. Its major physical restraints must be overcome.

- 1.7 A strategy is proposed for Brecon that integrates land use and transportation needs. The aim of this strategy is to provide a framework that will allow Brecon to adapt to the demands of modern living without destroying its character and rich heritage. Its essence is that:
 - the outward incremental growth of Brecon, particularly to the north west, be halted;
 - housing development be refocused, by and large, to appropriate areas allocated in previous local plans;
 - the vitality of the centre of the town be strengthened by selective redevelopment and improvements to the transportation network.
- 1.8 A set of 9 objectives supports the strategy, establishing longer-term intentions. They are considered below under the headings Relocation, Redevelopment, Housing, Shopping, Employment, Transportation, Conservation, Community Facilities and Tourism and recreation. These provide a framework for the specific proposals for Brecon, which in turn are supported by the policies of this Local Plan as a whole.

Redevelopment

- *To redevelop the two major sites released by the relocation of the livestock market and the highway depot, together with minor sites identified as derelict, under-used or vacated, for retailing and commercial uses that would enhance the vitality and viability of Brecon*
- 1.9 Redevelopment is seen as the keystone in a strategy to adapt the centre of Brecon to cope with the demands of modern living, whilst still protecting its historic fabric. Several sites, just off the centre, are either vacant, under-used or have uses which would benefit from a better location. These are shown on the proposals map, numbered as in proposal Brecon 1 below. The NPA will issue development briefs, after consultation with developers, for appropriate sites.

Brecon 1

Land is identified on the proposals map as suitable for redevelopment. The sites are:

- **Brecon livestock market and adjacent car parks (1)**

The preferred site, suitable for a major food retailer with associated parking. Constrained by future road scheme to manage central area traffic, and need to provide for adequate town centre parking. The highest design standards will be required for this site immediately adjacent to the historic core. In 1998 full planning permission for retail development was granted on this and adjoining land. (see paragraphs 1.21, 1.30 and 1.31 below)

- **Watton highway depot (2)**

This highway depot, adjacent glass houses and the feed depots on Free Street constitute a large site also suitable for a major food retailer, with adequate space for associated parking.

Alternative uses, possibly in combination with a food retailer would be a series of small start-up employment units, or partial development of the site for sheltered housing to complement the Borderers Way complex.

Planning permission for a new road with public car park plus listed building consent to demolish the highway depot offices has now been granted on this site. (see paragraph 1.22 below)

- **Coal yard, Cambrian Way (3)**

Located between the Borough Council Offices and Welsh Water Headquarters, this important site is ideally positioned for a high tech employment unit, or further corporate offices. It is too far from the central area to augment the vitality or viability of the retail core by being developed for food shopping.

- **North side of Canal Street (4)**

This large area is in a multiplicity of ownerships and uses and could benefit from re-organisation of its internal layout. Many of the buildings are in need of replacement although the mix of commercial, social and residential uses gives the area a vitality which should be retained in any redevelopment. The car showrooms on Rich Way have now been redeveloped with associated shops and flats above. A strip of land to the rear of the showrooms has also been redeveloped for residential purposes.

The great width of Canal Street could usefully be reduced to give focus to this area which, with the new theatre complete, it is an important link between the canal basin and the town centre.

- **Old slaughterhouse site and DSO yard (5)**

This area is constrained by being crossed by high pressure water mains, It has been redeveloped as a long term car park on this southern side of the town centre.

- **Coach depot and storage yard (6)**

With the theatre finished and the canal terminus enlarged, better use could be made of this site's location if it were to be developed for residential and/or leisure industry uses.

- **Theatre site (7)**

The old Rhyd depot has been redeveloped as a new 400 seat theatre with associated canal terminus enlargement. Undoubtedly this will act as a catalyst for the other sites in the immediate location with anticipated upgrading of the area. The theatre and canal basin is the northern start/finish of the Cardiff to Brecon Taff Trail.

- **Tom Cross's Yard (8)**

With the refurbishment of the canal basin and the construction of a new canal bridge this site and the housing association site on Conway Street are unlocked for development. It is anticipated that a combination of housing, possibly sheltered, and some leisure industry development on an enlarged water front will take place here.

- **Kendy's Yard (9)**

This builders' yard with the benefit of planning permission for canalside housing, and the adjoining gas depot site, are well located for either residential or leisure industry development.

- **Former gas-holder (10)**

This site is also ideally suited for a canalside development. Some caution is appropriate as there may have been some contamination from its previous use, which would have to be investigated and dealt with before redevelopment.

- **Fryer's Yard (11)**

Refurbishment is required for these three-storey stone buildings around a central courtyard, not a redevelopment scheme. This site has been disused for years, although having the benefit of planning permission for 16 flats. It could contribute to the much needed market for centrally located accommodation, whilst retaining the historic fabric of the centre.

- **Former doctors surgery and post office (12)**

The buildings fronting St Mary's Street and Wheat Street have been refurbished.

- **Tyre depot, Priory Hill (13)**

Now empty, this site although with less than ideal access onto a busy road could provide valuable parking for the cathedral complex opposite and/or surrounding houses. Alternative uses would be sheltered housing, although there is a steep climb up the hill from the Struet, or a small employment unit.

- **Elston's Garage (14)**

Although still a working garage, if it were to re-locate this site would readily adapt to several small employment uses or be suitable for a sheltered housing complex overlooking the river and Priory Groves.

- **Duckham's Yard, Silver Street, Llanfaes (15)**

Requisitioned during the second World War, this area has developed in a haphazard and in places untidy fashion. Nevertheless it has a vibrancy and vitality of its own and serves several important functions for local residents. A range of motor servicing operations locate here and an important parking area for surrounding houses is provided.

- **Ysgol y Bannau, Llanfaes (16)**

This Welsh language primary school is to re-locate to a site opposite the Penlan complex. Residents at Local Plan consultation meetings requested that the school buildings, when they become redundant, should be refurbished for community use.

Relocation

- *To enable inappropriately located uses to find sites elsewhere in the town better suited to their needs.*

1.10 In order to redevelop the above, new sites to re-locate existing uses have had to be found. Building the new theatre at the canal terminus has stimulated the relocation of the highway depots of the Rhyd and Watton, plus the DSO depot on Canal Road, to a new purpose-built site at the Vicarage Fields, Ffwdgrech.

1.11 It now remains to re-locate the livestock market to a suitable site on the edge of town. From the responses received on the consultation draft Plan, overwhelming support is for the site on the western approach to the town between the A40 and the Warren Road, just north of the Warren Road industrial estate. This site has excellent access to the trunk road system, is close to the existing industrial estates and has two veterinary practices located within a few hundred metres. It has some constraints, notably the need for additional landscape planting and a carefully

designed foul drainage system. Full planning permission has now been granted for a livestock market on this site.

Brecon 2

Land is identified on the proposals map for the relocation of the livestock market to 1.65 hectares north of Warren Road Industrial Estate, which will be protected under policy EM9.

Housing

- *To cater for the housing needs of the population of Brecon by allowing for a range of housing types including within the town centre smaller 1-2 person dwellings and the re-use of vacant buildings.*

1.12 Brecon's population at the 1991 census was 7,351, in 3039 households. This was 34% of the population in the Park in Powys. The Powys Structure Plan allocates 750 new dwellings to the National Park for the period 1991-2006. This has been divided between the communities in proportion to their populations. The number allocated to Brecon would therefore be 255 but to allow for the Ministry of Defence purchasing sixty new dwellings in Brecon this has been increased to 315.

1.13 Table B1 covers the period from 1 July 1991 to 7 July 1998. It shows allocations made, permissions granted and dwellings built during the period, including those completed from a prior commitment.

1.14 Housing will be one of the uses considered suitable for many of redevelopment sites identified on the proposal map.

1.15 The central area sites can help widen the choice of housing types, being particularly suited for providing single and two-person accommodation, either for elderly or less mobile people in sheltered housing close to the daytime central facilities, or to active younger people who might well use the centre of town entertainments at night. Building such housing close to the town centre reduces the need for car travel, and increases the permanent presence of people on the streets at night, making them safer places.

Brecon 3

Within the white area of the Brecon proposals map, and in those redevelopment and refurbishment sites where it is specified, applications for housing will be considered against policies H2, H3, H6, H7 and H14. Those white areas outlined in red and labelled H1 on the proposals map are housing sites for six or more dwellings, where applications will be considered against policy H1. These are:

- **Conway Terrace**

This smaller canalside site has been developed with ten dwellings. A key site visually it provides much needed central area housing and helps regenerate the canal terminus area.

- **Camden Road**

Another small site with planning permission for 9 units. Located on the old railway track. Particular care is needed on this site to minimise visual impact on the steep embankment to the south that presently forms a wild and natural corridor to the main road out of town towards Abergavenny. Further constraint occurs along its frontage with Camden Road and the mature line of trees.

- **Dorlangoch Paddock**

Previously considered beyond the town boundary, this very visible site which has outline planning permission for six dwellings will form the eastern entrance to Brecon and a particularly high standard of design is required. A long-established rookery has been maintained in the prominent copse of trees within the site, and should be kept. Any development proposal must also contribute to screening or visually breaking up the backs of the rows of barrack housing beyond.

- **Gwtws Fields**

Approximately 1.7ha between Adelaide Gardens and the river Tarell. This site, which had outline planning permission in 1981 but was never developed, now has the benefit of flood protection works. Access constraints and layout details protecting the amenity of neighbouring properties will determine the level of development possible on this site.

1.16 For the purposes of this Local Plan the shaded light green area outside the settlement is countryside.

Brecon 4

Within the shaded light green area applications for housing will be considered against policies H5, H8, H10, H11, H12, H13, H14, and H15.

Transportation

- *To develop a transportation network for the centre of Brecon that removes traffic congestion, improves the town centre environment for shoppers and visitors, and allows for improvements to public transport and cycling.*

1.17 The narrow mediaeval street pattern, the rivers Usk and Honddu, and the large post-war expansion of Brecon towards Cradoc and

Pontwillim all contribute to problems of traffic movement, road safety, servicing and access in the town, especially during the summer tourist season. The circulation of traffic around the central area, the provision of adequate car parking to cater for both short and long stay needs, and the need to improve the pedestrian environment are all issues that must be addressed. For the potential of town centre redevelopment to be realised, a new complementary street pattern has to be created and a comprehensive scheme of traffic management put in place.

1.18 **Note:** *policy R3 in chapter 9 of the policy document protects the line of a new street in Brecon as part of a scheme entitled Brecon Inner Relief Roads, and for development required in the implementation of complementary traffic management measures. Land is shown on the proposals map safeguarded for the construction of the Brecon Inner Relief Roads.*

1.19 A scheme to remove progressively most of the traffic from the core of Brecon involves the provision of new streets to be built in three phases, (see Proposals Map). These would allow scope for a number of options for traffic management in the town centre, improving the pedestrian environment by widening footpaths, calming traffic and formalising on-street car parking. Some streets could be fully pedestrianised.

1.20 The first phase would be a new link from Struet to Free Street. The new street would be designed for traffic travelling at 20 mph. Traffic signals would be required at the Struet junction and the Free Street junction. Mount Street would be made one-way to allow access to the schools. Alexandra Road could be accessed from Mount Street as well as from a new junction onto the proposed new street. Alexandra Road would be two-way, and closed at its eastern end.

1.21 The area occupied by the livestock market, the market cafe and associated car park has been granted planning permission for a food retail store; access to this store will be from the new street. Traffic calming will be used on Cerrigochion Road to reduce the speed of vehicles approaching the new junction. A structured parking policy to complement the proposed redevelopment and traffic management is outlined in paragraph 1.24 below.

1.22 Phase 2 involves reducing traffic flows on Free Street and through Watton Gate junction by constructing a new street between Free Street and Watton via the former Council yard. This would come from the new junction on Free Street to a

new mini-roundabout on the Watton. It would be designed for traffic speeds of 20 mph. This phase would require the demolition of Powys County Council's offices on Watton, listed Grade II, and the two agricultural merchants' buildings on Free Street. Planning permission for a new road with public car park plus listed building consent to demolish the highway depot offices has now been granted on this site.

- 1.23 Phase 3 would involve a new road linking Ship Street to the Struet, also with a design speed of 20 mph. New traffic signals would be needed at the Ship Street/Watergate junction, but those at the top of Ship Street could be removed. This phase would require the demolition of several significant listed buildings, including the Volunteer Bureau and two adjacent buildings at the bottom of Ship Street, and 14 Castle Street. The new street would affect the rear extension to Kwik Save and part of a (listed) wall in Chapel Street would be covered up.
- 1.24 To complement the traffic management and redevelopment proposals the following structured car parking policy, agreed with the highway authority is made, supported by Policy R9:
- Land for short-stay car parking is allocated at the main George Street Car Park - the existing Livestock Market site. This is intended for rapid turnover of spaces.
 - Land for medium-stay car parking is allocated in Market Street, Viaduct car park, Alexandra Road car park and Canal Street, to be dedicated for residential use in the evenings.
 - Land for long-stay car parking is allocated on the Watton Depot, the Theatre and Slaughterhouse car parks, with the last two intended to cater primarily for tourist provision.
 - Residential parking to be promoted on Alexandra Road and other residential streets close to the town centre.
 - On-street, short-stay, convenience car parking to be promoted within the central core of the retail area.
 - Land for coach and lorry parking to be provided on the former DSO site adjacent to the Slaughterhouse. Further coach parking to be provided on the Watton Depot.
 - In line with policy G8 all car parks will have an element of dedicated parking for disabled people in the most appropriate position.

Employment

- *To provide sufficient land for employment uses for Brecon to fulfil its sub-regional role as a local employment centre, whilst encouraging the adaptation of appropriate existing buildings for employment use*
- 1.25 Brecon needs land for employment uses to provide jobs for local people and to provide space for local employers who need to relocate from their existing premises.
- 1.26 Much of the land allocated for employment in the previous Local Plan has not been taken up in Brecon. 3.13ha of the Warren Road Estate is undeveloped. Other land will become available in the redevelopment process, including part of the Watton depot and the coal yard on Cambrian Way. There is a need to provide modern, higher quality accommodation for smaller scale existing companies to move into and grow.

Brecon 5

In support of policy EM1, no new land for employment is allocated in the Brecon Community for the first half of this Plan period. The existing allocations at Warren Road, Ffrwdgrech and the Vicarage Fields are reserved for Class B1, B2 and B8 uses only, supported by policies EM2 and EM9. At Vicarage fields land has been developed for the relocation of the highways depot.

- 1.27 There is a need to provide sites for small non-conforming uses such as builders yards.

Brecon 6

Land is identified to the east of Coleg Powys, Cerrigcochion Road for several small outdoor storage yards, supported by policy EM9.

Shopping

- *To retain and enhance the existing retail core, and improve the retail provision by the development of additional quality food retailing as close to the central core as is possible.*
- 1.28 To retain and improve the vitality and viability of the central shopping area a range of issues, some already covered, need to be tackled. These include improvements to pedestrian movement, reduction in traffic congestion, and improved car parking facilities.
- 1.29 A prime retail core with defined frontage lengths has been designated, to protect the shopping centre from inappropriate changes of use (see chapter 6 of the policy section).

Brecon 7

The prime retail core for Brecon is shown on the proposals map for the purposes of policies EM10 and EM11. The defined frontage lengths are:

- Ship Street south side from St Michael Street to the traffic lights.
- High Street south side from the traffic lights to Steeple Lane.
- Central island containing Lloyds Bank, W H Smith and East's Butchers.
- High Street north side from junction with Lion Street to Tredegar Street, including the Guildhall.
- High Street west side from junction with Ship Street to junction with Castle Street.
- High Street north west from junction with Castle Street to Kwik Save car park.
- High Street/Lion Street from 5 High Street to the passage way between nos. 14 and 13 Lion Street.
- Lion Street from no. 13 to the junction with Lion Yard, to include the new Bethel Square development.
- High Street east Tredegar Street to Pegasus Lane.
- Bulwark north side from Pegasus Lane to junction with Lion Street.

1.30 The call for better consumer choice and the need for a larger supermarket was heard time and again at the Brecon Local Plan meetings, and at meetings in the surrounding communities served by Brecon. Much valuable trade is "leaking away" to other centres that have larger foodstores.

1.31 The NPA maintains that the place for such a development is in town where it is accessible to all the residents. In town it will complement most of the existing shops, adding to the vitality of the central area. This approach has been confirmed by the Coopers and Lybrand Economic Study of Brecon. The preferred site for a major foodstore is the Livestock Market, the second preference being the Watton Depot land.

Brecon 8

Land is identified for the development of a large foodstore and shown on the proposals map for the purposes of policy EM12.

Community

- *To retain existing and allow for additions to Brecon's range of recreational, sporting and community facilities.*

1.32 The existing community facilities such as playing fields, allotments and meeting halls are given support by policy C1. With the completion of the new leisure centre at Penlan incorporating the existing swimming pool and athletics track, Brecon is well provided with sport and recreation facilities.

1.33 A new theatre has been built at the canal terminus as part of the redevelopment mentioned earlier.

1.34 An issue that was raised at all the Brecon local plan meetings was the need for purpose-built community halls in Brecon, and for local shops in the large housing areas of Uplands, Pendre and Pontwillim. Policies C2 and EM13 support such proposals. No specific sites are allocated in this Plan except for the land presently used by Ysgol y Bannau. The NPA supports the idea that this should be used for community facilities when it comes available.

Brecon 9

The site of Ysgol y Bannau is identified for refurbishment for community use, supported by policy C2.

Conservation

- *To recognise the importance of conserving and enhancing the built heritage, the natural environment and archaeological features when adapting the town to modern life.*

1.35 Brecon has 534 listed buildings. The law protects these from demolition or alteration without consent. A register of these is kept at the National Park Office.

Brecon 10

The protection of listed buildings in Brecon is supported by policies CB1-CB4.

1.36 In addition, the town has numerous other buildings of local interest. In order to protect this rich heritage it has a Conservation Area. The NPA wishes to protect this area further by extending the Area of Special Control for advertisements to it (see policy document chapter 4 para. 4.15).

Brecon 11

The boundary of the Brecon Conservation Area is shown on the proposals map for the purposes of policies CB5, CB6, CB7 and CB8.

1.37 Around the built up areas of Brecon important open spaces have been identified. They have the effect of protecting the integrity of the town, and in places providing wildlife corridors. These spaces are:

- Cae Prior Fields.

- The fields surrounding Slwch Tump. These act as a backdrop to the elongated development north of Camden Road and as a buffer to the setting of the Scheduled Ancient Monument which is the Tump.
- The fields on the brow of Cerrigcochion Hill north of the Hospital and opposite the High School. Very prominent in the landscape, these spaces mark a well defined edge to the settlement.
- Honddu valley, including Priory Groves and the wooded slope west of the running track. This steeply wooded valley is an important green wedge and wildlife corridor.
- Usk riverbanks and Promenade. The river and its banks act not only as a wildlife corridor but as an important walking route to the residents and visitors to the town.
- North and north-west Brecon. A strip of fields adjacent to the large housing developments of Beacons Park, Uplands and Cradoc Close.

Encroachment of development into these areas would run counter to the development strategy for Brecon and would erode a well defined edge to the settlement

Brecon 12

Land is identified on the proposals map as important open space for the purpose of policy CB10 and in some cases policy CL7.

- 1.38 Evidence of Brecon's long history as a settlement can be found in many archaeological features. The most important and visible of these are protected as Scheduled Ancient Monuments. These are Brecon Castle, the town wall at Watton Mount and Captain's Walk, Brecon Bridge, Slwch Twmp and the castle mound near Ty'n-y-cae.

Brecon 13

The Scheduled Ancient Monuments in Brecon are identified on the proposals map for the purposes of policy CL8.

- 1.39 In addition, there are sites associated with historic features where documents or other evidence suggests that important archaeological features are likely to be found below the surface. A Park-wide register of these sites (areas for evaluation) is held at the National Park Office.

Brecon 14

Where areas for evaluation occur within the town they are identified on the proposal map for the purposes of policy CL10.

Tourism and recreation

- *To recognise the importance of tourism to the town and allow for the enhancement of Brecon's role as a tourist centre.*
- 1.40 Brecon Jazz, the annual music festival has placed Brecon firmly on the international map. In addition the 11th century Cathedral and renowned choir attract large numbers of visitors. Sarah Siddons, the actress, Dr Elizabeth Hogan, the first woman doctor in Wales, and Dr Thomas Coke, an early Methodist minister, are all names associated with the town. Proposals that interpret the history of Brecon and lead to the better management of visitors in the town will be supported by policy T1.
- 1.41 Brecon's location within the National Park make it a natural centre for walking and cycling. It has several specialist equipment shops and currently supports two places where cycles can be hired. The existing network of public rights of way is being opened up and improved by the NPA, working with the Town Council.
- 1.42 However, it is not just the visitors who use these paths. It was evident from the Local Plan meetings that many of the town's residents regularly walked both for enjoyment and when going about their daily lives. It has been suggested that strategic links between existing public rights of way improve the network. New links in the system of footpaths to encourage more walking will be supported by policy R12 and T14.
- Brecon 15*
- The route of a riverside walk is identified on the proposals map to link Captains Walk with the Promenade. Planning permission will be granted for the development required in the improvement of the route. Land shown on the Proposals Map is safeguarded, other development will not be permitted on the land if it would be likely to prejudice the improvement of the route.**
- 1.43 The provision for cyclists in Brecon is set to improve with the inclusion of cycling as an element of the Brecon highway infrastructure study. The interim route of the Welsh National Cycle Route passes within a kilometre of Brecon on its way from Cardiff to Holyhead. A planning application was granted in 1997 to allow the canal towpath from Brynich lock to the new Brecon theatre to be converted to a cycle/walkway, so linking the National Cycle Route with the town centre.

2 Glyn Tarell Community

Introduction

- 2.1 The community of Glyn Tarell lies entirely within the National Park. It extends from the River Usk west of Brecon, up Glyn Tarell and over the summits of the Brecon Beacons and Fan Fawr to the Beacons Reservoir at the head of Cwm Taf.
- 2.2 Glyn Tarell is crossed by the A40T in the Usk valley, and by the A470T, Wales' main north-south link, which runs the length of the community on its way between Brecon and Merthyr Tydfil.
- 2.3 The main settlements are Libanus, on the A470 in the Tarell valley, and Llanspyddid on the A40. Libanus has grown in recent years, and contains a mix of private and former local authority housing. It has a school, pub, church, chapel and nursing home, and is on a bus route. The National Park's main visitor centre is nearby on the edge of Mynydd Illtyd Common.
- 2.4 Llanspyddid consists of an estate, Heol Sant Cattwg, behind a small nucleus of older houses around the church.
- 2.5 Rich in conservation value, Glyn Tarell contains a National Nature Reserve, Sites of Special Scientific Interest, and Scheduled Ancient Monuments.

PROPOSALS

- 2.6 The deposit version of this Local Plan, published in June 1995, listed those issues identified by previous consultation that the Local Plan needed to tackle. These issues are set out under the relevant headings below.

Housing

- *Any further growth within the community should be concentrated in Libanus which should be gradual and small-scale.*
 - *A range of housing that is affordable, rented and will provide for all sectors of the local population is required.*
 - *Abandoned buildings should be reused.*
- 2.7 Glyn Tarell's population at the 1991 census was 540, in 190 households. This was 2.5% of the population in the Park in Powys. The Powys Structure Plan allocates 750 new dwellings to the National Park for the period 1991-2006. This has

been divided between the communities in proportion to their populations. The number allocated to Glyn Tarell is therefore 19.

- 2.8 Table B1 covers the period from 1 July 1991 to 7 July 1998. It shows allocations made, permissions granted and dwellings built during the period, including those completed from a prior commitment.

Glyn Tarell 1

Within the white areas of the Libanus and Llanspyddid insets of the proposals map applications for housing will be considered against policies H2, H3, H6 and H14. Those white areas outlined in red and labelled H1 are sites where applications for 6 or more dwellings will be considered against policy H1.

- 2.9 The shaded light green area outside the villages is countryside for the purposes of this Local Plan, where the conversion, renovation and exception housing policies apply.

Glyn Tarell 2

Within the shaded light green area on the proposals map applications for housing will be considered against policies H5, H8, H10, H11, H12, H13, H14 and H15 .

Traffic

- *The impact of traffic on the environment and local residents should be reduced.*
- 2.10 Fast moving traffic on the two trunk roads in this community creates hazard for residents of Llanspyddid and Libanus. With the unfortunate exception of Libanus school, most development in these two settlements is concentrated on only one side of the main roads, which effectively act as bypasses.
- 2.11 The NPA will support the Highway Authorities in proposals that generally increase road safety in the Glyn Tarell community. The Welsh Office proposes to carry out an improvement on the A470T at Nant Crew.

Glyn Tarell 3

The line of the A470T Nant Crew improvements within the community is shown on the proposals map for the purposes of policy R2.

- 2.12 Residents expressed the need for more parking in both Libanus and Llanspyddid. If a suitable proposal can be negotiated with a landowner and

Powys County Council, support will be found in policy R10.

Employment

- *Existing jobs should be safeguarded and alternative forms of small-scale local employment encouraged. Larger businesses ought to be located in Brecon.*
- 2.13 If not involved in farming or retired, the majority of local residents commute to their place of work. The NPA would like to increase employment within each community. This should be appropriate to the area and provide jobs for local people. Proposals to set up small businesses from home or in a converted building are supported by policies EM5, EM6, EM7 and EM8.

Community

- *The range of community facilities should be expanded.*
- 2.14 Expansion of the range of community facilities is the responsibility of other agencies and individuals. However, the NPA will support proposals for community facilities in line with policy C2.
- 2.15 There is a need for a village shop or community post office in the area. Proposals to provide a retail or postal service, whether it be in a new shop or through the joint use of an existing building will find support in policies EM13, C2, and C3.
- 2.16 A play area is required in Libanus. Support for such a play area will be found in policies C2 and T15, if a suitable site can be identified after consultation with Powys County Council and the landowner.

Conservation of buildings and settlements

- *The character of buildings should be protected and good design incorporated in future development.*
- 2.17 All new buildings should be in keeping with the existing character of the area and follow criteria set out in the National Park publication 'Building design. A guide for developers'.
- 2.18 There are six buildings in the community which have been listed for their architectural or historic interest. These are protected by law, alterations or demolition of these requires listed building consent before work can start. The full list of these buildings can be inspected at the Park Office.

Glyn Tarell 4

The listed buildings in Glyn Tarell Community will be protected for the purposes of policies CB1-CB4.

Conservation of landscape, wildlife and archaeology

- 2.19 There are three Sites of Special Scientific Interest (SSSIs) in the community. Illtyd Pools SSSI on Mynydd Illtud is a collection of pools and peat-filled hollows of great botanical and entomological interest.
- 2.20 The Brecon Beacons SSSI covers most of the open common land in the Beacons massif. It has wooded valleys and a rich rock-ledge flora, with blanket bogs and montane grassland on the ridges.
- 2.21 Craig Cerrig Gleisiad and Fan Frynych is also a National Nature Reserve owned by the Countryside Council for Wales. The landforms show evidence of past glaciation, and the cliffs are important for arctic-alpine plants.

Glyn Tarell 5

The SSSIs in Glyn Tarell are shown on the proposals map for the purposes of policy CL4.

- 2.22 There are three Scheduled Ancient Monuments within Glyn Tarell, the earthwork west of Dan-y-Cefn, the Cross-slab in St Cattwg's Church, Llanspyddid and Cilwybert Castle mound.

Glyn Tarell 6

The scheduled ancient monuments within Glyn Tarell Community are identified on the proposals map for the purposes of policy CL8.

- 2.23 There are four areas of archaeological investigation in the vicinity of St Cattwg's church at Llanspyddid. These are areas that have not been fully investigated by archaeologists, but which are likely to contain important archaeological features.

Glyn Tarell 7

Areas of archaeological investigation in Glyn Tarell Community are identified on the proposal map for the purposes of policy CL10.

Tourism and recreation

- *The benefits of small-scale tourism in the local community should be encouraged.*
 - *Access, via footpaths and cycleways, within the community needs improving.*
- 2.24 Tourists are attracted to the area for a number of reasons including walking, pony trekking and the National Park Visitor Centre. Residents agree

tourism is necessary, but they would like to exploit it in ways which will not harm the environment and will be of benefit to the local community who have to share the rights of way with visitors. The implications of generating additional traffic are recognised.

- 2.25 Support for small-scale tourist enterprises and recreational activities that promote the Park's special qualities will be supported by Policy T1. However, the impact of visitors has led to parts of the area being designated as 'pressure' and 'vulnerable areas' (see policies document chapter 11 para. 11.7). Access and ridge routes in the Brecon Beacons are a 'pressure area', while Craig Cerrig-gleisiad and Traeth Mawr/Bach on Mynydd Illtud are 'vulnerable areas'. Tourist development should not harm these areas.
- 2.26 Opportunities to provide a cycle route and improve rights of way in the community are encouraged by policies R12 and T14 .

3 Yscir, Honddu Isaf and Llanddew Communities

Introduction

- 3.1 These three communities lie north of the town of Brecon. Only very small parts of Honddu Isaf and Llanddew are within the National Park, with a handful of houses and farms. Yscir has a larger proportion of its area in the Park, including the settlements of Cradoc, Pont-ar-Yscir and Aberyscir. Cradoc and Pont-ar-Yscir are split by the National Park boundary.
- 3.2 The Yscir area was very important historically. The Romans built the fort of Cicucium overlooking the River Usk, while high above Brecon was the Iron Age hillfort of Pen-y-crug.

PROPOSALS

- 3.3 The deposit version of this Local Plan, published in June 1995, listed those issues identified by previous consultation that the Local Plan needed to tackle. These issues are set out under the relevant headings below.

Housing

- *Any future growth and change within the community should be small-scale and gradual.*
 - *A range of housing that will provide for all sectors of the local population is required.*
- 3.4 The population of Yscir Community within the Park at the 1991 census was 79, in 30 households. This was 0.5% of the population in the Park in Powys. The Powys Structure Plan allocates 750 new dwellings to the National Park for the period 1991-2006. This has been divided between the communities in proportion to their populations. The number allocated to Yscir is therefore 3.
- 3.5 Table B1 covers the period from 1 July 1991 to 7 July 1998. It shows allocations made, permissions granted and dwellings built during the period, including those completed from a prior commitment.
- 3.6 The communities of Honddu Isaf and Llanddew have very small populations within the National Park. No allocations are therefore made for them.
- 3.7 In 1990 a site in the village of Cradoc received permission for 18 dwellings, which have subsequently been built. In line with the views of

residents, no further land is allocated for housing in the communities. All new housing will therefore be created through barn conversions, rehabilitating abandoned dwellings or for an exceptional need.

- 3.8 The areas shaded light green on the proposals map are considered to be countryside for the purposes of this Local Plan.

Yscir 1

Within the shaded light green area on the proposals map applications for housing will be considered against policies H5, H8, H10, H11, H13, H14 and H15.

Traffic

- *The impact of traffic on the environment and local residents must be reduced.*
- 3.9 Residents complained of traffic speeding and parking problems at Cradoc School. Proposals by the highway authority to introduce traffic calming schemes in the communities will be supported by policy R8 (see also policy document chapter 9 para. 9.28). Proposals by the local authority to provide car parking to fulfil a proven need will find support in policy R10.

Employment

- *Existing jobs should be safeguarded and alternative forms of local employment encouraged.*
- 3.10 Most of the communities' residents commute to their work. This trend, which leads to the villages becoming dormitory settlements, often adversely affects the vitality and viability of the villages. It also contributes to the growth in car journeys.
- 3.11 Applications to start up small businesses from home or in converted buildings will find support in policies EM5, EM6, EM7 and EM8.

Community

- *The range of community facilities should be increased.*
- 3.12 Expansion of the range of community facilities is the responsibility of other agencies and individuals. However, the NPA will support

proposals for community facilities in line with policy C2.

Conservation of buildings and settlements

- *The character of villages should be protected and good design incorporated in future development.*
- 3.13 All new buildings should reflect the traditional character of the area, and have regard to the guidelines in the National Park publication *Building design. A guide for developers*.
- 3.14 There are 4 buildings in Yscir Community in the Park, and 6 in Llanddew which have been listed for their architectural or historic interest. A list is available in the National Park Office.

Yscir 2

The listed buildings in Yscir and Llanddew Communities will be protected for the purposes of policies CB1-CB4.

Conservation of landscape, wildlife and archaeology

- 3.15 The proposals map indicates the Scheduled Ancient Monuments located within the area. There are five, all in Yscir Community: Fennifach standing stone, Coed Fenni-fach and Pen-y-Crug Iron Age hillforts, Y Gaer Roman fort and Aberyscir castle mound.

Yscir 3

The Scheduled Ancient Monuments within Yscir Community are shown on the proposals map and will be protected by policy CL8.

Tourism and recreation

- *Access, via footpaths and cycleways, within the community needs improving*
- 3.16 A long term aim of the NPA is to make more use of the disused railway lines in the Park for cycle tracks and rights of way. This idea was supported by those attending the Cradoc Local Plan meeting and is encouraged in Policies R12 and T14.

4 Llanfrynach Community

Introduction

- 4.1 Llanfrynach Community runs from the eastern side of Brecon south-westwards across the River Usk and over the central part of the Brecon Beacons massif, to include reservoirs in the Taf Fechan and Taf Fawr valleys. The northern tip of the community, including the village of Llechfaen, is outside the National Park.
- 4.2 There are three settlements in the community, all of them in the Usk valley corridor. Groesffordd is the nearest to Brecon. It is north of the river, and is split by the National Park boundary. One estate is inside the Park, as are the post office and village hall.
- 4.3 The hamlet of Llanhamlach is on the A40T. It consists of a few houses on the main road, the church and a hotel.
- 4.4 Llanfrynach village lies south of the Usk, on its tributary the Nant Menascin. It is centred around St Brynach's church and has a pub and a village hall. The former primary school is now a private house. Being at the foot of the Brecon Beacons, the village is popular with walkers and mountain bikers.
- 4.5 The former parish of Cantref lies above the Usk valley on a plateau below the Beacons. It is an area of scattered farms and there is a pony trekking centre near the church.

PROPOSALS

- 4.6 The deposit version of this Local Plan, published in June 1995, listed those issues identified by previous consultation that the Local Plan needed to tackle. These issues are set out under the relevant headings below.

Housing

- *Allow for natural growth, particularly for local young couples in Groesffordd.*
 - *Further estate development is unacceptable in both villages.*
- 4.7 Llanfrynach's population within the Park at the 1991 census was 429, in 109 households. This was 2% of the population in the Park in Powys. The Powys Structure Plan allocates 750 new dwellings to the National Park for the period 1991-2006. This has been divided between the communities

in proportion to their populations. The number allocated to Llanfrynach is therefore 15.

- 4.8 Table B1 covers the period from 1 July 1991 to 7 July 1998. It shows allocations made, permissions granted and dwellings built during the period, including those completed from a prior commitment.
- 4.9 The village maps indicate white areas within which applications for housing will be considered. These areas are largely based on the comments made at the public meetings and survey work.
- 4.10 In Llanfrynach, residents suggested only one site that was suitable for new housing, behind the White Swan Inn. Residents and the Community Council in particular considered that new housing estates would not be appropriate. Planning permission has been granted for ten houses on this site, conditioned to be built in two phases of six and four with a minimum of eighteen months between completion of phase one and the start of phase two.
- 4.11 In Groesffordd, residents also suggested only one site suitable for housing within the National Park area of the village. This is the northern corner of the field opposite the village hall. Bearing in mind the additional allocation of housing that Powys County Council is proposing in other parts of the village, this Plan allocates no more than two dwellings for the Plan period.

Llanfrynach 1

Within the white areas on the proposals maps for Llanfrynach and Groesffordd, applications for housing will be considered against policies H2, H3, H6 and H14. Those white areas outlined in red and labelled H1 are sites where applications for 6 or more dwellings will be considered against policy H1.

- 4.12 The shaded light green areas outside the villages is considered as countryside for the purposes of this Local Plan, where conversions, renovation and exception housing policies apply.

Llanfrynach 2

Within the shaded light green area of the proposals map applications for housing will be considered against policies H5, H8, H10, H11, H12, H13, H14 and H15.

Traffic

- *There are problems of speeding and parking through Groesffordd and Llanfrynach. Speeding is a particular problem on the A40T in Llanhamlach.*
- 4.13 All residents complain of speeding traffic, but there is a particular problem in Llanhamlach. This lies on the A40T near a dual carriageway, but is thought by the Welsh Office to be inappropriate for a speed limit. Slowing this traffic is beyond the scope of the Local Plan.
- 4.14 Proposals by the local authority to provide car parking to fulfil a proven need will find support in policy R10. The NPA will support the Highway Authorities in proposals that generally increase road safety in the community (see policies document chapter 9 para. 9.28).
- 4.15 Improvements are proposed on the A470T in the west of the community. The NPA is required to protect the new road line from development.

Llanfrynach 3

The line of the A470T Nant Crew improvements within the community is shown on the proposals maps for the purposes of policy R2.

Employment

- *Small scale businesses and workshops, particularly in existing old buildings should be encouraged.*
- 4.16 Many of the residents who work commute out of the community each day. As a result some of the vitality and viability of the villages is reduced and the number of car journeys in the community is increased. Applications to start up small businesses from home or in converted buildings is supported by policies EM5, EM6, EM7 and EM8.

Community

- *Community facilities should be increased.*
 - *A play area is needed in Groesffordd,*
 - *A recycling scheme is required in Llanfrynach.*
- 4.17 The provision of community facilities is a matter for other agencies. Any development that expands the range of such facilities will be supported under policy C2.

Conservation of buildings and settlements

- *New development should be of a high design standard.*

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- 4.18 All new buildings should reflect the existing character of the area and follow guidance set out in the National Park publication 'Building design. A guide for developers'.
- 4.19 There are 10 buildings in the community which are listed for their architectural or historic interest. These are protected by law, alterations or demolition of these requiring listed building consent before work can start. The full list of these buildings can be inspected at the Park Office.

Llanfrynach 4

Protection of the listed buildings in this community is supported by policies CB1-CB4.

- 4.20 Within the villages of Llanfrynach Community there are two particular areas that residents wished to see protected from development. In Groesffordd, the wide grassed area either side of the telephone call box with its now maturing tree cover is seen as a soft visual focus to the centre of the village. In Llanfrynach, the Orchard Field behind the village hall and telephone exchange forms part of the village's cultural heritage, and is an important wildlife corridor.

Llanfrynach 5

Areas of important open space are identified on the proposals map for the purposes of policy CB12.

Conservation of landscape, wildlife and archaeology

- *Ty Mawr Pool, the leats and the weir at Llanfrynach need protecting.*
- 4.21 The proposals map indicates where Sites of Special Scientific Interest (SSSIs), Scheduled Ancient Monuments and areas for archaeological evaluation are located in the community.
- 4.22 The Brecon Beacons SSSI covers a large part of the Brecon Beacons massif. It is an important example of the Old Red Sandstone uplands of this part of Wales, with broadleaved woods in the valleys, a rich rock-ledge flora and montane grassland on the ridges.
- 4.23 Coed Nant Menascin SSSI is an extensive semi-natural woodland in the Menascin valley, comprising a variety of wet and dry woodland types supporting a rich assemblage of plants.

Llanfrynach 6

The SSSIs within Llanfrynach Community are identified on the proposals map for the purposes of policy CL4.

- 4.24 There are five Scheduled Ancient Monuments in the community: Ty Illtud long barrow, Iron Age camps at Coed y Caerau and Plas-y-gaer, a cross-slab in Llanhamlach Church and the canal aqueduct at Brynich.

Llanfrynach 7

The Scheduled Ancient Monuments in Llanfrynach are shown on the proposals map and will be protected against development by policy CL8.

- 4.25 Areas for archaeological evaluation are shown on the proposals maps. These have not been fully investigated, but are likely to contain important archaeological features. In Llanfrynach there are such areas close to St Brynach's Church, Llanfrynach and St Peter's Church, Llanhamlach.

Llanfrynach 8

Areas for archaeological evaluation in Llanfrynach Community are identified on the proposals map for the purposes of policy CL10.

- 4.26 This Local Plan can only protect an undesignated landscape or historic site such as Ty Mawr Pool or the leat at Llanfrynach if it is threatened by some form of development that requires planning permission. In those circumstances policies CL5 and CL9 are supportive.

cycleway, the National Park Authority will ask for a planning application for a change of use to ensure adequate regard is given to all other interests.

- 4.30 Further small scale tourism enterprises that meet the requirements of policy T1 will be supported. However, tourism development should not be encouraged which would cause harm to the 'pressure area' at Cwm Cynwyn, as shown on the proposals map (see policies document chapter 11 para. 11.7).

Tourism and recreation

- *Small scale tourism development such as tea-shops and crafts would be appropriate.*
 - *More footpaths and cycleways should be created.*
- 4.27 Pony trekking at Upper Cantref Farm, and various forms of visitor accommodation from bunkhouse barns to Peterstone Court Hotel, are the main types of tourism enterprises within the community.
- 4.28 Llanfrynach Community is possibly the busiest part of the Park for tourism and recreation. The recently opened Taff Trail has brought more visitors to the area and has created some conflict with residents and between different groups of users, particularly mountain bikers and walkers on the canal towpath. Mindful of this, the Welsh National Cycle Route which passes through the community was undertaken with a greater degree of community discussion. Applications to form new rights of way or cycleways are supported by policies R12, T14.
- 4.29 The NPA will, as part of its cycling strategy, work with interested parties to find cycle routes as alternatives to using the canal towpath. Where the towpath is the only viable option for a

5 Talybont-on-Usk Community

Introduction

- 5.1 The community of Talybont runs from the National Park's southern boundary near Pontsticill northwards to Scethrog in the Usk valley, only a kilometre from the northern boundary of the Park. The north-east of the community is crossed by the A40T, following the River Usk. However, most of the community's area comprises the mountains of the eastern Brecon Beacons and the valleys of the Caerfanell and Taf Fechan with their forests and reservoirs.
- 5.2 There are five settlements in Talybont community: Scethrog, Pencelli, Cross Oak, Talybont and Aber. The hamlet of Scethrog with its core of old houses is north of the A40T overlooking the Usk. Below it on the flood-plain is the 16th century Scethrog Tower.
- 5.3 The B4558 runs parallel to the A40 south-west of the River Usk. Pencelli is situated where it crosses the Monmouthshire and Brecon Canal. The canal is cut around the mound of Pencelli Castle, the remains of which have been incorporated into an 18th century house and outbuildings. The old rectory is now an outdoor education centre. Further down the road is the canal-side hamlet of Cross Oak.
- 5.4 Talybont-on-Usk, 10km south east of Brecon, is the community's main settlement. It grew up in the 19th century where the Monmouthshire and Brecon Canal was crossed by the Merthyr to Brecon railway. More recent developments include council and private estates and old people's bungalows.
- 5.5 A 17th century mill and canal-side lime kilns remain as evidence of Talybont's former industrial and commercial importance. There is now a livestock market, shop/post office and village hall. Tourism is increasingly important in the village, which has a hotel, three pubs and an outdoor equipment hire shop. The canal and Taff Trail are local attractions.
- 5.6 The hamlet of Aber lies to the south in the Caerfanell valley, below Talybont Reservoir. Nearby is the National Park's Danywenallt Study Centre.

PROPOSALS

- 5.7 The deposit version of this Local Plan, published in June 1995, listed those issues identified by

previous consultation that the Local Plan needed to tackle. These issues are set out under the relevant headings below.

Housing

- *The need for some more housing in Talybont, Pencelli and Aber, but not in Scethrog, particularly for local families.*
 - *Housing should be in small groups but not estates that are inappropriate to the rural area.*
 - *New dwellings on farmsteads should be allowed for agricultural workers.*
- 5.8 Talybont's population at the 1991 census was 669, in 276 households. This was 3% of the population in the Park in Powys. The Powys Structure Plan allocates 750 new dwellings to the National Park for the period 1991-2006. This has been divided between the communities in proportion to their populations. The number allocated to Talybont is therefore 23.
- 5.9 Table B1 covers the period from 1 July 1991 to 7 July 1998. It shows allocations made, permissions granted and dwellings built during the period, including those completed from a prior commitment.
- 5.10 The village map of Talybont indicates white areas where development will be considered. These are based on the comments made at the public meeting and on survey work. The site at Maesmawr Farm is indicated on the proposals map as being subject to policy H1. This is because it is large enough to take more than 6 units. Any development would have to be phased to ensure that growth is at an acceptable rate for the village.
- Talybont 1*
Within the white areas applications for housing development will be considered against policies H2, H3, H6 and H14. The white area outlined in red and labelled H1 is a site where applications for 6 or more dwellings will be considered against policy H1.
- 5.11 The village of Pencelli is identified on the proposals map as an H4 settlement. That is, it has potential to absorb some development within the Plan period, either as infilling a small gap in an otherwise built up frontage, or minor rounding off.

*Talybont 2***Pencelli is identified as a minor settlement in support of policies H4 and H6.**

- 5.12 Areas shaded light green are, for the purposes of this Local Plan, considered to be countryside.

*Talybont 3***Within the shaded light green areas of the proposals map applications for housing will be considered against policies H5, H8, H10, H11, H12, H13, H14 and H15.****Traffic**

- *Lack of parking for visitors in Talybont and Scethrog.*
 - *Speeding traffic through Pencelli and Talybont, and also on the back road through Aber.*
- 5.13 Because of its popularity as a tourist centre, the lack of car parking in Talybont is a problem, particularly at holiday times. Suggestions that parking space be provided next to the cattle market were shown to be impractical.
- 5.14 Applications for permanent car parking to cater for a proven need will find support in policy R10. Further temporary car parking on agricultural land at busy holiday times could be achieved without planning permission.
- 5.15 Proposals by Powys County Council that reduce traffic speed and increase safety will be supported (see policies document chapter 9 para. 9.28).

Employment

- *Craft shops and small businesses should be encouraged in the villages.*
- 5.16 Most residents within the community commute to their place of work. Increasing the number of businesses in the community would promote its vitality. Those wishing to start up small businesses from home or in converted buildings will be supported by policies EM5, EM6, EM7 and EM8.

Community

- 5.17 Any development that expands the range of community facilities will be considered against policy C2.

Conservation of buildings and settlements

- 5.18 All new buildings should reflect the existing character of the area and follow guidance set out

in the National Park publication *Building design. A guide for developers*'.

- 5.19 There are 18 buildings in Talybont Community which are listed for their architectural or historic interest. They are protected by law, alteration or demolition requiring listed building consent before any work can start. The full list of these buildings can be inspected at the National Park Office.

*Talybont 4***Protection of listed buildings in Talybont Community is supported by policies CB1-CB4.**

- 5.20 There are many historic parks and gardens within the National Park. One of these at Buckland House is within the community.

*Talybont 5***The historic park and garden at Buckland House is identified on the proposals map for the purposes of policy CB11.****Conservation of landscape, wildlife and archaeology**

- *The canal towpath and the mill stream should be protected.*
 - *Lime kilns and the Old Mill need to be protected.*
- 5.21 The NPA has a duty to use its planning powers to protect statutorily designated sites such as Sites of Special Scientific Interest (SSSIs) and Scheduled Ancient Monuments. There are six SSSIs in the community.
- 5.22 Pencelli Mire SSSI is part of the Usk flood plan between Pencelli and Scethrog. It includes old river channels and pools, and the largest population of almond willow in Brecknock.
- 5.23 Buckland Coach House and Ice House SSSI is one of the most important sites for the lesser horseshoe bat in Britain. The Brecon Beacons National Park is one of the few remaining areas where the lesser horseshoe bat is found.
- 5.24 Abercriban Quarries and Baltic and Tyle'r Bont Quarry SSSIs are in the southern tip of the community. They are designated for geological reasons, having important sections of the Old Red Sandstone and Carboniferous Limestone respectively.
- 5.25 Talybont Reservoir SSSI provides water for Newport and surrounding areas. It is an important over-wintering site for wildfowl. Part of the large Brecon Beacons SSSI is located in this community.

Talybont 6

The SSSIs in Talybont Community are identified on the proposals map for the purposes on policy CL4.

- 5.26 There are six Scheduled Ancient Monuments in the community, all prehistoric in origin. There are four Iron Age camps: at Allt yr Esgair (partly within Llangorse), west of Allt yr Esgair, at Tump Wood and at Y Gaer, Dolygaer. Gileston standing stone is just outside the village of Talybont. The Pontsticill inscribed stone is an ogam stone on moorland in the south of the community.

Talybont 7

The Scheduled Ancient Monuments in Talybont Community are identified on the proposals map for the purposes of policy CL8.

- 5.27 There are areas for archaeological evaluation in the community which have not been fully investigated by archaeologists but which are likely to contain important archaeological features. They are around Pencelli castle, and round St Bride's Church, Llansantffraed.

Talybont 8

Areas for archaeological evaluation in Talybont Community are identified on the proposals map for the purposes of policy CL10.

- 5.28 The planning system and this Local Plan can only protect an undesignated landscape or historic site such as the Old Mill if it is threatened by some form of development that requires planning permission. In those circumstances policies CL5 and CL9 are supportive.

- 5.31 Because of its location and the large number of attractions for visitors, Talybont community has two 'pressure areas', in Talybont village itself and at Torpantau. Talybont reservoir is a 'vulnerable area' (see policies document chapter 11 para. 11.7). Tourism development should not be encouraged which would cause harm to these. Otherwise, small scale tourism enterprises that meet the requirements of policy T1 will be supported by the NPA.

Tourism and recreation

- *Increase the number of footpaths in the area.*
- 5.29 Much of the local economy of the community depends on tourism. There are 3 outdoor education centres, caravan and camping sites and other forms of visitor accommodation. Boating facilities on the canal, cycle hire and walking along the Taff Trail and towpath are available. To the south, there are picnic sites and nature trails in the Forest Enterprise plantation, and a busy access point to the Beacons at Torpantau.
- 5.30 The NPA will, as part of its cycling strategy, work with interested parties to find cycle routes as alternatives to using the canal towpath. Where the towpath is the only viable option for a cycleway, the National Park Authority will ask for a planning application for a change of use to ensure adequate regard is given to all other interests.