

Cyd-Bwyllgor Corfforedig y Canolbarth; Mid  
Wales Corporate Joint Committee

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# **MID WALES REGIONAL TRANSPORT PLAN**

Strategic Environmental Assessment  
Environmental Report



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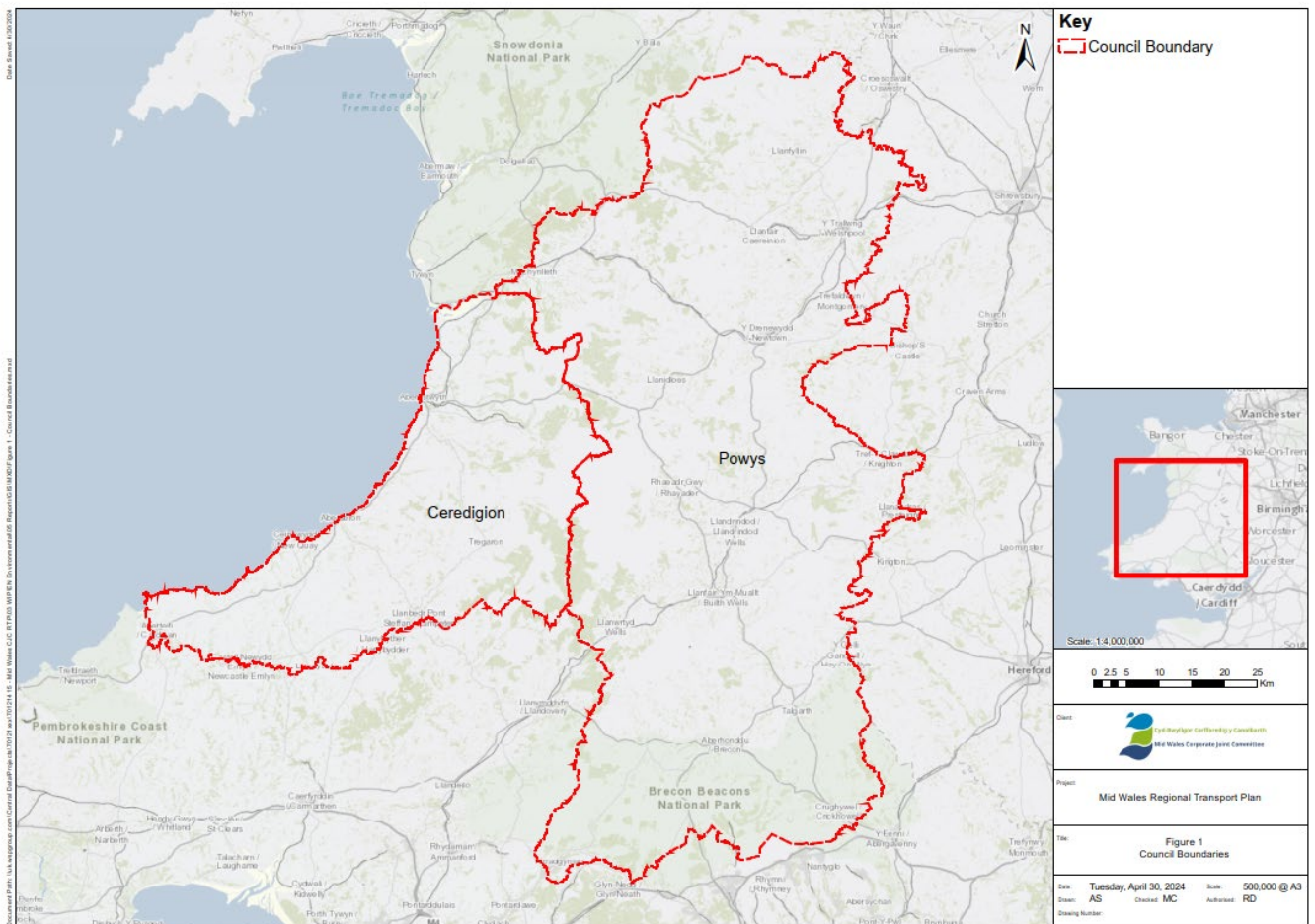
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# 1 INTRODUCTION

## 1.1 OVERVIEW

- 1.1.1. Ceredigion County Council and Powys County Council on behalf of the Mid Wales Corporate Joint Committee (CJC) are in the process of preparing a new Mid Wales Regional Transport Plan (hereafter referred to as the 'MWRTP'). This will replace the existing Regional Transport Plan which was agreed in 2009 and the Joint Mid Wales Local Transport Plan 2015<sup>1</sup>.
- 1.1.2. The MWRTP will cover the combined Ceredigion County Council and Powys County Council administrative boundaries. **Figure 1** below shows these boundaries.

**Figure 1 - MWRTP Area**



<sup>1</sup> Growing Mid Wales, Mid Wales Local Transport Plan, 2015. Available (online) at: <https://www.growingmid.wales/traccpublications> (Accessed April 2024)

## 1.2 REGIONAL TRANSPORT PLANS

- 1.2.1. The Transport Act 2000 and later the Transport (Wales) Act 2006<sup>2</sup> set out the requirement for local authorities to produce a Local Transport Plan (LTP). In June 2022, this duty was transferred to Corporate Joint Committees (CJCs) by the Local Government and Elections (Wales) Act 2021<sup>3</sup>. Regional Transport Plans (RTPs) will be produced for four regions in Wales; North Wales, Mid Wales, South-West Wales and South-East Wales. The aim of the RTPs is to set out policies to provide safe, integrated, efficient and economic transport facilities and services in their region. They will also take the vision set out in Llwybr Newydd<sup>4</sup>, the national Wales Transport Plan, for an accessible, sustainable and efficient transport system, and deliver them appropriately for the context of the regions<sup>5</sup>.

## 1.3 PURPOSE OF THIS REPORT

- 1.3.1. Ceredigion and Powys County Councils have commissioned WSP to undertake a Strategic Environmental Assessment (SEA) of the MWRTP.
- 1.3.2. SEA is used to describe the application of environmental assessment to plans and programmes in accordance with the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004 (SEA Regulations).
- 1.3.3. SEA is mandatory for plans (including strategies) and programmes which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, and which set the framework for future development consent of projects listed in the Environmental Impact Assessment Directive 85/337/EEC and the Town and Country Planning (Environmental Impact Assessment) Regulations.
- 1.3.4. SEA is an iterative process of gathering data and evidence, assessment of environmental effects, developing mitigation measures and making recommendations to refine plans or programmes in view of the predicted environmental effects.
- 1.3.5. This report sets out the second stage of the SEA process following on from the Scoping Report which determined the issues to be included in the SEA. This report sets out:
- Information on the MWRTP (Section 2);
  - The methodology used for the SEA (Section 3);
  - A summary of the issues and opportunities identified during scoping (Section 4);
  - The results of the SEA (Section 5 and Section 6);
  - Cumulative effects (Section 7);

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<sup>2</sup> Transport (Wales) Act 2006. Available (online) at: <https://www.legislation.gov.uk/ukpga/2006/5/contents> (Accessed April 2024)

<sup>3</sup> Local Governments and Elections (Wales) Act 2021. Available (online) at: <https://www.legislation.gov.uk/asc/2021/1/contents> (Accessed April 2024)

<sup>4</sup> Llwybr Newydd, the Wales Transport Strategy 2021. Available (online) at: [https://www.gov.wales/sites/default/files/publications/2021-03/llwybr-newydd-wales-transport-strategy-2021-full-strategy\\_0.pdf](https://www.gov.wales/sites/default/files/publications/2021-03/llwybr-newydd-wales-transport-strategy-2021-full-strategy_0.pdf) (Accessed April 2024)

<sup>5</sup> Regional transport plans; guidance for Corporate Joint Committees 2023. Available (online) at: <https://www.gov.wales/regional-transport-plans-guidance-corporate-joint-committees> (Accessed April 2024)

- Mitigation, enhancements and monitoring (Section 8)
- Recommendations (Section 9); and
- Next Steps (Section 10).

## 2 THE MID WALES REGIONAL TRANSPORT PLAN

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### 2.1 INTRODUCTION

- 2.1.1. This MWRTP reflects the rural nature of Mid Wales and the distinctive transport challenges within the region. The Mid Wales CJC has a formal governance process in place that has overseen development of the MWRTP and this has included key milestones and approval points by the CJC.
- 2.1.2. The final MWRTP will also include a Regional Transport Delivery Plan (RTDP), which will be a prioritised list of projects and schemes that are proposed for delivery in the region by the CJC local authorities. The RTDP will include a five-year programme of schemes, covering the period 2025-2030. This will include schemes that require development funding during the five-year plan period but may have longer delivery timescales.
- 2.1.3. This MWRTP, when approved by the Welsh Ministers, will replace the previous Mid Wales Joint Local Transport Plan (2015).
- 2.1.4. Llwybr Newydd: the Wales Transport Strategy 2021 outlines the vision and strategy for how the transport system in Wales can help deliver priorities for Wales and put the country on a pathway to creating a more prosperous, green and equal society. The overall aim of the strategy is for an accessible, sustainable, and efficient transport system. The strategy sets out three headline priorities for the next five years:
- Bring services to people in order to reduce the need to travel;
  - Allow people and goods to move easily from door to door by accessible, sustainable, and efficient transport services and infrastructure; and
  - Encourage people to make the change to more sustainable transport.
- 2.1.5. These short-term priorities are designed to contribute to four well-being ambitions over the next twenty years:
- Good for people and communities;
  - Good for the environment;
  - Good for the economy and places in Wales; and
  - Good for the culture and the Welsh Language.
- 2.1.6. The RTP must be consistent with the Wales Transport Strategy (WTS), and ensure the objectives set out within it are delivered locally.

### 2.2 OBJECTIVES AND POLICIES

- 2.2.1. The MWRTP encompasses objectives, informed by the issues and opportunities identified in the Case for Change and stakeholder feedback. The long-term vision for the MWRTP is for:

*An accessible, low-carbon, efficient, and well-connected rural transport system that supports sustainable economic growth, prosperous communities and a vibrant culture within the distinctive region of Mid Wales.*

The MWRTP has eight objectives, which are as follows:

■ **MWRTP Objective 1 – Accessibility**

To improve access for all to employment, education, healthcare, and other key services, including access to areas of recreations (such as National Parks) and improved links between communities, which recognises the importance of accessibility to social inclusion and social connection.

■ **MWRTP Objective 2 – Behaviour Changes**

To enable, encourage and make it easy for people to choose more sustainable transport and travel options, through increased knowledge, confidence, choice, availability, attractiveness, and public engagement.

■ **MWRTP Objective 3 – Strategic Connectivity**

To improve strategic transport connectivity within and beyond Mid Wales to support sustainable economic growth, freight, and tourism.

■ **MWRTP Objective 4 – Modal Shift**

To achieve a modal shift to more sustainable modes of transport.

■ **MWRTP Objective 5 – Walking, Cycling and Wheeling**

To increase levels of walking, cycling and wheeling within Mid Wales.

■ **MWRTP Objective 6 – Environmental**

To reduce the environmental impacts of transport, such as through a reduction in the use of fossil fuels, an increase in the use of ultra-low emissions vehicles and improved digital connectivity.

■ **MWRTP Objective 7 – Resilience, Safety and Making Better Use**

To improve resilience, safety and make better use of existing transport system.

■ **MWRTP Objective 8 – Interchange and Integration**

To improve interchange and integration between sustainable modes of transport within communities.

2.2.2. Land Use and Planning Policies have also been included within the MWRTP, however these policies sit across all objectives, and therefore do not have a separate objective associated with them. These policies have also been included within the assessments going forward as a separate category.

2.2.3. The MWRTP sets out how the WTS will be delivered at the regional level. It is therefore important that the MWRTP vision and objectives are closely aligned to the WTS to ensure the MWRTP meets Wales' strategic priorities for transport. It is also important that the vision and objectives of the MWRTP are closely linked to the wider vision and well-being objectives of the Mid Wales CJC, as set out in the Mid Wales CJC Corporate Plan 2023-2028. An assessment of the links between the MWRTP objectives, the WTS priorities and ambitions, and the well-being objectives of the Mid Wales CJC are included as **Appendix A**.

2.2.4. The MWRTP policies support the objectives listed above and are linked to ten ‘high-level interventions’ that have been identified as being key to delivery of the MWRTP. The high-level interventions have been categorised as:

- Public transport;
- Walking and cycling;
- Community-based transport;
- Greener vehicles;
- Integration;
- Collaborative action;
- Behaviour change;
- Strategic connectivity (including freight and tourism);
- Road safety; and
- Resilience of the transport network.

2.2.5. The policies have been set out in **Table 2-1** below.

**Table 2-1 – MWRTP Policies**

| Policy Ref.          | Description  |
|----------------------|--|
| <b>Accessibility</b> |  |
| Acc1                 | Improve access to key services and employment by sustainable transport and ensure accessibility is planned as part of service delivery, e.g. investigate potential for integrated ‘combined services’ transport provision; increased availability of mobile services to rural areas; incentives for workplace car sharing; e-bike loans.   |
| Acc2                 | Improve accessibility and connectivity between rural communities and services in the nearest town/ service centre (including key services outside the region) with a focus on sustainable transport modes, i.e. hub and spoke approach to sustainable transport provision.   |
| Acc3                 | Work with partners in the health sector to improve access to key services by sustainable transport (included cross-border services) and ensure accessibility is planned as part of service delivery, e.g. improved signposting/ advice about transport options that are available to health appointments; investigate options for expanding existing transport provision such as the Non-Emergency Patient Transport Service (NEPTS) and Community Car schemes in Powys that provide transport to health appointments. |
| Acc4                 | Improve access to areas of recreation (including National Parks) by sustainable transport, e.g. investigate potential for expansion of existing services such as the demand responsive transport service that runs 3 days a week between Llandrindod and the Elan Valley.  |
| Acc5                 | Develop and implement digital demand responsive transport (DRT) services in rural communities that meet local needs and are integrated and coordinated with the wider bus network, e.g. potential expansion of TFW’s Flecsi service to Mid Wales.  |

| <b>Policy Ref.</b>                   | <b>Description</b>  |
|--------------------------------------|---|
| Acc6                                 | Support, develop, and expand community transport services in rural areas that meet local needs, e.g. build upon existing community-based services such as Dolen Teifi in Ceredigion and Community Car and Dial a Ride schemes in Powys; work with the Community Transport Association and operators to undertake an audit to identify priorities for further investment and development.  |
| <b><i>Behavioural Change</i></b>     |   |
| Beh1                                 | Continue delivery of road safety education initiatives, e.g. develop educational campaigns on improving safety on rural roads; support for cycle training and scooter training; school road safety initiatives.   |
| Beh2                                 | Ensure the delivery of MWRTP policies and RTDP projects that improve sustainable transport services and infrastructure are accompanied by publicity, promotion and softer behaviour change measures that are specific to the rural characteristics of the region, e.g. promotional campaigns, awareness raising, training initiatives.  |
| Beh3                                 | Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.  |
| Beh4                                 | Promote organisational travel plans and develop behaviour change initiatives that link with key employers, e.g. encouraging the last 10 minutes of a journey to be active; promotion of workplace car sharing; personalised travel planning; salary sacrifice schemes for EV vehicle and cycle purchase; launch and promotion of the Regional Mid and West Wales Regional Healthy Travel Charter, which commits organisations to supporting sustainable travel initiatives. |
| Beh5                                 | Investigate the potential for a pilot behaviour change project in the region. An example could be the potential of a one-stop-shop demonstrator project for walking and cycling, e.g. Momentwm project in Newport brings together cycle training, bike maintenance sessions, employer engagement and bike storage.  |
| <b><i>Strategic Connectivity</i></b> |   |
| Conn1                                | Support TfW and partners to develop the business case for investment in the rail network in the region, e.g. rail service improvements such as improved frequency, quality, reliability, comfort, and affordability of rail services.   |
| Conn2                                | Work with TfW to secure investment and development funding for the Cambrian Main Line, as identified on the Wales Rail Board pipeline of schemes (Tranche 2), e.g. to reduce journey times, increase frequencies, improve reliability.  |
| Conn3                                | Continue to support proposals for strategic rail corridor improvements that improve connectivity within and to Mid Wales, e.g. line speed enhancements on the Cambrian Line; full hourly service on the Cambrian Line to Birmingham International; fifth daily service on Heart of Wales Line; extension of the Heart of Wales Line and selected Cambrian Main Line services to Crewe for connectivity to HS2/ Manchester Airport;  |

| Policy Ref. | Description   |
|-------------|---|
|             | and support the Corporate Strategy 2022-27 commitment to ‘advocate strongly for a rail link between Aberystwyth and Carmarthen’.  |
| Conn4       | Work with TfW to further improve strategic TrawsCymru services on key strategic routes across Mid Wales to complement improvements to the rail network.   |
| Conn5       | Improve the county road network to benefit strategic connectivity by sustainable modes.   |
| Conn6       | Support continued cross-border engagement with the other CJCs and neighbouring LAs in Wales and England to promote collaborative approaches and ensure schemes that will improve strategic, cross-border connectivity are progressed, e.g. A458/A483, A5, and M54/M6 Toll; progress recommendations within the Mid Wales and Shropshire Cross-Border Study.   |
| Conn7       | Work with the Marches LAs to take forward the recommendations of the Marches and Mid Wales Freight Strategy, e.g. interventions relating to highways maintenance and management (e.g. development of a Freight Route Network, signage, review of HGV parking provision); highways enhancements; planning and regulation; rail freight; dissemination and liaison; communications campaigns and signage for drivers of slow-moving vehicles.     |
| Conn8       | Support TfW and NWR to investigate rail freight opportunities, such as those recommended in the Marches and Mid Wales Freight Strategy, e.g. undertake a feasibility study for a ‘supermarket train’; identify the infrastructure needed to enable a modal shift to rail freight.   |
| Conn9       | Support freight interventions on the strategic road network, e.g. ensure future infrastructure developments include provision for freight and logistics requirements, such as parking facilities, access to welfare facilities, EV charging. This will align to the Marches and Mid Wales Freight Strategy.   |
| Conn10      | Work with partners to improve the sustainability and viability of small parcel freight and last-mile delivery services and investigate opportunities for decarbonisation and consolidation, e.g. potential for establishing a mini-terminal for supermarket deliveries; opportunities offered by e-cargo bikes or ultra-low emissions vehicles for deliveries into town centres. This will align to the Marches and Mid Wales Freight Strategy. |
| Conn11      | Seek to improve sustainable transport connections to key cultural, leisure and tourism assets within the region (including National Parks), to improve connectivity and accessibility for tourists and visitors and encourage greater use of sustainable modes of transport.  |
| Conn12      | Develop the business case for seasonal and tourist bus services to key destinations to support the visitor economy, e.g. park and ride to tourist hotspots such as New Quay; build upon the example of the Sherpa'r Wyddfa service in the Eryri National Park, or the seasonal Shropshire Hills Shuttle Bus (which has a target number of   |

| <b>Policy Ref.</b>                   | <b>Description</b>   |
|--------------------------------------|--|
|                                      | passengers a day to make the service sustainable), and investigate whether these could be replicated in the Bannau Brycheiniog National Park or Cambrian Mountains.  |
| Conn13                               | Work in partnership with the Canals and Rivers Trust to develop canals in the region.  |
| <b>Modal Shift</b>                   |  |
| Mod1                                 | Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.   |
| Mod2                                 | Work in partnership with TfW to develop a more co-ordinated and fully integrated network of local bus services, which better serve the changing needs of communities across the region and ensures the local impacts of changes to the network/ timetabling are taken into account. A revised bus network is being jointly developed by the local authorities and TfW which will act as the bridge leading to the proposed introduction of bus franchising when new legislation is passed.   |
| Mod3                                 | Develop a bus network that links up communities with key services and towns; introduces consistent standards for the core bus network; introduces more direct services, extended hours of operation and higher frequency of services; considers potential service improvements identified in the Mid Wales and Shropshire Cross-Border Study (2020) such as an improved bus 'shuttle' service between Welshpool and Newtown; ensures future bus network and timetabling proposals result in better coordination and interchange opportunities between bus services (both local and regional services), between bus and rail services, and to places and times of work. |
| Mod4                                 | Identify and implement proposals for bus infrastructure improvements and bus priority measures, in line with the LAs' forward funding programme when available.  |
| <b>Walking, Cycling and Wheeling</b> |  |
| WCW1                                 | Deliver new and improved active travel infrastructure, links and supporting facilities (e.g. cycle storage, wayfinding) within and to designated localities in the region via the CJC LAs' ATNMs.  |
| WCW2                                 | Identify and progress opportunities for improved walking and cycling routes connecting rural communities and to services and facilities in their nearest town (that may sit outside the definition of active travel routes), e.g. aim to create hub-and-spoke corridors connecting market towns and other significant local centres to surrounding villages; opportunities to repurpose rural lanes; improved footway provision between communities; opportunities to develop strategic connections and National Cycle Network links.  |
| WCW3                                 | Deliver improvements that recognise the importance of footways to encouraging walking within communities, e.g. identifying opportunities for improvements through highway maintenance schemes; widening footways around schools.   |

| <b>Policy Ref.</b>                                      | <b>Description</b>   |
|---|--|
| WCW4  | Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown. |
| <b><i>Environmental</i></b>                             |  |
| Env1  | Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.   |
| Env2  | Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.  |
| Env3  | Support delivery of transport actions within the Powys and Ceredigion Local Area Energy Plans, e.g. identify further locations for EV charging infrastructure best suited for public investment (such as where there are barriers to private sector provision); install public and residential charging hubs for electric vehicles (with the A438 in Powys and Cardigan in Ceredigion identified as priority projects); explore public transport demonstrator projects (e.g. hydrogen and battery electric buses).   |
| Env4  | Be proactive and innovative when it comes to utilising and adapting new technologies, e.g. support and promote innovative ways of increasing access to EV charging, including peer-to-peer and shared charging initiatives.  |
| Env5  | Work with partners to investigate the potential of alternative fuel vehicles, including provision of the necessary alternative fuel infrastructure, e.g. support development and implementation of zero emission vehicles on key TrawsCymru services across the region and local bus services where appropriate.   |
| Env6  | Work with communities, partners and providers (e.g. TripTo which runs car clubs in Llandiloes, Machynlleth, Llandrindod and Penrhyn-coch) to increase the number of community-based car clubs in Mid Wales as an alternative to private car ownership.   |
| <b><i>Resilience, Safety, and Making Better Use</i></b> |  |
| Res1  | Continue to deliver measures and interventions to reduce the number and severity of road traffic collisions and improve road safety.   |
| Res2  | Ensure road safety (and personal safety) is considered holistically in the development and delivery of transport projects and initiatives, e.g. recognising that perceptions of road safety and/or personal safety can be a barrier to walking, cycling, and the use of public transport by more vulnerable groups.  |

| Policy Ref.                               | Description  |
|---|--|
|   |  |
| Res3                                      | Continue to maintain the LAs' highway assets to ensure A routes and corridors that are important for sustainable travel are in good condition.   |
| Res4                                      | Identify opportunities to improve or upgrade existing walking and cycling provision when developing wider improvement proposals, planning for new developments and as part of ongoing maintenance programmes.  |
| Res5                                      | Deliver measures to ensure the transport system and existing assets are more resilient and less susceptible to the impacts of climate change (including sustainable transport infrastructure).   |
| <b><i>Interchange and Integration</i></b> |  |
| Int1                                      | Support the development and implementation of key bus and railway stations in the region becoming mobility hubs, e.g. that are served by direct walking and cycling routes, provide high quality travel information, wayfinding and signage, secure cycle parking, EV charging, link up rail and regional bus services and enable access and connections to longer-distance transport services. Work to ensure the NTDP project to develop and deliver public transport interchange hubs benefits Mid Wales. |
| Int2                                      | Identify the preferred location for a 'gateway' project within the region, which will aim to improve the user experience through better facilities and improved interchange between active travel and public transport. An initial project could focus on one of the busiest railway stations in Mid Wales, i.e. Aberystwyth, Machynlleth, Newtown or Welshpool. The development of a project in Mid Wales will build upon work being undertaken by TfW in North Wales.                                      |
| Int3                                      | Identify proposals for first and last mile walking and cycling links to public transport services and stations, which links with TfW's Station Network Plan programme.   |
| Int4                                      | Work with partners to provide high-quality, up-to-date, and easy-to-understand public transport information in a range of formats (e.g. map-based) to ensure timetable information is readily accessible to all users.   |
| Int5                                      | Improve access to real time public transport information across the region, e.g. real time information provision at public transport interchanges; investigate opportunities for improving digital and mobile connectivity as part of transport projects; provision of public Wi-Fi at stations to improve access to real time information, online booking, and travel planning services.  |
| Int6                                      | Identify opportunities for improved interchange between car travel and sustainable transport, e.g. park and ride hubs at strategic locations; making best use of existing car parks; opportunities for park and share facilities on strategic routes; opportunities for park and wheel or stride, e.g. enabling parking outside of town centres to encourage the last 10 minutes of a journey to be active and remove cars from town centres.  |

| Policy Ref.              | Description   |
|--------------------------|---|
| <b>Land-use Planning</b> |   |
| LUP1                     | Ensure RTP policies and projects that have planning implications are included within the development of Local Development Plans and the Strategic Development Plan, e.g. proposals for mobility hubs at key bus and rail stations alongside wider opportunities for service provision.  |
| LUP2                     | Ensure decisions made in relation to land use planning, the existing and proposed LDPs and the forthcoming Strategic Development Plan reflect the objectives of the RTP, e.g. in terms of modal shift and sustainable travel, but also reducing the need to travel and ensuring new developments are accessible by sustainable transport. |
| LUP3                     | Ensure all new developments, including new school and health facilities, design for walking and cycling from the outset and contribute to the delivery of ATNMs.  |
| LUP4                     | Seek to improve the quality of place, conserving and enhancing the natural, built and historic environment, (e.g. through the principles of the Placemaking Wales Charter) and support any wider town centre regeneration plans, when developing transport projects.  |
| LUP5                     | Support wider land use planning and economic development policies that have a positive impact on reducing the need to travel, e.g. ensuring new services are located close to where people live; potential for easy-to-access mobility hubs to incorporate local services, small business centres and co-working spaces.                  |

### 3 METHODOLOGY

#### 3.1 INTRODUCTION

SEA is a systematic process that is undertaken during the preparation of a plan. Its role is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.

#### 3.2 STRATEGIC ENVIRONMENTAL ASSESSMENT

3.2.1. SEA is used to describe the application of environmental assessment to plans and programmes in accordance with the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004 (hereafter referred to as ‘SEA Regulations’).

3.2.2. SEA is mandatory for plans and programmes which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, and which set out the framework for future development consent of projects listed in Annex I or II to Council Directive 85/337/EEC<sup>6</sup>.

3.2.3. **Table 3-1** below sets out the SEA process.

**Table 3-1 - SEA Stages**

| SEA Stages  | SEA Stages and Tasks   | Purpose   |
|---|--|---|
| <i>Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope</i> |  |   |
| A1  | Identifying other relevant plans, programmes and environmental protection objectives | To establish how the Plan or programme is affected by outside factors, to suggest ideas for how any constraints can be addressed, and to help to identify SEA objectives. |
| A2  | Collecting baseline information  | To provide an evidence base for environmental problems, prediction of effects, and monitoring; to help in the development of SEA objectives.                              |
| A3  | Identifying environmental problems   | To help focus the SEA and streamline the subsequent stages, including baseline information analysis, setting of the SEA objectives, prediction of effects and monitoring. |

<sup>6</sup>Official Journal of the European Communities, Council Directive of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment (85/337/EEC). Available (online) at: <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:31985L0337&from=EN> (Accessed April 2024)

| <b>SEA Stages</b>  | <b>SEA Stages and Tasks</b>   | <b>Purpose</b>   |
|--|---|--|
| A4   | Developing SEA objectives   | To provide a means by which the environmental performance of the Plan or programme and alternatives can be assessed.   |
| A5   | Consulting on the scope of SEA  | To ensure that the SEA covers the likely significant environmental effects of the Plan or programme.   |
| <b>Stage B: Developing and refining alternatives and assessing effects</b>             |   |  |
| B1   | Testing the Plan or programme objectives against the SEA objectives                                       | To identify potential synergies or inconsistencies between the objectives of the Plan or programme and the SEA objectives and help in developing alternatives.   |
| B2   | Developing strategic alternatives   | To develop and refine strategic alternatives.  |
| B3   | Predicting the effects of the Plan or programme, including alternatives                                   | To predict the significant environmental effects of the Plan or programme and alternatives.  |
| B4   | Evaluating the effects of the Plan or programme, including alternatives                                   | To evaluate the predicted effects of the Plan or programme and its alternatives and assist in the refinement of the Plan or programme.   |
| B5   | Mitigating adverse effects  | To ensure that adverse effects are identified, and potential mitigation measures are considered.   |
| B6   | Proposing measures to monitor the environmental effects of plan or programme implementation               | To detail the means by which the environmental performance of the Plan or programme can be assessed.   |
| <b>Stage C: Preparing the Environmental Report</b>                                     |   |  |
| C3   | Preparing the Environmental Report  | To present the predicted environmental effects of the Plan or programme, including alternatives, in a form suitable for public consultation and use by decision-makers.  |
| <b>Stage D: Consulting on the draft plan or programme and the Environmental Report</b> |   |  |
| D1   | Consulting the public and Consultation Bodies on the draft plan or programme and the Environmental Report | <p>To give the public and the Consultation Bodies an opportunity to express their opinions on the findings of the Environmental Report and to use it as a reference point in commenting on the Plan or programme.</p> <p>To gather more information through the opinions and concerns of the public.</p> |

| SEA Stages  | SEA Stages and Tasks                       | Purpose  |
|---|--|--|
| D2  | Assessing significant changes              | To ensure that the environmental implications of any significant changes to the draft plan or programme at this stage are assessed and taken into account.                 |
| D3  | Making decisions and providing information | To provide information on how the Environmental Report and consultees' opinions were taken into account in deciding the final form of the Plan or programme to be adopted. |
| <b>Stage E: Monitoring the significant effects of the plan on the environment</b> |  |  |
| E1  | Developing aims and methods for monitoring | To track the environmental effects of the Plan to show whether they are as predicted and to help identify adverse effects.   |
| E2  | Responding the adverse effects             | To prepare for appropriate responses where adverse effects are identified.   |

### 3.3 ENVIRONMENTAL REPORT METHODOLOGY

- 3.3.1. Stages B, C and D (this stage) comprises the assessment of the final MWRTP Plan, against the SEA Appraisal Framework objectives identified within the Scoping Report (Stage A). This Report incorporates the consultation responses received on the MWRTP and SEA from Natural Resources Wales and Cadw. Responses received and the actions taken have been set out in **Appendix B**.
- 3.3.2. As per the SEA regulations, the SEA also needs to consider reasonable alternatives as the MWRTP evolves and assess these against the baseline environmental, economic and social characteristics of the county boroughs. Reasonable alternatives are the different realistic options considered by the plan-maker in developing the policies in the plan.
- 3.3.3. As there are no proposed alternative measures, the SEA has considered the plan's previous interventions as a reasonable plan-level alternative.
- 3.3.4. This Environmental Report has therefore covered the assessment of the following:
  - Compatibility assessment of the objectives;
  - Proposed measures; and
  - Alternative measures.

### 3.4 COMPATIBILITY ASSESSMENT

- 3.4.1. Testing the compatibility of the MWRTP's Objectives against the SEA Appraisal Framework help to identify both potential synergies and inconsistencies. This information can help in developing and refining the objectives of the Plan. See **Section 5** for further details.

### 3.5 ASSESSMENT OF EFFECTS

- 3.5.1. The assessment of measures has considered the following effects:

- Overall effect significance (negative, positive, uncertain, potential for both negative and positive effect or negligible)
- Magnitude of effects (high, medium, low):
  - High: Likely total loss of or major alteration to the receptor in question. The effects are predicted to be permanent and irreversible.
  - Medium: Partial loss of/alteration/improvement to one or more key elements/features/characteristics of the receptor in question. The effects are predicted to be medium-long term but often reversible.
  - Low: Minor loss/alteration/improvement to one or more key elements/features/characteristics of the receptor in question. The effects are often predicted to be reversible and short term.
- Nature of effect (direct, indirect)
- Spatial Extent (local, regional, national)
- Reversibility of effect:
  - Reversible: The receptor can return to baseline condition without significant intervention
  - Irreversible: The receptor would require significant intervention to return to baseline condition
- Duration (short, medium or long term):
  - Short term: 1-3 years
  - Medium term: 4-6 years (this strategy cycle)
  - Long term: 6-10 years (beyond the MWRTP period).

3.5.2. **Table 3-2** sets out the key to effects and significance that will be used within the assessment.

**Table 3-2 – Key to Effects and Significance**

| Effect Significance   | Key       |
|---|-----------|
| Potential for significant positive effects  | ++        |
| Potential for minor positive effects  | +         |
| Potential for minor negative effects  | -         |
| Potential for significant negative effects  | --        |
| Uncertain effects – Uncertain or insufficient information on which to determine the appraisal at this stage | ?         |
| Potential for both positive and negative effects  | +/-       |
| Negligible / No effect  | 0         |
| Magnitude (High, Medium or Low)   | H / M / L |

| Effect Significance   | Key          |
|---|--------------|
| Nature of effect (direct / indirect).   | D / I        |
| Spatial Extent (local – borough wide / regional – mid Wales / national - Wales) | L / R / N    |
| Reversibility of effect (reversible / irreversible)                             | R / I        |
| Permanence (Permanent / Temporary)  | P / T        |
| Duration (short / medium / long term).  | ST / MT / LT |

3.5.3. It should be noted that where uncertain and negligible effects have been identified, it has not been possible to determine the nature of effect, the spatial extent, the reversibility or the duration of effect. In this instance, these cells have been left blank.

## 3.6 CUMULATIVE EFFECTS

3.6.1. The SEA Regulations require that cumulative effects are considered when evaluating likely significant effects. The cumulative effects of the MWRTP as a whole (intra-plan) and in-combination with other plans and programmes (inter-plan) have been considered. This has been appraised on a topic-by-topic basis to identify likely significant cumulative effects using an appraisal matrix and the scoring system as outlined in Table 3-2.

3.6.2. The assessment of cumulative effects is presented in **Section 7** of this report.

## 3.7 MITIGATION, ENHANCEMENT MEASURES AND MONITORING

3.7.1. The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment as a result of implementing the plan. The measures are known as ‘mitigation’ measures.

3.7.2. Mitigation measures have been identified in relation to the assessment of policies, place visions, site allocations and site alternatives. These include both proactive avoidance of adverse effects and actions taken after potential effects have been identified. These are set out in **Section 8** of this report.

3.7.3. **Section 8** also includes enhancement measures, which aim to optimise positive impacts and enhance sustainability. The mechanism for delivery will ensure the promotion, prevention, reduction and offset of any significant adverse effects or enhancement opportunities on the environment.

3.7.4. The SEA Regulations also require that monitoring is undertaken on a plan so that the significant effects of implementation can be identified, and remedial action imposed. The purpose of the monitoring is to provide an important measure of the sustainability outcome of the final strategy, and to measure the performance of the plan against sustainability objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage sustainability information.

## 3.8 ASSUMPTIONS AND LIMITATIONS

- 3.8.1. The preparation of the MWRTP alongside the SEA has allowed an iterative process of assessment and refinement in the narrative and policies within the Plan. Therefore, some of the recommendations set out in this report may already have been addressed in the MWRTP.
- 3.8.2. The assessment of objectives and measures have been undertaken as a desk-based exercise using the baseline information from the Scoping Report. No site visits have been undertaken specifically for the purposes of the SEA.
- 3.8.3. WSP have ensured that effects are predicted accurately; however, this can be challenging given the strategic nature of the plan and limited understanding of precisely how the strategy will be implemented. Given uncertainties there is inevitably a need to make some assumptions, however, these are made carefully and explained in detail within the assessment text.
- 3.8.4. In some instances, given reasonable assumptions, it is not possible to predict 'significant effects', but it is possible to comment on the potential positive and negative effects of the draft plan and its alternatives in more general terms.

## 4 IDENTIFICATION OF ISSUES, OPPORTUNITIES AND SEA OBJECTIVES

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### 4.1 INTRODUCTION

- 4.1.1. This section sets out the sustainability issues and opportunities for the MWRTP and the SEA Appraisal Framework, against which the plan has been assessed.
- 4.1.2. A Scoping Report, in support of the emerging MWRTP, was produced by WSP in May 2024. This report reviewed relevant legislation, plans, and programmes baseline, identified baseline information as well as key issues and opportunities for the Local Plan and identified an assessment framework. The review of plans, policies, and programmes can be found in **Appendix C** and the full baseline is recorded in **Appendix D**
- 4.1.3. This report was consulted on with the Statutory Consultees (Natural Resources Wales and Cadw) as well as the Welsh Government. The representations received and how they have been taken into account can be found in **Appendix B**.

### 4.2 BASELINE

- 4.2.1. As part of the scoping report, an assessment of the key baseline information for each of the SEA topics, as well as any future trends, was carried out. This was used to identify key issues for sustainability in relation to the MWRTP, and was used to develop the appraisal framework, as outlined in Section 4.5.
- 4.2.2. A summary of the baseline has been included in Appendix D.

### 4.3 REVIEW OF PLANS POLICIES AND PROGRAMMES

- 4.3.1. A plan may be influenced in various ways by other plans, policies or programmes, or by external environmental protection objectives such as those laid down in policies or legislation. These relationships enable the Responsible Authority to take advantage of potential synergies and to deal with any inconsistencies and constraints.
- 4.3.2. The Scoping Report undertook an initial review of policies, plans, programmes, strategies and initiatives that may have an impact on the preparation of relevant policies being reviewed as part of the MWRTP update. This review has informed both the development of the MWRTP and the SEA framework.
- 4.3.3. Full details on the review of plans, policies and programmes is set out in **Appendix C**

### 4.4 SUSTAINABILITY ISSUES AND OPPORTUNITIES

- 4.4.1. The Scoping Report set out a number of issues and opportunities for the MWRTP, for each of the SEA topics scoped into the SEA process. Due to the nature of the MWRTP, it was considered to have the potential for likely significant effects on all SEA topics, therefore all environment topic areas were scoped into the SEA.
- 4.4.2. The SEA topics as set out in the SEA Regulations are:
- Biodiversity;
  - Population & Human Health;

- Water and Soil;
- Air;
- Material Assets;
- Climate Factors; and
- Cultural Heritage and Landscape

4.4.3. In addition to the SEA topics detailed in the SEA Regulations, WSP has assessed Population Equalities, Economy, Community Safety, and Noise. These topics are relevant to the plan and significant for the region and allow for a more detailed assessment of the potential effects of the MWRTP. Factors that were considered are the CJC well-being objectives emphasis supporting the economy of the region, Powys having the highest Killed and Seriously Injured (KSI) casualty rates in Wales, and the sensitivity of the noise environment in rural & deep rural areas.

The key issues and opportunities for each of these topics have been summarised in **Table 4-1** below.

**Table 3-1 – Key Issues and Opportunities**

| SEA Topic                 | Issues and Opportunities   |
|---------------------------|--|
| Population and Equalities | <ul style="list-style-type: none"> <li>■ With an ageing population across Mid Wales, there is likely to be additional strain on the region’s services and infrastructure, this may be exacerbated by the rural and deep rural nature of the region.</li> <li>■ Transport issues affect different groups to varying extents, and barriers to accessing and using transport can be exacerbated by age, ethnicity, mobility and gender.</li> <li>■ The rural nature of the region could pose challenges in providing good services for all residents. There will therefore be a need for increased access to public transport.</li> <li>■ Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand, but may also increase social isolation, increasing reliance on social interaction.</li> <li>■ Obesity is a significant issue in the UK, highlighting the importance for access to safe roads and paths for cycling and walking to promote physical activity.</li> </ul> |
| Human Health              | <ul style="list-style-type: none"> <li>■ The population of the area is ageing, and older people may not have access to appropriate forms of private transport to access healthcare, community and social care facilities.</li> <li>■ Social isolation can lead to loneliness which has the potential to undermine well-being thereby impacting negatively on people’s quality of life.</li> <li>■ Generally, there are higher levels of loneliness in rural areas than urban areas.</li> </ul>   |
| Economy                   | <ul style="list-style-type: none"> <li>■ The main reason for economic inactivity is long-term sickness, which provides a unique set of challenges.</li> <li>■ There is the potential for increased strain to support non-working age people as the population of those over age 65 increases.</li> <li>■ The predominantly rural and deep rural nature of the region exacerbates the need for public transport in these areas to connect rural communities to employment opportunities.</li> </ul>   |

| SEA Topic                         | Issues and Opportunities   |
|-----------------------------------|--|
|                                   | <ul style="list-style-type: none"> <li>▪ There is also a need to connect tourists in the region to key attractions in a sustainable manner.</li> </ul>   |
| Community Safety                  | <ul style="list-style-type: none"> <li>▪ Powys records the highest number of KSI casualties in Wales</li> <li>▪ Crime on public transport in Wales is on the rise</li> <li>▪ Pedestrians, cyclists and users of motorbikes are at higher risk of being KSI casualties in road traffic collisions</li> <li>▪ There are opportunities to increase the safety of active transport modes such as cycling and walking.</li> </ul>   |
| Biodiversity                      | <ul style="list-style-type: none"> <li>▪ Wales is one of the most nature-deplete countries on Earth.</li> <li>▪ Climate change will put strains on terrestrial and aquatic ecosystems.</li> <li>▪ There are a wide range of statutory designated sites across Mid Wales which may be affected by increased transport infrastructure development. Habitats and wildlife corridors outside of these protected areas are especially at risk of being lost, damaged or fragmented by transport development.</li> <li>▪ New transport routes should be carefully planned so that they do not cause adverse effects on ecosystem services provision.</li> </ul>  |
| Landscape, Townscape and Seascape | <ul style="list-style-type: none"> <li>▪ There are land management issues in the National Park particularly on landscape from agricultural change, local development, climate change and the spread of INNS.</li> <li>▪ Transport infrastructure has the potential to cause direct and indirect impacts on designated landscapes, eroding the character and quality of the landscapes, increasing pollution and eroding the visual amenity for residents and visitors alike.</li> <li>▪ Climate change will put pressure on the landscape designations as new pests and diseases emerge, sea levels rise, and there is an increase in extreme weather events, increasing the stresses on nature conservation.</li> <li>▪ Landscape led design could play a key role in the enhancement of the natural environment, visual amenity and physical and mental health of its people</li> <li>▪ Ceredigion's coastline is constantly changing due to sea level rise and climate change.</li> </ul> |
| Historic Environment              | <ul style="list-style-type: none"> <li>▪ Future development of transport infrastructure has the potential to affect the visual setting, survival, fabric, condition and setting of cultural heritage assets (both above and below ground)</li> <li>▪ Vehicle damage and pollution can adversely affect heritage assets, so reducing vehicle movements could be an important area to address.</li> <li>▪ The plan presents the opportunity to reduce the number of vehicles on local roads, reducing the degradation of heritage assets.</li> <li>▪ There are opportunities for enhancing the setting of heritage assets through the development of schemes to reduce traffic noise and enhance accessibility through improved walking and cycling provision.</li> </ul>  |
| Water Environment and Soils       | <ul style="list-style-type: none"> <li>▪ The effects of climate change may increase flooding and drought in Mid Wales.</li> <li>▪ The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as a habitat.</li> </ul>   |

| SEA Topic                           | Issues and Opportunities   |
|-------------------------------------|--|
|                                     | <ul style="list-style-type: none"> <li>▪ Increased development, including transport infrastructure, can increase flood risk on a local and catchment scale.</li> <li>▪ Upgrading existing infrastructure provides the opportunity to improve pollution control, including the reduction of litter</li> <li>▪ Potential for water quality impacts/benefits through implementation of SuDS on new schemes and retrofitting SuDS to existing schemes.</li> <li>▪ It is important that any future development of the transport network across Mid Wales does not have adverse impacts or lead to the degradation or sterilisation of the best and most versatile land, as this is important for the UK's self-sufficiency in food production.</li> </ul>   |
| Air Quality                         | <ul style="list-style-type: none"> <li>▪ Increased transport development and infrastructure may adversely impact sensitive receptors (both ecological and human health receptors) and worsen air quality in areas adjacent to roads and rail lines.</li> <li>▪ More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality.</li> <li>▪ Whilst electric cars should have positive effects for air quality in terms of NO<sub>2</sub> reductions, there is concern that electric vehicles, which are currently heavier than 'conventional' vehicles, may generate more particulate (PM10) pollution from brake and tyre wear.</li> <li>▪ Air quality issues across Mid Wales can be addressed via a modal shift towards less polluting methods of transport (low carbon transport initiatives) and inclusive of active transport (e.g. cycling and walking etc.) thereby leading to a higher standard of air quality.</li> </ul> |
| Climate Change and Greenhouse Gases | <ul style="list-style-type: none"> <li>▪ Transport is the second largest contributor to GHG emissions in the Mid Wales.</li> <li>▪ There is a need to ensure climate resilience of the transport infrastructure in Mid Wales. In rural and deep rural areas, where there are limited public transport services, many people are reliant on private transport which contributes to GHG emissions. There is an opportunity to support the use of active travel, and increase EV charging opportunities to reduce GHG emissions.</li> </ul>   |
| Noise                               | <ul style="list-style-type: none"> <li>▪ Increased transport development and infrastructure may adversely impact sensitive receptors and increase current noise levels in areas adjacent to roads and rail lines.</li> <li>▪ Excessive noise exposure from transport can cause stress and sleep disturbance and is often perceived as a nuisance. This can result in adverse effects on human health.</li> <li>▪ Transport noise can adversely affect biodiversity including nesting and feeding habitats of many species.</li> <li>▪ Increased noise exposure can also have negative impacts on designated sites including the National Park.</li> </ul>  |
| Material Assets                     | <ul style="list-style-type: none"> <li>▪ There is a need to minimise the consumption of resources, including energy and material assets.</li> <li>▪ Minerals are a finite resource and materials will be required for any new transport infrastructure, with subsequent waste produced.</li> <li>▪ There is currently a large reliance on road transport for importing and exporting minerals across the UK, which is unlikely to change.</li> </ul>   |

## 4.5 SEA APPRAISAL FRAMEWORK

4.5.1. The SEA Appraisal Framework is provided in **Table 4-2**. The SEA objectives and associated indicators have been derived from the baseline data, issues and opportunities and the review of other relevant plans, policies and programmes.

**Table 4-2 – SEA Appraisal Framework Objectives**

| SEA Topic                 | SEA Objective   | Supporting Appraisal Questions – Will the policy/ intervention...   |
|---------------------------|---|---|
| Population and Equalities | <b>SEA1:</b> To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for both rural/deep rural and urban populations.        | <ul style="list-style-type: none"> <li>■ Help to reduce inequalities, particularly for those people and communities most vulnerable?</li> <li>■ Improve access to services, facilities and transport for all inclusively?</li> <li>■ Proportionately support both rural and urban communities?</li> <li>■ Support diversity?</li> <li>■ Support population change?</li> </ul>   |
| Human Health              | <b>SEA2:</b> To protect and enhance both physical and mental health and wellbeing through better access to public transport, supporting walking and cycling and encouraging healthy lifestyles. | <ul style="list-style-type: none"> <li>■ Promote healthier lifestyles?</li> <li>■ Increase walking, cycling and active travel routes?</li> <li>■ Promote health enhancing environments, behaviours and activities for local communities?</li> <li>■ Help prevent risks to human health, which arise from noise and air pollution?</li> <li>■ Help prevent social isolation in both the rural/deep rural and urban setting?</li> </ul> |
| Economy                   | <b>SEA3:</b> To provide greater connectivity across Mid Wales to support key sectors, attract inward investment and support economic success.   | <ul style="list-style-type: none"> <li>■ Support economic growth?</li> <li>■ Support access to jobs and training opportunities?</li> <li>■ Improve access to employment centres?</li> <li>■ Support regeneration of town and district centres?</li> <li>■ Support the tourism industry?</li> </ul>  |
| Community Safety          | <b>SEA4:</b> To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network   | <ul style="list-style-type: none"> <li>■ Improve safety?</li> <li>■ Ensure that residents feel safe, particularly after dark?</li> <li>■ Reduce levels of crime deprivation?</li> <li>■ Improve road safety and reduce the number of people KSI on the roads?</li> </ul>  |
| Biodiversity              | <b>SEA5:</b> To protect and enhance habitats, species and valuable ecological networks that contribute  | <ul style="list-style-type: none"> <li>■ Cause damage to locally and nationally designated sites through</li> </ul>   |

| SEA Topic                         | SEA Objective  | Supporting Appraisal Questions – Will the policy/ intervention...  |
|-----------------------------------|--|--|
|                                   | to ecosystem functionality and contribute to environmental and biodiversity net benefit.   | <p>infrastructure provision, traffic or maintenance?</p> <ul style="list-style-type: none"> <li>■ Maintain and enhance biodiversity in the region?</li> <li>■ Seek opportunities for net benefit for biodiversity?</li> <li>■ Increase provision of ecosystem services from the country's natural capital?</li> <li>■ Prevent fragmentation of habitats and promote ecological networks?</li> <li>■ Result in developments which will improve biodiversity on site?</li> </ul>   |
| Landscape, Townscape and Seascape | <b>SEA6:</b> To protect and enhance townscapes, landscapes and seascapes, including both the rural environment and town centres.   | <ul style="list-style-type: none"> <li>■ Respect, maintain and strengthen local character and distinctiveness?</li> <li>■ Improve the quality and condition of the townscape and landscape?</li> <li>■ Incorporate green infrastructure into design?</li> <li>■ Protect and enhance the special character of designated landscapes and seascapes?</li> <li>■ Reduce light pollution?</li> <li>■ Enhance tranquillity?</li> <li>■ Protect and enhance the special character of the Bannau Brycheiniog National Park?</li> </ul> |
| Historic Environment              | <b>SEA7:</b> To protect and enhance the historic environment, including heritage assets (designated and non-designated) and their unique settings.   | <ul style="list-style-type: none"> <li>■ Conserve and/or enhance heritage assets, their setting and the wider historic environment?</li> <li>■ Improve the quality and condition of the historic environment?</li> <li>■ Respect, maintain and strengthen local character and distinctiveness?</li> <li>■ Result in the loss of buried and unknown historic assets and artifacts?</li> </ul>   |
| Water Environment and Soil        | <p><b>SEA8:</b> To reduce the risk and vulnerability to flooding.</p> <p><b>SEA9:</b> To maintain and enhance water &amp; soil quality by reducing levels of pollution from the transport network.</p> | <ul style="list-style-type: none"> <li>■ Reduce the risk of flooding?</li> <li>■ Reduce surface runoff?</li> <li>■ Improve water quality?</li> <li>■ Support the prevention harm, contamination on soil resources?</li> <li>■ Support the protection and enhancement of water bodies?</li> <li>■ Explore nature based solutions to reduce surface water runoff and flooding?</li> </ul>  |

| SEA Topic                           | SEA Objective   | Supporting Appraisal Questions – Will the policy/ intervention...   |
|-------------------------------------|---|---|
|                                     |   | <ul style="list-style-type: none"> <li>▪</li> </ul>   |
| Air Quality                         | <p><b>SEA10:</b> To protect and enhance air quality by reducing emissions from the transport network.</p>   | <ul style="list-style-type: none"> <li>▪ Support measures to reduce levels of air pollution?</li> <li>▪ Support measures for the reduction of congestion and traffic levels?</li> <li>▪ Support low emission transport measures?</li> <li>▪ Explore nature-based solutions to improve air quality and increase biodiversity?</li> </ul>   |
| Climate Change and Greenhouse Gases | <p><b>SEA11:</b> Ensure that Mid Wales and its transport infrastructure are resilient to the effects of climate change.</p> <p><b>SEA12:</b> To reduce greenhouse gas emissions across the transport network, support national and local decarbonisation initiatives and incorporate climate change adaptation to help maximise resilience.</p> | <ul style="list-style-type: none"> <li>▪ Support low carbon and energy efficient design?</li> <li>▪ Increase the resilience of transport infrastructure to the impacts of climate change (including flood risk, extreme weather, heat and cold)?</li> <li>▪ Support the councils' Net Zero ambitions by 2030?</li> <li>▪ Support low carbon, energy efficient design?</li> <li>▪ Reduce levels of embodied carbon?</li> <li>▪ Support reduction in operational emissions through both technological and behavioural measures?</li> <li>▪ Support infrastructure initiatives to promote the use of low carbon vehicles?</li> </ul> |
| Noise                               | <p><b>SEA13:</b> To reduce exposure to transport related noise and vibration, including noise pollution and nuisance.</p>   | <ul style="list-style-type: none"> <li>▪ Support measures to reduce levels of noise pollution?</li> <li>▪ Support measures for the reduction of congestion and traffic levels particularly in areas with sensitive noise receptors?</li> <li>▪ Explore nature based solutions to reduce noise pollution and increase biodiversity?</li> </ul>   |
| Material Assets                     | <p><b>SEA14:</b> To promote the sustainable use of resources.</p> <p><b>SEA15:</b> To ensure the efficient use of land.</p> <p><b>SEA16:</b> To ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.</p>   | <ul style="list-style-type: none"> <li>▪ Support the use of sustainable materials?</li> <li>▪ Support the reuse of existing infrastructure?</li> <li>▪ Promote a circular economy?</li> <li>▪ Minimise the amount of waste?</li> <li>▪ Protect and enhance land quality?</li> <li>▪ Minimise loss of agricultural land?</li> <li>▪ Ensure that critical infrastructure is resilient to the effects of climate change?</li> </ul>  |



## 5 COMPATIBILITY ASSESSMENT OF OBJECTIVES

### 5.1 INTRODUCTION

- 5.1.1. This section assesses the compatibility of the MWRTP Objectives against the SEA objectives.
- 5.1.2. The MWRTP Objectives have been individually tested against the SEA Appraisal Framework objectives to identify both potential synergies and inconsistencies. This information can help in developing and refining the objectives of the MWRTP.
- 5.1.3. **Table 5-1** below sets out the key to appraisal, whilst **Table 5-2** overleaf sets out the findings of the compatibility testing of the MWRTP objectives.

**Table 5-1 – Key to Compatibility Assessment**

| Effect                           | Key |
|----------------------------------|-----|
| Compatible                       | ✓   |
| Incompatible/ potential conflict | ✘   |
| No relationship                  | 0   |
| Uncertain relationship           | ?   |

- 5.1.4. The MWRTP objectives are as follows:
- **MWRTP Objective 1 – Accessibility**
  - **MWRTP Objective 2 – Behaviour Changes**
  - **MWRTP Objective 3 – Strategic Connectivity**
  - **MWRTP Objective 4 – Modal Shift**
  - **MWRTP Objective 5 – Walking, Cycling and Wheeling**
  - **MWRTP Objective 6 – Environmental**
  - **MWRTP Objective 7 – Resilience, Safety and Making Better Use**
  - **MWRTP Objective 8 – Interchange and Integration**

**Table 5-2 – Compatibility Assessment**

| Objective  | SEA1 | SEA2 | SEA3 | SEA4 | SEA5 | SEA6 | SEA7 | SEA8 | SEA9 | SEA10 | SEA11 | SEA12 | SEA13 | SEA14 | SEA15 | SEA16 |
|--|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|
| MWRTP Objective 1 – Accessibility                            | ✓    | ✓    | ✓    | ✓    | ?    | ?    | ?    | 0    | ✓    | ✓     | 0     | ✓     | ?     | ✓     | ?     | ✓     |
| MWRTP Objective 2 – Behaviour Changes                        | ✓    | ✓    | ✓    | ✓    | ✓    | ?    | ?    | 0    | ✓    | ✓     | 0     | ✓     | ?     | ✓     | ?     | ✓     |
| MWRTP Objective 3 – Strategic Connectivity                   | ✓    | ✓    | ✓    | ?    | X    | ?    | ?    | ✓    | ✓    | ✓     | ✓     | ✓     | X     | ?     | ✓     | ✓     |
| MWRTP Objective 4 – Modal Shift                              | ✓    | ✓    | ✓    | ✓    | ✓    | ?    | 0    | 0    | ✓    | ✓     | 0     | ✓     | ?     | ✓     | 0     | 0     |
| MWRTP Objective 5 – Walking, Cycling and Wheeling            | ✓    | ✓    | ?    | ✓    | ?    | ✓    | 0    | 0    | ✓    | ✓     | 0     | ✓     | ✓     | ?     | ?     | ?     |
| MWRTP Objective 6 – Environmental                            | ✓    | ✓    | ?    | ✓    | ✓    | ?    | 0    | 0    | ✓    | ✓     | 0     | ✓     | ✓     | ✓     | ?     | ✓     |
| MWRTP Objective 7 – Resilience, Safety and Making Better Use | ✓    | ✓    | 0    | ✓    | 0    | 0    | 0    | 0    | ✓    | ✓     | ✓     | ✓     | ✓     | ✓     | 0     | ✓     |
| MWRTP Objective 8 – Interchange and Integration              | ✓    | ✓    | ✓    | ✓    | 0    | 0    | 0    | 0    | ✓    | ✓     | 0     | ✓     | ?     | ✓     | 0     | ✓     |

## 5.2 COMPATIBILITY ASSESSMENT FINDINGS

- 5.2.1. **Table 5-2** above shows that generally the MWRTP Objectives proved to be largely compatible with most of the SEA Objectives.
- 5.2.2. **SEA1** (Population & Equalities), **SEA2** (Human Health), **SEA9** (Water & Soil Quality), **SEA10** (Air Quality), and **SEA12** (Greenhouse Gases) were compatible with all MWRTP Objectives. This is due to a positive correlation with a reduction of private vehicles/increase in public transportation usage and these SEA Objectives.
- 5.2.3. **SEA7** (Historic Environment), **SEA8** (Flood Risk) and **SEA11** (Climate Resilience) show the fewest relationships with MWRTP Objectives. This is due to most MWRTP Objectives not covering cultural heritage or environmental hazards. These SEA Objectives are not directly correlated to improvement in the transport plan.
- 5.2.4. **MWRTP Objective 3** (Strategic Connectivity) is the only objective to be incompatible with an SEA Objective. It is assessed to be incompatible with **SEA5** (Biodiversity) and **SEA13** (Noise and Vibration), this is due to the MWRTP Objective aiming to support economic growth, freight, and tourism. The activities that are to be supported could result in impacts on biodiversity, and with greater activity there would be greater associated noise.
- 5.2.5. The assessment identified a number of uncertainties given the open-ended nature of both sets of objectives. Some Objectives have been assessed as uncertain, due to the potential for positive/compatible and negative/incompatible effects. **SEA5** (Biodiversity) has uncertain results due to the positive impact that a reduction in private vehicles provides, but the negative impact that an increase in human activity has on habitats.
- 5.2.6. Uncertain relationships were also concluded due to there being potential for improvement, but dependent on the implementation of certain measures. **MWRTP Objective 5** (Walking, Cycling and Wheeling) has multiple uncertain outcomes, this is due to uncertainty over investment and use of existing infrastructure. Uncertainty over if there would be inward investment in cycle paths (**SEA3**), and whether they repurpose part of the existing infrastructure and/or create pedestrianised areas in town centres (**SEA14** and **SEA15**) has resulted in some of the assessments being uncertain.
- 5.2.7. **SEA6** (Townscape, Landscape, and Seascape) is assessed to have the most uncertain relationships. The MWRTP aims of an accessible, sustainable, and efficient transport system would increase the human traffic, but decrease the vehicle traffic. The result of this on Townscape, Landscape, and Seascape is uncertain.
- 5.2.8. Due to the rural nature of Mid-Wales the impact on noise and vibration on residential properties may vary. Rural and deep rural properties traffic count is likely to be low, so the noise of scheduled buses may be more than occasional private cars. Thus, the uncertain results.

## 6 ASSESSMENT OF POLICIES AND MEASURES

### 6.1 INTRODUCTION

- 6.1.1. The assessment of the MWRTP policies and measures are summarised below and presented in full in **Appendix E**. A matrix approach has been used for the assessment which has used the significance criteria identified in **Table 6-1** below.
- 6.1.2. **Table 6-2** overleaf provides an overview on the performance of the MWRTP policies against each SEA objective and **Table 6-3** outlines significant effects based on each SEA objective. For the purpose of the SEA, significant effects are deemed to be the following:
- Significant Positive effects;
  - Significant Negative effects; and
  - Uncertain effects.
- 6.1.3. Further details on the insignificant effects i.e., minor positive, minor negative, mixed and neutral effects are detailed in **Appendix E**. The Appendix also sets out the nature of effects such as magnitude, spatial extent and duration.

**Table 6-1 – Significance of Effect**

| Effect Significance   | Key |
|---|-----|
| Potential for significant positive effects  | ++  |
| Potential for minor positive effects  | +   |
| Potential for minor negative effects  | -   |
| Potential for significant negative effects  | --  |
| Uncertain effects – Uncertain or insufficient information on which to determine the appraisal at this stage | ?   |
| Potential for both positive and negative effects  | +/- |
| Negligible / No effect  | 0   |

## 6.2 ASSESSMENT OF POLICIES

6.2.1. **Table 6-2** sets out the overview of effects from the assessment of policies.

**Table 6-2– Overview of Effects**

| Policy                        | SEA1 | SEA2 | SEA3 | SEA4 | SEA5 | SEA6 | SEA7 | SEA8 | SEA9 | SEA10 | SEA11 | SEA12 | SEA13 | SEA14 | SEA15 | SEA16 |
|-------------------------------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|
| Accessibility                 | ++   | ++   | +    | +/-  | +/-  | +/-  | 0    | 0    | 0    | ++    | 0     | +     | 0     | 0     | 0     | 0     |
| Behaviour Changes             | +    | ++   | +    | +    | +    | 0    | 0    | 0    | 0    | ++    | ++    | +     | 0     | 0     | 0     | 0     |
| Strategic Connectivity        | +    | +    | ++   | +    | +/-  | 0    | 0    | 0    | 0    | ++    | 0     | +     | 0     | 0     | 0     | 0     |
| Modal Shift                   | +    | +    | +    | +    | 0    | +    | 0    | 0    | 0    | ++    | 0     | +     | 0     | 0     | 0     | 0     |
| Walking, Cycling and Wheeling | 0    | ++   | 0    | +/-  | 0    | +    | 0    | 0    | 0    | ++    | 0     | ++    | +     | 0     | 0     | 0     |
| Environmental                 | +/-  | +    | +    | 0    | +    | 0    | +    | 0    | 0    | ++    | 0     | ++    | 0     | 0     | 0     | +     |

| Policy                                   | SEA1 | SEA2 | SEA3 | SEA4 | SEA5 | SEA6 | SEA7 | SEA8 | SEA9 | SEA10 | SEA11 | SEA12 | SEA13 | SEA14 | SEA15 | SEA16 |
|--|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|
| Resilience, Safety and Making Better Use | ++   | +    | +    | ++   | 0    | 0    | 0    | ++   | 0    | +     | ++    | +     | 0     | 0     | 0     | ++    |
| Interchange and Integration              | ++   | +    | +    | ++   | 0    | 0    | 0    | 0    | 0    | +     | +     | +     | 0     | +     | 0     | 0     |
| Land-use                                 | +    | ++   | +    | +    | 0    | +    | +    | 0    | 0    | ++    | 0     | ++    | +     | +     | +     | 0     |

6.2.2. Table 6-3 sets out the summary of findings from the assessment of measures.

**Table 6-3 – Assessment of Policies – Summary of Findings**

| SEA Objective                 | Number of Significant Effects |    |   | Summary of Significant Effects  |
|-------------------------------|-------------------------------|----|---|---|
|                               | ++                            | -- | ? |   |
| SEA1: Population & Equalities | 3                             | 0  | 0 | <p>MWRTP Policies regarding <b>Accessibility, Resilience, Safety and Making Better Use, and Interchange and Integration</b> will result in significant positive effects on SEA1.</p> <p><b>Accessibility</b> policies aim to improve transport gaps and barriers within the rural, deep-rural and urban regions which will result in significant positive effects on SEA1, with particular emphasis on those with protected characteristics under the Equality Act 2010. This will be achieved by working together with relevant stakeholders to improve links between communities to ensure these gaps and barriers are addressed, making good transport accessible for all.</p> |

| SEA Objective      | Number of Significant Effects |    |   | Summary of Significant Effects   |
|--------------------|-------------------------------|----|---|--|
|                    | ++                            | -- | ? |  |
|                    |                               |    |   | <p><b>Resilience, Safety and Making Better Use</b> policies work on recognising perceptions of road and personal safety can be a barrier to walking, cycling, and the use of public transport by more vulnerable groups, therefore by working on overcoming these challenges, inclusivity and connectivity of the transport network will be improved.</p> <p><b>Interchange and Integration</b> policies will ensure easy-to-understand public transport information in a range of formats is available so that timetable information is readily accessible to all users. Rolling out the integration of rail and bus services as well as Park and Rides will help support both rural and urban communities.</p>   |
| SEA2: Human Health | 4                             | 0  | 0 | <p>MWRTP Policies on <b>Land-use Planning, Accessibility, Behaviour Changes, Walking, cycling, and Wheeling</b> have been assessed as having significant positive effects on SEA2.</p> <p><b>Land-use Planning</b> policies ensure all new developments are designed for walking and cycling, supporting healthy lifestyles and contributing to better physical and human health due to increased exercise and time outdoors. Policies will reduce the need to travel, indirectly affecting human health due to less air pollution and therefore better physical health and less risk of lung related illnesses.</p> <p><b>Accessibility's</b> policies support the shift to active transport modes as well as providing transport to health appointments which is likely to result in significant positive effects on both physical and mental health of the population within the city region.</p> <p><b>Behaviour Changes</b> policies will result in positive effects on SEA2 due to the implementation of Healthy Travel Charters, boosting physical activity levels and therefore improving overall physical and mental health, positively contributing to the overall quality of life for residents and potentially influencing the behaviours of others.</p> <p><b>Walking, Cycling, and Wheeling</b> policies promote walking and cycling by improving existing cycling routes and footpaths it will encourage people to stay more active promoting</p> |

| SEA Objective          | Number of Significant Effects |    |   | Summary of Significant Effects  |
|------------------------|-------------------------------|----|---|---|
|                        | ++                            | -- | ? |   |
|                        |                               |    |   | health enhancement behaviours. Encouraging schools to have active transport plans will result in better mental and physical health for young people. Also, by improving active travel infrastructure, such as more bike storage, this will encourage more people to cycle, further improving both mental and physical health.   |
| SEA3: Economy          | 1                             | 0  | 0 | <b>Strategic Connectivity</b> policies will likely result in positive effects on SEA3 due to improving access to employment. A greater linked Mid Wales will enable greater connectivity to support key sectors and attract inward investment. By working on improving cross-border connectivity, this will further support key sectors and economic success 8 and 9 have been assessed as having significant positive effects on SEA3.   |
| SEA4: Community Safety | 2                             | 0  | 0 | MWRTP Policies on <b>Resilience, Safety and Making Better Use, Interchange and Integration</b> have been assessed as having significant positive effects on SEA4.<br><b>Resilience, Safety and Making Better Use</b> policies support measures and intervention to reduce the number and severity of road traffic collisions to improve road safety as well as working on schemes to ensure personal safety is considered in new developments also.<br><b>Interchange and Integration</b> policies will work on promoting healthier lifestyles to increase walking, cycling and active transport. As well as promoting health enhancing environments and behaviours to help prevent risks to human health arising from noise and air pollution. Prevent social isolation in both the rural/deep rural and urban setting by enhancing transport infrastructure will also be a positive effect. |
| SEA5: Biodiversity     | 0                             | 0  | 0 | N/A   |

| SEA Objective                            | Number of Significant Effects |    |   | Summary of Significant Effects  |
|--|-------------------------------|----|---|---|
|  | ++                            | -- | ? |   |
| SEA6: Landscape, Townscape, and Seascape | 0                             | 0  | 0 | N/A   |
| SEA7: Historic Environment               | 0                             | 0  | 0 | N/A   |
| SEA8: Flood Risk                         | 1                             | 0  | 0 | <b>Resilience, Safety and Making Better Use</b> policies will reduce the risk and vulnerability to flooding by reducing surface runoff as a result of transport infrastructure upgrades such as maintenance programmes and futureproofing existing transport infrastructure.  |
| SEA9: Water Quality                      | 0                             | 0  | 0 | N/A   |
| SEA10: Air Quality                       | 7                             | 0  | 0 | <p>MWRTP Policies on <b>Land-use Planning, Accessibility, Behaviour Changes, Strategic Connectivity, Modal Shift, Walking, Wheeling, and Cycling</b>, and <b>Environment</b> have been assessed as having significant positive effects on SEA10.</p> <p><b>Land-use Planning</b> policies support design for walking and cycling as well as reducing the need to travel will protect and enhance air quality by reducing emissions across the Mid Wales region, due to a reduction in carbon emissions, as a result of less congestion from traffic in the road.</p> <p><b>Accessibility's</b> policies Increase accessibility of public transport services encouraged by this goal will reduce traffic on the roads and generate a reduction in carbon emissions, positively contributing to air quality improvements across the Mid Wales region.</p> |

| SEA Objective                    | Number of Significant Effects |    |   | Summary of Significant Effects  |
|----------------------------------|-------------------------------|----|---|---|
|                                  | ++                            | -- | ? |   |
|                                  |                               |    |   | <p><b>Behaviour Changes</b> policies encourages a shift towards more public transport encouraged by a change in behaviours as a result of improved delivery of rail improvements and bus services will generate a reduction in carbon emissions, due to less congestion from traffic in the road, and the encouragement of electric vehicles will positively contribute to air quality improvements across the Mid Wales region.</p>  |
| SEA11: Climate Change Resilience | 2                             | 0  | 0 | <p>MWRTP Policies on <b>Behaviour Change and Resilience, Safety and Making Better</b> have been assessed as having significant positive effects on SEA11.</p> <p><b>Behaviour Change</b> policies promote a more sustainable lifestyle through increased choice and availability, whilst also planning for future demographics. The policies within this goal will help build climate resilience into transport infrastructure and assets.</p> <p><b>Resilience, Safety, and Making Better Use</b> policies directly strive towards improving the resilience of the current transport network against the effects of climate change. Improving the existing infrastructure, including maintenance of forthcoming developments will have a significant impact upon mitigating against impacts.</p> |
| SEA12: Greenhouse Gases          | 3                             | 0  | 0 | <p><b>Walking Cycling and Wheeling</b> policies encourage active travel and would reduce the number of car users. A reduction in car users will result in lowering the total carbon and nitrous oxide emissions as well as other harmful greenhouse gas pollutants.</p> <p><b>Environmental</b> policies support the rollout of electric vehicles and decarbonisation opportunities, which will reduce fossil fuel usage and result in a decrease in greenhouse gas emissions across the region.</p> <p><b>Land Use Planning</b> policies support design for walking and cycling as well as reducing the need to travel, generating a reduction in greenhouse gas emissions, due to less congestion from traffic in the road.</p>   |

| SEA Objective                       | Number of Significant Effects |    |   | Summary of Significant Effects  |
|-------------------------------------|-------------------------------|----|---|---|
|                                     | ++                            | -- | ? |   |
| SEA13: Noise & Vibration            | 0                             | 0  | 0 | N/A   |
| SEA14: Sustainable use of Resources | 0                             | 0  | 0 | N/A   |
| SEA15: Land Use                     | 0                             | 0  | 0 | N/A   |
| SEA16: Critical Infrastructure      | 1                             | 0  | 0 | <b>Resilience, Safety and Making Better Use</b> policies include encouraging the use of, and maintenance of, the transport network. Improvements in the infrastructure and safety will encourage active travel, which in turn will put less strain on the transport network. Thus, assisting in meeting the demands of the future population, supporting SEA16. |

### 6.3 ASSESSMENT OF MEASURES

6.3.1. **Table 6-4** sets out the overview of effects from the assessment of measures.

**Table 6-4 – Overview of Effects**

| Measures                       | Authority                 | SEA1 | SEA2 | SEA3 | SEA4 | SEA5 | SEA6 | SEA7 | SEA8 | SEA9 | SEA10 | SEA11 | SEA12 | SEA13 | SEA14 | SEA15 | SEA16 |
|--------------------------------|---------------------------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|
|                                |                           |      |      |      |      |      |      |      |      |      |       |       |       |       |       |       |       |
| Walking, Wheeling, and Cycling | All Authorities           | ++   | ++   | +    | +    | +/-  | +/-  | +    | 0    | 0    | +     | ?     | +     | +     | 0     | 0     | +     |
| Walking, Wheeling, and Cycling | Powys Council             | +    | +    | +    | +/-  | 0    | +    | +/-  | 0    | 0    | +     | 0     | +     | 0     | +/-   | +     | +     |
| Walking, Wheeling, and Cycling | Ceredigion County Council | +    | +    | +    | +    | 0    | +/-  | 0    | 0    | 0    | +     | 0     | +     | 0     | 0     | -     | +     |
| Public Transport & Interchange | All Authorities           | ++   | +    | ++   | +    | +    | +    | 0    | +    | +    | ++    | +     | ++    | +/-   | +     | +     | +     |
| Public Transport & Interchange | Ceredigion County Council | +    | +    | ++   | +    | +/-  | +    | 0    | 0    | +    | +     | 0     | +     | +     | +     | +     | +     |
| Strategic Connectivity         | All Authorities           | +    | +    | +    | +    | +/-  | +/-  | 0    | 0    | 0    | +     | 0     | +     | 0     | 0     | 0     | +     |
| Strategic Connectivity         | Powys Council             | ?    | +    | +    | +    | +/-  | +    | 0    | 0    | 0    | +     | 0     | +     | +     | 0     | 0     | +     |
| Strategic Connectivity         | Ceredigion County Council | ++   | +    | +    | +    | +/-  | +/-  | 0    | 0    | 0    | +     | 0     | +     | +     | 0     | +/-   | +     |

| Measures                  | Authority       | SEA1 | SEA2 | SEA3 | SEA4 | SEA5 | SEA6 | SEA7 | SEA8 | SEA9 | SEA10 | SEA11 | SEA12 | SEA13 | SEA14 | SEA15 | SEA16 |
|---------------------------|-----------------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|
|                           |                 |      |      |      |      |      |      |      |      |      |       |       |       |       |       |       |       |
| Behaviour Change          | All Authorities | +/-  | +    | ++   | +    | ?    | +    | +    | 0    | 0    | +     | +     | +     | +     | 0     | 0     | +     |
| Community Based Transport | All Authorities | ++   | ++   | +    | +    | -    | 0    | +    | 0    | 0    | +     | +     | +     | +/-   | 0     | 0     | 0     |
| Road Safety               | All Authorities | 0    | +    | 0    | ++   | +    | 0    | 0    | 0    | 0    | +     | 0     | +     | +     | 0     | 0     | 0     |
| Green Vehicles            | All Authorities | +    | +    | +    | +    | ?    | -    | +    | 0    | 0    | +     | +     | +     | +     | 0     | -     | 0     |

6.3.2. Table 6-5 sets out the summary of findings from the assessment of measures.

**Table 6-5 – Assessment of Measures – Summary of Findings**

| SEA Objective                 | Number of Significant Effects |    |   | Summary of Significant Effects  |
|-------------------------------|-------------------------------|----|---|---|
|                               | ++                            | -- | ? |   |
| SEA1: Population & Equalities | 3                             | 0  | 1 | <b>Walking, Wheeling, and Cycling – All Authorities</b> was assessed as showing a significant positive effect. This is due to the extent of the active travel infrastructure improvements, multi-modal sustainable travel options and expanding traffic free routes promotes access to services and facilities in many localities. Replacing deteriorated infrastructure and improving facilities to travel on foot or bicycle maintains connectivity |

| SEA Objective      | Number of Significant Effects |    |   | Summary of Significant Effects   |
|--------------------|-------------------------------|----|---|--|
|                    | ++                            | -- | ? |  |
|                    |                               |    |   | <p>between rural and urban areas and reduces exclusion of vulnerable members of the community.</p> <p><b>Public Transport &amp; Interchange – All Authorities</b> has been assessed as having a significant positive effect. Due to the improvements to the public transport infrastructure increasing the capacity and connectivity of the existing transport network across the region.</p> <p><b>Strategic Connectivity - Ceredigion County Council</b> has been assessed as having a significant positive effect. Due to major positive effects identified for population as the improvement of a strategic route, introduction of a new active travel route, and promotion of bus services enhances connectivity between rural and urban communities and provides access to services for vulnerable members of the community.</p> <p><b>Strategic Connectivity – Powys County Council</b> has been assessed as having an uncertain effect. As although the improvement of traffic sensitive routes improves connectivity, it is unclear how the scheme will reduce inequalities and proportionally support rural and urban communities.</p> |
| SEA2: Human Health | 1                             | 0  | 0 | <p><b>Walking, Wheeling, and Cycling – All Authorities</b> was assessed as showing a significant positive effect. This is due to increasing access to active travel routes promoting healthy behaviours and reducing social isolation. Therefore, improving the physical and mental health of individuals. Reducing traffic flows through supporting active travel movements may improve journey times and therefore reduce stress. An uptake of active travel will reduce the volume of vehicle emissions, therefore indirectly affecting human health by improving air quality and decreasing vehicle-associated disturbance from noise and vibration, in urban areas.</p>   |

| SEA Objective          | Number of Significant Effects |    |   | Summary of Significant Effects  |
|------------------------|-------------------------------|----|---|---|
|                        | ++                            | -- | ? |   |
| SEA3: Economy          | 2                             | 0  | 0 | <p><b>Public Transport &amp; Interchange – All Authorities</b> has been assessed as having a significant positive effect. This is due to the schemes focusing on investment into increasing capacity of public transport and increasing the connectivity. As a result of these changes the workforce is more mobile, which may attract inward investment, supporting local and regional economies.</p> <p><b>Public Transport &amp; Interchange – Ceredigion County Council</b> has been assessed as having a significant positive effect. This is due to the increased capacity of parking at Aberystwyth South station allowing for greater movement of the workforce, increasing employment opportunities, potentially making it the council more attractive for inward investment.</p>  |
| SEA4: Community Safety | 1                             | 0  | 0 | <p><b>Road Safety – All Authorities</b> has been assessed as having a significant positive effect. This is due to the schemes directly focusing on improvement of road safety, to reduce traffic accidents and improve safety of other road users</p>   |
| SEA5: Biodiversity     | 0                             | 0  | 2 | <p><b>Behaviour Change – All Authorities</b> has been assessed as having uncertain effects. This is due to the scheme promoting active travel through e-bike schemes which can indirectly contribute towards preserving biodiversity through decreasing reliance on car travel, reduced emissions and improved air quality, the direct impact on biodiversity is relatively uncertain. Reduced vehicle dominance may reduce instances of animal strike.</p> <p><b>Greener Vehicles – All Authorities</b> has been assessed as having uncertain effects. As the promotion of enhanced facilities and infrastructure can indirectly contribute towards preserving biodiversity through decreasing reliance on car travel, reduced emissions and improved air quality, the direct impact on biodiversity is relatively uncertain. Improved road safety or reduced vehicle dominance may reduce instances of animal strike.</p> |

| SEA Objective                            | Number of Significant Effects |    |   | Summary of Significant Effects  |
|--|-------------------------------|----|---|---|
|  | ++                            | -- | ? |   |
| SEA6: Landscape, Townscape, and Seascape | 0                             | 0  | 0 | N/A   |
| SEA7: Historic Environment               | 0                             | 0  | 0 | N/A   |
| SEA8: Flood Risk                         | 0                             | 0  | 0 | N/A   |
| SEA9: Water Quality                      | 0                             | 0  | 0 | N/A   |
| SEA10: Air Quality                       | 1                             | 0  | 0 | <b>Public Transport &amp; Interchange – All Authorities</b> has been assessed as having a significant positive effect, due to the schemes encouraging the use/partial use of public/active transport. Resulting in fewer vehicle emissions and thus improving air quality.                                |
| SEA11: Climate Change Resilience         | 0                             | 0  | 1 | <b>Walking Cycling, and Wheeling – All Authorities</b> has been assessed as having an uncertain effect. There is the potential for the infrastructure improvements to incorporate elements, such as SuDs, which will improve climate change resilience. This is not specified in the scheme descriptions. |
| SEA12: Greenhouse Gases                  | 1                             | 0  | 0 | <b>Public Transport &amp; Interchange – All Authorities</b> has been assessed as having a significant positive effect, due to the schemes encouraging the use/partial use of public/active transport. Resulting in fewer greenhouse gas emissions.  |

| SEA Objective                       | Number of Significant Effects |    |   | Summary of Significant Effects |
|-------------------------------------|-------------------------------|----|---|--------------------------------|
|                                     | ++                            | -- | ? |                                |
| SEA13: Noise & Vibration            | 0                             | 0  | 0 |                                |
| SEA14: Sustainable use of Resources | 0                             | 0  | 0 | N/A                            |
| SEA15: Land Use                     | 0                             | 0  | 0 | N/A                            |
| SEA16: Critical Infrastructure      | 0                             | 0  | 0 | N/A                            |

## 6.4 ASSESSMENT OF REASONABLE ALTERNATIVES

- 6.4.1. The SEA Regulations require an assessment of the plan and its “reasonable alternatives”, in addition to those proposed within the draft plan. Without this, there cannot be a proper environmental evaluation of the preferred plan. The assessment of reasonable alternatives does not need include all possible alternatives, but only those that are realistic.
- 6.4.2. The MWRTP did not generate any specific alternative options, therefore, the SEA has considered the continuation of the existing strategy as a reasonable alternative.
- 6.4.3. The main assessment has been outlined in **Table 6-6** overleaf. Overall, the existing strategy (Mid Wales Joint Local Transport Plan 2015) has performed similarly to the proposed MWRTP, as many of the objectives and measures overlap.

**Table 6-6 - Assessment of Alternatives - continuation of MWLTP (2015) 'do nothing' scenario**

| SEA Objective                      | Summary of Effects  | Significance |
|------------------------------------|---|--------------|
| SEA1:<br>Population,<br>Equalities | <p>The MWLTP (2015) interventions aim to provide improvements to the transport network of Mid Wales. These improvements include increasing the capacity and connectivity of the network, which in turn would support future populations. Emphasis is put on providing access to employment opportunities, this would involve connecting rural/deep rural areas to urban populations, supporting SEA1.</p> <p>However, the MWLTP (2015) does not have interventions focusing on the inclusivity of the transport network. Interventions are focused on providing better provisions for pedestrians and cyclists, but not how the transport network is accessible to people with disabilities (within the meaning of the Equality Act 2010). The MWLTP (2015) also does not fully account for the change in future demographics within Mid Wales, the presence of growing, ageing and rural. Ageing and declining populations are touched upon briefly, but not as much as within the MWRTP. This is where the MWRTP builds upon the MWLTP (2015), in improving and expanding upon the interventions proposed previously.</p> | +/-          |
| SEA2:<br>Human<br>Health           | <p>The topic of human health is not detailed within the MWLTP (2015). There are interventions to increase pedestrian and cycling access/usage, which would improve human health, but indirectly. The focus of these interventions are towards the infrastructural improvements and behavioural changes they aim to encourage, rather than the physical and mental health benefits they provide.</p> <p>The MWRTP focuses more directly on the positive impact that an active lifestyle, and access to nature/green spaces, can provide the population of Mid Wales.</p>   | +/-          |
| SEA3:<br>Economy                   | <p>The MWLTP seeks to address the issue of strategic connections across Mid Wales, and how this would impact upon employment and movement of freight in the region. These interventions would likely result in an increase of inward investment to the region, supporting economic success, and thus SEA3.</p>  | ++           |

| SEA Objective                           | Summary of Effects  | Significance |
|---|---|--------------|
| SEA4: Community Safety                  | The MWLTP (2015) interventions to address improving safety and security include those to improve road safety schemes and initiatives to reduce casualties. The highlighted issue within the MWLTP (2015) is the poor condition of highways can have on road safety. Measures proposed include interactive traffic speed signing, improved street lighting, and junction safety enhancements.  | +            |
| SEA5: Biodiversity                      | The MWLTP (2015) encourages the shift from private vehicles to an increased usage of public transportation, and active travel. These changes would have an indirect positive impact on biodiversity. However, the MWLTP (2015) does not directly acknowledge the environment. It is not foreseen that the MWLTP (2015) would have negative impacts on biodiversity, however, the MWRTP builds upon this by adding a focus on the environment and biodiversity.  | +/-          |
| SEA6: Landscape, Townscape and Seascape | Landscape, Townscape and Seascape are not directly considered within the MWLTP (2015). The improvement of the transport network in the region would have an impact on the Landscape, Townscape and Seascape, and without policies and measures in place to ensure they are preserved, the effect is likely to be negative.  | -            |
| SEA7: Historic Environment              | Historic Environment is not directly considered within the MWLTP (2015). The improvement of the transport network in the region could potentially have an impact on the Historic Environment, and without policies and measures in place to ensure they are preserved, the effect could be negative.  | -/?          |
| SEA8: Flood Risk                        | <p>The MWLTP (2015) highlights that flood risk vulnerability is an issue in the region, and that the impacts of climate change increases the risk to the resilience of the transport network. The “Strategic Routes Alleviation of Flood Risk Areas” scheme targets connections to deep rural parts of the region. However, there is no detail as to measure that will reduce flood risk at these points, or across the network.</p> <p>The MWRTP introduces specific measures to improve surface water drainage and management of flood risks.</p> | ?            |
| SEA9: Water Quality                     | Water quality is not mentioned within the MWLTP (2015). An indirect positive effect may be experienced through a reduction in private vehicle usage. However, without monitoring or focus on possible pollutants, water quality is likely to be negatively impacted   | -            |
| SEA10: Air Quality                      | Air quality is not mentioned within the MWLTP (2015). However, the improvements in the transport network are likely to introduce improvements in air quality. This is likely to be caused by increased usage of public transport and active travel methods, in addition to improved traffic congestion. The MWLTP (2015) is likely to still introduce improvements in Air Quality, indirectly.  | ++           |
| SEA11: Climate Change Resilience        | The MWLTP (2015) addresses the resilience of the transport network as a key avenue to improve journey times. It is also noted that flooding events from climate change will be an issue posed to the region. This would to be actioned through the “Strategic Routes Alleviation of Flood   | +/-          |

| SEA Objective                       | Summary of Effects  | Significance |
|-------------------------------------|---|--------------|
|                                     | Risk Areas” scheme. A greater emphasis is required to address the potential impacts of climate change on the area.  |              |
| SEA12: Greenhouse Gases             | Greenhouse Gases are not mentioned within the MWLTP (2015). However, the improvements in the transport network are likely to introduce improvements in air quality, through reduced greenhouse gas emissions. This is likely to be caused by increased usage of public transport and active travel methods, in addition to improved traffic congestion. The MWLTP (2015) is likely to still introduce improvements in greenhouse gas emissions, indirectly. | ++           |
| SEA13: Noise and Vibration          | Noise & Vibration is not mentioned within the MWLTP (2015). Improvements to the transport network, and a shift away from private vehicles will likely lead to a decrease in noise & vibration in more urban settings. However, with the majority of Mid Wales being rural/deep rural, dependent on the existing traffic count, an increase in public transportation may increase noise and vibration at certain receptors.                                  | ? or +/-     |
| SEA14: Sustainable use of Resources | Sustainable use of Resources are not mentioned within the MWLTP (2015). Within the MWLTP (2015) there is a focus on sustainable development and travel. However, without policies and measures in place to ensure a sustainable use of resources, the MWLTP (2015) does not align with SEA14.   | -            |
| SEA15: Land Use                     | There is mention of integration of travel and accessibility into land use decision, within the Regional Transport Plan for Mid Wales (adopted in 2009), but not within the MWLTP (2015). As the Transport Plan for Mid Wales (adopted in 2009) informed the preparation of the MWLTP (2015), it is anticipated that the influences on land use planning would support SEA15.  | +            |
| SEA16: Critical Infrastructure      | The MWLTP (2015) encourages improvements to be made to the transport network, and investment to improve the infrastructure. It would be anticipated that this would result in support for SEA16. The predictions of future demographics from 2015 may be outdated, and insufficient for current times/predictions. Thus, the MWRTP update will provide a more accurate prediction of future demographics and needs  | +/-          |

## 7 CUMULATIVE EFFECTS

### 7.1 INTRODUCTION

7.1.1. The SEA Regulations require that cumulative effects are considered when identifying likely significant effects. Cumulative effects arise, for instance:

- Where several individual measures have a combined effect on an objective; or
- Where several measures each have insignificant effects but together have a significant effect.

7.1.2. The significance of cumulative effects resulting from a range of activities, or multiple incidences of one activity, may vary based on factors such as the nature of the proposed sites and policies and the sensitivity of the receiving communities and environment.

7.1.3. This section therefore presents the findings of the following:

- Consideration of how different proposed measures within the MWRTP may interact and cause cumulative effects on a receptor (Intra-project effects); and
- How the proposed measures within MWRTP could cause cumulative effects in association with other plans, policies and projects in the surrounding area (Inter-project effects).

### 7.2 INTRA-PLAN EFFECTS

7.2.1. The SEA assessment of both policies and strategic sites drew out potential intra-plan cumulative effects. These have been identified in **Table 7-1** below.

**Table 7-1 – Intra-Project Effects**

| SEA Objective                | Effect | Summary of Effects  |
|------------------------------|--------|---|
| SEA1: Population, Equalities | ++     | The increased improvements and connection to the transport network/infrastructure across the proposed measures is likely to support an increase in access offered to current and future populations.  |
| SEA2: Human Health           | ++     | The support of cycling, walking, and wheeling provision, in addition to the reduction of private vehicles on the roads, provided by the proposed measures, contribute to increased safety on the roads and improved healthy and active lifestyles.  |
| SEA3: Economy                | ++     | The proposed measures increasing the provision and infrastructure of the transport network is likely to positively contribute to the local and regional economy.  |
| SEA4: Community Safety       | ++     | A reduction in private vehicles on the road will likely reduce traffic collisions (and in turn the KSI casualties). There will also be a reduction in crime rates as a result of the increased provision of transport and improved walking routes, as well as increased access to education educating children on crime safety. |

| SEA Objective                           | Effect | Summary of Effects   |
|---|--------|--|
| SEA5: Biodiversity                      | +/-    | Increased education and community driven projects may increase the biodiversity of the region. However, greater access to nature, and increased tourism, may have a negative impact through greater use of parks and unintentional destruction of habitat  |
| SEA6: Landscape, Townscape and Seascape | +/-    | An increase in accessibility and connectivity of the transport network will decrease private vehicle traffic, which may have a positive impact on landscape, townscape and seascape. However, increase in tourism and human traffic may have a negative impact   |
| SEA7: Historic Environment              | ?      | Dependant on what heritage assets are in the area, impacts may vary. Increased tourism may have a detrimental impact to assets. However, there may be investment into protection of assets and potential for monetary gain to aid preservation efforts.  |
| SEA8: Flood Risk                        | 0      | Most MWRTP objectives do not directly impact flood risk. There is a potential for positive impacts/reduction in flood risk vulnerability, through repurposing roads as cycle lanes, with greater vegetation allowing for more penetration.   |
| SEA9: Water Quality & Soils             | +      | The improvements in the transport network would encourage a behavioural shift away from private vehicle usage, and use of ultra-low emission public transport and/or walking, cycling and wheeling. Fewer vehicles on the road will result in fewer contaminants/pollutants that would be carried through surface water runoff into waterbodies and soils, negatively impacting water & soil quality.  |
| SEA10: Air Quality                      | ++     | The improvements in the transport network would encourage a behavioural shift away from private vehicle usage, and use of ultra-low emission public transport and/or walking, cycling and wheeling. Fewer vehicles on the road will result in fewer pollutants/emissions to air, resulting in improved air quality.  |
| SEA11: Climate Change Resilience        | ?      | The effects/impact of effects from climate change are uncertain. Investment into the transport infrastructure to protect against potential effects, such as sea-level rise and increased rainfall, through sea defences and sustainable drainage systems (SuDs)  |
| SEA12: Greenhouse Gases                 | ++     | The improvements in the transport network would encourage a behavioural shift away from private vehicle usage, and use of ultra-low emission public transport and/or walking, cycling and wheeling. Fewer vehicles on the road will result in fewer pollutants/emissions to air, resulting in improved air quality.<br><br>Digital connectivity would also reduce the need for commuting to work, with an increase in working from home. This would have a positive impact on greenhouse gas emissions |

| SEA Objective                       | Effect | Summary of Effects   |
|-------------------------------------|--------|--|
| SEA13: Noise and Vibration          | +/-    | Dependant on where in Mid-Wales the receptors are the noise and vibration produced from an improved public transport network may be the same/equivalent of the existing occasional private vehicle noise and vibration   |
| SEA14: Sustainable use of Resources | +      | The improvements in the transport network would encourage a behavioural shift away from private vehicle usage, and use of ultra-low emission public transport and/or walking, cycling and wheeling. Resulting in an increase in the sustainable use of resources, e.g. fossil fuels                                |
| SEA15: Land Use                     | ?      | The impact on land use is uncertain. As the construction of additional infrastructure, e.g. cycle paths, would increase land use. However, pedestrianised parts of town centres, allocating cycle lanes within existing infrastructure, and change of use of car parks would have a beneficial impact on land use. |
| SEA16: Critical Infrastructure      | ++     | Improvements and investments into transport infrastructure will support the enhanced and increased demands of the population now and in the future.  |

## 7.3 INTER-PLAN EFFECTS

7.3.1. **Table 7-3** below outlines the sources of potential inter-plan cumulative effects, whilst **Table 7-4** details the cumulative effects identified for each of the SEA Topics in relation to these policies and plans. This uses the same key to effects as set out in **Table 7-1** above.

**Table 7-2 – Sources of Inter-Plan Cumulative Effects**

| Policy or Plan   | Plan Details  |
|--|---|
| Future Wales: The National Plan 2040                     | Future Wales is the national development framework for Wales and is the highest tier of development plan, focused on directing development at both a regional and local scale. The plan addresses key national priorities through the planning system; from developing a vibrant economy to achieving decarbonisation and improving health and wellbeing across the nation. It identifies national and regional growth areas and establishes the need for the development of Strategic Development Plans. |
| Strategic Development Plans (Wales)                      | Strategic Development Plans are required to conform with the Future Wales: The National Plan 2040 across regional and sub-regional scales. They should consider strategic regional issues including future growth areas, housing demand, economic development, transport and green infrastructure.  |
| Local Development Plans (Wales)<br>Local Plans (England) | Planning authorities within Wales and England are required to prepare a development plan (Wales) or local plan (England) to guide decision-making on future development proposals. Plans seek to identify the needs and opportunities of the area; identifying the scale and location of growth to be delivered across their respective administrative area. The Local  |

| Policy or Plan                                     | Plan Details   |
|--|--|
|  | Development Plans and Local Plans being prepared in the surrounding areas could interact with development proposed in the RLDP.  |
| Wales Transport Strategy 2021                      | Wales Transport Strategy 2021 outlines the Welsh Government's strategy for the future of transport in Wales, prioritising the creation of a more prosperous, green, and equal society.   |
| National Parks                                     | <p>Nine unitary authorities have responsibility for areas of the 520 square miles of Bannau Brycheiniog (Brecon Beacons) National Park (BBNP). Of these authorities, Powys Council is responsible for 66% of the area. Within this area the Brecon Beacons National Park Authority (BBNPA) is the Local Planning Authority. The following plans could interact the Mid Wales RTP:</p> <ul style="list-style-type: none"> <li>• BBNP Management Plan 2023 – 2028</li> <li>• BBNP Local Development Plan 2007 – 2022</li> </ul> <p>On 7 June 2024, the BBNPA withdrew the First Replacement BBNP Local Development Plan (2018- 2033). The National Park Authority aims to agree a Delivery Agreement with the Welsh Government in due course.</p> <p>Powys and Ceredigion both border the Eryri (Snowdonia) National Park to the north west. Key plans include:</p> <ul style="list-style-type: none"> <li>• Eryri Local Development Plan 2016 – 2031</li> <li>• Eryri National Park Partnership Plan 2020</li> </ul>  |
| National Landscapes                                | <p>Powys borders the Shropshire Hills National Landscape to the east and key plans include:</p> <p>Shropshire Hills AONB Management Plan 2019 – 24</p>   |
| <b>Mid Wales Regional Investment Plan, 2022</b>    | <p>The Mid Wales Regional Investment Plan UK Shared Prosperity Fund sets out the priorities for investing the £42.4m UKSPF allocation in Mid Wales, up until March 2025. Informed by local economic strategies and Wellbeing assessments, regional documents and studies, lessons learnt from previous funding rounds and considerable stakeholder engagement. Delivering on each of the levelling up objectives:</p> <ul style="list-style-type: none"> <li>• Boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging</li> <li>• Spread opportunities and improve public services, especially in those places where they are weakest</li> <li>• Restore a sense of community, local pride and belonging, especially in those places where they have been lost</li> <li>• Empower local leaders and communities, especially in those places lacking local agency</li> <li>• Through the Multiply Programme, increase levels of functional numeracy in the adult population (Multiply is an adult numeracy programme announced by the UK Government as part of the UK Shared Prosperity Fund.)</li> </ul> |
| <b>Mid Wales Regional Economic Framework, 2021</b> | The first Regional Economic Framework (REF) for mid Wales and part of the transition to a regionally focussed model of economic development. The framework is the result of a different approach involving extensive   |

| Policy or Plan   | Plan Details   |
|--|--|
|  | <p>engagement and co-design with the people that are living and working across the region as well as building on the existing work of regional partners. The approach has been as much about asking better questions, as it has about providing the answers and the REF is the start of a continuous and collaborative process that will be reflected in the way that we work as a region.</p> <p>The engagement process has in particular highlighted the following themes:</p> <ul style="list-style-type: none"> <li>• Equality and diversity</li> <li>• Children and young people</li> <li>• The Welsh language</li> <li>• The environment</li> </ul>  |
| <p><b>Energy Strategy, 2020</b></p>  | <p>This regional energy strategy for Mid Wales has been developed by the Growing Mid Wales Partnership, Powys County Council and Ceredigion County Council, with support from regional stakeholders and the Welsh Government Energy Service. The vision for the strategy is: <i>“To achieve a net zero-carbon energy system that delivers social and economic benefits, eliminates fuel poverty, better connects Mid Wales to the rest of the UK, and contributes to wider UK decarbonisation.”</i></p> <p>The listed priorities are:</p> <ul style="list-style-type: none"> <li>• Drive forward the decarbonisation of the region’s housing and building stock</li> <li>• Work proactively to ensure that electricity and gas grids in the region are suitable for a 100% decarbonised future</li> <li>• Boost the use of renewable energy through new generation and storage</li> <li>• Accelerate the shift to zero carbon transport and improve connectivity</li> <li>• Develop and harness the potential of agriculture to contribute to zero carbon goals</li> <li>• Harness innovation to support decarbonisation and clean growth</li> </ul> |
| <p><b>Mid Wales Regional Skills Partnership Employment and Skills Plan 2022-2025, 2023</b></p> | <p>The Mid Wales Regional Skills Partnership (RSP) is one of four regional skills partnerships in Wales working to drive investment in skills by developing responses based upon local and regional need. Working across the counties of Ceredigion and Powys, taking close consideration of the priorities of the Growing Mid Wales Partnership.</p> <p>It's vision is to align the public and private sectors to address the supply and demand issues for an effective agile workforce, with the appropriate skill level, to attract inward investment to Mid Wales and improve communication networks between sectors to understand and identify learning and career pathways into long term, appropriate employment for the citizens of Mid Wales.</p>   |
| <p><b>Nature Recovery Action Plan for Wales, 2020</b></p>                                      | <p>The Nature Recovery Action Plan for Wales has been refreshed to take into account the growing evidence around the scale of the loss of biodiversity and the changing policy context in Wales. This includes the legislative framework and the Natural Resources Policy, the expected impacts of our exit from the</p>   |

| Policy or Plan  | Plan Details   |
|---|--|
|   | <p>EU, the escalating ecological crisis and the need to respond urgently to that alongside the response to the climate emergency.</p> <p>The Nature Recovery Action Plan has 5 themes:</p> <ul style="list-style-type: none"> <li>• Maintaining and Enhancing Resilient Ecological Networks</li> <li>• Increasing Knowledge and Knowledge Transfer</li> <li>• Realising new investment and funding</li> <li>• Upskilling and capacity for delivery</li> <li>• Mainstreaming, Governance and Reporting our Progress</li> </ul>  |
| <p><b>Powys Local Development Plan 2011-2026, Adopted 2018</b></p>        | <p>The Local Development Plan (LDP) sets out the Council's vision, objectives, policies and proposals for the sustainable development and use of land in Powys for the 15 year period 2011-2026.</p> <p>Powys LDP's main themes are:</p> <ul style="list-style-type: none"> <li>• Planning for Growth in Sustainable Places</li> <li>• Supporting the Powys Economy</li> <li>• Supporting Infrastructure and Services</li> <li>• Guardianship of Natural, Built, and Historic Assets</li> <li>• Supporting Healthy Communities</li> </ul>                                    |
| <p><b>Ceredigion Local Development Plan 2007 – 2022, Adopted 2013</b></p> | <p>The Local Development Plan (LDP) sets out the Council's vision, objectives, policies and proposals for the sustainable development and use of land in Ceredigion between 2007 and 2022.</p> <p>The Key Issues for Ceredigion can be identified within several themes as follows:</p> <ul style="list-style-type: none"> <li>• Level and type of growth</li> <li>• Distribution of growth/development</li> <li>• Form of growth</li> <li>• Community</li> <li>• Welsh Language</li> <li>• Environment and Climate Change</li> <li>• Infrastructure and Services</li> </ul> |

**Table 7-3 – Sources of Inter-Plan Cumulative Effects**

| SEA Objective                 | Significance of Effect | Summary of Effects  |
|-------------------------------|------------------------|---|
| SEA1: Population & Equalities | ++                     | The Mid-Wales RTP is likely to interact with other plans to have a significant positive cumulative effect. The increase in capacity and connectivity of the transport network improves public services, fostering inclusivity for all demographics and will help facilitate a range of developments outlined in Local and Strategic Development Plans. These improvements promote the adoption of public transport, supporting the transition to Net Zero. Additionally, they connect employees to job opportunities facilitating a more agile workforce. |
| SEA2: Human Health            | +                      | The Mid-Wales RTP is likely to interact with other plans to have a positive cumulative effect. Development in increasing public services enhances access to and quality of healthcare, positively impacting human health, as well as increased access to greenspaces improving both physical and mental health.   |
| SEA3: Economy                 | ++                     | The Mid-Wales RTP is likely to interact with other plans to have a significant positive cumulative effect. Investment in potential decarbonisation and biodiversity funding has positive economic effects. These investments not only support the transition to a sustainable economy but also enhance biodiversity, promoting long-term economic resilience. These plans will also improve employment opportunities through improved connectivity across mid-Wales.  |
| SEA4: Community Safety        | ?                      | Across the plans, there is potential for greater employment opportunities and enhanced community support, which can lead to a decrease in crime levels, due to greater economic stability and a sense of belonging. Access to green spaces has been seen to reduce crime rate due to better mental health, although there is potential for minor negative impacts as unlit areas can increase crime at night.   |
| SEA5: Biodiversity            | +/-                    | Development and policies proposed through the Mid-Wales RTP and other plans has the potential to interact and have cumulative effects on biodiversity through opportunities to  |

| SEA Objective                           | Significance of Effect | Summary of Effects  |
|---|------------------------|---|
|   |                        | <p>deliver net benefit for biodiversity and improve green infrastructure. Increased community pride may lead to more nature conservation efforts and litter picking, which positively impacts biodiversity. Regional economic framework also emphasises the importance of the environment. and implementing greener energy solutions enhances biodiversity. However, there is potential for individual developments identified within the plans to negatively impact biodiversity, although it is considered unlikely that these will be significant due to national and local policies which seek to protect biodiversity.</p>   |
| SEA6: Landscape, Townscape and Seascape | +                      | <p>The Mid-Wales RTP is likely to interact with other plans to have a positive cumulative effect. Increased investment and reduced car usage will reduce traffic and lead to improved townscape, landscape and/or seascape due to fewer cars and vehicles on the road. However there is potential for minor negative effects as green energy projects might face opposition.</p>  |
| SEA7: Historic Environment              | ?                      | <p>Development and policies proposed through the Mid-Wales RTP and other plans has the potential to interact and have cumulative effects on the historic environment. Inward investment may increase efforts to preserve heritage assets, enhancing their longevity and cultural significance. Also effective guardianship of historic assets is beneficial for maintaining their value and integrity. Furthermore, the plans contain policies that seek to conserve and enhance the heritage assets, therefore it is considered that significant negative cumulative effects are unlikely. However, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level.</p> |
| SEA8: Flood Risk                        | ?                      | <p>Development and policies proposed through the Mid-Wales RTP and other plans has the potential to interact and have cumulative effects on flood risk. Investment in nature recovery and climate resilience measures as outlines in the Ceredigion Local Development Plan can reduce flood risk. Furthermore, as the plans contain policies that seek to reduce flood risk, it is considered that significant negative cumulative effects are unlikely. However, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level.</p>  |

| SEA Objective                    | Significance of Effect | Summary of Effects   |
|----------------------------------|------------------------|--|
| SEA9: Water Quality & Soils      | 0                      | It is considered that development and policies proposed through the Mid-Wales RTP and other plans will have negligible cumulative effects on water quality and soils. Decarbonisation efforts, such as reducing car usage, lead to fewer contaminants entering water systems and the local soil environment. Improving waterways through nature recovery initiatives enhances water quality and reduces soil runoff. These also indirectly contribute to human health and healthy communities. However, these impacts within the Mid-Wales RTP are considered to be negligible and therefore will not contribute to cumulative effects across the plans. |
| SEA10: Air Quality               | +/-                    | Development and policies proposed through the Mid-Wales RTP and other plans has the potential to interact and have cumulative effects on air quality. Reduced car usage leads to improved air quality by decreasing pollutants. However, increased investment and economic growth could result in higher emissions due to more people travelling for work.   |
| SEA11: Climate Change Resilience | 0                      | It is considered that development and policies proposed through the Mid-Wales RTP and other plans will have negligible cumulative effects on climate change resilience. Implementing Sustainable Drainage Systems (SuDs) reduces flooding and enhances climate change resilience for the future. These systems manage rainfall effectively, mitigating flood risks and contributing to more resilient communities. However, these impacts within the Mid-Wales RTP are considered to be negligible and therefore will not contribute to cumulative effects across the plans.   |
| SEA12: Greenhouse Gases          | +/-                    | Development and policies proposed through the Mid-Wales RTP and other plans has the potential to interact and have cumulative effects on greenhouse gases. Reducing car usage will improve air quality by lowering greenhouse gas emissions. Fewer cars on the road mean less carbon dioxide and NOx emissions being emitted into the atmosphere. However, increased investment and economic growth could result in higher emissions due to more people travelling for work.   |
| SEA13: Noise and Vibration       | -                      | Development and policies proposed through the Mid-Wales RTP and other plans has the potential to interact and have minor negative cumulative effects on noise and vibration.   |

| SEA Objective                       | Significance of Effect | Summary of Effects   |
|-------------------------------------|------------------------|--|
|                                     |                        | Increased population and development can lead to high levels of noise and vibration through construction and operation of new developments and infrastructure. Ambient noise levels will rise with an increasing population, potentially further affecting quality of life. However, the plans also contain policies that seek to reduce and mitigate noise and vibration and it is therefore considered that significant negative cumulative effects are unlikely.  |
| SEA14: Sustainable use of Resources | +                      | Development and policies proposed through the Mid-Wales RTP and other plans has the potential to interact and have cumulative effects on sustainable use of resources. Strengthening weaknesses through investment will reduce inefficiencies in the sustainable use of resources. By identifying and targeting areas that need improvement, resource management, minimising waste and promoting sustainable practices can be optimised.   |
| SEA15: Land Use                     | ++                     | Development and policies proposed through the Mid-Wales RTP and other plans has the potential to interact and have significant positive cumulative effects on land use. Embracing online working and working from home promotes efficient land use by reducing the need for extensive office spaces and commuting infrastructure. This shift allows more flexible and sustainable urban planning freeing up land for other uses, such as green spaces. Furthermore, having a series of plans that shape developments on both a local and strategic level ensures a comprehensive and efficient plan for use of land within the counties. |
| SEA16: Critical Infrastructure      | ++                     | Development and policies proposed through the Mid-Wales RTP and other plans has the potential to interact and have significant positive cumulative effects on critical infrastructure. Improvement in infrastructure ensures meeting future demands, improving quality of life and fosters economic growth, crucial for the sustainable development and well-being of future generations.  |

## 8 MITIGATION, ENHANCEMENT & MONITORING MEASURES

### 8.1 MITIGATION AND ENHANCEMENT MEASURES

- 8.1.1. Mitigation of significant negative effects of the plan, and enhancement of positive effects are a key purpose of SEA. The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. The measures are known as ‘mitigation’ measures. Mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.
- 8.1.2. The mitigation measures proposed in **Table 8-1** are designed to avoid or reduce the effects identified as potentially negative through the policy assessments on the SEA Objectives. The table also includes enhancement measures, that aim to optimise positive impacts and enhance sustainability.

**Table 8-1 – Mitigation, Enhancement and Monitoring**

| SEA Objective   | Mitigation / Enhancement   | Mechanism   |
|---|--|---|
| SEA1: Population & Equalities<br>SEA3: Economy  | <p>Ensure the needs and aspirations of groups with protected characteristics are considered in delivering transport solutions, in addition, including those from low income households. This could include measures such as:</p> <ul style="list-style-type: none"> <li>Fair pricing for public transport;</li> <li>Consideration of grants and exemptions for electric vehicles, clean air zones and other vehicle restriction and charging schemes;</li> <li>Engagement with protected characteristic groups specifically to ensure the needs of these groups are identified; and</li> </ul> <p>Consideration needs to be given to those who may not have the same understanding of or access to technology (for example the elderly, those with learning difficulties or in low income groups).</p> | <p>Strategic and project specific EqlA and HIA for digital solutions and projects seeking behavioural change</p> <p>Disability Discrimination Act compliance</p> <p>Inclusion as part of Implementation Plan</p> <p>Scheme level design</p> |
| SEA8: Flood Risk<br>SEA10: Air Quality<br>SEA11: Climate Change Resilience<br>SEA12: Greenhouse Gases | <p>All development must be protected from effects of flooding, pollution and events exacerbated by climate change. Emissions of GHG must also be neutral wherever possible to address climate change.</p>  | <p>Project level design and assessment</p>  |
| SEA1: Population & Equalities   | <p>Streetscape, spacing and infrastructure design for electric infrastructure (charging, parking, signposting) will need to take account of accessibility for all including those with reduced mobility or disability.</p>   | <p>Project level design and assessment</p> <p>Project specific EqlA and HIA</p>   |

| SEA Objective  | Mitigation / Enhancement   | Mechanism  |
|--|--|--|
| SEA6: Landscape, Townscape, and Seascape   |  |  |
| SEA7: Historic Environment   | <p>Characterisation work should be undertaken to understand the potential impact of transport interventions on historic places and inform assessments of an area's capacity to accommodate development.</p> <p>Site specific studies, such as archaeological desk-based assessment and fieldwork, may also be necessary to provide adequate information.</p> <p>Where transport infrastructure is being built and/or improved within, or close proximity to designated historic assets, visual effects assessment should be undertaken to determine magnitude of impact and possible mitigation.</p> | <p>Project level design and assessment</p> <p>Historic Landscape Characterisation</p> <p>Heritage Impact Assessments</p> <p>Archaeological desk based assessment</p> |
| SEA1: Population & Equalities<br>SEA6: Landscape, Townscape, and Seascape  | <p>The accessibility of sustainable transport modes including the use of e-scooters and e-bikes can be improved through frequent, convenient, and affordable parking provisions throughout the city region. Parking and facilities for these schemes should not present physical barriers to users.</p>  | <p>Inclusion as part of preferred LTP and Implementation Plan</p>  |
| SEA11: Climate Change Resilience<br>SEA12: Greenhouse Gases<br>SEA14: Sustainable use of Resources<br>SEA16: Critical Infrastructure | <p>Any form of construction and operation should be undertaken as sustainably as possible, making use of tools and processes, such as circular economy, waste hierarchy, CEEQUAL and BREEAM.</p> <p>Sustainable design and construction techniques should be promoted, such as low energy lighting and low noise road surfaces</p>   | <p>Project level design and assessment</p>   |
| SEA1: Population & Equalities  | <p>Consideration needs to be given to those who may not have the same understanding of, or access to, emerging technology.</p>   | <p>Project level EqIA</p> <p>Use of alternative forms of communication/ information.</p>   |
| SEA1: Population & Equalities<br>SEA2: Human Health<br>SEA16: Critical Infrastructure  | <p>Community safety, health and equalities should be considered in design, for example, pedestrian networks, including linking new developments into existing infrastructure, integrating modes of transport (both public and active), lighting and other safety design considerations, materials used (contrasting colours, non-slip surfaces), accessibility for all including those with reduced mobility or disability, well-being, affordability of schemes, active travel.</p>   | <p>Project level Community Safety Assessment, EqIA, HIA, NBB</p>   |

| SEA Objective  | Mitigation / Enhancement  | Mechanism   |
|--|---|---|
| SEA1: Population & Equalities<br>SEA16: Critical Infrastructure                      | Improvements to public realm and particularly street furniture should also seek to improve wayfinding and provide permeability across the transport network, especially for those with mobility constraints e.g. Wheelchair users, pushchair users.   | Scheme level design<br>Scheme level EqIA  |
| SEA1: Population & Equalities<br>SEA16: Critical Infrastructure                      | New/retrofitted active travel routes should be made wide enough to enable access for all users, including those with reduced mobility or disabilities.  | Project level EqIA<br>Disability and Discrimination Act compliance  |
| SEA2: Human Health<br>SEA5: Biodiversity<br>SEA6: Landscape, Townscape, and Seascape | <p>The incorporation of natural features such as tree planting, hedgerows and floral arrangements along walk/cycleways to enhance connections to nature and reduced stress levels, contributing to mental health and wellbeing benefits.</p> <p>Where a transport project is likely to have a significant negative effect on the natural environment the avoidance-mitigation-compensation hierarchy should be considered. Where possible, less damaging alternatives should be considered with regards impacts to high value ecological and landscape receptors, including those of international, national and local importance (SACs, SPAs, Ramsar sites, SSSIs, AONB, county wildlife sites protected species).</p>   | <p>Project level Net Benefit for Biodiversity assessment.</p> <p>Project level Habitat Regulations Assessment</p> |
| SEA2: Human Health<br>SEA5: Biodiversity<br>SEA6: Landscape, Townscape, and Seascape | <p>Opportunities for avoiding and mitigating any adverse effects, and for net environmental gains should be made from the earliest stages of plan-making and development proposals.</p> <p>Opportunities to improve biodiversity in and around developments should be integrated as part of the design, especially where this can secure measurable net benefit for biodiversity or enhance public access to nature where this is appropriate.</p> <p>Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to these issues.</p> <p>Significant harm to biodiversity resulting from a development is to be avoided. If this cannot be avoided, then adequate mitigation should be provided or as a last resort compensated for.</p> <p>Increasing habitat for pollinators along the transport corridors will lead to long term enhancements for insects and the species that depend upon them.</p> | Project level design and assessment   |

| SEA Objective  | Mitigation / Enhancement  | Mechanism   |
|--|---|---|
| SEA5: Biodiversity   | Plants and trees should be carefully considered, in particular, hardy species that are resistant to pollution. Inclusion of pollinators will also help to support pollinating insects and other invertebrates. Further inclusion of bird boxes and bug hotels will help to boost biodiversity.  | Project level design and assessment   |
| SEA5: Biodiversity<br>SEA6: Landscape, Townscape, and Seascape<br>SEA7: Historic Environment | <p>Transport solutions must seek to maximise sustainability benefits from existing landscape, townscape and heritage assets by valuing them inherently and for the wider services they provide.</p> <p>Promoters and designers should liaise closely with Cadw (Welsh Government’s agency for protecting and promoting the historic buildings, landscapes and heritage site of Wales) and Historic Wales to avoid or minimise negative impacts, such as land take and light pollution, whilst seeking to maximise benefits, such as tranquillity.</p> <p>Where transport infrastructure is being built and/or improved within, or 500m outside of a designated landscape, a landscape and visual impacts assessment should be undertaken to determine magnitude of impact and possible mitigation.</p> <p>Green infrastructure and urban greening should be incorporated into public realm adjustments for an integrated transport network. This will encourage the uptake of active travel among residents and enhance feelings of community safety and social cohesion.</p> | <p>Historic Landscape Characterisation</p> <p>Project level design and assessment</p> <p>Project level landscape and visual impacts assessments</p> |
| SEA2: Human Health<br>SEA14: Sustainable use of Resources                                    | Energy saving plans including the provision of LED lights for streetlighting should not compromise feelings of safety travelling through the city region at night. Lighting and signage could be bolstered through public realm improvements in order to boost overall community safety, perceived and real.  | <p>Project level design and assessment</p> <p>Project Level crime and safety assessment</p>   |
| SEA1: Population & Equalities<br>SEA2: Human health  | Mechanisms to design out crime on the transport network should be put in place to improve feelings of safety when utilising public transport. For instance, improved surveillance will likely deter crime and anti-social behaviour at interchanging points.  | <p>Project level design and assessment</p> <p>Project Level crime and safety assessment</p>   |
| SEA13: Noise and Vibration<br>SEA15: Land Use  | Developments coming forward as part of the MWRTP should take noise into consideration at both the construction and operational phases.  | Project level design and acoustic assessment  |

| SEA Objective                       | Mitigation / Enhancement  | Mechanism                                   |
|-------------------------------------|---|---|
|                                     | This could be provided through screening by natural landscape (such as earth mounds), using structures of noise tolerant uses (such as car parks and commercial developments) and including noise barriers. Effective land use planning should aim to avoid new highways cutting across residential areas or coming too close to sensitive areas.                           |   |
| SEA14: Sustainable use of Resources | Interventions should consider waste generation and resource use in planning and design to increase resource efficiency and improve operational efficiency. Consideration at the procurement stage should be given to resource hierarchy, for example, use of reused materials to form road surfaces and/or additional measures to ensure the preservation of road surfaces. | CEMP<br>Project level design and assessment |
| SEA15: Land Use                     | Where land take is required, preference should be given to brownfield land/ previously developed land and avoidance of the best and valuable land.<br><br>Proposed sustainable transport infrastructure such as cycle lanes, bus lanes and footpaths, should where appropriate, prioritise the reallocation of the highway network.   | Project level design and assessment         |

## 8.2 MONITORING MEASURES

- 8.2.1. The SEA Regulations require that monitoring is undertaken on a plan so that the significant effects of implementation can be identified, and remedial action imposed. The purpose of the monitoring is to provide an important measure of the sustainability outcome of the final plan, and to measure the performance of the plan against sustainability objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage sustainability information.
- 8.2.2. The aim of monitoring is to check whether the plan is having the significant effects that were predicted in the SEA (including cumulative effects), and to deal with any unforeseen problems. **Table 8-2** below outlines potential monitoring measures for the residual effects.
- 8.2.3. It is assumed that monitoring of the SEA will be undertaken by Ceredigion and Powys Councils. Upon adoption of the SEA, responsibility for undertaking the monitoring measures proposed below will be assigned to the relevant teams within Ceredigion and Powys. This includes someone to oversee the monitoring process as a whole, to ensure that monitoring is being undertaken at the required frequency, in accordance with the recommendations made within this SEA.

**Table 8-2 – Proposed Monitoring Measures**

| Potential Effect | What could be monitored? |
|------------------|--------------------------|
|------------------|--------------------------|

|  |  |
|--|--|
| <b>SEA1: Population and Equalities</b>   | <p>Number of new active travel routes (cycle paths, footpaths etc)</p> <p>Number of new transport services such as bus routes</p>  |
| <b>SEA 2: Human Health</b>   | <p>Number of new active travel routes (cycle paths, footpaths etc)</p>   |
| <b>SEA 3: Economy</b>  | <p>Number of new transport services such as bus routes</p> <p>Office of National Statistics data such as employment rates</p>  |
| <b>SEA 4: Community Safety</b>   | <p>Number of traffic collisions with pedestrians and cyclists and the severity of the collision</p>  |
| <b>SEA5: Biodiversity</b> - Potential negative effects on biodiversity                     | <p>The number of biodiversity enhancement schemes implemented through MWRTP schemes.</p>   |
| <b>SEA6: Landscape, Townscape, and Seascape</b>  | <p>The total loss of greenfield land to development.</p> <p>Landscapes benefiting from conservation and enhancement measure as a result of the MWRTP</p>   |
| <b>SEA7: Historic Environment</b> - Potential negative effects on the historic environment | <p>The number of historic assets (statutory and non-statutory) negatively affected by MWRTP schemes.</p> <p>The number of historic assets (statutory and non-statutory) benefiting from conservation and enhancement measure as a result of MWRTP.</p>   |
| <b>SEA8: Flood Risk</b> – Extent of reduction in flood risk vulnerability                  | <p>Monitoring around flood risk reduction and prevention targets as developed in the SFRA. This includes the number of interventions which include ‘Working with Natural Processes’ and site level flood risk mitigation such as SuDS.</p> <p>Monitoring the number of instances of flooding on the transport network</p>  |
| <b>SEA9: Water Quality &amp; Soil</b> – Increase in water & soil quality                   | <p>Review NRW annual WFD monitoring results.</p>   |
| <b>SEA10: Air Quality</b> – Decrease in air quality in town centres                        | <p>To monitor air quality levels with town centres and ensure they don’t exceed existing baseline levels.</p> <p>Monitor number of interventions which include green infrastructure.</p>   |
| <b>SEA11: Climate Change Resilience</b> – Change in resilience of transport network        | <p>The number developments that benefit from climate resilient design, such as green infrastructure or SuDS Schemes</p> <p>The number of instances of flooding on the transport network and the impact of this i.e. road/rail track closures.</p> <p>Number of heatwaves (Met Office definition of over 25°C for at least 3 consecutive days) and impact of this on the transport network i.e. road/rail track closures.</p> |

|  |  |
|--|--|
| <p><b>SEA 12: Greenhouse Gases</b></p>   | <p>Number of people using public transport</p> <p>Number of new active travel routes (cycle paths, footpaths etc)</p> <p>Number of new transport services such as bus routes</p> <p>Number of low carbon initiatives in public transport e.g. electric buses, electrification of railways, use of solar panels on transport hubs</p> |
| <p><b>SEA13: Noise and Vibration</b> - Increase in noise in certain areas</p>                    | <p>Traffic counts in rural/deep rural roads.</p> <p>Monitor the number of noise important areas. Develop Noise Action Plans to tackle specific arising issues if required.</p> <p>Monitor number of interventions which include green infrastructure.</p>  |
| <p><b>SEA16: Critical Infrastructure</b> – Capacity of infrastructure for future generations</p> | <p>Monitor utilisation percentage of transport network &amp; infrastructure over time. Modelling for increased usage with population.</p>  |

## 9 RECOMMENDATIONS

- 9.1.1. This section sets out the recommendations identified throughout the SEA assessment. These have been taken from the SEA assessment. It should be noted that these are different from the mitigation measure outlined above, as they focus on potential changes to the MWRTP, rather than measures identified in response significant effects.
- 9.1.2. **Table 9-1** below outlines these recommendations

**Table 9-1 – Recommendations**

| Item                                   | Recommendation  |
|--|---|
| General                                | Details of the implementation phase of all policies would allow for a more accurate and fuller appraisal of effects in relation to SEA objectives.  |
| General                                | Incorporate mitigation recommendations detailed in <b>Section 8.1</b> into the draft MWRTP.   |
| General                                | Incorporate monitoring recommendations detailed in <b>Section 8.2</b> into the monitoring framework of the draft MWRTP  |
| General                                | Clear targets and commitments to NBB and biodiversity protection and enhancement are currently not included in MWRTP. It is recommended that commitments are adopted and mitigation, in particular regarding protected sites and habitats, are further developed for the implementation phase of MWRTP. |
| SEA Objectives                         | Further detailed is required for policies/schemes to ensure that they touch upon potential impacts to SEA6, SEA7, SEA8, SEA9, and SEA11.  |
| Behaviour Change Schemes               | This measure should detail how the projects/training programmes will be implemented. How will they be communicated, what demographics they are targeting.   |
| Community Based Transport Schemes      | This measure should ensure that the digital connectivity is accessible to older generations/less proficient digital users   |
| Public Transport & Interchange Schemes | Detail should be added for how the proposed schemes provide accessibility for disabled users, to ensure inclusivity.  |
| Public Transport &                     | EV parking should be incorporated into park & ride facilities   |

| Item                                 | Recommendation   |
|--------------------------------------|--|
| Interchange Schemes                  |  |
| Walking, Cycling and Wheeling Policy | Community-based e-bike schemes should require the use of provided helmets. Helmets can be attached to the e-bike, and released on unlocking/renting, and required to be re-attached for locking.   |
| Environmental Policy                 | Provision of refuse/recycling bins at public transport stations/stops and parking facilities should be introduced. This is to aim to reduce littering. With increased access to recreation areas and national parks, ample provision of waste disposal, and signage, will aid in reducing incidents of littering |

## 10 CONSULTATION

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- 10.1.1. In accordance with the SEA Regulations, the SEA Report was made available at the same time as the draft plan or programme. The SEA is as an integral part of the consultation process, and the relationship between the documents was clearly indicated.
- 10.1.2. Consultation on the MWRTP took place early 2025, and the SEA report was made available to accompany the plan during this process. Consultation was also undertaken with Cadw and National Resource Wales (and their responses included in Appendix F).
- 10.1.3. Following consultation, the MWRTP and the SEA report has been updated to address the comments from the Statutory Consultees.



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## MID WALES REGIONAL TRANSPORT PLAN

### Strategic Environmental Assessment Appendices



**Appendix A - Assessment of the links between the MWRTP objectives and the Wales Transport Statement priorities and ambitions – page 2**

**Appendix B – Consultation Responses – page 9**

**Appendix C – Reviews of Plans, Policies and Programmes – page 26**

**Appendix D – Baseline = page 83**

**Appendix E – Policy and Intervention Assessment – page 137**

## Appendix A – ASSESSMENT OF LINKS BETWEEN MWRTP OBJECTIVES AND WALES TRANSPORT STATEMENT PRIORITIES AND AMBITIONS

This appendix presents an assessment of the links between the MWRTP Objectives, the WTS priorities and ambitions, and the well-being objectives of the Mid Wales CJC.

Details of relevant objectives, priorities and ambitions are provided in **Table 1-1** below.

**Table 1-1 – Objectives, priorities and ambitions**

| Source                              | Assigned ID | Key Messages / Issues  |
|-------------------------------------|-------------|--|
| Mid Wales CJC Well-being objectives | CJC 1       | To Improve the economic well-being of Mid Wales for future generations by narrowing the gap between key economic indicators such as wage rates and productivity relative to other parts of Wales and the UK and creating sustainable growth. |
|                                     | CJC 2       | To collaboratively and sustainably improve transport connectivity and infrastructure in Mid Wales to benefit the residents who live and work in the region, grow the economy and raise productivity  |
|                                     | CJC 3       | To provide consistent regional policies and guidance for Planning Development in Mid Wales that clearly set out our priorities for spatial growth  |
| WTS Priorities and Ambitions        | WTS 1       | Bring services to people in order to reduce the need to travel   |
|                                     | WTS 2       | Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure   |

| Source | Assigned ID | Key Messages / Issues   |
|--------|-------------|---|
|        | WTS 3       | Encourage people to make the change to more sustainable transport   |
|        | WTS 4       | Equality: <ul style="list-style-type: none"> <li>■ We will make transport services and infrastructure accessible and inclusive by aiming to remove the physical, attitudinal, environmental, systemic, linguistic and economic barriers that prevent people from using sustainable transport</li> </ul> |
|        | WTS 5       | Health: <ul style="list-style-type: none"> <li>■ We will improve air quality and reduce environmental noise associated with transport</li> <li>■ We will contribute to higher activity levels through more people walking and cycling</li> </ul>  |
|        | WTS 6       | Confidence & Safety: <ul style="list-style-type: none"> <li>■ We want everyone to feel confident, safe, secure, and welcome using the sustainable transport mode of their choice</li> </ul>   |
|        | WTS 7       | Greenhouse Gas Emissions: <ul style="list-style-type: none"> <li>■ We will deliver a significant reduction in greenhouse gas emissions from transport</li> </ul>  |
|        | WTS 8       | Biodiversity and ecosystem reliance: <ul style="list-style-type: none"> <li>■ We will maintain and enhance biodiversity, and increase ecosystem resilience through transport operations and infrastructure projects</li> </ul>  |
|        | WTS 9       | Waste: <ul style="list-style-type: none"> <li>■ We will make better use of existing infrastructure in order to reduce waste associated with transport</li> </ul>  |
|        | WTS 10      | Cohesive communities:   |

| Source           | Assigned ID | Key Messages / Issues   |
|------------------|-------------|---|
|                  |             | <ul style="list-style-type: none"> <li>We want a transport system that helps local communities by meeting the needs of different parts of Wales, including rural areas</li> </ul>   |
|                  | WTS 11      | <p>Innovation:</p> <ul style="list-style-type: none"> <li>We will support operational, technological and digital innovations that enable and encourage more people to use sustainable transport</li> </ul>  |
|                  | WTS 12      | <p>Distribution of goods:</p> <ul style="list-style-type: none"> <li>We will work with businesses and the UK Government to create a more sustainable system of distributing goods in Wales</li> </ul>   |
|                  | WTS 13      | <p>Affordability:</p> <ul style="list-style-type: none"> <li>We will make sustainable transport options more affordable</li> </ul>  |
|                  | WTS 14      | <p>The Welsh Language:</p> <ul style="list-style-type: none"> <li>We will help the Welsh language to thrive</li> </ul>  |
|                  | WTS 15      | <p>Arts, Sports, and culture:</p> <ul style="list-style-type: none"> <li>More people can enjoy arts, sports, and natural and cultural heritage in Wales using sustainable transport</li> </ul>  |
|                  | WTS 16      | <p>Historic Environment:</p> <ul style="list-style-type: none"> <li>We will protect and enhance Wales' historic environment in transport interventions</li> </ul>   |
| MWRTP Objectives | MWRTP 1     | <p>Accessibility:</p> <ul style="list-style-type: none"> <li>To improve access for all to employment, education, healthcare, and other key services, including access to areas of recreations (such as National Parks) and improved links between communities, which recognises the importance of accessibility to social inclusion and social connection.</li> </ul> |

| Source | Assigned ID | Key Messages / Issues  |
|--------|-------------|--|
|        | MWRTP 2     | Behaviour Changes: <ul style="list-style-type: none"> <li>To enable, encourage and make it easy for people to choose more sustainable transport and travel options, through increased knowledge, confidence, choice, availability, attractiveness, and public engagement.</li> </ul> |
|        | MWRTP 3     | Strategic Connectivity: <ul style="list-style-type: none"> <li>To improve strategic transport connectivity within and beyond Mid Wales to support sustainable economic growth, freight, and tourism.</li> </ul>  |
|        | MWRPT 4     | Modal Shift: <ul style="list-style-type: none"> <li>To achieve a modal shift to more sustainable modes of transport, while recognising the challenges of a rural region with high car dependency.</li> </ul>   |
|        | MWRTP 5     | Walking, Cycling, and Wheeling: <ul style="list-style-type: none"> <li>To increase levels of walking, cycling and wheeling within Mid Wales</li> </ul>   |
|        | MWRTP 6     | Environmental: <ul style="list-style-type: none"> <li>To reduce the environmental impacts of transport, such as through a reduction in the use of fossil fuels, an increase in the use of ultra-low emissions vehicles and improved digital connectivity.</li> </ul>                 |
|        | MWRTP 7     | Resilience, Safety, and Making Better Use: <ul style="list-style-type: none"> <li>To improve resilience, safety and make better use of existing transport system</li> </ul>  |
|        | MWRTP 8     | Interchange and Integration: <ul style="list-style-type: none"> <li>To improve interchange and integration between sustainable modes of transport within communities</li> </ul>  |

**Table 1-2 – Key**

| Link            | Key |
|-----------------|-----|
| Positive Link   | +   |
| Negative Link   | -   |
| Mixed Link      | +/- |
| Uncertain Link  | ?   |
| No overall Link | 0   |

**Table 1-3 – Links between the MWRTP Objectives and the WTS Priorities and Ambitions**

|         | WTS 1 | WTS 2 | WTS 3 | WTS 4 | WTS 5 | WTS 6 | WTS 7 | WTS 8 | WTS 9 | WTS 10 | WTS 11 | WTS 12 | WTS 13 | WTS 14 | WTS 15 | WTS 16 |
|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|
| MWRTP 1 | +     | +     | +     | +     | +/-   | +     | +/-   | 0     | 0     | +      | +/-    | 0      | +      | +/-    | +/-    | 0      |
| MWRTP 2 | +     | +     | +     | +/-   | +     | +     | +     | +/-   | 0     | 0      | +      | 0      | +      | +/-    | 0      | 0      |
| MWRTP 3 | 0     | +     | +     | 0     | 0     | 0     | +     | 0     | 0     | +      | +/-    | +      | 0      | 0      | +/-    | 0      |
| MWRTP 4 | +/-   | +     | +     | +/-   | +     | +     | +     | +/-   | 0     | 0      | +/-    | 0      | +      | 0      | 0      | 0      |

|         |   |   |     |     |     |     |   |   |   |   |     |   |   |   |     |   |
|---------|---|---|-----|-----|-----|-----|---|---|---|---|-----|---|---|---|-----|---|
| MWRTP 5 | 0 | + | +   | +   | +   | +   | + | 0 | 0 | 0 | 0   | 0 | 0 | 0 | 0   | 0 |
| MWRTP 6 | 0 | 0 | +/- | 0   | +   | 0   | + | + | 0 | 0 | 0   | 0 | 0 | 0 | 0   | 0 |
| MWRTP 7 | 0 | + | +   | 0   | 0   | +   | + | 0 | + | + | 0   | 0 | 0 | 0 | 0   | 0 |
| MWRTP 8 | 0 | + | +   | +/- | +/- | +/- | + | 0 | 0 | + | +/- | 0 | 0 | 0 | +/- | 0 |

**Table 1-4 – Links between the Mid Wales CJC Well-being Objectives and the WTS Priorities and Ambitions**

|       | WTS 1 | WTS 2 | WTS 3 | WTS 4 | WTS 5 | WTS 6 | WTS 7 | WTS 8 | WTS 9 | WTS 10 | WTS 11 | WTS 12 | WTS 13 | WTS 14 | WTS 15 | WTS 16 |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|
| CJC 1 | 0     | +/-   | 0     | +/-   | 0     | 0     | 0     | +/-   | 0     | +      | +      | +      | +      | 0      | 0      | 0      |
| CJC 2 | 0     | +     | +     | +     | +     | +     | +     | +/-   | +     | +      | +      | +      | +      | +      | +      | +      |
| CJC 3 | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0      | 0      | 0      | 0      | 0      | 0      |

**Table 1-5 – Links between the Mid Wales CJC Well-being Objectives and the MWRTP Objectives**

|       | MWRTP 1 | MWRTP 2 | MWRTP 3 | MWRTP 4 | MWRTP 5 | MWRTP 6 | MWRTP 7 | MWRTP 8 |
|-------|---------|---------|---------|---------|---------|---------|---------|---------|
| CJC 1 | +/-     | 0       | +       | 0       | 0       | 0       | +       | +/-     |

|       |   |   |   |   |   |     |   |   |
|-------|---|---|---|---|---|-----|---|---|
| CJC 2 | + | + | + | + | + | +/- | + | + |
| CJC 3 | 0 | 0 | 0 | 0 | 0 | 0   | 0 | 0 |

## Appendix B – SUMMARY OF SCOPING CONSULTATION RESPONSES

The summary of consultation responses received at the Scoping stage and the actions taken have been shown in **Table 1-1** below.

**Table 1-1- Summary of Scoping Consultation Responses**

| Date     | Consultee | Comment  | How this has been addressed?   |
|----------|-----------|--|--|
| 13/06/24 | Cadw      | A minor change is required in section 5.87 which refers to the Welsh Archaeological Trust. The situation has now changed, and Wales is covered by Heneb: The Trust for Welsh Archaeology.  | Updated in the Historic Environment baseline (Refer to the baseline in Appendix D) |
| 18/06/24 | NRW       | Schedule 2 of the SEA Regs states that information for Environmental Reports must include <i>An outline of the contents and main objectives of the plan or programme</i> – it is generally accepted that this information is presented at Scoping. Whilst some information is presented in this section, it is difficult from this information to understand exactly what the RTP will include as it does not appear to include an outline of the proposed contents.   | This has been included in the Environmental Report                                 |
| 18/06/24 | NRW       | Paragraphs 3.1.1 and 3.2.1 both state that the <i>role</i> [of the SEA] <i>is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic, and social objectives</i> , this appears to be confusing the purpose of SEA with that of Sustainability Appraisal (SA). The assessment proposed is SEA not SA, and it is important not to conflate the purposes, as SEA should not consider economic and social objectives. We suggest that if you wish to retain consideration of economic and social objectives in the assessment that you consider re-badging this as a SA. | This has been amended in the methodology of the Environmental Report               |

| Date     | Consultee | Comment  | How this has been addressed?   |
|----------|-----------|--|--|
| 18/06/24 | NRW       | Paragraph 4.1.3 states <i>The purpose of the review is to ensure the SEA complies with legislation and governance.</i> We suggest that the purpose of the review should go beyond this - a plan or programme may be influenced in various ways by other plans or programmes, or by external environmental protection objectives such as those laid down in policies or legislation. The Plans, Programme and Strategies (PPS) review should actively look for opportunities for the RTP to build on synergies, as well as ensuring that it is not in conflict with other PPSs, not just where there is a legal constraint. | Noted  |
| 18/06/24 | NRW       | The reason for the inclusion of the non SEA Topics – Section 4 (PPS review), Section 5 (Baseline, Issues and Opportunities), and Table 6.1 SEA framework – in an SEA is not explained. Our concern here is that their inclusion could dilute potential significant effects on other prescribed SEA Topics such as biodiversity, when looking at the potential effects on SEA Topics across the board.  | As described in the Environmental Report, WSP has assessed Economy, Community Safety, and Noise. These topics are significant for the region, and allow for a more detailed assessment of the potential effects of the MWRTP |
| 18/06/24 | NRW       | Noise has been included as an SEA Topic, when, again, it is not an SEA Topic as set out in the SEA Directive/Regs. SEA Topics are in effect receptors by any other name, whereas noise is an impact which can affect a number of the receptors, for example biodiversity.  | As above   |

| Date     | Consultee | Comment   | How this has been addressed?   |
|----------|-----------|---|--|
| 18/06/24 | NRW       | There are concerns that the SEA Topic “Soils” has been combined together with “Material assets” – it is important that SEA objectives, appraisal questions and potential effects on soils are distinguishable from material assets.   | Noted, as per SEA Directive and Regulations, the soils section has been removed from Material Assets and added to the water topic. |
| 18/06/24 | NRW       | The Scoping Report should clearly outline the proposed scope and content of the Environmental Report – we assume that the steps outlined in Table 3.1 SEA Stages will form the contents the Environmental Report, but we seek clarity regarding this.   | The steps outlined in the table have formed the contents of the Environmental Report.  |
| 18/06/24 | NRW       | The scoping report does not refer to the Habitats Regulations Assessment (HRA) that is required, in particular how and when this will be undertaken and consulted on. We seek clarity in relation to this.  |  |
| 18/06/24 | NRW       | It would also be helpful to note if there has there been any learning / monitoring from the relevant previous iterations of the Transport Plan (2009) and it’s SEA, as referenced in the Introduction. In particular in relation to any unexpected negative effects, and the success or otherwise of mitigation used to avoid or minimise negative effects. | Mid Wales Joint Local Transport Plan (2015) has been discussed in the Environmental Report.  |
| 18/06/24 | NRW       | The Responsible Authority (preparing the Plan) is responsible for consulting the relevant statutory consultees for any transboundary effects. If transboundary effects are possible with the MWRTP there should be consultation on both the Plan and SEA with adjacent countries, i.e. Natural England, Historic England and The Environment Agency.        | Noted – however given the plan solely covers Mid-Wales, English statutory consultees have not been consulted.                      |

| Date     | Consultee | Comment  | How this has been addressed?  |
|----------|-----------|--|---|
| 18/06/24 | NRW       | Table 4.1 Landscape, Seascape and Townscape - First Bullet typo, should read 'of the natural and built environment'  | Noted, however this table is not included in the Environmental Report   |
| 18/06/24 | NRW       | Table 4.1 Landscape, Seascape and Townscape - Second bullet. Add reference to the setting of Eryri National Park and Shropshire Hills National Landscape to the Bannau Brycheiniog National Park   | As above  |
| 18/06/24 | NRW       | Table 4.1 Landscape, Seascape and Townscape – Suggest “There is a need to conserve and enhance the quality and distinctiveness of natural landscapes and seascapes, including the Bannau Brycheiniog National Park and the setting of Eryri National Park and Shropshire Hills National Landscape, in ways that align with their management plans”   | As above  |
| 18/06/24 | NRW       | Table 4.1 Material Assets - Suggest inclusion of the Public Rights of Way Network, National and Regional Trails, Active Travel routes, cycle ways and other routes and associated infrastructure for sustainable travel and green tourism  | As above  |
| 18/06/24 | NRW       | Population and Equalities - Has there been consideration of presenting data for the baseline on, for example: car ownership (single car or multiple per household), electric vehicles and charging facilities (public and Local Authority assets potentially), public transport routes (bus, train), typical mode/distance for work etc to understand how current travel around the Mid Wales area | Major transport routes are discussed under Material Assets, and EV charging has been added to this section. Information on the mode of travel and the length of commute has been added to the Economy section, and car ownership information has been added to Population and Equalities. |

| Date     | Consultee | Comment  | How this has been addressed?  |
|----------|-----------|--|---|
| 18/06/24 | NRW       | Population and Equalities - For information the British Red Cross have a report which examines social vulnerability to flooding (see Appendix A comments)<br><br>Also relevant here is consideration of increasing issues of temporary/short term social isolation possibilities due to flooding events isolating communities if access roads flood (especially in rural areas).                       | Social isolation as a result of flooding has been added to the future section of Water Environment  |
| 18/06/24 | NRW       | Human Health - More information could be provided in the baseline information about current active transport routes / infrastructure / access to green and blue spaces   | Transport routes are discussed later in the baseline under Transport Infrastructure   |
| 18/06/24 | NRW       | Economy - This links to our comments above in Population.... Is the current mode of transport known for those commuters from the region or into the region?  | Information on mode of transport specific to those within or from outside the region is not available, but mode of transport for all commuters in Mid Wales has been added. |
| 18/06/24 | NRW       | Economy - Mentions tourism but how does this link with the opportunities for sustainable transport?  | Added in the Issues and Opportunities table   |
| 18/06/24 | NRW       | Biodiversity – Suggest the inclusion of the imperative for landscape scale restoration of nature, as set out in a number of policy documents including The Nature Recovery Action Plan for Wales 2020 to 2021 (gov.wales) including enhanced connectivity (this point is relevant to both Landscape, Seascape and Townscape and Biodiversity and also to “Key Messages from Policy Review”, Table 4.1) | Landscape scale restoration has been added to the future section of Biodiversity.   |
| 18/06/24 | NRW       | Biodiversity - The importance of ecosystem resilience is acknowledged, however, further information is available   | Noted   |

| Date     | Consultee | Comment  | How this has been addressed?                         |
|----------|-----------|--|--|
|          |           | on Ecosystem Resilience in the State of Natural Resources Report (SoNaRR) for Wales 2020   |  |
| 18/06/24 | NRW       | Biodiversity - Alongside the Regional habitats summarised in this section it would be helpful to refer to the importance of Peatland habitats, perhaps linking with the Soils topic? as there are significant areas of peatland within Mid Wales   | Information on peatlands added in Geology and Soils. |
| 18/06/24 | NRW       | Biodiversity - We also recommend consideration of the S.7 Habitats and Species list for Wales.   | This has been added in the baseline.                 |
| 18/06/24 | NRW       | Biodiversity - We advise checking for further updates from Ceredigion County Council's Local Nature Partnership Co-ordinator on the ongoing development of their NRAP  | This has not been published yet.                     |
| 18/06/24 | NRW       | Biodiversity - For completeness we suggest you include the summaries together for the Local NRAPs within Mid Wales including Bannau Brycheiniog Nature Recovery Action Plan  | This information has been combined.                  |
| 18/06/24 | NRW       | Biodiversity - There is no mention of Forestry land use cover which is significant in parts of Mid Wales. The importance of transport links to forests to support their provisioning roles in relation to public access, wellbeing, sustainable tourism and the rural economy could also be mentioned. | This has been added in the baseline.                 |

| Date     | Consultee | Comment  | How this has been addressed?   |
|----------|-----------|--|--|
| 18/06/24 | NRW       | Biodiversity - For information on the Baseline Condition of Protected Sites in Wales following NRW's Baseline Evaluation Project 2020 please see NRW's Protected sites baseline assessment   | This has been added in the future evolution section.                                     |
| 18/06/24 | NRW       | Biodiversity – More detail covering the objectives of the themes of the Mid Wales Area Statement could be considered   | This has been added in the future evolution section.                                     |
| 18/06/24 | NRW       | Biodiversity - Green Infrastructure, Sustainable Urban Drainage Solutions and Nature Based solutions should all be considered as opportunities alongside tackling the incidence of invasive species (INNs)   | Added in the Issues and Opportunities table.   |
| 18/06/24 | NRW       | Landscape, Townscape and Seascape - As an important component of the experience of landscape for health and well-being we suggest that Tranquillity be included in the baseline  | This has been added in the baseline.   |
| 18/06/24 | NRW       | Landscape, Townscape and Seascape - Missing explanation of the Special Qualities and reference to The Management Plan for Bannau Brycheiniog National Park 2023-28 and its component Mission Statements for Climate, Water, Nature, People and Place. Include reference to, and description of the Dyfi Biosphere. | This has been added in the baseline.   |
| 18/06/24 | NRW       | Landscape, Townscape and Seascape - LANDMAP is a detailed landscape dataset which will be helpful for transport planning   | Added additional detail where appropriate. This section will however, remain high level. |

| Date     | Consultee | Comment   | How this has been addressed?                        |
|----------|-----------|---|---|
| 18/06/24 | NRW       | Landscape, Townscape and Seascape - It should be noted that a new National Park is proposed for North East Wales. There may be associated issues and opportunities in the future  | Added in the future evolution section.              |
| 18/06/24 | NRW       | Landscape, Townscape and Seascape Issues and Opportunities – Opportunities to connect, increase and manage areas of habitat across landscapes should be sought, ensuring appropriate resources for long term management. Also consider parking / tourist traffic demand/ potential for park and ride/active transport to be listed as opportunities. Also consider where visitor pressure risks impacting landscape, safety, communities and adds to GHG emissions and congestion. Opportunities around integrated travel options to reduce these impacts should be explored. | This has been added under Economy                   |
| 18/06/24 | NRW       | Water Environment - Physical modifications can act as barriers to fish migration, but it is not the only consideration for physical modifications, the objectives are to protect, restore and promote the value of the environment, and restoring natural hydromorphology (natural forms and processes / morphology ) is an important step to enable waterbodies to achieve their objectives.   | Another example has been added to this explanation. |
| 18/06/24 | NRW       | Water Environment - Re “National flood risk data correlates with the location of main rivers and ordinary watercourses as areas with the greatest risk of flooding” – there are also coastal flood risk areas within Ceredigion (e.g. Aberystwyth)  | Coastal flood risk has been added to the baseline   |

| Date     | Consultee | Comment   | How this has been addressed?   |
|----------|-----------|---|--|
| 18/06/24 | NRW       | Water Environment - We are not sure what is meant by “statutory main rivers and coastal areas.”, if referring to the main river designation, may be useful to include a definition of main river  | Amended  |
| 18/06/24 | NRW       | Water Environment – Suggestion to specify that the Flood Map for Planning includes climate change allowances  | This has been added.   |
| 18/06/24 | NRW       | Where communities at risk of flooding from rivers and sea have been included, it’s important to note that those are identified at being at risk and where NRW are planning to take action to manage the risk of flooding. Other communities within Mid Wales are also at risk from flooding but those listed are the communities where actions are planned in the coming years by NRW to help manage and reduce the risk of flooding. | This information has been added to the baseline  |
| 18/06/24 | NRW       | Water Environment – Suggestion to include the figures of people at risk of flooding in the present day, as the text only includes the increased number  | Added mention of present-day figures   |
| 18/06/24 | NRW       | Water Environment - The Internal Drainage Districts within the area should be noted   | This information has been added to the baseline.   |
| 18/06/24 | NRW       | Water Environment - The flood risk information presented generally focuses on people and properties, but we advise it needs expanding specifically on transport infrastructure. It would also be beneficial to have some local analysis e.g. are there any key stretches? any public transport hubs/depots at risk of   | This is included where the baseline quotes the length of road/track at risk of flooding. This section will remain high-level |

| Date     | Consultee | Comment   | How this has been addressed? |
|----------|-----------|---|------------------------------|
|          |           | flooding?, any current known issues for road diversions due to regular flooding to highlight (e.g. recent works to improve Dyfi Bridge)? Or diversion to buses common due to closed roads from flooding?  |                              |
| 18/06/24 | NRW       | Water Environment - Suggest in the section “Future Evolution of the Baseline without the MWRTP”, that the impact of flooding due to climate change is considered in more detail   | This has been expanded.      |
| 18/06/24 | NRW       | Water Environment - This para should also consider opportunities to link nature-based solutions to help minimise impacts of drought, heat waves, flooding – as well as the nature emergency   | This has been added          |
| 18/06/24 | NRW       | Water Environment Issues and Opportunities – Doesn’t explicitly make the link between new and improved infrastructure opportunities to mitigate water quality impacts that occur directly as a result of transport  | Amended                      |
| 18/06/24 | NRW       | Water Environment - Protected Sites and Phosphorus Sensitive Catchments, NRW has published an evidence package (21 January 2021) outlining phosphorus levels for all river Special Areas of Conservation (SACs) across Wales. We note that the compliance report and planning advice guidance has not been mentioned or included in Appendix A – Review of plans, policies, and strategies. | Added in Appendix C          |
| 18/06/24 | NRW       | Air Quality – Review the plan in conjunction with recently updated Welsh Government Clean Air Plan for Wales (2023)   | Added in Appendix C          |

| Date     | Consultee | Comment   | How this has been addressed?                            |
|----------|-----------|---|---|
| 18/06/24 | NRW       | Air Quality – Consider the recently introduced legislation “The Environment (Air Quality and Soundscapes) (Wales) Act 2024”   | Refer to Appendix C                                     |
| 18/06/24 | NRW       | Air Quality - The Regional Transport plan should consider any aspects in the new legislative drivers and the Clean Air Plan Wales.  | This is considered in Appendix C                        |
| 18/06/24 | NRW       | Air Quality - The plan acknowledges the impacts Air Quality can have on ecological receptors and identifies in the Appraisal Framework section (6.2) that "increase transport development and infrastructure may adversely impact sensitive receptors..." By saying ‘sensitive receptors’ it neither explicitly includes nor excludes ecological receptors. As a recommendation it would be relevant to reference both human health and ecologically sensitive receptors.   | Added in Issues and Opportunities                       |
| 18/06/24 | NRW       | Air Quality - Refers to “nitrogen oxide” and should be amended to “nitrogen oxides”   | Amended   |
| 18/06/24 | NRW       | Air Quality - Ammonia pollution from road traffic is not detailed within the plan. Although the small amounts are unlikely to cause a significant issue based on traffic volumes in mid Wales, this has been an issue elsewhere in the UK (e.g. Epping Forest and commuter routes to London). It’s important to ensure the volume of pollution and proximity to very sensitive sites is considered appropriately. Ammonia is increasing due to extensive farming. Could impact the lichen and bryophyte rich habitats | Information on ammonia pollution added to the baseline. |

| Date     | Consultee | Comment   | How this has been addressed?   |
|----------|-----------|---|--|
| 18/06/24 | NRW       | Climate Change and Greenhouse Gases - The net GHG emission figures quoted are for the UK which isn't that relevant for Mid-Wales – it would be better to quote the Emissions Inventory figures for Wales.   | Wales is included in this UK data, so this is relevant. This section goes on to detail emissions in Wales and then Mid-Wales specifically. |
| 18/06/24 | NRW       | Climate Change and Greenhouse Gases - There is no reference to heatwaves that would be an important impact on transport, e.g. buckled rail tracks, overheating vehicles/carriages, health impacts on passengers, etc.   | Added in the baseline  |
| 18/06/24 | NRW       | Climate Change and Greenhouse Gases - This paragraph doesn't go into enough detail about sea level rise and coastal erosion. Reference should be made in the Baseline, as well as future changes to the relevant Shoreline Management Plan                    | Information from the SMP added in the baseline   |
| 18/06/24 | NRW       | Climate Change and Greenhouse Gases - In addition to rail and road infrastructure along the coast, erosion is also a consideration for active travel / Public Rights of Way   | Added in the future evolution section.   |
| 18/06/24 | NRW       | Climate Change and Greenhouse Gases - Generally it would be helpful to explore the links between Climate Change and other topics (e.g., heritage assets at risk of flooding and/or coastal erosion)   | Where appropriate, this has been explored throughout   |
| 18/06/24 | NRW       | Climate Change and Greenhouse Gases - The statement 'The UK is committed to legally binding GHG emissions reduction targets of 80% by 2050, compared to 1990 levels' is out of date. This target was amended by regulations to be 'net-zero by 2050' in 2019. | This paragraph goes on to say this was amended to net-zero by 2050. More information on Wales specifically has been added.                 |

| Date     | Consultee | Comment   | How this has been addressed?    |
|----------|-----------|---|---------------------------------|
|          |           | Moreover, there should be reference to the Welsh decadal emissions reduction targets for 2030 and 2040 as well as the Welsh Government target for net zero.   |                                 |
| 18/06/24 | NRW       | Climate Change and Greenhouse Gases - There is reference to council 'aims to reach net-zero by 2030', which we understand to be for the Council's own carbon footprint rather than the whole footprint of the county. As outlined in the Appendix the Councils don't have a target for their whole county to be net zero by 2030 as suggested by this paragraph.  | This has been removed.          |
| 18/06/24 | NRW       | Climate Change and Greenhouse Gases - These paras do not place enough significance on the projected impacts of climate change. It is stated that 'the current estimate for temperature increases and changes to rainfall patterns are unlikely to alter significantly in the near future, given the timescales associated with climate change'. We consider that this statement could be very misleading. | This has been removed.          |
| 18/06/24 | NRW       | Climate Change and Greenhouse Gases - There is no reference to Net Zero Wales (2021) the Welsh climate mitigation policy. This paragraph lists a range of decarbonisation measures but without the up-to-date Welsh policy context – only the out of date Prosperity for All: A Low Carbon Wales 2019 is referenced.  | Amended and added to Appendix C |
| 18/06/24 | NRW       | Climate Change and Greenhouse Gases Issues and Opportunities – the first bullet point should refer to Welsh data as transport is not the largest emissions sector in Wales. The second bullet refers to '...strongly  | Amended                         |

| Date     | Consultee | Comment  | How this has been addressed?   |
|----------|-----------|--|--|
|          |           | affected by the amount of GHG that the population emit' which is incorrect – it is total global emissions not the mid-Wales or Welsh population's emissions that will determine the scale of climate change.   |  |
| 18/06/24 | NRW       | Climate Change and Greenhouse Gases Implications for MWRTP - Last bullet point this could be strengthened, e.g. seek to avoid rather than consider and could mention the NRW Flood Map for Planning and Technical Advice Note 15.  | Amended  |
| 18/06/24 | NRW       | Appendix A Table 7-2 - This table will require updating as there is no inclusion of Net Zero Wales 2021 or Climate Conscious Wales 2019 which are the two main climate policies driving action in Wales. The referenced Welsh Climate Change Strategy 2010 is now out of date. | Added in Appendix C  |
| 18/06/24 | NRW       | Appendix A Table 7-2 - The reference to the UK Carbon Budgets is not applicable for Wales as the Climate Change Committee has advised Welsh Government that Welsh Carbon Budget figures should be used to determine figures for Wales  | Removed in Appendix C  |
| 18/06/24 | NRW       | Noise - The Report has referenced Extrim, Wales Noise and AQ viewer to set the scene of noise levels in the area but more up to date maps are available from Environmental Noise Mapping 2022  | When mapping NAPPAs, Extrim is more up to date than Data Map Wales. This reference has been changed for other noise information. |
| 18/06/24 | NRW       | Noise - Although there is a mention of the impacts of noise from transport on biodiversity in Table 5-19, it is  | Added in baseline  |

| Date     | Consultee | Comment   | How this has been addressed?   |
|----------|-----------|---|--|
|          |           | absent from the baseline section as the focus is on human impact.   |  |
| 18/06/24 | NRW       | Noise - It may be beneficial to add the Environment (Air Quality and Soundscapes) Wales Act 2024 under the noise SEA topic.   | This is referenced in Appendix C   |
| 18/06/24 | NRW       | Material Assets - Coal tip safety/landslide risk for Powys should be noted and explored for baseline and issues, considering climate change + Peatland Opportunity Mapping  | This has been added in the baseline  |
| 18/06/24 | NRW       | <p>We note that finalisation of the Framework and its objectives is subject to the outcome of consultation and therefore we refer you to our comments above for your further consideration alongside the points we have drawn out as follows:</p> <ul style="list-style-type: none"> <li>▪ <b>Population and Equalities</b> – issues/opportunities second bullet point suggest mobility is also a barrier to accessing and using transport</li> <li>▪ <b>Human Health Issues</b> - Obesity is a significant issue for individuals and for wider society. Physical activity and access to suitable places that support people to be active are important such as safe roads for cycling, safe paths for walking and well-connected active travel routes.</li> <li>▪ <b>Human Health appraisal questions</b> – second bullet point “Increase walking and cycling” suggest add and active travel</li> <li>▪ <b>Human Health appraisal questions</b> – could also think about the value and potential of access to</li> </ul> | Where appropriate these amendments have been made to the Issues and Opportunities, SEA objectives and supporting appraisal questions in the Environmental Report. It should be noted that these issues, opportunities and objectives will remain high-level. |

| Date | Consultee | Comment   | How this has been addressed? |
|------|-----------|---|------------------------------|
|      |           | <p>natural, green and blue space, please see comments under Baseline 5.3</p> <ul style="list-style-type: none"> <li>▪ <b>Economy</b> – The “Opportunities” could mention links to Sustainable Tourism through supporting well-connected public transport to the Wales Coast Path, National Trails, and other key tourist attractions</li> <li>▪ <b>Landscape, Seascape and Townscape</b> – In SEA6 remove ‘of visual importance’. Add to the ‘Supporting Appraisal Questions’ as suggested above including the settings of Eryri National Park and Shropshire Hills National Landscape, Tranquillity and habitat connection and condition.</li> <li>▪ <b>Biodiversity</b> – Opportunity for road verge nature reserves as identified in the Powys Nature Recovery Action Plan</li> <li>▪ <b>Water Environment</b> – Specific reference to Sustainable Urban Drainage Systems (SUDs) is not mentioned as an Opportunity and the Appraisal question could incorporate for example “Explore nature based solutions to reduce surface water runoff and flooding”</li> <li>▪ <b>Water Environment</b> - We presume the question wording should be “reduce surface runoff?” and “improve water quality” As currently worded it seems to be phrased to link to the potential issues.</li> <li>▪ <b>Water Environment</b> - Table 6.1 does make the high level link to water quality in SEA9: To maintain and enhance water quality by reducing levels of pollution from the transport network</li> <li>▪ <b>Air Quality</b> – Appraisal question additional suggestion “Explore nature based solutions to improve air quality and increase biodiversity”?</li> </ul> |                              |

| Date     | Consultee | Comment   | How this has been addressed?                                    |
|----------|-----------|---|---|
|          |           | <ul style="list-style-type: none"> <li>■ <b>Noise</b> – Appraisal question additional suggestion “Explore nature based solutions to reduce noise pollution and increase biodiversity”?</li> <li>■ <b>Climate Change</b> - The issues we have raised in 5.10 above are replicated in the Issues and Opportunities column but the SEA Objectives are appropriate.</li> <li>■ <b>Climate Change</b> – An additional question <i>Support reduction in operational emissions through both technological and behavioural measures?</i> is suggested as the current questions are design and embedded carbon focussed.</li> <li>■ <b>Climate Change</b> - “Issues/Opportunities” could also specifically mention Support the use of active travel and Support sustainable low-carbon vehicle use by increasing EV charging opportunities?</li> </ul> |   |
| 18/06/24 | NRW       | NRW have made a number of suggestions for inclusion of additional documents within the plans, policies, strategies and programmes review.   | Where appropriate, documents have been added to the PPP review. |

## Appendix C – REVIEWS OF PLANS, POLICIES AND PROGRAMMES

This appendix presents the findings of the review of legislation, policies and plans including relevant international, national and local documents undertaken as part of the evidence gathering exercise for the Scoping Report.

Details of relevant legislation, policies and plans per topic are provided in Table 1- below.

**Table C-1 - Relevant Plans, Policies, Strategies and Programmes**

| SEA Topic                 | Document               | Key Messages / Issues   |
|---------------------------|------------------------|---|
| Population and Equalities | <b>National</b>        |   |
|                           | The Equality Act, 2010 | <p>The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society. It is against the law to discriminate against anyone because of:</p> <ul style="list-style-type: none"> <li>▪ Age;</li> <li>▪ Being or becoming a transsexual person;</li> <li>▪ Being married or in a civil partnership;</li> <li>▪ Being pregnant or having a child;</li> <li>▪ Disability;</li> <li>▪ Race including colour, nationality, ethnic or national origin;</li> <li>▪ Religion, belief or lack of religion/belief;</li> <li>▪ Sex; and</li> <li>▪ Sexual orientation.</li> </ul> |

| SEA Topic | Document   | Key Messages / Issues  |
|-----------|--|--|
|           | Well-being of Future Generations (Wales) Act 2015                                  | <p>The Act puts in place seven well-being goals. The Act makes it clear that listed public bodies must work to achieve all the goals:</p> <ul style="list-style-type: none"> <li>■ A prosperous Wales;</li> <li>■ A resilient Wales;</li> <li>■ A more equal Wales:</li> <li>■ A Healthier Wales;</li> <li>■ A Wales of Cohesive communities;</li> <li>■ A Wales of Vibrant Culture and Thriving Welsh Language; and</li> <li>■ A globally responsible Wales.</li> </ul> <p>This is about ensuring that future generations have at least the same quality of life as we do now. The act provides for better decision-making by ensuring that public bodies:</p> <ul style="list-style-type: none"> <li>■ Take account of the long term;</li> <li>■ Help to prevent problems occurring or getting worse;</li> <li>■ Take an integrated approach;</li> <li>■ Take a collaborative approach; and</li> <li>■ Consider and involve people of all ages and diversity.</li> </ul> |
|           | National Assembly for Wales (2013) Social Services and Well Being (Wales) Act 2014 | <p>The Social services and Well-being (Wales) Act 2014 is an Act of the National Assembly for Wales that reforms social services law and aims to improve the well-being of people who need care and support and carers who need support. It provides a legal framework for care and support in Wales, based on core principles of co-operation, partnership and outcomes.</p>  |

| SEA Topic | Document   | Key Messages / Issues   |
|-----------|--|---|
|           |  | <p>The Act imposes duties in local authorities, health boards and Welsh Ministers that require them to work to promote the well-being of those who need care and support, or carers who need support.</p> <p>The principles of the Act are:</p> <ul style="list-style-type: none"> <li>■ The Act supports people who have care and support needs to achieve well-being;</li> <li>■ People are at the heart of the new system by giving them an equal say in the support they receive;</li> <li>■ Partnership and co-operation drives service delivery;</li> <li>■ Services will promote the prevention of escalating need and the right help is available at the right time.</li> </ul> |
|           | <p>Planning Policy Wales, 2024 (Edition 12)</p>                  | <p>“Planning policies, proposals and decisions must seek to promote sustainable development and support the well-being of people and communities across Wales. This can be done through maximising their contribution to the achievement of the seven well-being goals and by using the five Ways of Working, as required by the Well-being of future Generations Act. This will include seeking to maximise the social, economic, environmental and cultural benefits, whilst considering potential impacts when assessing proposals and policies in line with the Act’s Sustainable Development Principle.”</p>   |
|           | <p>Future Wales, The National Plan 2040</p>                      | <p>“The regional approach will recognise that different parts of Wales work differently to each other, with distinct underlying characteristics and challenges. Inequalities in the four regions will be addressed by building stronger links between public services, communities, and business. Each region will be encouraged to build on their existing strengths and pursue opportunities to achieve greater prosperity and well-being.”</p>   |
|           | <p>Welsh Government (2020) Strategic Equality Plan 2020-2024</p> | <p>The Plan sets out eight long-term aims:</p> <ul style="list-style-type: none"> <li>■ Elimination of inequality caused by poverty;</li> <li>■ Strong and progressive equality and human rights protections for everyone in Wales;</li> </ul>  |

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|           |  | <ul style="list-style-type: none"> <li>■ The needs and rights of people who share protected characteristics are at the forefront of the design and delivery of all devolved public services in Wales;</li> <li>■ Wales is a world leader for gender equality. A gender equal Wales means an equal sharing of power, resources and influence for all women, men and non-binary people;</li> <li>■ Elimination of discrimination, victimisation, abuse, harassment, hate-crime and bullying based on protected characteristics;</li> <li>■ A Wales of cohesive communities that are resilient, fair and equal;</li> <li>■ Everyone in Wales is able to participate in political, public and everyday life;</li> <li>■ The Welsh public sector leads the way as exemplar inclusive and diverse organisations and employers.</li> </ul>   |
|           | Build Back Fairer: The Covid-19 Marmot Review, 2020                            | <p>The Marmot Review identified that the levels of social, environmental and economic inequality in society are damaging health and well-being. The report identified that as the UK emerged from the pandemic it would be a mistake to attempt to re-establish the status quo that existed before the pandemic.</p> <p>The reductions in car traffic during the pandemic resulted in cleaner air and reduction in emission of greenhouse gases. Walking and cycling as modes of transport became both necessary and desirable. As the pandemic is brought under control and public transport again becomes safe, a future for our cities based on reduction in vehicle traffic and made safe for walking and cycling in addition to public transport is a future we can both imagine and realise.</p> <p>Building Back Fairer requires a sizable reduction in private car use and greater active travel and use of public transport. Efforts to support this are required urgently and would help to reduce Greenhouse Gas Emissions and lead to a more sustainable environment.</p> |
|           | The Strategy for Older People in Wales: Living Longer, Ageing Well (2013-2023) | <p>The Strategy for Older People in Wales identified a vision to make Wales a great place to grow old. The Strategy aims to address the barriers faced by older people in Wales today and to ensure that well-being is within the reach of all. The vision is:</p> <ul style="list-style-type: none"> <li>■ That people in Wales feel valued and supported, whatever their age; and</li> </ul>  |

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|           |   | <ul style="list-style-type: none"> <li>▪ That all older people in Wales have the social, environmental and financial resources they need to deal with the opportunities and challenges they face.</li> </ul>   |
|           | <p>Welsh Government (2017)<br/>Prosperity for All: The National Strategy</p>  | <p>The strategy sets out a vision and actions covering each of the key themes in the Programme for Government – Prosperous and Secure, Healthy and Active, Ambitious and Learning, and United and Connected. It also identified 5 priority areas which have the potential to make the greatest contribution to long-term prosperity and well-being:</p> <ul style="list-style-type: none"> <li>▪ Early years;</li> <li>▪ Housing;</li> <li>▪ Social Care;</li> <li>▪ Mental health;</li> <li>▪ Skills</li> </ul>   |
|           | <p>Foresight Mental Capital and Wellbeing Project (2008). Final Project report, The Government Office for Science</p> | <p>As the number of older adults increases substantially in the UK over the next six decades, the existing urban and rural infrastructure will need to be adapted so that the needs of these people are met. For example, issues of access, transport, amenity and security will substantially affect the wellbeing of older people.</p>   |
|           | <p>Addressing Transport Barriers to work in Low Income Neighbourhoods, Sheffield Hallam University (2017)</p>         | <p>Transport is a key factor shaping experiences of poverty. The ability of households in poverty to find paid work often depends on access to affordable, regular and reliable transport.</p> <p>Residents of low-income neighbourhoods generally have a significant reliance on bus services. This can create issues regarding variable frequency, timing, reliability and range of places served.</p> <p>There is considerable evidence that transport issues affect different groups to varying extents and in particular ways, especially in terms of gender.</p> |

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|           |  | <p>A distinguishing feature of low-income neighbourhoods is the relatively low incidence of motor vehicle ownership. This means that residents have a much higher reliance on public transport than those living in middle and high-income areas.</p> <p>Difficulties in meeting the costs of transport from current incomes have given rise to the concept of ‘transport poverty’.</p>   |  |
|           | National Survey for Wales headline results: April 2022 to March 2023                           | This survey in the SoNaRR details the uptake of different modes of transport proportionally. It also looks into the reasons behind a lack of uptake of public transport.  |  |
|           | State of Natural Resources Report (SoNaRR) for Wales: Transforming the transport system (2020) | This section of the SoNaRR details the benefits of increasing uptake of active travel, reducing carbon emissions from transport, and the impacts of technological innovation on the transport system.   |  |
|           | Technical advice notes   | Technical advice notes provide detailed planning advice. Local planning authorities take them into account when they are preparing development plans.   |  |
|           | <b>Local</b>   |   |  |
|           | Ceredigion Local Development Plan 2007-2022 (LDP2 not published yet)                           | The LDP is a statutory plan which sets out policies and specific proposals for the development and use of land in Ceredigion for the 15 year period. The Vision for the Ceredigion LDP is that Ceredigion will remain a scenic and biodiversity rich county, and will be home to a vibrant network of engaged and bilingual communities, both urban and rural, whose residents enjoy good health and wellbeing. Through sustainable development and protection of its resources, Ceredigion will also be recognised for its enhanced environment and will provide high quality housing and a strong, diverse and progressive economy, The Plan sets out a number of objectives to deliver the vision, under the following categories: |  |

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|           |  | <ul style="list-style-type: none"> <li>▪ Level, Distribution and Type of Growth;</li> <li>▪ Form of Development;</li> <li>▪ Community;</li> <li>▪ Welsh Language;</li> <li>▪ Environment and climate Change; and</li> <li>▪ Infrastructure and Services.</li> </ul>   |
|           | <p>A Fair and Equal Ceredigion 2024-28 – Ceredigion County Council Strategic Equality Plan</p> | <p>The Plan describes how Ceredigion County Council will continue towards the aim to meet their commitment to equality, and how the obligations of the Equality Act 2010 will be met. The Equality objectives are:</p> <ul style="list-style-type: none"> <li>▪ To be an Exemplar Equal Opportunities Employer;</li> <li>▪ To Foster Good Relations and Tackle Prejudice;</li> <li>▪ To ensure Engagement and Participation;</li> <li>▪ To ensure Dignity, Respect and Access to services; and</li> <li>▪ To provide Fair and Inclusive Education.</li> </ul>   |
|           | <p>Ceredigion Housing Strategy 2023-2028</p>   | <p>The Strategy sets out Ceredigion’s vision and plans for Housing for the next 5 years. With an ageing population, housing needs to be able to be adapted to sustain people at different stages of life. Improving the quality of housing which is suitably located can ensure that it is possible for people to live at home for longer. The aims of the strategy are to provide housing that meets communities’ needs, ensure residents are living in good quality, suitable and sustainable accommodation, ensure homelessness is rare, brief and unrepeatable and provide timely and appropriate support to maintain independent living.</p> |

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|           | Powys Local Development Plan 2011-2026   | <p>The LDP sets out the council's policies for the development and use of land in Powys, and for reconciling uses, up to 2026. It is applicable to all of Powys except the Brecon Beacons National Park. The vision for the Powys LDP is to be a place of vibrant and resilient communities, providing sustainable development and economic opportunities set in a health, safe environment. Powys' towns and larger villages will be vibrant and accessible service centres, and the rural areas will be a working countryside of sustainable communities. The plan sets out a number of objectives under the following themes:</p> <ul style="list-style-type: none"> <li>■ Planning for Growth in Sustainable Places;</li> <li>■ Supporting the Powys Economy;</li> <li>■ Supporting Infrastructure and Services;</li> <li>■ Guardianship of Natural, Built and historic Assets; and</li> <li>■ Supporting Health Communities.</li> </ul> |
|           | Powys Corporate and Strategic Equality Plan 2023-2027  | <p>The purpose of the plan is to set out well-being priorities for Powys County Council for the years 2023-2027. It sets out the following objectives:</p> <ul style="list-style-type: none"> <li>■ Improve people's awareness of services, and how to access them, so that they can make informed choices;</li> <li>■ Support good quality, sustainable employment, providing training opportunities, and pursuing real living wage accreditation;</li> <li>■ Work to tackle poverty and inequality to support the well-being of the people of Powys.</li> </ul>  |
|           | Brecon Beacons National Park Authority Local Development Plan 2007-2022 (production of LDP2) | <p>This LDP sets out the policies and proposals to guide development in the National Park between 2007 to 2022 and beyond. These policies and proposals aim to meet the needs for housing, jobs and services whilst protecting the Park's high quality environment. The vision is that the National Park will continue to be a living working landscape with many uses, where development will be sustainable and compatible with the statutory National Park purposes.</p>  |

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|                     | <p>is currently on pause, and this plan still applies)</p> <p>Brecon Beacons National Park Strategic Equality Plan 2020-2024</p> | <p>The well-being objectives set out in the plan are as follows - “The National Park, a resource for the people of Wales and beyond, is recognised as an important place in the fight for the recovery of nature and the enhanced wellbeing of people. To that end:</p> <ul style="list-style-type: none"> <li>■ People will benefit from the Park’s resilient landscapes, full of flourishing wildlife and valued heritage;</li> <li>■ People will be able to access, understand and enjoy what makes the Park special;</li> <li>■ People living and working in the Park will benefit from strong communities, sustainable livelihoods, health lifestyles and widespread decarbonisation.”</li> </ul>  |
| <b>Human Health</b> | <b>National</b>  |   |
|                     | National Assembly for Wales (2014) Social Services and Well Being (Wales) Act 2014   | Refer above.  |
|                     | The Active Travel (Wales) Act (2013)   | <p>The Active Travel (Wales) Act 2013 has been described as the world’s first legislation to promote Active Travel. The Act became a duty in September 2014 and places a statutory requirement on local authorities to continuously improve routes for walkers and cyclists and to prepare maps identifying current and potential future routes.</p> <p>By connecting key sites such as workplaces, hospitals, schools and shopping areas with traffic free routes and cycle lanes, the Act aims to encourage people to rely less on their cars when making short journeys.</p> <p>The Act aims to make active travel the most attractive option for shorter journeys. On the basis that enabling more people to undertake active travel will mean more people can enjoy the health benefits of</p> |

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|           |   | active travel, help reduce greenhouse emissions, tackle poverty and disadvantage and help our economy to grow.   |
|           | Public Health (Wales) Act 2017                    | <p>The Bill sets out a series of proposals in priority areas of public health policy. The Bill affirms the Welsh Government's commitment to taking a lead in public health and using legislation as a way of further improving and protecting the health of people in Wales. It forms part of a comprehensive public health agenda alongside services, policies, programmes and campaigns, as well as work across government to address the causes of ill health.</p> <p>The Bill seeks to make a positive and practical difference in a number of specific areas, for the benefit of particular groups as well as whole communities. It contains the original proposals considered by the previous Assembly but without the provisions restricting the use of nicotine inhaling devices in some public places. The Bill also benefits from already having received rigorous scrutiny and includes the changes which were made to improve it during the original amending stages.</p> <p>The Bill includes provision for the following:</p> <ul style="list-style-type: none"> <li>■ Tobacco and nicotine products</li> <li>■ Special procedures</li> <li>■ Pharmaceutical services</li> <li>■ Provision of toilets</li> </ul> |
|           | Well-being of Future Generations (Wales) Act 2015 | Refer above.   |
|           | Planning Policy Wales, 2024 (Edition 12)          | A key planning principle within the policy is facilitating accessible and healthy environments. Land use choices and the places created should be accessible for all and support healthy lives. High-quality places are barrier free and inclusive to all members of society. They ensure everyone can live, work, travel and  |

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|           |   | play in a way that supports good physical and mental health. This involves active travel and public transport accessibility.   |
|           | Public Health Wales Strategic Plan 2023-2026                | <p>The Strategic Plan sets out the actions that will be delivered over the first three years of the new strategy Working Together for a Healthier Wales 2023-2035. The Strategic Plan is focused on the delivery of six strategic priorities:</p> <ul style="list-style-type: none"> <li>■ Influencing the wider determinants of health</li> <li>■ Promoting mental and social well-being</li> <li>■ Promoting healthy behaviours</li> <li>■ Supporting the development of a sustainable health and care system focused on prevention and early intervention</li> <li>■ Delivering excellent public health services to protect the public and maximise population health outcomes Tackling the public health effects of climate change.</li> </ul> |
|           | Welsh Government (2016) Active Travel action Plan for Wales | The Active Travel Act focuses on walking and cycling as a mode of transport, i.e. for purposeful journeys. Purely recreational walking and cycling were not covered by the Act. The Welsh Government strongly supports recreational walking and cycling and cycle sport. Many of the actions included in the Active Travel Action Plan will benefit recreational or competitive walking and cycling just as much as active travel journeys. The Vision of the plan is ‘for people in Wales, we want walking and cycling to become the preferred ways of getting around over shorter distances’.  |
|           | Build Back Fairer: The Covid-19 Marmot Review, 2020         | Refer above  |
|           | Welsh Government (2012) Together for Mental Health:         | Together for Mental Health is a cross-Government Strategy setting out goals for improving mental health and mental health services in Wales. It is the first Mental Health Strategy that covers all ages; children and   |

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|  | A Strategy for Mental Health and Wellbeing in Wales | <p>young people, adults of working age and older people. It looks to promote the mental wellbeing of all people in Wales and to ensure that people with mental health problems and mental illness get the support they need. This should be through an approach, which helps them to recover and looks at all the areas of a person's life.</p> <p>The Strategy has six outcomes:</p> <ul style="list-style-type: none"> <li>■ The mental health and wellbeing of the whole population is improved.</li> <li>■ The impact of mental health problems and/or mental illness on individuals of all ages, their families and carers, communities and the economy more widely, is better recognised and reduced.</li> <li>■ Inequalities, stigma and discrimination suffered by people experiencing mental health problems and mental illness are reduced.</li> <li>■ Individuals have a better experience of the support and treatment they receive and have an increased feeling of input and control over related decisions.</li> <li>■ Access to, and the quality of preventative measures, early intervention and treatment services are improved and more people recover as a result.</li> </ul> <p>The values, attitudes and skills of those treating or supporting individuals of all ages with mental health problems or mental illness are improved.</p> |
|  | Technical advice notes                              | Technical advice notes provide detailed planning advice. Local planning authorities take them into account when they are preparing development plans.   |
|  | <b>Local</b>  |   |
| Ceredigion Local Development Plan 2007-2022 (LDP2 not published yet) | Refer above.  |   |

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|           |  | <p>Objective 6 – to sustain and enhance a high quality built environment which; allows for innovative design, reflects a sense of place, is easily accessible, useable, safe to live in and helps improve the health and wellbeing of its communities.</p> <p>Objective 7 – To enhance and help ensure the provision and protection of an appropriate level of and access to education, health, cultural, social, recreational, community, sport and leisure facilities and services.</p>  |
|           | Ceredigion Local Well-Being Plan 2023-2028 | <p>The overarching aim of the plan is to tackle hardship and poverty by working together to deliver shared ambitions, as these have the potential to impact across the following four welling pillars and their objectives:</p> <ul style="list-style-type: none"> <li>■ Economic wellbeing – Work together to achieve a sustainable economy that benefits local people and builds on the strengths of Ceredigion;</li> <li>■ Social wellbeing – Work together to reduce inequalities in our communities and use social and green solutions to improve physical and mental health;</li> <li>■ Environmental wellbeing – Work together to deliver decarbonisation initiatives within Ceredigion to protect and enhance our natural resources; and</li> <li>■ Cultural wellbeing – Work together to enable communities to feel safe and connected and will promote cultural diversity and increase opportunities to use the Welsh language.</li> </ul> |
|           | Powys Local Development Plan 2011-2026     | <p>Refer above.</p> <p>Theme 5: Supporting Health Communities. G – Promoting development that supports community wellbeing and cohesion including encouraging healthy lifestyles.</p>  |

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|                |   | Objective 14 – Healthy Lifestyles – To encourage active health lifestyles by enabling access to open spaces, areas for recreation and amenity including allotments or growing spaces, and to ensure development provides opportunities for walking, cycling, open and play spaces where required.   |
|                | Powys Well-being Plan   | The Plan sets out the Public Services Board for a fair, sustainable and healthy Powys. The three well-being objectives which shape the work to achieve the vision are: <ul style="list-style-type: none"> <li>■ People in Powys live happy, health and safe lives;</li> <li>■ Powys is a country of sustainable places and communities;</li> <li>■ An increasingly effective Public Service for the people of Powys.</li> </ul>                     |
|                | Brecon Beacons National Park Authority Local Development Plan 2007-2022 (production of LDP2 is currently on pause, and this plan still applies) | Refer above.<br>Objective SE9 – Health and Wellbeing – Promote opportunities for a healthy lifestyles and wellbeing at sustainable locations.   |
| <b>Economy</b> | <b>National</b>   |   |
|                | Future Wales: The National Plan 2040  | Future Wales – the National Plan 2040 is Wales’s national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of communities. |
|                | Planning Policy Wales, 2024 (Edition 12)  | A planning principle in the policy is to grow the economy in a sustainable manner, with the planning system enabling development which contributes to long term economic wellbeing.   |

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|           | UK Industrial Growth Strategy, 2017 | <p>The Industrial Strategy sets out a long-term plan to boost the productivity and earning power of people throughout the UK. It sets out how the UK Government is working towards building a Britain fit for the future – how they will help businesses create better higher-paying jobs in every part of the UK with investment in the skills, industries and infrastructure of the future.</p> <p>The strategy includes five foundations:</p> <ul style="list-style-type: none"> <li>■ Ideas: the world’s most innovative economy</li> <li>■ People: good jobs and greater earning power for all</li> <li>■ Infrastructure: a major upgrade to the UK’s infrastructure</li> <li>■ Business environment: the best place to start and grow a business</li> <li>■ Places: prosperous communities across the UK</li> </ul> <p>The UK Government will use this strategy to work with industry, academia and civil society over the coming years to build on the UK’s strengths, make more of untapped potential and create a more productive economy that works for everyone across the UK.</p> |
|           | The Clean Growth Strategy, 2017     | <p>This Strategy sets out a comprehensive set of policies and proposals that aim to accelerate the pace of “clean growth”, i.e. deliver increased economic growth and decreased emissions. The Strategy has two guiding objectives:</p> <ol style="list-style-type: none"> <li>1. To meet our domestic commitments at the lowest possible net cost to UK taxpayers, consumers and businesses; and</li> <li>2. To maximise the social and economic benefits for the UK from this transition. In order to meet these objectives, the UK will need to nurture low carbon technologies, processes and systems that are as cheap as possible.</li> </ol>   |

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|           | Welsh Government (2010)<br>Economic Renewal: A New Direction           | <p>Economic Renewal: A New Direction is underpinned by two important principles: the need to take a whole Government approach to economic development and the importance of a clear role for the Assembly Government in which it takes a more strategic and enabling approach focussing on supporting an environment for growth which benefits all firms. These two principles are being applied through five priorities:</p> <ul style="list-style-type: none"> <li>■ Investing in High Quality and Sustainable Infrastructure</li> <li>■ Making Wales a More Attractive Place to do Business</li> <li>■ Broadening and Deepening the Skills Base</li> <li>■ Encouraging Innovation</li> <li>■ Targeting the Business Support Offered</li> </ul> |
|           | Welsh Government (2017)<br>Prosperity for All: Economic Action Plan    | <p>The purpose of the Economic Action Plan is to support delivery of Prosperity for All – the national strategy for Wales. The Plan sets out a vision for inclusive growth, built on strong foundations, supercharged industries of the future and productive regions. The Plan drives the twin goals of growing the economy and reducing inequality. It sets out a number of ambitious proposals which commit the Government to a major shift in policy direction in a range of key areas mobilised around a common purpose to work with business and others to build resilience and future proof the Welsh economy.</p>   |
|           | Technical advice notes   | <p>Technical advice notes provide detailed planning advice. Local planning authorities take them into account when they are preparing development plans.</p>  |
|           | Welsh government (2021)<br>A Manufacturing future for Wales: Framework | <p>The Plan is underpinned by the pursuit of three outcomes:</p> <ol style="list-style-type: none"> <li>1. A <b>prosperous economy</b> which requires a steady focus on resilience and a capacity for transformation. We need to strengthen the foundations of the economy with a diverse yet inter-related economic base of outward-looking firms with positive innovation performance, good productivity levels and a workforce equipped with the skills for a changing world.</li> </ol>   |

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|           |  | <p>2. A <b>green economy</b> which demands high levels of circularity, where resources are kept in use adding economic value and where waste is avoided. This economy is integral to a low carbon society, so we need to invest in low-carbon and climate resilient infrastructure, renewable energy projects, whole system thinking/design and sustainable homes.</p> <p>An <b>equal economy</b> which means investing in the productive potential of all people in communities. We need to build ambition, encourage learning for life, improve our understanding of behaviours and attitudes and support people to make the most of their potential. Our regional approach will support a fair distribution of opportunities and we will continue to demand and champion fair work.</p> |
|           | Mid Wales Regional Skills Partnership Employment and Skills Plan (2022-2025) | The Mid Wales Regional Skills Partnership (RSP) is one of four regional skills partnerships in Wales working to drive investment in skills by developing responses based upon local and regional need. It aims to align the public and private sectors to address the supply and demand issues for an effective agile workforce, with the appropriate skill level, to attract inward investment to Mid Wales and improve communication networks between sectors to understand and identify learning and career pathways into long term, appropriate employment for the citizens of Mid Wales.  |
|           | Mid Wales Regional Economic Framework (2021)                                 | The Regional Economic Framework for Mid Wales, developed through collaboration and co-production with stakeholders from across the region, supports a more regionally-focused model of economic development, in accordance with the Welsh Government's Programme for Government and a commitment to progress our Economic Resilience and Reconstruction Mission for Wales  |
|           | Mid Wales Energy Strategy (2020)   | This report seeks to provide a strategic direction for the future of a decarbonised energy system including heat, power and transport within Mid Wales. This strategy provides a considered approach and an evidence base for the region to move forward collaboratively towards a future decarbonised energy  |

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|           |   | system. In doing so, it seeks to help Mid Wales address the climate emergency.  |
|           | Mid Wales Regional Investment Plan (2022) | <p>The Mid Wales Regional Investment Plan UK Shared Prosperity Fund 2022-25 document produced by Ceredigion and Powys Local Authorities along the Growing Mid Wales footprint sets out the priorities for investing the £42.4m UKSPF allocation in Mid Wales over the next three years, up until March 2025. Ceredigion and Powys will invest across the investment priority areas as listed below:</p> <ul style="list-style-type: none"> <li>■ Communities and Place</li> <li>■ Supporting Local Business</li> <li>■ People and Skills</li> <li>■ Multiply</li> </ul> |
|           | <b>Local</b>                              | A Vision for Growing Mid Wales: Strategic Economic Plan and Growth Deal Roadmap (2020)  |

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|           |   | <ul style="list-style-type: none"> <li>■ Transport;</li> <li>■ Agriculture, Food and Drink; and</li> <li>■ Digital.</li> </ul>   |
|           | <p>Boosting Ceredigion's Economy – A Strategy for Action 2020-35</p>  | <p>The strategy identified four priority areas where actions will be targeted in order to make a difference:</p> <ul style="list-style-type: none"> <li>■ People – inspiring people, developing skills, health and wellbeing;</li> <li>■ Place – promoting Ceredigion as a place to live, work and visit;</li> <li>■ Enterprise – supporting businesses to get started and grow;</li> <li>■ Connectivity – connecting businesses and communities.</li> </ul> |
|           | <p>Ceredigion Local Development Plan 2007-2022 (LDP2 not published yet)</p>                                     | <p>Refer above.</p> <p>Relevant policies include Policy S01 – Sustainable Growth – with growth being focused to deliver stronger and more sustainable communities, achieved by providing opportunity for development.</p>  |
|           | <p>Stronger Communities Programme Appendix A: Economic Development Strategy for Powys County Council (2016)</p> | <p>Powys County Councils vision for the future states 'developing the economy' as one of the four priorities. The four objectives for this strategy are:</p> <ul style="list-style-type: none"> <li>■ Grow Powys' strategic business sectors;</li> <li>■ Attract new business;</li> <li>■ Increase visitors and visitor spend;</li> <li>■ Increase Powys' economically active population.</li> </ul>   |

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|                  | Powys Local Development Plan 2011-2026  | <p>Refer above.</p> <p>LDP Objective 6 – Vibrant Economy – To support a diverse, robust and vibrant economy for Powys, including a strong rural economy, which is sustainable and responsive to change. To ensure towns and larger villages are the main focus for economic development and that town centres are vital, viable and attractive.</p> <p>Strategic Policy SP2 – Employment Growth – To meet employment needs and maximise the opportunities presented by Local Growth Zones and other regeneration initiatives. The LDP identifies 45 hectares of land for employment purposes.</p> |
|                  | Brecon Beacons National Park Authority Local Development Plan 2007-2022 (production of LDP2 is currently on pause, and this plan still applies) | <p>Refer above.</p> <p>Policy SE3 – Employment – provide for a sustainable economy with strong links between local employment opportunities and housing supply.</p>   |
| Community Safety | <b>National</b>   |   |
|                  | Crime and Disorder Act 1998   | The Act made it statutory duty for each local authority area to have a Community Safety Partnership.  |
|                  | Planning Policy Wales, 2024 (Edition 12)  | Local authorities are under a legal obligation to consider the need to prevent and reduce crime and disorder in all decisions that they take. The aim should be to produce safe environments that do not compromise on design quality in accordance with the cohesive communities well-being goal.  |
|                  | National Transport Delivery Plan 2022 to 2027   | The National Transport Delivery Plan (NTDP) sets out how Welsh Government will deliver the priorities and ambitions set out in Llwybr Newydd – the Wales transport strategy. The road safety framework will be  |

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|           |  | reviewed to support Vision Zero approach to road safety, based on the belief that no death or serious injury is acceptable on roads. Three annual programmes of work will be dedicated to road safety, local safety schemes, community safety schemes and safe routes to schools.  |
|           | Technical advice notes   | Technical advice notes provide detailed planning advice. Local planning authorities take them into account when they are preparing development plans.  |
|           | Working Together for Safer Communities – A Welsh Government review of community safety partnership working in Wales. December 2017 | <p>The vision for community safety in Wales is that:</p> <ul style="list-style-type: none"> <li>• Every community is strong, safe and confident in a manner that provides equality of opportunity and social justice, resilience and sustainability for all;</li> <li>• The share responsibility of government, public and third sector agencies is to work together with the communities they serve and the private sector to address activity or behaviour that is unlawful, anti-social, harmful to individuals and society and to the environment; and</li> <li>• Sharing knowledge and ensuring early intervention with prompt, positive action that tackles local issues and addresses vulnerabilities.</li> </ul> |
|           | <b>Local</b>   |  |
|           | Ceredigion Local Development Plan 2007-2022 (LDP2 not published yet)   | Refer above.<br>Policy DM06, part 5 – Development should provide a safe environment by ensuring that the design of buildings and associated routes and open spaces consider safety principles.   |
|           | Powys Local Development Plan 2011-2026   | Refer above.   |

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|                     |  | <p>Specific to community safety, transport infrastructure improvements will be supported where they promote sustainable growth, maximise the efficiency and safety of the transport systems, improve public and private transport integration and encourage passenger and freight rail operations.</p> <p>Developments that could detrimentally impact on highway safety will be expected to incorporate evidence demonstrating how they are to be mitigated.</p> |
|                     | <p>Brecon Beacons National Park Authority Local Development Plan 2007-2022 (production of LDP2 is currently on pause, and this plan still applies)</p> | <p>Refer above.</p> <p>Policy 59 – Impacts of Traffic – Access will be considered to be inappropriate where there is an unacceptable impact on road safety</p>  |
| <b>Biodiversity</b> | <b>International</b>   |   |
|                     | <p>Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)</p>  | <p>The convention has three main aims which are stated in Article 1:</p> <ul style="list-style-type: none"> <li>■ To conserve wild flora and fauna and their natural habitats;</li> <li>■ To promote cooperation between states; and To give particular attention to endangered and vulnerable species including endangered and vulnerable migratory species.</li> </ul>  |
|                     | <p>Conservation of Natural Habitats and Wild Fauna &amp; Flora (the 'Habitats Directive') (1992)</p>   | <p>The identification of a European network of Sites of Community Importance (SCIs) to be designated as Special Areas of Conservation (SACs). A SA would need to report on any potential effects on SACs and all development plans should aim to avoid adverse effects on them.</p>   |

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|           | <p>EU (2022) 8<sup>th</sup> Environment Action Programme (EAP) to 2030</p> | <p>The 8<sup>th</sup> EAP guides EU environmental policy up to 2030 and sets ambitions for 2050. The Programme sets the following as a long-term priority objective: <i>The long-term priority objective is that, by 2050 at the latest, Europeans live well, within planetary boundaries, in a well-being economy where nothing is wasted. Growth will be regenerative, climate neutrality will be a reality, and inequalities will have been significantly reduced.</i></p> <p>There are also six other priority objectives to 2030:</p> <ul style="list-style-type: none"> <li>■ achieving the <a href="#">2030 greenhouse gas emission reduction target</a> and <a href="#">climate neutrality by 2050</a></li> <li>■ enhancing <a href="#">adaptive capacity</a>, strengthening resilience and reducing vulnerability to climate change</li> <li>■ advancing towards a regenerative growth model, decoupling economic growth from resource use and environmental degradation, and accelerating the transition to a <a href="#">circular economy</a></li> <li>■ pursuing a <a href="#">zero-pollution ambition</a>, including for air, water and soil and protecting the health and well-being of Europeans</li> <li>■ protecting, preserving and restoring <a href="#">biodiversity</a>, and enhancing natural capital;</li> <li>■ reducing environmental and climate pressures related to production and consumption (particularly in the areas of energy, industry, buildings and infrastructure, mobility, tourism, international trade and the food system)</li> </ul> |
|           | <p>EU (2020) EU Biodiversity Strategy to 2030</p>                          | <p>This strategy is a comprehensive, ambitious and long-term plan to protect nature and reverse the degradation of ecosystems. The strategy aims to put Europe's biodiversity on a path to recovery by 2030 and contains specific actions and commitments. These include:</p> <ul style="list-style-type: none"> <li>■ Establishing a larger EU-wide network of protected areas on land and at sea;</li> <li>■ Launching an EU nature restoration plan;</li> <li>■ Introducing measures to enable the necessary transformative change; and Introducing measures to tackle the global biodiversity challenge.</li> </ul>   |

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|           | Ramsar Convention on the Conservation on Wetlands of International Importance (1971) | <p>The Ramsar Convention covers all aspects of wetland conservation. It has three main pillars of activities:</p> <ul style="list-style-type: none"> <li>■ The designation of wetlands of international importance as Ramsar sites;</li> <li>■ The promotion of the wise use of all wetlands in the territory of each country; and</li> <li>■ International co-operation with other countries to further the wise use of wetlands and their resources.</li> </ul> <p>While the initial emphasis was on selecting sites of importance to waterbirds, now non-bird features are increasingly taken into account, both in the selection of new sites and when reviewing existing sites.</p>   |
|           | Kunming-Montreal Global Biodiversity Framework (GBF)                                 | <p>The 15th Conference of Parties to the UN Convention on Biological Diversity adopted the “Kunming-Montreal Global Biodiversity Framework” (GBF) which includes four goals and 23 targets for achievement by 2030.</p> <p>The implementation of the Kunming-Montreal Global Biodiversity Framework will be guided and supported through a comprehensive package of decisions also adopted at COP 15. This package includes a monitoring framework for the GBF, an enhanced mechanism for planning, monitoring, reporting and reviewing implementation, the necessary financial resources for implementation, strategic frameworks for capacity development and technical and scientific cooperation, as well as an agreement on digital sequence information on genetic resources.</p> <p>In adopting the Kunming-Montreal Global Biodiversity Framework, all Parties committed to setting national targets to implement it, while all other actors have been invited to develop and communicate their own commitments. At the next meeting of the Conference of the Parties in 2024 in Türkiye, the world will take stock of the targets and commitments that have been set.</p> |
|           | UNEP and ELD, State of Finance for Nature, 2022                                      | <p>Time to act: Doubling investment by 2025 and eliminating nature-negative finance flows. The State of Finance for Nature (SFN) 2022 report quantifies public and private finance flows to nature-based solutions (NbS) to tackle global challenges related to biodiversity loss, land degradation and climate change. The SFN 2022 report reveals that if the world wants to halt biodiversity loss, limit climate change to below 1.5C</p>  |

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|                                  |   | and achieve land degradation neutrality by 2030, current finance flows to NbS must urgently double by 2025 and triple by 2030.  |
|                                  | <b>National</b>   |   |
|                                  | The Environment Act (2021) (only some sections relate to Wales)   | <p>The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction.</p> <p>The net benefit for biodiversity requires the biodiversity value attributable to a development to exceed pre-development biodiversity value by at least 10%.</p> |
| The Environment (Wales) Act 2016 | <p>This act became law in Wales in March 2016. It provides an iterative framework that ensures that managing natural resources sustainably will be a core consideration in decision-making.</p> <p>Its purpose is to promote:</p> <ul style="list-style-type: none"> <li>▪ Promote sustainable management of natural resources;</li> <li>▪ Provide for targets for reducing emissions of greenhouse gases;</li> <li>▪ To reform the law on charges for carrier bags;</li> <li>▪ To provide for the separate collection of waste;</li> <li>▪ Prohibit the disposal of food waste to sewers and provide for prohibiting or regulating disposal of waste by incineration;</li> <li>▪ To make provision about several and regulated fisheries for shellfish;</li> <li>▪ To make provision about fees for marine licenses;</li> <li>▪ To establish the Flood and Coastal Erosion Committee; and</li> </ul> |   |

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|           |   | <ul style="list-style-type: none"> <li>■ To make minor changes to the law about land drainage and byelaws made by the Natural Resources Body for Wales.</li> </ul> <p>Specific to biodiversity, the Act brought in a new duty to replace the existing biodiversity duty (in the Natural Environment and Rural Communities Act 2006) which required public authorities to have regard to conserving biodiversity. The new Section 6 duty takes this further, requiring all public authorities, when carrying out their functions in Wales, to seek to “maintain and enhance biodiversity” where it is within the proper exercise of their functions. In doing so, public authorities must also seek to “promote the resilience of ecosystems”.</p>   |
|           | Wildlife and Countryside Act (as amended 1981)            | <p>The Wildlife and Countryside Act 1981 consolidates and amends existing national legislation to implement the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Council Directive 79/409/EEC on the conservation of wild birds (Birds Directive) in Great Britain (NB Council Directive 79/409/EEC has now been replaced by Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (codified version).</p> <p>The Act provides for the notification and confirmation of Sites of Special Scientific Interest (SSSIs) and the protection of wildlife.</p>  |
|           | Natural Environment and Rural Communities (NERC) Act 2006 | <p>Makes provision about bodies concerned with the natural environment and rural communities, wildlife, sites of special scientific interest, National Parks and the Broads, rights of way, and other functions relating to the environment and rural affairs. Section 40 of the Natural Environment and Rural Communities (NERC) Act 2006 (or the ‘Biodiversity Duty’) states that: “Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity”.</p> <p>You should be able to show your duty to have regard for conserving biodiversity if you have identified ways to integrate biodiversity when you:</p> <ul style="list-style-type: none"> <li>■ Develop policies and strategies and put them into practice</li> </ul> |

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|           |   | <ul style="list-style-type: none"> <li>■ Manage the planning system</li> <li>■ Manage: <ul style="list-style-type: none"> <li>– your land and buildings</li> <li>– woodlands and nature reserves</li> <li>– gardens, parks and public open space</li> <li>– community amenities e.g., sports grounds and cemeteries</li> <li>– waste and pollution</li> <li>– energy and water</li> <li>– wood and plant products</li> </ul> </li> <li>■ Develop infrastructure, such as roads, buildings or flood defences</li> <li>■ Make decisions about procurement</li> </ul> <p>Implement economic, environmental and social programmes</p> |
|           | <p>Environmental Damage (Prevention and Remediation) (Wales) Regulations 2009</p> | <p>The Regulations place obligations on many businesses to prevent, or put right, any environmental damage they are responsible for. They are based on the 'polluter pays principle' so those responsible prevent and remedy environmental damage, rather than the taxpayer paying.</p> <p>The Regulations require action in response to the most significant cases of environmental damage, covering specific types of:</p> <ul style="list-style-type: none"> <li>■ Damage to species and habitats;</li> <li>■ Damage to water; or</li> <li>■ Risks to human health from contamination</li> </ul>                               |

| SEA Topic | Document   | Key Messages / Issues   |
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|           | Nature Action Recovery Plan for Wales 2020-21          | <p>The plan outlines the ambition to “reverse the decline in biodiversity, for its intrinsic value, and to ensure lasting benefits to society”. The objectives are:</p> <ul style="list-style-type: none"> <li>▪ Engage and support participation and understanding to embed biodiversity throughout decision making at all levels;</li> <li>▪ Safeguard species and habitats of principal importance and improve their management;</li> <li>▪ Increase the resilience of our natural environment by restoring degraded habitats and habitat creation;</li> <li>▪ Tackle key pressures on species and habitats;</li> <li>▪ Improve our evidence, understanding and monitoring; and</li> <li>▪ Put in place a framework of governance and support for delivery.</li> </ul> |
|           | Technical advice notes                                 | <p>Technical advice notes provide detailed planning advice. Local planning authorities take them into account when they are preparing development plans.</p>  |
|           | Planning Policy Wales, 2024 (Edition 12)               | <p>A planning principle within the policy is to maximise environmental protection and limit environmental impact. Natural assets must be protected, promoted, conserved and enhanced and negative environmental impacts should be avoided.</p>  |
|           | The Nature Recovery Action Plan for Wales 2020 to 2021 | <p>The Nature Recovery Action Plan for Wales takes into account the growing evidence around the scale of the loss of biodiversity and the changing policy context in Wales.</p> <p>The framework has 5 themes of action:</p> <ul style="list-style-type: none"> <li>▪ Aligning the responses to the climate emergency with the biodiversity crisis</li> <li>▪ Addressing the post EU exit funding gap for agri-environment measures</li> <li>▪ Providing spatial direction for targeting action for biodiversity</li> <li>▪ Improving the condition of the Protected Sites Network</li> </ul>   |

| SEA Topic                                       | Document   | Key Messages / Issues   |  |
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|   |  | <ul style="list-style-type: none"> <li>▪ Exploring new and sustainable funding mechanisms for biodiversity action.</li> </ul>   |  |
|   | <b>Local</b>   |   |  |
|   | The Ceredigion Nature Recovery Action Plan (First Draft)   | Ceredigion is home to an array of ecosystems and biodiversity. The purpose of this Ceredigion Nature Recovery Action Plan (CNRAP) is to halt and reverse biodiversity loss, in line or exceeding the targets set out in Global Biodiversity Framework and other agreements and legislation. In line with the Kunming-Montreal Global Biodiversity Framework, the Wellbeing of Future Generations Act, and other relevant legislation and agreement, the vision of this nature recovery action plan is to halt and reverse biodiversity loss, working towards a biodiverse future where people and nature live in harmony. |  |
| The Powys Nature Recovery Action Plan 2022-2032 | <p>The plan is intended to guide the work of the Powys Nature Partnership, stimulate project ideas, direct conservation efforts and provide rationale for local action to achieve national objectives.</p> <p>The plan highlights the key pressures driving the declines in biodiversity in Wales as:</p> <ul style="list-style-type: none"> <li>▪ Climate change</li> <li>▪ Invasive species</li> <li>▪ Development</li> <li>▪ Intensive agriculture</li> <li>▪ Pollution</li> <li>▪ Woodland management</li> <li>▪ Hydrological change.</li> </ul> |   |  |

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|   |   | <p>The Plan takes an ecosystem approach, focusing on building resilient ecological networks which are bigger, better and more joined up. It takes the six objectives from the Nature Recover Action Plan for Wales and puts them in the context of local priorities.</p>   |
|   | <p>A Nature Recovery Action Plan for the Brecon Beacons National Park 2019-2024</p> | <p>The core ambition of the plan is to “Help reverse the decline in biodiversity by focussing on developing resilient ecological networks (in other works “nature recovery networks”) which are more diverse, greater in extent, in between ecological condition and better joined up”. The objectives are:</p> <ul style="list-style-type: none"> <li>■ To improve our evidence, understanding and monitoring of ecological resilience within the National Park;</li> <li>■ To work with partners at all levels to unify local action for nature recovery and ensure integration with relevant natural resources plane and strategies;</li> <li>■ To increase the resilience of the natural environment by protecting existing semi-natural habitats, restoring degraded habitats and creating new areas of habitat;</li> <li>■ To identify and deliver targeted action for key species and habitats as part of a wider, integrated nature recovery action programme; and</li> <li>■ To engage with a diversity of audiences about nature recovery using different language and techniques to highlight nature’s relevance to us all and thus build engagement and action at all levels.</li> </ul> |
| <p><b>Landscape, Townscape and Seascape</b></p> | <p><b>International</b></p>   |  |
|   | <p>European Landscape Convention (2000) (became binding March 2007)</p>             | <p>The Council of Europe Landscape Convention promotes the protection, management and planning of the landscapes and organises international co-operation on landscape issues.</p> <p>Specific measures include:</p> <ul style="list-style-type: none"> <li>■ raising awareness of the value of landscapes among all sectors of society and of society's role in shaping them;</li> </ul>  |

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|                        |   | <ul style="list-style-type: none"> <li>■ promoting landscape training and education among landscape specialists, other related professions and in school and university courses;</li> <li>■ the identification and assessment of landscapes;</li> <li>■ analysis of landscape change, with the active participation of stakeholders;</li> <li>■ setting objectives for landscape quality, with the involvement of the public; and the implementation of landscape policies through the establishment of plans and practical programmes.</li> </ul> |
|                        | <b>National</b>   |  |
|                        | Planning Policy Wales, 2024 (Edition 12)  | A principle in the plan is to maximise well-being and create sustainable places through placemaking. This is an inclusive process, which focuses on developing plans, making decisions and delivering developments that enhance places. A placemaking approach should be adopted in the planning process. Themes within placemaking involve strategic and spatial choices, productive and enterprising places, distinctive and natural places and active and social places.  |
|                        | Guidance for Outdoor Sport and Play (2017) Wales  | Fields in Trust guidance, first published in the 1930s, is based on a broad recommendation that 6 acres (2.4 hectares) of accessible green space per 1,000 head of population enables residents of all ages to participate in sport and play; 75% of local authorities adopt this or an equivalent standard (2014 Fields in Trust / David Lock Associates Survey).   |
|                        | Natural Resources Wales LANDMAP   | This is a tool to help sustainable decision-making and natural resource planning at a range of levels from local to national whilst ensuring transparency in decision-making.  |
| Technical advice notes | Technical advice notes provide detailed planning advice. Local planning authorities take them into account when they are preparing development plans. |  |

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|  | Mid Wales Area Statement   | This statement aims to improve biodiversity, promote sustainable land, water and air, reconnect people and places, conserve forestry resources, and become resilient to climate change.   |
|  | <b>Local</b>   |   |
|  | Ceredigion Local Development Plan 2007-2022 (LDP2 not published yet) | <p>Refer above.</p> <p>Policies:</p> <ul style="list-style-type: none"> <li>■ DM17 – General Landscape – Development will be permitted provided that it does not have a significant adverse effect on the qualities and special character of the visual, historic, geological, ecological or cultural landscapes and seascapes of Ceredigion.</li> <li>■ DM18 – Proposals for development within Special Landscape Areas will be assessed in relation to scale and nature of development and their ability to be accommodated without significant damage to, and where possible the enhancement of, the valued visual, historic, geological, ecological and cultural characteristics of the special landscape area.</li> <li>■ DM19 – Development affecting landscapes or buildings which are of historical or cultural importance and make an important contribution to the character and interest of the local area, will be permitted where the distinctive appearance, architectural integrity or their settings will not be significantly adversely affected. Where possible, development should enhance these qualities and special character.</li> </ul> |
| Powys Local Development Plan 2011-2026 | Refer above.   |   |

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|           |   | Policy DM4 – Landscape – proposals for new development outside the towns, villages, and rural settlements must not individually or cumulatively have an unacceptable adverse effect on the values characteristics and qualities of the Powys landscape.   |
|           | Brecon Beacons National Park Authority Local Development Plan 2007-2022 (production of LDP2 is currently on pause, and this plan still applies) | Refer above.<br>Relevant policies include:<br>SQ4 Landscape – To ensure that all future development will protect and enhance the beautiful and varied character of the Landscape<br>SP1 – National Park Policy Development in the National Park will be required to comply with the purposes and statutory duty set out in legislation                |
|           | Eryri National Park Management Plan   | This plan aims to influence and guide landowners, organisations and individuals on a wide range of topics by setting out how to best manage the Eryri National Park landscape.  |
|           | Shropshire Hills National Landscape Management Plan (2019-2024)   | This plan aims to influence and guide landowners, organisations and individuals on a wide range of topics by setting out how to best manage the Shropshire Hills landscape.   |
|           | Welsh Government Woodlands for Wales  | The strategy outlines Welsh Government’s vision and targets for Wales’ trees, woodlands and forest. It is built around four strategic themes: <ul style="list-style-type: none"> <li>■ Responding to climate change</li> <li>■ Woodlands for people</li> <li>■ A competitive and integrated forest sector</li> <li>■ Environmental quality</li> </ul> |

| SEA Topic   | Document  | Key Messages / Issues   |
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|   | The Management Plan for Bannau Brycheiniog National Park (2023-2028)  | This plan aims to influence and guide landowners, organisations and individuals on a wide range of topics by setting out how to best manage the Bannau Brycheiniog National Park landscape.   |
| Historic Environment  | <b>International</b>  |   |
|   | UNESCO, The World Heritage Convention (1972)  | This convention sets out a framework for the identification and designation of cultural or natural heritage sites of 'outstanding universal value' as World Heritage Sites.   |
|   | The Valetta Convention (1992)   | <p>This convention outlines protection measures for archaeological heritage assets, including the development and maintenance of an inventory of sites. The aim of this convention is to protect sites for future study, outlines the requirements to report 'chance finds', as well as controlling excavations.</p> <p>The input of expert archaeologists into the making of planning policies and decisions is also required under this convention.</p> |
| Convention for the Protection of the Architectural Heritage of Europe, Granada (1985) | <p>The main purpose of the Convention is to reinforce and promote policies for the conservation and enhancement of Europe's heritage. It affirms the needs for European solidarity with regard to heritage conservation and is designed to foster practical co-operation among the Parties.</p> <p>The convention considers comprising the following permanent properties, which are stated in Article 1:</p> <ul style="list-style-type: none"> <li>■ Monuments: all buildings and structures of conspicuous historical, archaeological, artistic, scientific, social or technical interest, including their fixtures and fittings;</li> <li>■ Groups of buildings: homogenous groups of urban or rural buildings conspicuous for their historical, archaeological, artistic, scientific, social or technical interest, which are sufficiently coherent to form topographically definable units; and Sites: the combined works of man and nature, being areas which are partially built upon and sufficiently distinctive and homogenous to be topographically definable and are of conspicuous historical, archaeological, artistic, scientific, social or technical interest.</li> </ul> |   |

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|           | <b>National</b>   |   |
|           | <p>Planning (Listed buildings and Conservation Areas) Act 1990, as amended by the Historic Environment (Wales) Act 2016</p> | <p>This is an Act relating to special controls in respect of buildings and areas of special architectural or historic interest. It establishes the legal basis for the designation, protection and management of listed buildings in Wales.</p> <p>The Welsh Ministers, acting through the Welsh Government’s Historic Environment Service (Cadw), compile lists of buildings of special architectural or historic interest. Listed building consent is required for works that affect the character of a listed building; unauthorised works constitute an offence. In addition, the 1990 Act gives powers to local authorities to take action to preserve deteriorating listed buildings.</p> <p>Local planning authorities may also designate areas of special architectural or historic interest as ‘conservation areas’ under the 1990 Act. There are restrictions on certain works to buildings and trees within conservation areas.</p> <p>In addition to amending aspects of the 1990 Act, the Historic Environment (Wales) Act 2016 includes a number of stand-alone provisions. One places a duty upon the Welsh Ministers to compile and maintain a statutory list of historic place names in Wales. Another requires the Welsh Ministers to compile and keep up to date a historic environment record for each local authority area in Wales.</p> |
|           | <p>Ancient Monuments and Archaeological Areas Act 1979, as amended by the Historic Environment (Wales) Act 2016</p>         | <p>Where Ancient Monuments occur on agricultural land the following Act influences the extent of public control to ensure the protection of scheduled ancient monuments.</p> <p>The Ancient Monuments and Archaeological Areas Act 1979, as amended by the Historic Environment (Wales) Act 2016, provides the legal framework for the designation, protection and management of scheduled monuments in Wales. The Welsh Ministers, acting through the Welsh Government’s Historic Environment Service (Cadw), compile and maintain a Schedule of monuments of national importance. It is an offence to damage a scheduled monument or to undertake works without appropriate consent.</p> <p>The 1979 Act also regulates the acquisition or guardianship of ancient monuments by the Welsh Ministers or local authorities and public access to such monuments.</p>   |

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|           |  | In addition to amending aspects of the 1979 Act, the Historic Environment (Wales) Act 2016 includes a number of stand-alone provisions. One places a duty upon the Welsh Ministers to compile and maintain a statutory list of historic place names in Wales. Another requires the Welsh Ministers to compile and keep up to date a historic environment record for each local authority area in Wales.   |
|           | Welsh Government (2010)<br>Valuing the Welsh Historic Environment                        | In February 2010, ECOTEC Research and Consulting Ltd was commissioned by the Valuing our Environment Partnership to undertake research to assess the value of the Welsh historic environment. Overall, the study helps to make the case for investment in the Welsh historic environment by demonstrating the public value of heritage assets across Wales and the need for adequate protection, investment and access provision.   |
|           | Planning Policy Wales,<br>2024 (Edition 12)  | A principle in the plan is to maximise well-being and create sustainable places through placemaking. This is an inclusive process, which focuses on developing plans, making decisions and delivering developments that enhance places. A placemaking approach should be adopted in the planning process. Themes within placemaking involve strategic and spatial choices, productive and enterprising places, distinctive and natural places and active and social places. |
|           | Beacons Past, Present and<br>Future - Historic<br>Environment Action Plan<br>(2023-2028) | The Historic Environment Action Plan aims to promote the conservation, enhancement, celebration and shared understanding of the historic environment of the Bannau Brycheiniog National Park for the benefit of current and future generations  |
|           | Technical advice notes   | Technical advice notes provide detailed planning advice. Local planning authorities take them into account when they are preparing development plans.   |

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|           | Historic Environment (Wales) Act 2023                                | The Act brings together the principal legislation for the conservation of the historic environment in Wales. The Act considers land management supporting natural beauty and landscape, planning for a sustainable economy and communities, and people enjoying and caring about the landscape  |
|           | <b>Local</b>   |   |
|           | Ceredigion Local Development Plan 2007-2022 (LDP2 not published yet) | <p>Refer above.</p> <p>Objective 11 – To conserve and enhance Ceredigion’s landscape encompassing the visual, historic, geological, ecological and cultural environments.</p> <p>Policy DM19 – Historic and Cultural Landscapes – Development affecting landscapes or buildings which are of historical or cultural importance and make an important contribution to the character and interest of the local area, will be permitted where the distinctive appearance, architectural integrity or their settings will not be significantly adversely affected. Where possible development should enhance these qualities and special character.</p> |
|           | Powys Local Development Plan 2011-2026                               | <p>Refer above.</p> <p>Theme 4 – Guardianship of Natural, Built and Historic Assets. LDP Objective 13 ii – The Historic Environment – To protect, preserve and/or enhance the distinctive historic environment, heritage and cultural assets of Powys, in particular local assets that are not statutorily protected or designated under national legislation, and to ensure that development respects local distinctiveness,</p>   |
|           | Brecon Beacons National Park Authority Local Development Plan 2007-  | <p>Refer above.</p> <p>Relevant policies include:</p>   |

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|           | 2022 (production of LDP2 is currently on pause, and this plan still applies) | <ul style="list-style-type: none"> <li>■ Policy 15 Listed buildings</li> <li>■ Policy 16 Demolition of Listed Buildings</li> <li>■ Policy 17 The Setting of Listed Buildings</li> <li>■ Policy 18 Protection of Buildings of Local Importance</li> <li>■ Policy 19 Development affecting Conservation Areas</li> <li>■ Policy 20 Historic Parks and Gardens</li> <li>■ Policy 21 Historic Landscapes</li> <li>■ Policy 22 Areas of Archaeological Evaluation</li> </ul>   |
|           | Powys County Council Built Heritage Strategy (2010)                          | <p>The vision for this strategy is “To provide specialist services necessary for customers, to ensure the protection, enhancement and appreciation of the built heritage and local distinctiveness of Powys and to secure the asset for future generations.”</p> <p>The objectives are as follows:</p> <ul style="list-style-type: none"> <li>■ To identify, understand and maintain local distinctiveness and use this information as an overarching concept to inform policies, current practices and future work;</li> <li>■ To develop and maintain a comprehensive base relating to all aspects of the historic environment;</li> <li>■ To provide sound advice and guidance to colleagues and customers and promote good practice;</li> <li>■ To promote partnership working with the Public, colleagues, partners and other agencies to achieve the vision;</li> <li>■ To promote and increase access, knowledge, understanding and enjoyment of the built heritage;</li> <li>■ To protect and where possible enhance the built heritage of Powys to ensure it is safe-guarded for enjoyment by future generations.</li> </ul> |

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|                                 | <p>A Historic Environment Action Plan for Bannau Brycheiniog National Park 2023-2028</p>  | <p>The purpose of the Action Plan is to improve co-ordination and collaborative action to protect and celebrate the Historic Environment of the National Park for the public benefit it brings, supporting and informing the development of sustainable futures and green recovery.</p> <p>The aims of the Action Plan are:</p> <ol style="list-style-type: none"> <li>1. To ensure that the Historic Environment and cultural heritage are fully integrated in the National Park Management Plan, Partner Plans, and other key strategic documents.</li> <li>2. To secure the conservation of the Historic Environment whilst promoting climate action and nature recovery in order to create more resilient places which retain those distinctive historic and cultural elements which make our National Park special.</li> <li>3. To broaden participation and engagement, drawing on the Historic Environment and cultural heritage to connect people and place and to support the principle that National Parks are for everyone.</li> <li>4. To improve collaboration, resourcing and capacity in order to deliver the ambitions set out in this plan.</li> </ol> |
| <p><b>Water Environment</b></p> | <p><b>International</b></p>   |   |
|                                 | <p>Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy ("The Water Framework Directive")</p> | <p>The main aims of the Water Framework Directive (WFD) are to:</p> <ul style="list-style-type: none"> <li>■ prevent deterioration and enhance status of aquatic ecosystems, including groundwater</li> <li>■ promote sustainable water use</li> <li>■ reduce pollution</li> <li>■ contribute to the mitigation of floods and droughts</li> </ul> <p>The WFD requires the creation of River Basin Management Plans (RBMPs). Statutory objectives are set for Scottish waters through River Basin Management Planning. These objectives are based on ecological</p>  |

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|           |  | assessments and economic judgments. The plans cover all types of water body, e.g. rivers, lochs, lakes, estuaries, coastal waters and groundwater.   |
|           | Directive 2007/60/EC of the European Parliament and of the Council of 23 October 2007 on the assessment and management of flood risks                        | Requires Member States to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk.   |
|           | Directive 2006/118/EC of the European Parliament and of the Council of 12 December 2006 on the protection of groundwater against pollution and deterioration | This Directive establishes a regime which sets groundwater quality standards and introduces measures to prevent or limit inputs of pollutants into groundwater. The directive establishes quality criteria that takes account local characteristics and allows for further improvements to be made based on monitoring data and new scientific knowledge.  |
|           | <b>National</b>  |  |
|           | The Environment Act (2021) (Only some sections relate to Wales)  | <p>The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction.</p> <p>Objectives for targets under consideration:</p> <ul style="list-style-type: none"> <li>■ reduce pollution from agriculture, in particular phosphorus and nitrate</li> <li>■ reduce pollution from wastewater, in particular phosphorus and nitrate</li> </ul> |

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|           |  | <ul style="list-style-type: none"> <li>▪ reduce water demand</li> <li>▪ improve the quality of habitat on land, including freshwater and coastal sites, expressed through the condition of our protected sites (SSSIs) improve the overall status of species populations on land and in freshwaters</li> </ul>  |
|           | The Environment (Wales) Act 2016   | <p>Refer above.</p> <p>Specific to the water environment, the act established the Flood and Coastal Erosion Committee, whose purpose is to advise Welsh Ministers on matters relating to flood and coastal erosion risk management.</p>   |
|           | The Water Resources (Control of Agricultural Pollution) (Wales) Regulations 2021                 | <p>The Water Resources (Control of Agricultural Pollution) (Wales) Regulations 2021 have been introduced to reduce losses of pollutants from agriculture to the environment by setting rules for certain farming practices. The Regulations also set standards for silage making, storage of silage effluent and for slurry storage systems. They replace the Water Resources (Control of Pollution) (Silage and Slurry) (Wales) Regulations 2010 and establish good practice requirements for nutrient management into one set of regulations to reduce complexity.</p>                                      |
|           | Dŵr Cymru (2019) Final Water Resources Management Plan   | <p>The Plan looks out across 30 years from 2020 to 2050 to assess any risks in Welsh Water’s ability to supply sufficient water to meet the demand from our customers, taking account of the above factors. The Plan sets out a strategy of ‘Enough Water For All’ within the “Welsh Water 2050” Vision.</p>  |
|           | Welsh Government (2020) National Strategy for Flood and Coastal Erosion Risk Management in Wales | <p>The Flood and Water Management Act 2010 sets out how Welsh Ministers must develop, maintain and apply a National Strategy for Flood and Coastal Erosion Risk Management (FCERM) in Wales.</p> <p>This Strategy sets out how Wales intends to manage the risks from flooding and coastal erosion across Wales over the next 10 years, whilst strengthening and clarifying roles and responsibilities. It sets out the policies and direction for all Welsh Flood Risk Management Authorities to follow, with measures to explain how this will be achieved, which can be considered as its action plan.</p> |

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|           |  | <p>The Welsh Government considers FCERM as a priority area, this is set out through the Strategy and via the Programme for Government commitments.</p> <p>The National Strategy sets out five overarching objectives for the management of flood and coastal erosion risk in Wales:</p> <ul style="list-style-type: none"> <li>■ Improving our understanding and communication of risk;</li> <li>■ Preparedness and building resilience;</li> <li>■ Prioritising investment to the most at risk communities;</li> </ul> <p>Preventing more people becoming exposed to risk; and providing an effective and sustained response to events.</p> |
|           | British Red Cross 'Every time it rains' Report             | The purpose of this report is to learn from the perceptions and experiences of people living in communities which have been, or are likely to be, impacted most severely by flooding in the UK. The report also seeks to understand the views of experts and gauge wider public perceptions about flooding.  |
|           | Natural Resources Wales Shoreline Management Plans         | These plans set out a shared strategic approach for managing the coastline from coastal flooding and erosion risks. Their aim is to reduce the risks to people, the developed, historic and natural environments over the next century.  |
|           | Welsh Water Drainage and Wastewater Management Plan        | The Welsh Drainage and Wastewater Management Plan is a framework for the assessment of risk, opportunities and options to manage sewage and rainfall both now and in the future. The plan is driven by the water company for the benefit of the environment and customers in Wales and adjacent regions of England.  |
|           | Transport for Wales Climate Adaptation and Resilience Plan | This plan aims to provide assurance that climate resilience will be embedded into new assets, maintenance programmes, and decision-making – ensuring transport networks, services and future   |

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|  |   | projects can withstand risks associated with increasingly worsening and more frequent future climatic hazards   |
|  | <b>Local</b>  |   |
|  | Western Wales River Basin Management Plan 2021-2027   | The purpose of this management plan is to protect and improve the water environment for the wider benefits to people and wildlife. The plan includes information on classification of water bodies, a summary of programme of measures to achieve statutory objectives and statutory objectives for water bodies. The objectives are to Prevent deterioration in status, achieve the objectives for Protected Areas, and aim to achieve good overall status/potential for surface waters and ground waters. |
|  | Welsh part of the Severn River Basin Management Plan (2021-2027)  | The plan sets the objectives for rivers, lakes, estuaries, and ground waters. The plan includes information on classification of water bodies, a summary of programme of measures to achieve statutory objectives and statutory objectives for water bodies. The objectives are to Prevent deterioration in status, achieve the objectives for Protected Areas, and aim to achieve good overall status/potential for surface waters and ground waters.  |
|  | Natural Resources Wales Flood Risk Management Plan: Mid Wales (2023-2029)   | FRMPs set out how National Resources Wales will manage flood risk in key areas across Wales over the next six years. The plans explain the priorities and actions that NRW propose to manage the risk of flooding at a national and local level. They also consider how adaptation and mitigation is needed to be resilient to climate change   |
| Ceredigion Local Development Plan 2007-2022 (LDP2 not published yet) | Refer above.<br><br>Policy DM13 – Sustainable Drainage Systems – Where relevant, SUDS should be implemented for all new development. This supports Objective 17 by ensuring that there is adequate provision of utilities which will not be considered by future development. |   |

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|           |   | Policy DM22 – In order to help achieve environmental protection and enhancement, proposed development will be permitted provided that it protects and enhances where possible, air, soil and the water environment and safeguards water resources, both on and off-site.   |
|           | Powys Local Development Plan 2011-2026  | <p>Refer above.</p> <p>LDP Objective 5 – Energy and Water – To support the conservation of energy and water.</p> <p>Policy DM2 – The Natural Environment. 4 – Achievement of Water Quality Standards in line with the Water Framework Directive.</p> <p>Policy DM5 – Development and Flood Risk – Development proposals must be located away from tidal or fluvial flood plains unless it can be demonstrated that the site is justified in line with national guidance and technical assessments have been undertaken. Development should also not increase flood risk elsewhere, and shall allow floodplains to provide water storage to reduce flooding in the catchment.</p> |
|           | Brecon Beacons National Park Authority Local Development Plan 2007-2022 (production of LDP2 is currently on pause, and this plan still applies) | <p>Refer above.</p> <p>Policy 58 Sustainable Drainage Systems – All proposals for new development will be required to consider the incorporation of appropriate Sustainable Drainage Systems. Where relevant it must be demonstrated that the SUDS proposed within the development and procedures for adoption and maintenance have been approved by the relevant drainage body. This will be tied by a condition and/or S106 agreement where necessary.</p>   |
|           | Powys County Council Local Flood Risk Management Strategy (2013-2017)   | The Local Flood Risk Management Strategy highlights the roles and responsibilities of the various organisations which contribute to managing flood risk within Powys, and what householders and businesses need to do to protect their properties from the consequences of flooding.   |

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|                    | Ceredigion County Council Local Flood Risk Management Strategy (2014)       | The Local Flood Risk Management Strategy highlights the roles and responsibilities of the various organisations which contribute to managing flood risk within Ceredigion, and what householders and businesses need to do to protect their properties from the consequences   |
|                    | Severn Trent Water Resources Management Plan                                | The plan describes the water demand forecast, water supply forecast, and options assessment, which considers factors such as climate change and population, determines how much water is available for the future, and considers options such as leakage reduction and sustainable abstraction.  |
|                    | Flood and Water Management Act (2010)                                       | The Flood and Water Management Act is a UK Act of Parliament relating to the management of the risk concerning flooding and coastal erosion. The Act aims to reduce the flood risk associated with extreme weather, compounded by climate change.  |
|                    | Compliance Assessment of Welsh River SACs against Phosphorus Targets (2021) | Under the Habitats Regulations, Planning Authorities must consider the phosphorus impact of proposed developments on water quality within SAC river catchments. This report assessed Welsh River SACs against phosphorous targets.   |
| <b>Air Quality</b> | <b>International</b>  |  |
|                    | Ambient Air Quality Directive (2008)  | The Ambient Air Quality Directive provides the current framework for the control of ambient concentrations of air pollution in the EU. The control of emissions from mobile sources, improving fuel quality and promoting and integrating environmental protection requirements into the transport and energy sector are part of these aims. |
|                    | <b>National</b>   |  |

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|           | Environment Act (2021)<br>(Only some sections relate to Wales) | <p>The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction.</p> <p>Objectives for targets under consideration:</p> <ul style="list-style-type: none"> <li>■ Reducing the annual mean level of fine particulate matter (PM2.5) in ambient air (as required by the Environment Bill) In the long-term, reducing population exposure to PM2.5</li> </ul> |
|           | Environment (Air Quality and Soundscapes) (Wales) Act 2024     | <p>The Act seeks to improve the quality of the air environment and reduce the impacts of airborne pollution on human health, nature, the environment and the economy. The act creates a framework for Welsh Ministers to set targets in relation to air quality and amends existing air quality legislation in relation to local air quality management, road user charging, anti-idling and smoke control. The act also introduces long-term targets in respect of pollutants including, ammonia, PM10, ground level ozone, nitrogen dioxide, carbon monoxide and sulphur dioxide.</p>   |
|           | Air Quality Standards (Wales) Regulations (2010)               | <p>These Regulations implement for Wales Community legislation on ambient air quality assessment and management and limit values for air quality. These Regulations implement Directive 2008/50/EC on ambient air quality and cleaner air for Europe, and Directive 2004/107/EC relating to arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air. The act also creates new duties for the Welsh Ministers to take steps to promote awareness of the risks to human health and the natural environment caused by air pollution, and ways of reducing or limiting air pollution.</p>                     |
|           | The Clean Growth Strategy (2017)                               | <p>This Strategy sets out a comprehensive set of policies and proposals that aim to accelerate the pace of “clean growth”, i.e. deliver increased economic growth and decreased emissions.</p> <p>Key Policies and Proposals in the Strategy:</p> <ul style="list-style-type: none"> <li>■ Develop world leading Green Finance capabilities;</li> </ul>   |

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|           |   | <ul style="list-style-type: none"> <li>■ Develop a package of measures to support businesses to improve their energy productivity, by at least 20 per cent by 2030;</li> <li>■ Improving the energy efficiency of our homes;</li> <li>■ Rolling out low carbon heating;</li> <li>■ Accelerating the shift to low carbon transport;</li> <li>■ Delivering clean, smart, flexible power emissions; and</li> <li>■ Enhancing the benefits and value of our natural resources.</li> </ul>  |
|           | <p>Welsh Government (2020)<br/>The Clean Air Plan for Wales</p> | <p>The aim of the Clean Air Plan for Wales is to improve air quality and reduce the impacts of air pollution on human health, biodiversity, the natural environment and our economy. The plan sets out a 10-year pathway to achieving cleaner air through four key themes:</p> <ul style="list-style-type: none"> <li>■ People: Protecting the health and well-being of current and future generations;</li> <li>■ Environment: Taking action to support the natural environment, ecosystems and biodiversity;</li> <li>■ Prosperity: Working with industry to reduce emissions, supporting a cleaner and more prosperous Wales; and</li> <li>■ Place: Creating sustainable places through better planning, infrastructure and transport.</li> </ul> |
|           | <p>Technical advice notes</p>                                   | <p>Technical advice notes provide detailed planning advice. Local planning authorities take them into account when they are preparing development plans.</p>   |
|           | <p><b>Local</b></p>   |  |

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|  | Brecon Beacons National Park Authority Local Development Plan 2007-2022 (production of LDP2 is currently on pause, and this plan still applies) | Refer above.<br><br>Policy 14 Air Quality – Proposals for development will only be permitted where it is proven that no detrimental impact, individually or cumulatively will be had on air quality. Proposals for development which are likely to impact negatively on air quality or are potentially polluting will not be permitted unless mitigation measures to avoid the impact are provided.  |
| <b>Climate Change and Greenhouse Gases</b> | <b>International</b>  |  |
|  | Kyoto Protocol to the UN Framework Convention on Climate Change (1992)<br>Doha Amendment to the Kyoto Protocol (2012)                           | Developed countries commit themselves to reducing their collective emissions of six key greenhouse gases by at least 5%. Each country's emissions target must be achieved by the period 2008-2012. Doha Amendment saw parties commit to reduce GHG emissions by at least 18 percent below 1990 levels in the eight-year period from 2013 to 2020.  |
|  | The Paris Agreement (2015)  | Aims to limit the global warming change to below 2°C above pre-industrial levels. However, countries aim to limit the increase to 1.5°C to reduce the impacts of global warming. The EU has committed to a binding target of a reduction of at least 40% in greenhouse gas emissions by 2030 compared to 1990.   |
|  | <b>National</b>   |  |
|  | The Climate Change Act (2008)   | Improve carbon management and help the transition towards a low carbon economy in the UK.<br><br>Demonstrate strong UK leadership internationally, showing the commitment to taking shared responsibility for reducing global emissions in the context of developing negotiations on a post-2012 global agreement at Copenhagen in 2009. Greenhouse gas emission reductions through action in the UK and abroad of at least 80% by 2050, and reductions in CO2 emissions of at least 26% by 2020, against a 1990 baseline. |

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|           | The Environment (Wales) Act 2016                                      | Refer above.<br><br>Specific to climate change, the act provides targets to reduce emissions of greenhouse gases. The 2050 emissions target is at least 80% lower than the baseline, with interim targets for 2020, 2030 and 2040. Welsh ministers are also required to produce carbon budgets.   |
|           | Welsh Government (2021) Net Zero Wales                                | Under the Environment Wales Act, Welsh Ministers must prepare and publish a report for each budgetary period, setting out their policies and proposals for meeting the carbon budget in that period. The aim of the second period is for a 37% average reduction in the Carbon Budget. This plan sets out how Wales aims to meet the second carbon budgets (2021-2025). The plan contains 123 policies and proposals across eight sectors: Electricity and Heat Generation, Transport, Residential Buildings, Industry and Business, Agriculture, Land Use, Land Use Change and Forestry, Waste Management and the Public Sector. |
|           | Welsh Government (2019) Prosperity for All: A Climate Conscious Wales | The vision for climate change adaptation in Wales is: “In 2030, Wales is a country which has the resources and is prepared, has the knowledge to understand the risk and challenges ahead and has the capacity to adapt to the impact of climate change”. This will be achieved by increasing knowledge, increasing capacity and building resilience.   |
|           | Net Zero Wales (2021)   | This Plan sets out the journey to net zero and a greener, stronger, fairer Wales. It focuses on a second carbon budget (2021–2025). It also looks ahead to build the foundations for Carbon Budget 3 and the 2030 target, as well as net zero by 2050.  |
|           | Technical advice notes  | Technical advice notes provide detailed planning advice. Local planning authorities take them into account when they are preparing development plans.   |
|           | Climate Conscious Wales (2019)  | The plan sets out commitments to respond to the impacts from climate change we already see and those we expect to see in the future. The plan aims to address the areas of greatest risk: protecting people,  |

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|           |              | <p>communities, buildings and infrastructure from flooding; protecting water supplies from drought and low river flows; tackling land management practices that exacerbate climate risks; and, managing risks to ecosystems and agricultural businesses</p>   |
|           | <b>Local</b> | <p>Mid Wales Energy Strategy (2020)</p> <p>The strategy seeks to provide a strategic direction for the future of a decarbonised energy system including heat, power and transport within Mid Wales. It will define steps to begin to overcome the challenges faced. The vision is “To achieve a net zero carbon energy system that delivers social and economic benefits, eliminates fuel poverty, better connects Mid Wales to the rest of the UK, and contributes to wider UK decarbonisation. This is guided by five core principles:</p> <ul style="list-style-type: none"> <li>■ Leadership in decarbonisation;</li> <li>■ Deliver additional social and economic benefits to the community;</li> <li>■ Enabling Mid Wales to play an important role in broader Welsh and UK decarbonisation;</li> <li>■ Developing innovation; and</li> <li>■ Where possible, choosing future proofed solutions.</li> </ul> <p>Additionally, the following six priority areas have been outlined:</p> <ul style="list-style-type: none"> <li>■ Drive forward the decarbonisation of the region’s housing and building stock;</li> <li>■ Work proactively to ensure that electricity and gas grids in the region are suitable for a 100% decarbonised future;</li> <li>■ Boost the use of renewable energy through new generation and storage;</li> <li>■ Accelerate the shift to zero carbon transport and improve connectivity;</li> <li>■ Develop and harness the potential of agriculture to contribute to zero carbon goals; and</li> </ul> |

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|           |   | <ul style="list-style-type: none"> <li>▪ Harness innovation to support decarbonisation and clean growth.</li> </ul>  |
|           | <p>Ceredigion Achieving Net-Zero Carbon by 2030 (2021/22)</p>       | <p>The document sets out how Ceredigion County Council intend to respond to the country-wide climate emergency. The plan also lays down the response strategy that the county will implement to respond to the climate emergency. It provides a framework for taking action, securing further funding and lobbying Welsh and national government to provide the necessary support and resources. It sets out the following key objectives:</p> <ul style="list-style-type: none"> <li>▪ Set clear actions that will reduce operational emissions;</li> <li>▪ Ensure a greater understanding of emission sources;</li> <li>▪ Embed emission reduction within local authority services;</li> <li>▪ Start a county-wide conversation;</li> <li>▪ Inspire rapid action;</li> <li>▪ Crease bottom up pressure on Welsh Government to provide infrastructure, support and resources to achieve out net-zero ambition.</li> </ul> <p>Performance on progress towards becoming a net zero carbon local authority by 2030 will be reported annually, together with annual reviews of the action plan.</p> |
|           | <p>A Strategy for Climate change – Net positive Powys 2021-2030</p> | <p>The Vision is for Powys County Council to be carbon neutral and climate resilient by 2030. This will be achieved through five areas of change:</p> <ul style="list-style-type: none"> <li>▪ Buildings;</li> <li>▪ Mobility and transport;</li> <li>▪ Procurement;</li> <li>▪ Land use and agriculture; and</li> </ul>   |

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|           |  | <ul style="list-style-type: none"> <li>■ Council and governance.</li> </ul> <p>To support the key areas of change and vision, the following high-level key aims have been identified:</p> <ul style="list-style-type: none"> <li>■ To address climate change in a way consistent with the Wellbeing of Future Generations Act. Being prosperous, resilient, healthier, more equal, globally responsible, vibrant culture and cohesive communities by embedding climate change at the heart of vision 2025.</li> <li>■ To work in partnership to overcome barriers to the development of renewable energy across the county for local energy networks and to promote the sustainable and appropriate use of renewable resources from air, land and water.</li> <li>■ To maximise opportunities for carbon sequestration and minimise carbon release through the appropriate management of our natural resources.</li> <li>■ To raise awareness so that communities can understand the options and benefits of the choices they can make.</li> <li>■ To maximise the benefits of Welsh Government, UK government and wider funding opportunities to deliver change, innovate and scale-up.</li> <li>■ To promote funding programmes and initiatives in support of renewable energy and other energy saving projects.</li> <li>■ To rise to the challenge of the climate emergency and create a climate conscious and resilient Powys.</li> </ul> |
|           | Ceredigion Local Development Plan 2007-2022 (LDP2 not published yet) | <p>Refer above.</p> <p>The LDP sets out objectives relating to climate change:</p> <ul style="list-style-type: none"> <li>■ Objective 9 – To ensure development minimises Ceredigion's greenhouse gas contribution, both singularly and cumulatively; and to seek a reduction wherever possible. To ensure that all developments are adaptive and resilient to the changing nature of the climate and work toward reducing the risk from flooding.</li> </ul>  |

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|                            |   | <ul style="list-style-type: none"> <li>▪ Objective 10 – To seek a balance between renewable energy generation and environmental conservation, in particular in relation to wind energy and in determining the role of other renewable energy technologies,</li> </ul> <p>Policy DM11 – Designing for Climate Change – The LDP will help ensure that development addresses the implications of climate change by requiring that:</p> <ol style="list-style-type: none"> <li>1. Justified development in the flood zone is resilient and adaptable to the effects of flooding; and</li> <li>2. The long term sustainability of the development has been taken into account.</li> </ol> |
|                            | Powys Local Development Plan 2011-2026  | <p>Refer above.</p> <p>LDP Objective 4 – Climate Change and Flooding – To support the transition to a low carbon and low waste Powys through all development, including the reduction of waste to landfill and by directing development away from high flood risk areas and, where possible, to reduce or better manage existing flood risk for communities, infrastructure and businesses.</p>  |
|                            | Brecon Beacons National Park Authority Local Development Plan 2007-2022 (production of LDP2 is currently on pause, and this plan still applies) | <p>Refer above.</p> <p>SP4 Climate Change – All proposals will be required to demonstrate where relevant how the development will; a) be resilient and adaptable to the likely effects of climate change; b) limit and mitigate the causes of climate change; and c) contribute to the aim of carbon neutrality. The Plan discusses managing the sounds of transportation, businesses and in and around homes, as well as natural soundscapes.</p>   |
| <b>Noise and Vibration</b> | <b>National</b>   |  |
|                            | Environment (Air Quality and Soundscapes) Wales Act 2024  | This Act seeks to improve the quality of the air environment and reduce the impacts of airborne pollution on human health, nature, the environment and our economy. The Act provides a national strategy for assessing and managing soundscapes in Wales   |

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|                        | Technical advice notes  | Technical advice notes provide detailed planning advice. Local planning authorities take them into account when they are preparing development plans.   |
|                        | Noise and Soundscape Action Plan for Wales 2023-2028            | This is Wales national strategy on soundscapes. All forms of airborne sound that may be heard by the people of Wales are considered to be within the scope of the plan.   |
| <b>Material Assets</b> | <b>National</b>   |   |
|                        | The Environment Act (2021) (Only some sections relate to Wales) | <p>The Environment Act, which became law in 2021, acts as the UK’s new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction.</p> <p>Objectives for targets under consideration</p> <ul style="list-style-type: none"> <li>▪ increase resource productivity reduce the volume of ‘residual’ waste we generate</li> </ul>  |
|                        | Environment (Wales) Act (2016)                                  | <p>Refer above.</p> <p>Specific to material assets, the Act introduces new powers, to increase the amount of materials for recycling, improve the quality of materials available for recycling and making sure that materials that could have been recycled aren’t wasted. The new powers enable the Welsh Ministers to:</p> <ul style="list-style-type: none"> <li>▪ Require business and other waste producers such as the public sector to make sure that clean, recyclable materials are separated before they are collected.</li> <li>▪ Require waste collectors to collect recyclable wastes by means of separate collection.</li> <li>▪ Ban the burning of recyclable materials in incineration plants. Ban the disposal of food waste to sewers by businesses and the public sector.</li> </ul> |

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|           | Welsh Government (2012)<br>Sustaining a Living Wales:<br>A Green Paper on a New<br>Approach to Natural<br>Resource Management in<br>Wales | <p>This Green Paper seeks views on a fresh approach to the management and regulation of the environment in Wales. The central proposal is to move to an ecosystem approach to environmental regulation and management. The approach will:</p> <ul style="list-style-type: none"> <li>■ improve the resilience and diversity of our environment and its supporting biodiversity;</li> <li>■ provide simpler and more cost-effective regulation; offer greater certainty for decision-makers.</li> </ul>  |
|           | Welsh Government (2016)<br>Energy Efficiency in Wales:<br>A Strategy for the Next 10<br>years 2016-2026                                   | <p>The Strategy will drive actions to deliver against the goals set out in the Well-being of Future Generations (Wales) Act: tackling poverty and the global threat of climate change, building resilience for communities, boosting green growth in the economy and addressing the health inequalities caused by poor energy efficiency. The vision for a more energy efficient Wales by 2025 is:</p> <p>‘We want to ensure that Wales is in the best possible position to realise its full energy efficiency potential and become a major exporter of energy efficiency technology and know-how.’</p> |
|           | Welsh Government (2017)<br>Natural Resources Policy   | <p>The Policy is focused on setting out how to improve the natural resources are managed, and identifies 3 national priorities for the management of natural resources:</p> <ul style="list-style-type: none"> <li>■ Delivering nature-based solutions - working more effectively with nature to tackle our big challenges.</li> <li>■ Increasing renewable energy and resource efficiency – and setting out a clear pathway for investment in these areas. Taking a place-based approach – to respond to local needs and opportunities.</li> </ul>   |
|           | Welsh Assembly (2012)<br>Contaminated Land<br>(Wales) (Amendment)<br>Regulations 2012   | <p>The Regulations make provision, in relation to Wales, for the identification and remediation of contaminated land under Part 2A of the Environmental Protection Act 1990.</p> <p>They identify categories of sites ("special sites"), including land which is contaminated land by radioactive substances in, on or under that land.</p>   |
|           | Wales Transport Strategy,<br>Welsh Government (2010)  | <p>The Strategy details high level outcomes, policies and targets, and forms part of a suite of documents that together comprise the national waste management plan for Wales. It sets out a long term framework for</p>  |

| SEA Topic | Document  | Key Messages / Issues   |
|-----------|---|---|
|           | Towards Zero Waste One Wales: One Planet. The Overarching Waste Strategy Document for Wales | <p>resource efficiency and waste management between now and 2050. The Strategy aims to achieve the following outcomes:</p> <ul style="list-style-type: none"> <li>■ A sustainable environment, where the impact of waste in Wales is reduced to within our environmental limits by 2050. This means that waste production and management will only be at ‘One Planet’ levels.</li> <li>■ A prosperous society, with a sustainable, resource efficient economy.</li> <li>■ A fair and just society, in which all citizens can achieve their full human potential and contribute to the wellbeing of Wales through actions on waste prevention, reuse and recycling.</li> </ul> <p>The milestone to reach zero waste by 2050 has also been set.</p> |
|           | Technical advice notes  | Technical advice notes provide detailed planning advice. Local planning authorities take them into account when they are preparing development plans.   |
|           | State of Natural Resources Report (SoNaRR) for Wales (2020)                                 | SoNaRR assesses Wales’s sustainable management of natural resources and sets out a range of opportunities for action. The Report proposes a transformational approach for how Wales can bridge the gap between where it is now and where it needs to be to achieve a sustainable future.  |



## 1 APPENDIX D – BASELINE

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### 1.1 Introduction

This section sets out the key baseline information for each of the SEA topics, as well as any future trends regardless of the implementation of the MWRTP. It also identifies key issues for sustainability in relation to the MWRTP, which has been used to develop an appraisal framework, detailed in Section 6.

### 1.2 Population and Equalities

#### Baseline

Mid Wales has a total population of approximately 205,500, comprising 71,610 people in Ceredigion and 133,890 in Powys<sup>1</sup>. This makes up 6.6% of the total population of Wales (3,131,640 people). Between the 2011 census and 2021 census, Ceredigion saw the largest decrease in population in Wales at -5.8%<sup>2</sup>. In Powys, population size increased slightly by 0.2%. Both these values are lower than the national average for Wales with an overall increase of 1.4%. The population density in Ceredigion is 40.1 people per km<sup>2</sup> and 25.8 people per km<sup>2</sup> in Powys, which are over three times less and almost five times less than the national average (151 people per km<sup>2</sup>) respectively<sup>3</sup>. In 2008 it was reported that, 69% and 87% of the population in Ceredigion and Powys respectively lived in settlements of less than 10,000 people, and therefore defined as ‘rural’<sup>4</sup>. Communities are considered to be ‘deep rural’ when they are located 30 minutes or more from a centre with a population of more than 10,000 and contain fewer than 1000 households<sup>5</sup>. Much of Mid Wales falls into this category.

The highest proportion of people in Ceredigion are aged between 45 and 64 years<sup>6</sup> and make up 26.5% of the total population. Similarly in Powys, 45 to 64 years age bracket contains the highest proportion of people at 28.6%. The highest proportion of people in Wales are also aged between 45 and 64 years and similarly

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<sup>1</sup> Welsh Government, StatsWales, Population estimates by local authority and year, 2023. Available (online) at: <https://statswales.gov.wales/Catalogue/Population-and-Migration/Population/Estimates/Local-Authority/populationestimates-by-localauthority-year> (Accessed April 2024)

<sup>2</sup> Office for National Statistics how the population changes where you live: Census 2021 (2022). Available (online) at: <https://www.ons.gov.uk/visualisations/censuspopulationchange> (Accessed April 2024)

<sup>3</sup> Welsh Government, Stats Wales, Population density (persons per square kilometre) by local authority and year, 2023. Available (online) at: <https://statswales.gov.wales/Catalogue/Population-and-Migration/Population/Density/populationdensity-by-localauthority-year> (Accessed April 2024)

<sup>4</sup> Statistics for Wales, A Statistical Focus on Rural Wales, 2008. Available (online) at: <https://www.gov.wales/sites/default/files/statistics-and-research/2018-12/080515-statistical-focus-rural-wales-08-en.pdf> (Accessed April 2024)

<sup>5</sup> Wales Rural Observatory, Deep Rural Localities, 2009. Available (online) at: [https://www.walesruralobservatory.org.uk/sites/default/files/DeepRuralReport\\_Oct09\\_0.pdf](https://www.walesruralobservatory.org.uk/sites/default/files/DeepRuralReport_Oct09_0.pdf) (Accessed April 2024)

<sup>6</sup> Welsh Government, Stats Wales, Age distribution by sex and year, 2023. Available (online) at: <https://statswales.gov.wales/Catalogue/Population-and-Migration/Population/Distributions/agedistributionofpopulation-by-sex-year> (Accessed April 2024)

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make up 26.2% of the total population. Between the 2011 census and 2021 census, the 70-74 age bracket experienced the largest growth in both Ceredigion and Powys at 35% and 40% respectively<sup>2</sup>. The 15 to 19 age bracket experienced the largest fall at -28% in Ceredigion and the 40 to 44 bracket experienced the largest fall at -29% in Powys, indicating an aging population in the Mid Wales region.

Combined, within Ceredigion and Powys, approximately 50.8% of the population are female and 49.2% are male<sup>7</sup>. This is comparable to the national average (51% female and 49% male).

According to 2021 Census Data<sup>8</sup>, 96.2% of Ceredigion identified themselves as White, 1.5% identified as Asian, 1.2% as Mixed or Multiple ethnic groups, 0.5% as Black and 0.5% as 'Other'. In Powys, 97.7% identified themselves as White, 0.9% identified as Asian, 0.8% as Mixed or Multiple ethnic groups, 0.3% as 'Other' and 0.2% as Black. Both areas are less diverse than the Welsh national average with a lower average 93.8% identifying as White.

Between 2021 and 2022, net migration into Wales from the rest of the UK was 10,652, 18% of this was in Mid Wales, with a net migration figure of 1,118 in Ceredigion and 869 in Powys.<sup>9</sup> In Ceredigion this is an increase from the previous year at negative 504, whereas in Powys, this is a decrease from 2,094.

According to 2021 Census data<sup>10</sup>, the highest proportion of residents in Ceredigion are Christian at 46.7%, followed by No Religion (43%), Muslim (0.7%), Other Religion (0.9%), Buddhist (0.5%), Hindu (0.2%) and Jewish (0.1%). 7.7% of people in Ceredigion did not answer this question in the Census. Powys follows a similar trend, with 48.9% of the population identifying as Christian, followed by No Religion (42%), Other Religion (0.7%), Buddhist (0.4%), Muslim (0.3%), Hindu (0.2%), Jewish (0.1%) and Sikh (0.1%). In Powys, 7.2% of the population did not answer this question in the Census.

In 2023, 48.5% and 41.8% of the population in Ceredigion and Powys respectively consider themselves as Welsh, which is lower than the national average at 61.5%.

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<sup>7</sup> Office for National Statistics Population and household estimates, England and Wales: Census 2021 (2022). Available at:

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationandhouseholdestimatesenglandandwalescensus2021> (accessed April 2024)

<sup>8</sup> Office for National Statistics. Ethnic Group: Census 2021 (2023). Available (online) at: <https://www.ons.gov.uk/datasets/Ts021/editions/2021/versions/3> (Accessed April 2024)

<sup>9</sup> Welsh Government, Stats Wales, Migration between Wales and the rest of the UK by local authority, flow and period of change, 2023. Available (online) at:

<https://statswales.gov.wales/Catalogue/Population-and-Migration/Migration/Internal/migrationbetweenwalesandrestofuk-by-localauthority-flow-periodofchange> (Accessed April 2024)

<sup>10</sup> Office for National Statistics. Religion, England and Wales: Census 2021 (2022). Available (online) at:

<https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/religion/bulletins/religionenglandandwales/census2021>

According to the Welsh Index of Multiple Deprivation (WIMD)<sup>11</sup> 2019, 46% of Lower Super Output Layers (LSOA)<sup>12</sup> in Ceredigion were within the 50% most deprived LSOAs in Wales and 2% of the LSOAs were within most deprived 10% LSOAs in Wales. In Powys, 24% of LSOAs were within the 50% most deprived and just 1% were in the most deprived 10%. As seen in Figure 1 in Annex 1 much of Mid Wales' LSOAs are in the 50% least deprived.

According to the 2021 Census, car ownership is high in Mid Wales, 84.3% of households in Ceredigion and 86.9% in Powys own or have access to one or more cars or vans. This proportion increases in rural areas and decreases in urban centres. For example in Aberystwyth, 58.5% of households own or have access to one or more cars or vans.

### **Future Evolution of the Baseline without the MWRTP**

Between the 2011 and 2021 census the population in Ceredigion fell by 5.8%, the most in Wales. Population in Powys stayed roughly the same, with a small increase of 0.2%. A population decrease in Ceredigion by 1.6% is anticipated by 2031 in Ceredigion, and a decrease of 0.7% is anticipated in Powys<sup>13</sup>. In the same period, population in Wales is anticipated to increase by 3.3%.

There is projected to be a decrease in the number of people aged 0-64 in both Ceredigion and Powys, and an increase in the elderly population aged 65+, similar to other local authorities in Wales. With an ageing population across Mid Wales, there will likely be an increased strain on the healthcare system. Furthermore, given the rural and deep rural nature of the region, limited access to services may increase social isolation, something that is especially prevalent amongst the elderly.

The number of births is projected to decrease by 8.4% in Ceredigion and 4.6% in Powys by 2031, whereas the number of deaths is projected to increase by 5.3% and 8.1% in Ceredigion and Powys respectively.<sup>13</sup>

Whilst Powys and Ceredigion are not among the most deprived in Wales, and population is not anticipated to increase, the aging population poses a greater need for transport in Mid Wales to be accessible. Without the MWRTP, transport improvements may not specifically target rural and elderly populations. Effective transport networks can help support community cohesion and reduce isolation, particularly amongst the elderly and those living rurally.

### **Issues and Opportunities**

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<sup>11</sup>Welsh Government, Stats Wales, Local Authority Analysis, 2023. Available (online) at: <https://statswales.gov.wales/Catalogue/Community-Safety-and-Social-Inclusion/Welsh-Index-of-Multiple-Deprivation/WIMD-2019/localauthorityanalysis> (Accessed April 2024)

<sup>12</sup> Lower Layer Super Output Areas (LSOA) are a geographic hierarchy designed to improve the reporting of small area statistics in England and Wales. There is a Lower Layer Super Output Area for each postcode in England and Wales.

<sup>13</sup> Welsh Government, Stats Wales, Population projection components of change by local authority and year, 2023. Available (online) at: <https://statswales.gov.wales/Catalogue/Population-and-Migration/Population/Projections/Local-Authority/2018-based/populationprojectioncomponentsofchange-by-localauthority-year> (Accessed April 2024)

Issues and opportunities for population and equalities and the implications of the MWRTP have been identified in **Table 1-1**.

**Table 1-1 - Population and Equalities Issues and Opportunities**

| Issues and Opportunities   | Implications for the MWRTP   |
|--|--|
| <ul style="list-style-type: none"> <li>■ With an ageing population across Mid Wales, there is likely to be additional strain on the region's services and infrastructure, this may be exacerbated by the rural and deep rural nature of the region.</li> <li>■ Transport issues affect different groups to varying extents, and barriers to accessing and using transport can be exacerbated by age, ethnicity, mobility and gender.</li> <li>■ The rural nature of the region could pose challenges in providing good services for all residents. There will therefore be a need for increased access to public transport.</li> <li>■ Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand, but may also increase social isolation, increasing reliance on social interaction.</li> </ul> | <ul style="list-style-type: none"> <li>■ There will be a need for adequate support and greater access to services and facilities for the growing elderly population.</li> <li>■ The MWRTP should seek opportunities to improve connectivity in the rural and deep rural areas of Mid Wales.</li> <li>■ Development will need to support future demographic changes.</li> </ul> |

### 1.3 Human Health

#### Baseline

In the 2020-2022 period, life expectancy at birth in Ceredigion for males is 79.1 and for females is 83.2. In Powys, these figures were slightly higher at 79.5 for males and 83.4 for females. Both regions are higher than the national average (77.9 for males and 81.8 for females).<sup>14</sup> The death rate in 2021 in Ceredigion was approximately 11.7 per 1000, similar to the national average at 11.6 per 1000. This was higher in Powys at 13.3 per 1000 in Powys.

In the 2021 Census, in Ceredigion 48% and 32.8% of respondents reported being in very good or good health respectively. In Powys, 48.6% reported being in very good health, and 33.5% reported being in good health. 1.3% and 1.1% reported being in very bad health in Ceredigion and Powys respectively. This is similar to the national average, with 46.6%, 32.5% and 1.6% reporting very good, good and very bad health respectively in Wales.<sup>15</sup>

In the 2021 census, 8.5% and 7.6% of the populations in Ceredigion and Powys respectively reported as being Disabled under the Equality Act: day to day activities limited a lot, and 11.5% and 10.5% in Ceredigion and Powys respectively stated they were Disabled under the Equality Act: day to day activities limited a little. Nationally, Powys has the third lowest proportion of disabled people.<sup>16</sup>

In 2021-2023, 61% of the population in Ceredigion reported being overweight or obese (BMI over 25), similar to the national average at 62%. 51% reported the same in Powys, the lowest in Wales.<sup>17</sup> This was an increase of 6% from 2014-2015 in Ceredigion, and a decrease of 7% in the same period in Powys. According to the WIMD 2019 health indicators, in both Ceredigion and Powys, 10.5% of children aged 4-5 years are obese, lower than the national average at 11.8%. The level of physical activity in Mid Wales is higher than the national average, with 66% and 69% of adults in Ceredigion and Powys respectively active for at least 150 minutes in the previous week in 2021. The Welsh national average is 56%<sup>18</sup>.

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<sup>14</sup> Office for National Statistics, Life expectancy for local areas in England, Northern Ireland and Wales: between 2001 to 2003 and 2020 to 2022 (2024). Available (online) at: <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/bulletins/lifeexpectancyforlocalareasoftheuk/between2001to2003and2020to2022#:~:text=Among%20constituent%20countries%20of%20the,%2C%2081.8%20years%20for%20females>. (Accessed April 2024)

<sup>15</sup> Office for National Statistics, General health, England and Wales: Census 2021 (2023). Available (online) at: <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandwellbeing/bulletins/generalhealthenglandandwales/census2021> (Accessed April 2024)

<sup>16</sup> Office for National Statistics, Disability, England and Wales: Census 2021 (2023). Available (online) at: <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandwellbeing/bulletins/disabilityenglandandwales/census2021> (Accessed April 2024)

<sup>17</sup> Info Base Cymru, Lifestyle, 2020-21 onwards (National Survey for Wales). Available (online) at: <https://www.infobasecymru.net/IAS/themes/healthandsocialcare/generalhealth/tabular?viewId=2621&geoid=1&subsetId=> (Accessed April 2024)

<sup>18</sup> Powys, Wellbeing Information Bank: View information about the lifestyles of people. Available (online) at: <https://en.powys.gov.uk/article/11112/Wellbeing-Information-Bank-View-information-about-the-lifestyles-of-people> (Accessed April 2024)

According to the National Survey for Wales, in the 2021-2022 period, 7% of adults in both Ceredigion and Powys reported having mental disorders<sup>19</sup>. This is lower than the national average at 10%, and a decrease from 9% in both regions in 2018-2020<sup>20</sup>. In 2021-2022, 10% of adults in Ceredigion and 12% in Powys reported having heart or circulatory problems, and 9% in Ceredigion and 8% in Powys reported respiratory complaints. This is similar to the national average with 11% reporting heart or circulatory problems and 8% reporting respiratory complaints in Wales.

In 2021 it was reported that 17.8% of people in Ceredigion and 17% of people in Powys feel lonely, the 4<sup>th</sup> and 7<sup>th</sup> highest among local authorities in Wales. This is higher than the Welsh average at 15.5%, most likely due to the rural and deep rural nature of both the counties. Loneliness and social isolation can have effects on mental and physical wellbeing, with effects including cardiovascular disease, depression and cognitive decline. Older people are particularly at risk of the effects of loneliness.

### **Future Evolution of the Baseline without the MWRTP**

A population with a larger proportion of older people will likely result in an increase in the number of people with physical and sensory impairments, as well as increase the prevalence of social isolation and loneliness. This could result in a greater demand for access to health and social care services and put strain on the transport industry due to increased demand for such services.

Health in Mid Wales is generally similar or better than the national average, and the general trend over previous years shows this proportion is decreasing, suggesting that overall health is improving and could continue to improve in the future.

The rising cost of living is predicted to impact those with pre-existing mental health problems, as they are among the greatest risk.<sup>21</sup> It is well documented that recessions increase social inequalities, which are drivers of poor mental health<sup>22</sup>.

Effective transport planning can play a role in encouraging active transport choices (e.g. walking and cycling) as well as improve accessibility to sports and recreation facilities.

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<sup>19</sup> Info Base Cymru, Medical conditions, 2020-21 onwards (National Survey for Wales). Available (online) at: <https://www.infobasecymru.net/IAS/themes/healthandsocialcare/generalhealth/tabular?viewId=2624&geoid=1&subsetId=> (Accessed April 2024)

<sup>20</sup> Info Base Cymru, Medical conditions (National Survey for Wales). Available (online) at: <https://www.infobasecymru.net/IAS/themes/healthandsocialcare/generalhealth/tabular?viewId=2293&geoid=1&subsetId=> (Accessed April 2024)

<sup>21</sup> Mental Health Foundation (2023) Mental Health and the Cost-of-Living Crisis: Another pandemic in the making? Available (online) at: <https://www.mentalhealth.org.uk/our-work/policy-and-advocacy/mental-health-and-cost-of-living-crisis-report> (Accessed April 2024)

<sup>22</sup> Wahlbeck, K., McDaid, D. (2012). Actions to alleviate the mental health impact of the economic crisis. *World Psychiatry*. Available (online) at: <https://onlinelibrary.wiley.com/doi/10.1002/j.2051-5545.2012.tb00114.x> (Accessed April 2024)

The plan would allow Mid Wales to improve access to community services, green spaces and sports/recreational facilities to the areas where access to health services is poor. This will also help to support community cohesion and reduce isolation and levels of loneliness. This may not be achievable without a more joined up approach to transport planning and without a plan in place, current trends of increased isolation and loneliness and low levels of physical activity may increase.

### Issues and Opportunities

Issues and opportunities for human health and the implications of the MWRTP have been identified in **Table 1-2**.

**Table 1-2 - Human Health Issues and Opportunities**

| Issues and Opportunities   | Implications for the MWRTP  |
|--|---|
| <ul style="list-style-type: none"> <li>■ The population of the area is ageing, and older people may not have access to appropriate forms of private transport to access healthcare, community and social care facilities.</li> <li>■ Social isolation can lead to loneliness which has the potential to undermine well-being thereby impacting negatively on people’s quality of life.</li> <li>■ Generally, there are higher levels of loneliness in rural areas than urban areas.</li> <li>■ Obesity is a significant issue in the UK, highlighting the importance for access to safe roads and paths for cycling and walking to promote physical activity.</li> </ul> | <ul style="list-style-type: none"> <li>■ The plan should maximise opportunities to enhance walking and cycling routes and encourage the use of active travel. This will help to improve both access and levels of physical activity.</li> <li>■ There will be an ongoing need to provide inclusive services in order to meet the needs of older residents. Transport must become accessible and affordable for all that live and work in the region to reduce inequalities and impacts of the rising cost of living.</li> </ul> |

## 1.4 Economy

### Baseline

In the 2022-2023 period, in Ceredigion, 59.5% of the population are of working age (16-64 years). In Powys this value is 56.6%, lower than the national average at 61%. Of those people, 76.2% in Ceredigion were economically active, with 72.7% employed<sup>23</sup>. In Powys, 76.6% of those aged 16-64 were economically active, with 74% in employment<sup>24</sup>. Both areas are marginally lower than the national average, with 77.1% economically active, and 74.1% in employment.

The economic inactivity rate is the percentage of the population between 16-64 years not working and not seeking nor available to work. In 2022-2023, the economic inactivity rates were 23.8% and 23.4% in Ceredigion and Powys respectively. This is slightly higher than the national average at 22.9%. In both Ceredigion and Powys the primary reason for economic inactivity is long-term sickness, with 34.7% and 31.7% of those who are economically inactive citing this as their reason in Ceredigion and Powys respectively.

The median gross weekly earnings of full-time employees in 2023 was £606.60 in Ceredigion and 627.90 in Powys. The national average is £636.10 in Wales.

Job density is measured as the ratio of total jobs to population aged 16-64. Job density within Ceredigion is 0.86 and 0.90 in Powys, both higher than the 0.78 national average.

In the 2022-2023 period, 5.8% of those aged between 16-64 in Ceredigion had no qualifications, and 3.7% in Powys had no qualifications. Both regions are lower than the national average at 8.8%.

As of 2023, there are 4,630 active businesses in Ceredigion and 9,640 in Powys<sup>25</sup>. **Table 1-3** shows Ceredigion and Powys's key economic sectors compared to the national averages. Wholesale and Retail Trade, Repair or Motor Vehicles and Motorcycles, Accommodation and Food Service Activities, Education, and Human Health and Social Work activities were jointly the largest economic sectors in Ceredigion. In Powys Wholesale and Retail Trade, Repair of Motor Vehicles and Motorcycles was the largest. Nationally, this is the second largest sector.

### **Table 1-3 - Employment by Economic Sector in Ceredigion, Powys and Wales**

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<sup>23</sup> Nomis, Labour Market Profile – Ceredigion, 2021. Available (online) at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157390/report.aspx#tabempunemp> (Accessed April 2024)

<sup>24</sup> Nomis, Labour Market Profile – Powys, 2021. Available (online) at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157389/report.aspx#tabempunemp> (Accessed April 2024)

<sup>25</sup> Office for National Statistics, UK business: activity, size and location, 2023. Available (online) at: <https://www.ons.gov.uk/businessindustryandtrade/business/activitysizeandlocation/datasets/ukbusinessactivitysizeandlocation> (Accessed April 2024)

| Industry  | Ceredigion (%) | Powys (%) | Wales (%) |
|---|----------------|-----------|-----------|
| B: Mining and Quarrying   | 0.1            | 0.4       | 0.2       |
| C: Manufacturing  | 3.7            | 12.8      | 10.8      |
| D: Electricity, gas, Steam and Air Conditioning Supply                  | 0.3            | 0.2       | 0.5       |
| E: Water Supply, Sewerage, Waste Management and Remediation Activities  | 0.6            | 0.7       | 1.0       |
| F: Construction   | 4.6            | 4.8       | 4.9       |
| G: Wholesale and Retail Trade, Repair of Motor Vehicles and Motorcycles | 14.8           | 14.9      | 13.2      |
| H: Transportation and Storage   | 3.0            | 4.8       | 4.2       |
| I: Accommodation and Food Service Activities                            | 14.8           | 9.6       | 8.8       |
| J: Information and communication  | 1.1            | 1.7       | 2.4       |
| K: Financial and Insurance Activities                                   | 1.1            | 5.3       | 3.0       |
| L: Real Estate Activities   | 1.5            | 1.0       | 1.5       |

| Industry   | Ceredigion (%) | Powys (%) | Wales (%) |
|--|----------------|-----------|-----------|
| M: Professional, Scientific and Technical Activities             | 4.6            | 6.4       | 5.2       |
| N: Administrative and Support Service Activities                 | 3.0            | 5.3       | 6.8       |
| O: Public Administration and Defence, Compulsory Social Security | 8.3            | 6.4       | 8.2       |
| P: Education   | 14.8           | 7.4       | 9.1       |
| Q: Human Health and Social Work Activities                       | 14.8           | 12.8      | 15.4      |
| R: Arts, Entertainment and Recreation                            | 2.6            | 3.2       | 2.7       |
| S: Other Service Activities                                      | 3.3            | 2.1       | 2.0       |

In Mid Wales in 2023, of the 99,200 total people working in the region, 83.1% (82,400 people) live in the region, and 16.9% (16,800 people) commute into the region. 12,400 people live in the region and commute out for work<sup>26</sup>. According to the 2021 Census, 53.3% of people living in Mid Eales travel to work in their car or van, 30.7% work mainly at or from home, 9.4% travel to work on foot, 0.9% cycle, 0.8% travel by bus, minibus or coach and just 0.2% travel by train<sup>27</sup>. Of those who

<sup>26</sup> Welsh Government, Stats Wales, Commuting patterns by Welsh local authority and measure, 2023. Available (online) at: <https://statswales.gov.wales/Catalogue/Business-Economy-and-Labour-Market/People-and-Work/Employment/Commuting/commutingpatterns-by-welshlocalauthority-measure> (Accessed April 2024)

<sup>27</sup> Office for National Statistics, Method used to travel to work, 2022. Available (Online) at: <https://www.ons.gov.uk/datasets/TS061/editions/2021/versions/1?f=get-data> (Accessed September 2024)

commute to work in Mid Wales, 24.8% travel less than 2km, 18.2% travel between 10km to 20km. 8.5% commute 60km or more<sup>28</sup>. It should be noted however that the 2021 Census was carried out during the Covid-19 pandemic, and care should be taken when using this data.

The tourism sector contributes a large amount to Ceredigion and Powys' economies. In the 2017-2019 period, Mid Wales received an average of 1.92 million domestic overnight visitors per year, who contribute £335 million each year to the Welsh economy. The overall average annual expenditure by tourists to Mid Wales between 2017 and 2019 was £994 million an increase of 32% from the 2016 to 2018 period. Tourist attractions in the region include:

- Bannau Brycheiniog National Park
- Powis Castle and Garden
- Offa's Dyke and Glyndwr's Way National Trails
- The Wales Coast Path
- The Cambrian Way
- The centre for Alternative Technology
- The Ceredigion Coast
- Aberystwyth Arts Centre
- The National Library of Wales
- The Cambrian Mountains
- The Vale of Rheidol Railway
- Devil's Bridge Falls

#### **Future Evolution of the Baseline without the MWRTP**

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<sup>28</sup> Office for National Statistics, Distance travelled to work, 2022. Available (Online) at: <https://www.ons.gov.uk/datasets/TS058/editions/2021/versions/1> (accessed September 2024)

Over recent years, the employment rate has increased, and the economic inactivity rate has decreased in Mid Wales<sup>29</sup>. This is a good indication that the economy is growing and will continue to grow in the future.

The changing age structure in Mid Wales is likely to alter the dependency ratio. The number of non-working people (children and individuals of pension age 65+) is expected to increase which will increase the burden on the number of working aged people (those who are 16 to 64 years old).

The Strategic Economic Strategy for Mid Wales<sup>30</sup> economic vision is for economic growth to be driven by innovation, skills, connectivity and more productive jobs. This should be achieved by promoting the region, supporting businesses and improving connectivity between businesses and communities. Additionally, as the tourism sector contributes a large amount to the economy in Mid-Wales, transport in the region should facilitate those travelling to and within the region to visit.

During and since the COVID-19 pandemic, homeworking has been encouraged for those who are able, leading to a reduction in travel demand. This trend will likely continue as employers look to maintain flexible working conditions in future. In addition, peak periods for traffic congestion are likely to change with less people commuting for work. Public transport will need to adapt to these altered working and lifestyle patterns and encourage more passengers.

Without the implementation of the MWRTP, the future trends are anticipated to continue, with the ageing population expected to increase the burden on those of working age. The plan presents an opportunity to provide increased investment into Mid Wales' transport network, improving access to employment opportunities. Additionally, the plan provides opportunities to develop the transport network to reflect the changes to travel behaviours.

### Issues and Opportunities

Issues and opportunities for economy and the implications for the MWRTP have been identified in **Table 1-4**.

#### Table 1-4 - Economy Issues and Opportunities

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<sup>29</sup> Welsh Government, Labour market statistics (Annual Population Survey): April 2022 to March 2023. Available (online) at: <https://www.gov.wales/labour-market-statistics-annual-population-survey-april-2022-march-2023-html> (Accessed April 2024)

<sup>30</sup> Growing Mid Wales, A Vision for Growing Mid Wales, Strategic Economic Plan and Growth Deal Roadmap, 2022. Available (online) at: <https://www.growingmid.wales/article/9592/The-Vision> (Accessed April 2024)

| Issues and Opportunities   | Implications for the MWRTP  |
|--|---|
| <ul style="list-style-type: none"> <li>■ The main reason for economic inactivity is long-term sickness, which provides a unique set of challenges.</li> <li>■ There is the potential for increased strain to support non-working age people as the population of those over age 65 increases.</li> <li>■ The predominantly rural and deep rural nature of the region exacerbates the need for public transport in these areas to connect rural communities to employment opportunities.</li> <li>■ There is also a need to connect tourists in the region to key attractions in a sustainable manner.</li> </ul> | <ul style="list-style-type: none"> <li>■ There are opportunities to improve access to rural areas through transport services, digital services and bring services to people.</li> <li>■ There is potential to improve connectivity between businesses which will help to improve access to the skills pool as well as supporting improvement in productivity.</li> <li>■ There is potential to improve transport systems to reduce strains and community distances to urban centres.</li> <li>■ There is potential to improve parking and transport for tourists visiting the area, whilst also considering the pressures of such visitors on the landscape and the impact of congestion on GHG emissions and local communities.</li> </ul> |

## 1.5 Community Safety

### Baseline

In 2022, across Ceredigion, there 41 people were killed or seriously injured (KSI) on the region’s road that year. In Powys this value was 103 KSI, the highest in Wales. Dyfed Powys police force which covers Ceredigion and Powys, in addition to Pembrokeshire and Carmarthenshire saw the highest number of people KSI are 278 overall, accounting for 31.6% of KSI collisions in Wales<sup>31</sup>.

<sup>31</sup>Welsh Government, Stats Wales, Recorded road accidents classified as Killed or Seriously Injured (KSI) by area and year, 2023. Available (online) at: <https://statswales.gov.wales/Catalogue/Transport/Roads/Road-Accidents/accidents/ksiroadaccidents-by-area-year> (Accessed April 2024)

Overall in Wales in 2022, 41.5% of KSI casualties were on 30mph roads, with the next highest 60mph with 32.7% of KSI casualties. Males were more likely to be casualties than females, accounting for 60% of all casualties and 67% of KSI casualties<sup>32</sup>.

Per 10,000 population, the number of KSI casualties in road traffic accidents for all ages was 3.2. In those aged 16-24, 5.8 per 10,000 were KSI casualties, compared to 2.2 in those ages 70+. Of the total KSI casualties in 2022, 45% were in cars, 24% on motorbikes, 18% were pedestrians and 8% were cyclists. The total proportion of general casualties in cars were 62%, demonstrating that those on motorbikes, bikes and pedestrians are more likely to be killed or seriously injured in collisions<sup>32</sup>. In the year ending September 2023, Ceredigion's total recorded crime per 1,000 population was 57, the fourth lowest local authority in Wales. In Powys, this figure was 46 per 1,000, the lowest out of Welsh local authorities. The most common crime in both regions was violence against the person, with 28 reports per 1,000 in Ceredigion and 22 per 1,000 in Powys, the 5<sup>th</sup> lowest and lowest levels in Wales respectively<sup>33</sup>.

In 2021/22, the number of crimes reported to British transport police in Wales was 1,440, a small decrease by 15 from the previous year. The most common offence was violence against the person at 420. This increased by 101 from the previous year<sup>34</sup>.

### **Future Evolution of the Baseline without the MWRTP**

The Road Safety Framework for Wales was published in 2013, and included targets of a 40% reduction in the number of people killed or seriously injured on Welsh roads, a 25% reduction in the number of motorcyclists killed or seriously injured on Welsh roads and a 40% reduction in the number of young people killed or seriously injured on Welsh road to be achieved by 2020. By 2018, progress was good, but there was still a long way to go for the targets to be met. A road safety strategy is currently being drafted by Welsh Government.

Default speed limits of 20mph were introduced in September 2023. It was reported in a literature review on 20mph speed limits in 2018 that for each average 1mph speed reduction in an urban area, there is a 6% reduction in collisions<sup>35</sup>. Limited data has been published on the success of this speed limit reduction in Wales, but road safety is anticipated to improve.

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<sup>32</sup> Welsh Government Statistical Bulletin, Reported road casualties Wales, 2022. Available (online) at: <https://www.gov.wales/sites/default/files/statistics-and-research/2023-10/reported-road-casualties-2022-revised-514.pdf> (Accessed April 2024)

<sup>33</sup> Office for National Statistics, Recorded crime data by Community Safety Partnership area, 2023. Available (online) at: <https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/datasets/recordedcrimedatabycommunitysafetypartnershiparea> (Accessed April 2024)

<sup>34</sup> British Transport Police, Statistical Bulletin 2021/22. Available (online) at: [https://www.btp.police.uk/SysSiteAssets/foi-media/british-transport-police/reports/statistical-bulletin/stats\\_bulletin\\_2021\\_2022.pdf](https://www.btp.police.uk/SysSiteAssets/foi-media/british-transport-police/reports/statistical-bulletin/stats_bulletin_2021_2022.pdf) (Accessed April 2024)

<sup>35</sup> Davis, A. L. (2018) The state of the evidence on 20mph speed limits with regards to road safety, active travel and air pollution impacts. Available (online) at: <https://www.gov.wales/sites/default/files/publications/2019-08/the-state-of-the-evidence-on-20mph-speed-limits-with-regards-to-road-safety-active-travel-and-air-pollution-impacts-august-2018.pdf> (Accessed April 2024)

Without the MWRTP, there may be missed opportunities for improving safety of users on Mid Wales' roads and public transport.

### Issues and Opportunities

Issues and opportunities for community safety and the implications for the MWRTP have been identified in **Table 1-5**.

**Table 1-5 - Community Safety Issues and Opportunities**

| Issues and Opportunities   | Implications for the MWRTP   |
|--|--|
| <ul style="list-style-type: none"> <li>■ Powys records the highest number of KSI casualties in Wales</li> <li>■ Crime on public transport in Wales is on the rise</li> <li>■ Pedestrians, cyclists and users of motorbikes are at higher risk of being KSI casualties in road traffic collisions</li> <li>■ There are opportunities to increase the safety of active transport modes such as cycling and walking.</li> </ul> | <ul style="list-style-type: none"> <li>■ There is a need to engage with communities and encourage the reporting of crimes as well as ensuring safety for all transport users.</li> <li>■ The plan should seek to influence the increase the safety of active transport modes such as cycling and walking.</li> <li>■ The plan should seek to influence the improvement of safety for users on public transport.</li> <li>■ The plan will aim to influence the improvements to transport networks, including improving lighting, to ensure the safety on networks.</li> </ul> |

## 1.6 Biodiversity

### Baseline

There are a number of internationally designated sites within Mid Wales, outlined below in **Table 1-6**.

**Table 1-6 - International Designations in Ceredigion and Powys**

| Ramsar   | Special Area of Conservation (SAC)   | Special Protection Areas (SPA)                             |
|--|--|--|
| <ul style="list-style-type: none"> <li>■ Cors Caron</li> </ul> | <ul style="list-style-type: none"> <li>■ Afon Teifi / River Teifi</li> </ul> | <ul style="list-style-type: none"> <li>■ Berwyn</li> </ul> |

| Ramsar   | Special Area of Conservation (SAC)  | Special Protection Areas (SPA)  |
|--|---|---|
| <ul style="list-style-type: none"> <li>■ Cors Fochno and Dyfi</li> </ul> | <ul style="list-style-type: none"> <li>■ Berwyn a Mynyddoedd De Clwyd / Berwyn and South Clwyd Mountains</li> <li>■ Brecon Beacons</li> <li>■ Cardigan Bay / Bae Ceredigion</li> <li>■ Coed Cwm Einion</li> <li>■ Coedydd a Cheunant Rheidol / Rheidol Woods and Gorge</li> <li>■ Coedydd Llawr-y-glyn</li> <li>■ Coedydd Nedd a Mellte</li> <li>■ Coetiroedd Cwm Elan / Elan Valley Woodlands</li> <li>■ Cors Caron</li> <li>■ Cors Fochno</li> <li>■ Cwm Doethie - Mynydd Mallaen</li> <li>■ Drostre Bank</li> <li>■ Elenydd</li> <li>■ Granllyn</li> <li>■ Grogwynion</li> <li>■ Llangorse Lake / Llyn Syfaddan</li> <li>■ Montgomery Canal</li> <li>■ Mynydd Epynt</li> <li>■ Pen Llyn a'r Sarnau / Lleyn Peninsula and the Sarnau</li> </ul> | <ul style="list-style-type: none"> <li>■ Dyfi Estuary / Aber Dyfi</li> <li>■ Elenydd – Mallaen</li> <li>■ Northern Cardigan Bay / Gogledd Bae Ceredigion</li> </ul> |

| Ramsar | Special Area of Conservation (SAC)  | Special Protection Areas (SPA) |
|--------|---|--------------------------------|
|        | <ul style="list-style-type: none"> <li>■ Rhos Goch</li> <li>■ Rhos Llawr-cwrt</li> <li>■ Rhos Talglas</li> <li>■ River Usk / Afon Wysg</li> <li>■ River Wye / Afon Gwy (England)</li> <li>■ River Wye / Afon Gwy (Wales)</li> <li>■ Tanat and Vyrnwy Bat Sites / Safleoedd Ystlumod Tanat ac Efyrnwy</li> <li>■ Usk Bat Sites / Safleoedd Ystlumod Wysg</li> <li>■ West Wales Marine / Gorllewin Cymru Forol</li> </ul> |                                |

There are also numerous nationally and locally designated sites within the Mid Wales Region<sup>36</sup>. These include:

- 364 Sites of Special Scientific Interest (SSSI);
- 19 National Nature Reserves (NNR); and
- Five Local Nature Reserves (LNR).

All designated sites are shown on Figure 2 in Annex 1.

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<sup>36</sup> Welsh Government, Data Map Wales. Available (online) at: <https://datamap.gov.wales/> (Accessed April 2024)

The Powys Nature Recovery Action Plan (PNRAP)<sup>37</sup> and the Bannau Brycheiniog National Park Nature Recovery Action Plan<sup>38</sup>, explore the current state of biodiversity in areas, describing the range of habitats and species found. The Ceredigion Nature Recovery Action Plan was due to be published in March 2024, but the Ceredigion Local Biodiversity Action Plan<sup>39</sup>. Examples of habitats found within Mid Wales include:

- Broadleaf woodland;
- Coniferous woodland;
- Grassland;
- Uplands;
- Wetlands;
- Linear Habitats;
- Scrub and ffridd.
- Mountain and Moor;
- Rivers and Lakes;
- Fields and Hedgerows;
- Woodlands;
- Cors and Rhos; and
- Coastal and marine areas.

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<sup>37</sup> Powys, Powys Nature Recovery Action Plan 2022-2032. Available (online) at: <https://en.powys.gov.uk/article/2573/Powys-Nature-Recovery-Action-Plan> (Accessed April 2024)

<sup>38</sup> A Future with Nature at its Heart, A Nature Recovery Action Plan for the Brecon Beacons National Park 2019-2024. <https://www.beacons-npa.gov.uk/wp-content/uploads/BBNPA-Nature-Recovery-A4-ENG-WEB.pdf> (Accessed April 2024)

<sup>39</sup> Ceredigion County Council, Local Biodiversity Action Plan, 2002. Available (online) at: <https://www.ceredigion.gov.uk/your-council/strategies-plans-policies/local-biodiversity-action-plan/> (Accessed April 2024)

Section 7 of the Environment (Wales) Act 2016 requires Welsh Ministers to publish, review and revise lists of significant living organisms in Wales<sup>40</sup>. The following are examples of protected species found within Mid Wales include<sup>373839</sup>:

- Black Grouse;
- Brown Hare;
- Chough;
- Hornet Robber fly;
- Great Crested Newts;
- Otter
- European Nightjar; and
- Adder;

Invasive Non-Native Species (INNS), pests and pathogens have the ability to spread, causing damage to the environment, the economy and human health. The Wildlife and Countryside Act 1981 makes it an offence to release or allow the escape into the wild of any animal, plant or micro-organism not ordinarily resident in the UK (as listed in Schedule 9 of the Act). The species causing most impact within Ceredigion and Powys include Japanese Knotweed, Giant Hogweed and Himalayan Balsam.

The UK National Ecosystem Assessment (UK NEA)<sup>41</sup> revealed that the loss, fragmentation and deterioration of natural habitats in the UK since the 1940s has caused a decline in the provision of many ecosystems. According to the Natural Environment Valuation Online (NEVO)<sup>42</sup> tool species richness data, Ceredigion has 87 species present in the current decade, out of 100 priority species chosen by the Joint Nature Conservation Committee (JNCC). The 87 species present, are broken down into the following categories:

- Plants 33 present out of a possible 38 priority plant species (87%);

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<sup>40</sup> Environment (Wales) Act 2016. Available at: <https://www.legislation.gov.uk/anaw/2016/3/contents/enacted> (Accessed April 2024)

<sup>41</sup> UK National Ecosystem Assessment (2011) The UK National Ecosystem Assessment Technical Report. UNEP-WCMC, Cambridge.

<sup>42</sup> University of Exeter, NEVO. Available (online) at: <https://www.exeter.ac.uk/research/leep/research/nevo/> (Accessed April 2024)

- Invertebrates 23 / 25 (92%);
- Birds 15 / 17 (88%);
- Mammals 13 / 14 (93%);
- Lichen 2 / 5 (40%);
- Herptiles 1 / 1 (100%).

Similarly in Powys, 87 out of the 100 priority species are present, broken down as:

- Plants 31 / 38 (82%);
- Invertebrates 23 / 25 (92%);
- Birds 17 / 17 (100%);
- Mammals 13 / 14 (93%);
- Lichen 2 / 5 (40%);
- Herptiles 1 / 1 (100%).

The NEVO tool also indicates that out of the 176.9k ha comprising Ceredigion and the 515.5k ha comprising Powys, 75.9% and 72.8% of the land cover in Ceredigion and Powys respectively is agriculture. Due to the high cover of agricultural land, food provision is an important ecosystem service within Mid Wales. In addition to primary agricultural products, farmland can help prevent soil erosion, support flood risk through surface water storage and runoff attenuation and sequester carbon.

It is understood from the National Forest Inventory (2022)<sup>43</sup> that woodlands comprise 28.2k ha in Ceredigion and 19.2k ha in Powys, 16.5% and 15.2% of their land cover respectively. Forests have an important role not only in this sequestration of carbon, but also in the provision of timber and wood products as a low-carbon substitute for other products such as concrete and steel.

### **Future Evolution of the Baseline without the MWRTP**

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<sup>43</sup> National Forest Inventory (2022). Available (online) at: <https://www.forestresearch.gov.uk/tools-and-resources/national-forest-inventory/> (Accessed September 2024)

The Wales State of Nature Report 2023<sup>44</sup> shows that nature is continuing to decline at an alarming rate and as a result, Wales is one of the most nature-depleted countries on Earth. In Wales 18% of species are threatened with extinction, and the abundance of species in Wales has declined by 20% since 1994. Of the species assessed, more than 2% are already extinct in Wales.

In 2020 Natural Resources Wales (NRW) carried out a baseline evaluation project to assess the quality of protected sites (SACs, SPAs and SSSIs) in Wales<sup>45</sup>. It was found that in Mid Wales, 21% of protected sites were in a favourable condition, 29% were in an unfavourable condition and 10% were destroyed. These findings provide a baseline to inform future management and monitoring across the region.

In 2015, the Welsh Government published the Nature Recovery Action Plan for Wales<sup>46</sup> which set out six objectives for reversing the decline of biodiversity. These objectives have been used to develop the Ceredigion and Powys actions plans.

The Environment (Wales) Act 2016 made it a duty for NRW to produce 'Area Statements'. Ceredigion and Powys make up the Mid Wales area. The role of the statement is to coordinate existing measures and enable new initiatives. The themes for the Mid Wales Area Statement are:

- Improving biodiversity – this theme aims for a better understanding of the natural environment for all, a better-connected network of protected sites and landscapes and a reduction of invasive non-native species.
- Sustainable land, water and air – aims of this theme include encouraging conversations between stakeholders in the area, supporting sustainable farming practices, improving water quality and the management of soil, flood risk and water resources.
- Reconnecting people and places – the aims of this theme include developing citizen science, prompting an improved network of footpaths, and increasing sustainable tourism for example by improving public transport for visitors.
- Forest resources – this theme aims for a range of woodland planting to provide connectivity for biodiversity and communities, promoting the use of Welsh timber in construction and building resilience against tree diseases.
- The Climate emergency – Consideration of climate change should be incorporated in the four above themes.

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<sup>44</sup> State of Nature Wales, 2023. Available (online) at: <https://www.wildlifetrusts.org/sites/default/files/2023-09/Wales%20summary%20report.pdf> (Accessed April 2024)

<sup>45</sup> Natural Resources Wales, Protected sites baseline assessment, 2020. Available (online) at: <https://naturalresources.wales/evidence-and-data/research-and-reports/protected-sites-baseline-assessment-2020/?lang=en>

<sup>46</sup> Welsh Government, Nature recovery action plan 2020-21. Available (online) at: <https://www.gov.wales/nature-recovery-action-plan> (Accessed April 2024)

The Bannau Brycheiniog National Park Nature Recovery Action Plan<sup>51</sup> aims to help reverse the decline in biodiversity by focussing on developing resilient ecological networks which are more diverse, in better condition and better connected. This will be achieved by improving understanding of ecological resilience within the National Park, working with partners to unify local action for nature recover, increasing the resilience of the natural environment by protecting, restoring and creating habitats, delivering targeted action for key species and habitats, and engaging with diverse audiences about nature recovery.

Climate change presents a threat to ecosystem services and biodiversity. Current IPCC<sup>47</sup> predictions for temperature increases are expected to be 2°C by the middle of the 21<sup>st</sup> century. This increase in temperature is expected to lead to increases in flooding events and northward colonisation of species in the UK. In order to preserve biodiversity and natural habitats, soft engineering and nature-based solutions will need to be used over traditional hard engineering.

There are opportunities that will help to conserve and enhance biodiversity, natural capital, and for landscape scale restoration, which would be expected to continue without the MWRTP. However, there is potential that without the MWRTP some sites and habitats could be threatened by development of transport infrastructure in inappropriate locations. The MWRTP may also provide opportunities to increase biodiversity and natural capital assets.

### Issues and Opportunities

Issues and opportunities for biodiversity and the implications for the MWRTP have been identified in **Table 1-7**.

**Table 1-7 - Biodiversity Issues and Opportunities**

| Issues and Opportunities   | Implications for the MWRTP  |
|--|---|
| <ul style="list-style-type: none"> <li>■ Wales is one of the most nature-deplete countries on Earth.</li> <li>■ Climate change will put strains on terrestrial and aquatic ecosystems.</li> <li>■ There are a wide range of statutory designated sites across Mid Wales which may be affected by increased transport infrastructure development. Habitats and wildlife corridors outside of these protected areas are</li> </ul> | <ul style="list-style-type: none"> <li>■ The MWRTP presents opportunities to be strategic in the enhancement of biodiversity at the landscape scale.</li> <li>■ There is scope to encourage the redevelopment of existing assets as well as build new, to focus development areas and ecosystem service provision and to enhance the quality of the transport ‘soft estate’ alongside existing and new transport corridors in order to improve habitat connectivity.</li> </ul> |

<sup>47</sup> IPCC Sixth Assessment Report, 2022. Available (online) at: <https://www.ipcc.ch/report/ar6/wq2/>

| Issues and Opportunities   | Implications for the MWRTP   |
|--|--|
| <p>especially at risk of being lost, damaged or fragmented by transport development.</p> <ul style="list-style-type: none"> <li>■ New transport routes should be carefully planned so that they do not cause adverse effects on ecosystem services provision.</li> </ul> | <ul style="list-style-type: none"> <li>■ Enhancing the quality of transport’s soft estate can also help improve the resilience of the transport network to future climate change, for example by reducing flood risk and providing shading and cooling benefits.</li> <li>■ There is potential for the plan to reduce levels of pollution, including noise, air and light, minimising habitat and species disturbance.</li> <li>■ The plan has the opportunity to promote and connect communities to green infrastructure and apply Sustainable Urban Drainage Solutions to projects.</li> <li>■ Invasive non-native species should be considered in the design of new transport interventions.</li> </ul> |

## 1.7 Landscape, Townscape and Seascape

### Baseline

The Mid Wales region is covered by 18 National Landscape Character Areas (NLCA). The purpose of these NLCAs is to help distinguish different regions of landscape identity and character in Wales. These areas are listed in **Table 1-8**<sup>48</sup> and are shown in Figure 3 in Annex 1.

**Table 1-8 - National Landscape Character Areas in Ceredigion and Powys**

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<sup>48</sup> Natural Resources Wales, National Landscape Character Areas (NLCA). Available (online) at: <https://naturalresources.wales/evidence-and-data/maps/nlca/?lang=en> (Accessed April 2024)

| NCLA                                | Description   |
|-------------------------------------|---|
| 6: Snowdonia                        | <p>Located in the north-west of Powys.</p> <p>This is an extensive, rural upland area, broadly coinciding with the Snowdonia National Park. It is dominated by mountain ranges of which the Snowdon massif rises to the highest peak in England and Wales, Yr Wyddfa, at 3560' (1085m). Other ranges include the Carneddau and Glyderau in the north and Rhinogydd and Cadair Idris in the south. The area encompasses many of the country's most spectacular uplands including all 15 of Wales's mountain peaks over 3000 feet. There are numerous glacial features including sharp ridges, cirques, cliffs, lakes (including Llyn Tegid, Wales' largest), bogs, rivers and waterfalls.</p>                            |
| 16: Berwyn                          | <p>Located in the north of Powys, crossing the border into Denbighshire and Berwyn.</p> <p>The area is a sparsely settled upland massif, mostly covered by extensive tracts of open moorland, often heather-clad. The area is cut by a series of quiet, and occasionally deep, 'U' shaped glaciated valleys. Valleys include Dyffryn Ceiriog, the Twrch and Rhaeadr valleys, the Tanat and its headwaters. The few settlements are located in the lower reaches of the main valleys, amidst relatively small-scale and sheltered fields, enclosed by hedgerows. To the west, Y Berwyn buffers against neighbouring Snowdonia, while its eastern limit is the border with England at Chirk Castle along Offa's Dyke.</p> |
| 17: Montgomeryshire Hills and Vales | <p>Located in the north-east of Powys.</p> <p>This very rural hill and valley landscape occupies the lower sections of the rivers Tanat, Vyrnwy, Banwy, Cain and Rhiw. Some of the hills are distinctively shaped, occasionally of upland character, or seen as isolated and rising from the general lowland that prevails across the rest of this area. There are many quiet, sylvan river valleys with a locally distinct character, from broad flood plain and meandering river, to steep wooded hillsides and narrow incised valley.</p>  |
| 18: Shropshire Hills                | <p>Located in the east of Powys on the English border.</p> <p>Sense of this small, irregularly shaped area is only gained with reference to the adjacent landscapes of the Shropshire Hills in England to the east. The majority of the SW-NE trending long ridged hills and vales lie</p>  |

| NCLA                   | Description   |
|------------------------|---|
|                        | <p>within Shropshire. These include the Stiperstones, Long Mynd and Wenlock Edge. Part of this landscape spills over into Wales, forming a small area of hills on the eastern side of the Severn Valley that is physically separate from the main areas of Welsh upland that rise further to the west.</p>  |
| 19: Severn Valley      | <p>Located in the north-east of Powys.</p> <p>This is major river valley and Mid Wales transport corridor for road, rail, and once canal. The area includes the rich farmland of the flood plain as well as valley sides. It includes the expanding towns of Welshpool and Newtown. Together with the road and rail route, the these towns create localised areas of noise and activity amidst the wider, generally quiet and rural landscapes adjacent to the north and south.</p>   |
| 20: Radnorshire Hills  | <p>Located in the east of Powys on the English border.</p> <p>This is an area of gentle, smooth, upland hills, rising gradually from the border in the east, to the Wye Valley in the west. Similar character extends into England's Clun Forest area, north of Knighton. Radnorshire's topography is breathtaking and varied, with smooth, rolling, open moors, dissected by steep sided valleys with hedgerow-enclosed pastures by small rivers and streams, and ancient woodlands.</p>   |
| 21: Cambrian Mountains | <p>Located in the centre of Wales, in the east of Ceredigion and west of Powys. Crosses into Carmarthenshire.</p> <p>The Cambrian Mountains form an extensive upland plateau, being an inland spine that divides western and eastern river catchments and forms one of the most extensive and tranquil areas of Southern Britain. The rivers Wye, Severn and Tywi emerge from this area, amongst others. Deep valleys and glacial features are abundant, including a number of 'U' shaped valleys, lakes and moraines. Peat bogs, pools open moorland and areas of extensive coniferous forestry collectively cover much of the area, except in the margins and deeper valleys where lush green fields are sheltered by thick hedges. There are also a number of major reservoirs, whose shapes meander sinuously with the many changes in topography. It is a windswept, remote and sparsely populated area with very few settlements.</p> |

| NCLA                                    | Description  |
|---|--|
| 22: Aberdyfi Coast                      | <p>Located in the north of Ceredigion on the coast, crossing into Gwynedd.</p> <p>This estuarine and coastal landscape is where the northern and southern halves of Wales meet. It is where land and sea and rivers and estuaries meet, and where Wales is at its narrowest width from east to west. The fulcrum is Machynlleth, where north, south, east and west transport routes cross the Dyfi at its lowest crossing point. The town was once pre-eminent and regarded as 'the ancient capital of Wales' and was associated with Owain Glyndwr.</p>                         |
| 23: Rheidol and Ystwyth Hills and Vales | <p>Located in central Ceredigion on the coast.</p> <p>This is the landscape of Aberystwyth and its hinterland. It is the area between mountains and sea, whose rivers converge near the town. Within their relatively short length, the rivers tumble dramatically from the adjacent Pumlimon massif, often in steep-sided, wooded gorges, being some of the best examples in Wales. They emerge to become gentle, sometimes braiding lowland rivers, flowing through a landscape of thick hedges and improved pastures, before meeting the sea abruptly around Aberystwyth.</p> |
| 24: Ceredigion Coast                    | <p>Located in the west of Ceredigion on the coast.</p> <p>This area is of outstanding importance for its marine, intertidal and coastal habitats. There are many quiet sections of the coastline away from the main settlements of Aberaeron, Newquay and Aberporth, all of which have become popular resort centres, with various holiday caravan parks associated with them. Much of the coastline is designated as Heritage Coast.</p>  |
| 25: Bro Ceredigion                      | <p>Located in the south-west of Ceredigion.</p> <p>This is a rolling pastoral landscape of small farms and fields in the heart of the county of Ceredigion. Land rises to over 300m in at the summit of Mynydd Bach, and the area is bounded by the rivers Ystwyth in the north, and Teifi in the south and east. The linear grain of ridged topography effects the alignment of local drainage patterns. Sheep-farming predominates on the hills, which include a number of peat bogs and mires.</p>  |

| NCLA                                   | Description   |
|--|---|
| 26: Upper Wye Valley                   | <p>Located in central Powys.</p> <p>This deep, narrow valley carries the River Wye between the adjacent Pumlimon and Radnorshire Hills upland areas. Many of the lower slopes are clothed in woodland. Higher hillsides are open moorland, sometimes with rocks and scree. The unusual NW-SE valley alignment conveniently carries the main north-south A470 road.</p>  |
| 27: Vales of Irfon and Ithon           | <p>Located in central Powys.</p> <p>This is an undulating lowland vale entirely surrounded by upland areas. The main river is the Wye, which enters and leaves the area in much narrower valleys. The tributary rivers, whose lowland vales define the extent of this character area, are the Irfon and Ithon. Woodlands are common, mostly small blocks along the valley sides and along tributaries.</p>  |
| 28: Epynt Plateau and Valleys          | <p>Located to the south of Powys</p> <p>Epynt lies in central eastern Wales and is defined by the windswept, sandstone plateau of Mynydd Epynt, which is intersected by pastoral valleys and fast flowing streams. Much of the plateau is used as a military training range, which has had a number of unusual effects on landscape character. Public access is limited on the unenclosed land whilst some former agricultural landscapes and farmsteads have been abandoned since their compulsory acquisition for military training in the 1940s.</p> |
| 29: Wye and Usk Vales                  | <p>Located to the south of Powys.</p> <p>These rural vales are bounded and framed on all sides by the uplands of Epynt, the Radnorshire Hills, the Brecon Beacons and the Black Mountains. Shaped by glacial action in major fault lines, these vales contain fertile soils and are now enclosed with a mature patchwork of hedgerows and farmland with a mix of arable and pasture.</p>  |
| 30: Brecon Beacons and Black Mountains | <p>Located in south Powys crossing the border into South Wales local authorities.</p>   |

| NCLA                    | Description   |
|-------------------------|---|
|                         | <p>This is the highest range of mountains in southern Britain, rising to Pen y fan at 886m. The vast swathes of smooth, unenclosed moorland rise up gentle ridges, between which run deeply cut valleys that terminate in high mountain passes. The Beacons themselves are made up of Old Red Sandstones, a relatively soft rock that has weathered and been sharpened by ice to create consistent, simple, smooth-sided slopes, falling abruptly and dramatically from ridges to provide the sharp outlines that are so characteristic, and which contrast with the lush, hedged, enclosed farmed landscapes of the deeper valleys.</p>  |
| 37: South Wales Valleys | <p>Small area located within southern Powys.</p> <p>Many deep, urbanised valleys dissect an extensive upland area. Combined with industrial heritage and the distinct identity of its people, the South Wales Valleys provide some of Wales' most widely known and iconic national images. Extensive ribbon development fills many valley bottoms and lower slopes. Their urban and industrial character is juxtaposed with dramatic upland settings with steep hillsides, open moors or forests. Networks of railways and roads connect valley settlements. Topography constrains passage between valleys, and there are only a limited number of high passes between valleys. The noise and business of many valleys contrast with the relatively remote and wild qualities of adjacent hill plateaux.</p>  |
| 40: Teifi Valley        | <p>Locates in south Ceredigion, crossing the border into Pembrokeshire and Carmarthenshire.</p> <p>The Teifi is the longest river in West Wales. It issues from the Teifi Pools on the adjacent Pumlimon upland area. It emerges into the Teifi Valley above the one of the most intact and ecologically important raised bog landscapes in the UK, Cors Caron. The river meanders gently but eventually becomes incised in places. Steeply incised wooded river banks, with gorse clad outcrops, hanging oak woodland, coniferous forests and quarries sit within the wider lowland landscape of the Teifi Valley. Unusually the tidal lower river extends into the thickly wooded, steep-sided Cilgerran Gorge. The river emerges and widens into an estuary at the town of Cardigan. It ultimately issues into the sea through a modest sized sandy bay between rocky headlands.</p> |

Marine Character Areas (MCAs) have been identified by Natural Resources Wales and highlight the key natural, cultural and perceptual influences that make the character of their seascapes distinct and unique. Three MCAs are located off the coast of Ceredigion as described in **Table 1-9** below.

**Table 1-9 - Marine Character Areas of the coast of Ceredigion**

| MCA                                  | Description   |
|--------------------------------------|---|
| 15: Cardigan Bay (North) & Estuaries | This Marine Character Area (MCA) comprises the coastal waters of the northern part of Cardigan Bay, stretching from Harlech in the north to Clarach Bay in the south. The Mawddach and Dyfi estuaries drain into this part of the bay. Key characteristics include the internationally important Sarnau (glacial reefs), wreck sites, importance for commercial and recreational fishing, tourism infrastructure and coastal habitats of international and national importance. |
| 16: Cardigan Bay (South)_            | This Marine Character Area (MCA) comprises the coastal waters surrounding Cardigan Bay, stretching from Clarach Bay, north of Aberystwyth to Strumble Head in Pembrokeshire. Key characteristics include the gently shelving seabed, the strong history in maritime trade and ship building, picturesque fishing villages and much fishing activity.  |
| 17: Outer Cardigan Bay               | This Marine Character Area (MCA) comprises the outer waters of Cardigan Bay in West Wales, stretching to the limits of the Wales Inshore Waters. Key characteristics include the mudstone and sandstone seabeds overlain with Holocene deposits, important demersal fish spawning and scallop fishing grounds, rich fish life, expansive views and the use of the area for leisure sailing and commercial craft/ferries.  |

The coastline in Ceredigion is variable and contains a variety of coastal features. The shapes of the coastline are constantly changing and evolving, the north of the county relies on flood protection, as it is located below the level of the highest tide. The coastline is anticipated to erode and change in the future.

An 840 sq km area at the Dyfi estuary in Aberystwyth has been designated as a UNESCO Biosphere Reserve. This is a voluntary rather than a statutory designation. The biosphere contains several important nature reserves, marshes, ancient woodland, lakes, nature trails, coastal paths and mountains<sup>49</sup>.

The southern extent of Powys lies within the Bannau Brycheiniog National Park. The National Park is characterised by grassy moorlands, heather-clad escarpments and Old Red Sandstone peaks. The National Park contains four ranges of mountains; the Black Mountains, the Central Beacons, Fforest Fawr and the Black

<sup>49</sup> Visit Wales, UNESCO Biosphere Reserve (Dyfi). Available (online) at: <https://www.visitwales.com/attraction/nature-or-wildlife/unesco-biosphere-reserve-dyfi-1843149> (Accessed September 2024)

Mountain (Mynydd Du).<sup>50</sup> The National Park is comprised of an array of nationally and internationally important habitats and species, with dynamic natural ecosystems which provide a large number of benefits to people.<sup>51</sup> The National Park also has ten defined special qualities that are key to its designation. These include:

- Natural beauty;
- Living patterns;
- Rugged landscapes;
- Sense of place and cultural identity;
- Intimate sense of community;
- Enjoyable and accessible;
- Sounds, sights, smells and tastes;
- Sense of discovery;
- Peace, tranquillity and darkness;
- Mosaic of diversity; and
- Living landscape.

Current challenges for nature conservation and land management in the National Park include pressure on biodiversity from agricultural change, local development, climate change, and the spread of INNS.

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<sup>50</sup> Visit Wales, Brecon Beacons National Park. Available (online) at: <https://www.visitwales.com/attraction/country-park/brecon-beacons-national-park-1444213> (Accessed April 2024)

<sup>51</sup> A Future with Nature at its Heart, A Nature Recovery Action Plan for the Brecon Beacons National Park 2019-2024. <https://www.beacons-npa.gov.uk/wp-content/uploads/BBNPA-Nature-Recovery-A4-ENG-WEB.pdf> (Accessed April 2024)

Due to low levels of light pollution, the Bannau Brycheiniog National Park was awarded International Dark Sky Reserve status in 2013, making it as one of the best places in the world to stargaze. It is one of only 18 reserves globally. Dark skies are recognised as a key contributor to the sense of tranquillity and remoteness which is often cited as a key special quality of the National Park<sup>52</sup>.

Tranquillity is monitored in Wales as a combination of different datasets which contribute to the overall picture. With 'undisturbed' areas generally located in rural areas, and Mid Wales' rural nature, much of the region is within this category, with the exception of areas around the main settlements<sup>53</sup>.

The main settlements within Ceredigion include Aberystwyth, Cardigan, Lampeter, Llandysul, New Quay and Tregaron. Most of these settlements and the tourist attractions in Ceredigion are located on the coastline. The key roads within Ceredigion include the A487 which runs north-south along the length of the coastline, connecting the county to North and South Wales, and the A44 which starts in Aberystwyth and runs east into Mid Wales.

Whilst being the most sparsely populated county in Wales, the main settlements within Powys include Brecon, Crickhowell, Llandrindod Wells, Montgomery, Newtown, Rhayader, Welshpool and Ystradgynlais. These settlements are spread throughout the county. Key roads in Powys include the A479, the A470 and the A483 which run North and South within the county, and the A40, A44, A438 and A458, which run east and west, and connect Wales and England.

#### **Future Evolution of the Baseline without the MWRTP**

Designated landscapes such as the National Park, are given the highest status of protection against development within their boundaries to conserve their landscape and scenic beauty. However, they may still be impacted indirectly through changes to their setting and tranquillity due to increased traffic flows, change in land use, visitor pressure and light and noise pollution. Climate change will also put pressure on landscape and seascape designations as new pests and diseases emerge, sea levels rise and extreme weather increase the stresses on nature conservation.

A fourth Welsh National Park has been proposed in North East Wales, and will be based on the existing Clwydian Range and Dee Valley AONB<sup>54</sup>. A ten-week public consultation period on the proposals will run between the 7<sup>th</sup> October 2024 and the 16<sup>th</sup> December 2024. The Area of Search for this park extends into northern Powys, however in 2023 Powys councillors opposed plans for the park.

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<sup>52</sup> Brecon Beacons National Park Authority, Supplementary Planning Guidance: Policy 12 Light Pollution and Obtrusive Lighting, 2015. <https://www.beacons-npa.gov.uk/wp-content/uploads/Obtrusive-Lighting-SPG-.pdf> (accessed April 2024)

<sup>53</sup> Data Map Wales (2017). Tranquil Areas Wales. Available (online) at: <https://datamap.gov.wales/layergroups/inspire-nrw:TranquilAreasWales> (Accessed September 2024)

<sup>54</sup> NRW, Wales' New National Park Proposal, 2024. Available (online) at: <https://ymgyngori.cyfoethnaturiol.cymru/north-east-gogledd-ddwyrain/new-national-park-proposal-information-page-wales/> (Accessed September 2024)

Landscape and townscape character is under threat from future development, including the construction and operation of transport infrastructure, for example through loss of tranquillity, increased lighting, visual intrusion and the loss of landscape features and characteristic elements. Whilst large areas of the National Park remain free from light pollution, the gradual encroachment of street, house and security lights means that views to starlight becoming increasingly spoilt.

Without the MWRTP, there may be reduced opportunities for new infrastructure to enhance and support the local landscape and townscape character through quality design and habitat creation. There may also be increased pressure on existing networks, leading to adverse impacts to the character setting and tranquillity of landscapes and townscapes within Mid Wales.

### Issues and Opportunities

Issues and opportunities for landscape, townscape and seascape and the implications for the MWRTP have been identified in **Table 1-10**.

**Table 1-10 – Landscape, Townscape and Seascape Issues and Opportunities**

| Issues and Opportunities  | Implications for the MWRTP  |
|---|---|
| <ul style="list-style-type: none"> <li>■ There are land management issues in the National Park particularly on landscape from agricultural change, local development, climate change and the spread of INNS.</li> <li>■ Transport infrastructure has the potential to cause direct and indirect impacts on designated landscapes, eroding the character and quality of the landscapes, increasing pollution and eroding the visual amenity for residents and visitors alike.</li> <li>■ Climate change will put pressure on the landscape designations as new pests and diseases emerge, sea levels rise, and there is an increase in extreme weather events, increasing the stresses on nature conservation.</li> <li>■ Landscape led design could play a key role in the enhancement of the natural environment, visual amenity and physical and mental health of its people.</li> <li>■ Ceredigion’s coastline is constantly changing due to sea level rise and climate change.</li> </ul> | <ul style="list-style-type: none"> <li>■ The plan needs to ensure that it protects Mid Wales’ unique landscape and townscape, including both rural and urban environments.</li> <li>■ The plan must consider the important of landscape and townscape character when outlining options, ensuring development does not erode the quality and key characteristics of the landscape and townscape.</li> <li>■ There is potential for transport to improve access to the countryside, promote sustainable tourism and provide greater awareness of the national park and national landscapes.</li> <li>■ Additionally, increased access to the countryside can improve health and well-being, bring new audiences to tourist attractions, and enable better appreciation of landscapes and townscapes within the region.</li> <li>■ There is a need to minimise levels of light pollution to protect dark night skies and to protect and enhance tranquillity.</li> </ul> |

## 1.8 Historic Environment

### Baseline

The historic environment is a vital part of the cultural identity of Wales. It is made up of many individual historic features which are known as historic assets. Historic assets include individual historic buildings and archaeological remains, historic parks and gardens, conservation areas, historic landscapes and World Heritage Sites. All of these historic assets contribute to the distinctive character of all Welsh places and to the quality of Welsh life.

There are a number of designated assets throughout Ceredigion and Powys, which have been set out in **Table 1-11** below.<sup>55</sup>

**Table 1-11 - Designated Historic Assets in Ceredigion and Powys**

| Designated Asset                    | Ceredigion | Powys | Total Mid Wales |
|-------------------------------------|------------|-------|-----------------|
| Scheduled Monuments                 | 262        | 954   | 1,216           |
| Listed Buildings and Structures     | 1,896      | 5,485 | 7,381           |
| Registered Historic Park and Garden | 12         | 51    | 63              |

More details of these can be seen in Figures 4a and 4b in Annex 1.

In 2015 it was reported that 8.54% of listed buildings in Wales were 'at risk' and 12.2% were considered to be 'vulnerable'. This was a reduction from the 2013 data. In Central Wales, 8.49% were considered 'at risk' and 11.9% were considered 'vulnerable'<sup>56</sup>.

<sup>55</sup> Cadw, Search Cadw records. Available (online) at: <https://cadw.gov.wales/advice-support/cof-cymru/search-cadw-records> (Accessed April 2024)

<sup>56</sup> Cadw and Welsh Government, Condition and Use Survey of Listed Buildings in Wales, 2015 Update. Available (online) at: <https://cadw.gov.wales/sites/default/files/2019-05/20161206conditionandusesurveyoflistedbuildings2015.pdf> (Accessed April 2024)

Conservation areas are designated by local planning authorities for their special architectural or historic interest. There are 13 conservation areas in Ceredigion<sup>57</sup> and 53 in Powys<sup>58</sup>. Ceredigion are currently undergoing a conservation area appraisal which will include a review of the boundary areas and their setting<sup>59</sup>.

Registered Historic Landscapes are designated by Cadw for their outstanding or special history in Wales. There three Historic Landscapes in Ceredigion, the most prominent of which is Upland Ceredigion which covers much of the eastern extent of the county. There are eight historic landscapes in Powys.

The Bannau Brycheiniog National Park contains a number of buried historic assets for example Iron Age Hillforts, prehistoric burial sites and stone circles. Many of the historic landscapes within Mid Wales are designated for archaeological features within them<sup>60</sup>. For example, the Middle Usk Valley: Brecon and Llangorse historic landscape in contains archaeological evidence of human intervention in the landscape in prehistoric, roman and medieval periods<sup>61</sup>. Ceredigion lies within the Heneb Dyfed Archaeology area, and Powys sits within the Heneb Clwyd-Powys Archaeology area.

Four sections of the Ceredigion coast are designated as the Ceredigion Heritage Coast and cumulatively cover 35km of the coastline. They are located between Borth and Clarach, Monks Cave and Llanrhystud, New Quay and Tesaitth and Pen-peles and Gwbert. Heritage coasts seek to identify the finest stretches of undeveloped coast, secure their conservation and management and promote access and enjoyment<sup>62</sup>.

There are two heritage railway lines in Mid Wales. The Vale of Rheidol Railway in Ceredigion and the Welshpool and Llanfair Railway in Powys.

### **Future Evolution of the Baseline without the MWRTP**

The Historic Environment (Wales) Act 2023<sup>63</sup> was passed for the effective protection and management of Wales' unique historic environment so that it can continue to contribute to the wellbeing of Wales and its people.

Climate change poses a threat to the historic environment, including undiscovered and undesignated heritage assets. Increased warmth may encourage a rise in the number of invasive plant and animal species, which could change the character of historic and designed landscapes by reducing numbers of or killing off native flora

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<sup>57</sup> Ceredigion County Council, Residents' views and knowledge sought on conservation areas in Ceredigion, 2023. Available (online) at: <https://www.ceredigion.gov.uk/resident/news/2023/residents-views-and-knowledge-sought-on-conservation-areas-in-eredigion/> (Accessed April 2024)

<sup>58</sup> Powys, Conservation area boundaries. Available (online) at: <https://en.powys.gov.uk/article/5860/Conservation-area-boundaries> (Accessed April 2024)

<sup>59</sup> Ceredigion County Council, Conservation Area Appraisals and Management Plans. Available (online) at: <https://www.ceredigion.gov.uk/resident/planning-building-control-and-sustainable-drainage-body-sab/planning-building-control/placemaking/conservation-area-appraisals-and-management-plans/> (Accessed April 2024)

<sup>60</sup> Bannau Brycheiniog, Archaeology. Available (online) at: <https://bannau.wales/planning/heritage2/archaeology/> (Accessed April 2024)

<sup>61</sup> CPAT, Historic Landscape Characterisation, Middle Usk Valley: Brecon and Llangorse. Available (online) at: <https://www.cpat.org.uk/projects/longer/histland/usk/muintr.htm> (Accessed April 2024)

<sup>62</sup> Ceredigion County Council, Heritage Coast. Available (online) at: <https://www.ceredigion.gov.uk/resident/coast-countryside/conservation-and-wildlife/heritage-coast/> (Accessed April 2024)

<sup>63</sup> Historic Environment (Wales) Act 2023. Available (online) at: <https://www.legislation.gov.uk/asc/2023/3/contents/enacted> (Accessed April 2024)

and fauna. Hotter, drier conditions may also increase the risk of fire as well as soil shrinkage, which can lead to building subsidence, structural deformation and building collapse.

Vehicles on the road network lead to air pollution and traffic, which can impact and degrade the settings of listed buildings, scheduled monuments and parks and gardens.

Protection of the historic environment is likely to be maintained through existing local, regional and national plans and policies, however without the MWRTP there may be reduced opportunities for new development to enhance and support the local heritage character and strike the right balance between protection and enhancement and the need for development.

### Issues and Opportunities

Issues and opportunities for the historic environment and the implications for the MWRTP have been identified in **Table 1-12**.

**Table 1-12 - Historic Environment Issues and Opportunities**

| Issues and Opportunities  | Implications for the MWRTP  |
|---|---|
| <ul style="list-style-type: none"> <li>■ Future development of transport infrastructure has the potential to affect the visual setting, survival, fabric, condition and setting of cultural heritage assets (both above and below ground)</li> <li>■ Vehicle damage and pollution can adversely affect heritage assets, so reducing vehicle movements could be an important area to address.</li> <li>■ The plan presents the opportunity to reduce the number of vehicles on local roads, reducing the degradation of heritage assets.</li> <li>■ There are opportunities for enhancing the setting of heritage assets through the development of schemes to reduce traffic noise and enhance accessibility through improved walking and cycling provision.</li> </ul> | <ul style="list-style-type: none"> <li>■ The plan should aim to enhance understanding and appreciation of the significance of heritage assets.</li> <li>■ The plan should promote the management and maintenance of historic and cultural assets, and preserve and enhance their current settings.</li> </ul> |

## 1.9 Water and Soils

### Baseline

## Water Environment

Ceredigion falls within the Western Wales River Basin District, and Powys is partially within the Western Wales River Basin District, and predominantly in the Severn River Basin District. Most of Ceredigion is within the Teifi and North Ceredigion Management Catchment. Ceredigion also contains small areas of Carmarthen Bay and the Gower, Wye, and Meirionnydd Management Catchments<sup>64</sup>. These catchments also fall within Powys, in addition to the Severn Uplands, the Usk, the Tawe to Cadoxton, the South East Valleys and the Teme Management Catchments. The Water Framework Directive (WFD) sets an objective of aiming to achieve at least ‘good’ status for all waterbodies by a set deadline for each. There are also two drainage districts within Mid Wales, Borth Borg and Powysland. These districts are managed by NRW and are defined by their physical, not political boundaries.

**Table 1-13** below shows the hydromorphological designation data of the 296 waterbodies across Mid Wales for the WFD Cycle 3 Classification (undertaken in 2021), and **Table 1-14** shows the water quality for the same waterbodies in the same period.<sup>65</sup> 191 of these waterbodies are in the Severn River Basin District, and 106 are in the Western Wales River Basin District.

**Table 1-13 - Number and Types of Water Bodies**

| Type of water bodies | Number of Waterbodies |            |                  |       |
|----------------------|-----------------------|------------|------------------|-------|
|                      | Natural               | Artificial | Heavily Modified | Total |
| Rivers               | 237                   | 0          | 16               | 253   |
| Canals               | 0                     | 2          | 0                | 2     |
| Lakes                | 9                     | 0          | 20               | 29    |

<sup>64</sup> Date Map wales, Water Framework Directive (WFD) Management Catchments Cycle 3, 2023. Available (online) at: [https://datamap.gov.wales/layers/geonode:nrw\\_wfd\\_management\\_catchments\\_c3](https://datamap.gov.wales/layers/geonode:nrw_wfd_management_catchments_c3) (Accessed April 2024)

<sup>65</sup> Water Watch Wales, Water Watch Wales Map Gallery, 2021. Available (online) at: <https://waterwatchwales.naturalresourceswales.gov.uk/en/> (Accessed April 2024)

| Type of water bodies | Number of Waterbodies |            |                  |       |
|----------------------|-----------------------|------------|------------------|-------|
|                      | Natural               | Artificial | Heavily Modified | Total |
| Transitional         | 2                     | 0          | 1                | 3     |
| Coastal              | 1                     | 0          | 0                | 1     |
| Groundwater          | 8                     | 0          | 0                | 8     |
| Total                | 257                   | 2          | 37               | 296   |

**Table 1-14 - Water Quality**

| Type of water bodies | Total Water Bodies | Status |      |          |      |     |
|----------------------|--------------------|--------|------|----------|------|-----|
|                      |                    | High   | Good | Moderate | Poor | Bad |
| Rivers               | 253                | 0      | 108  | 116      | 25   | 4   |
| Canals               | 2                  | 0      | 2    | 0        | 0    | 0   |
| Lakes                | 29                 | 0      | 3    | 20       | 6    | 0   |
| Transitional         | 3                  | 0      | 1    | 2        | 0    | 0   |

| Type of water bodies | Total Water Bodies | Status |      |          |      |     |
|----------------------|--------------------|--------|------|----------|------|-----|
|                      |                    | High   | Good | Moderate | Poor | Bad |
| Coastal              | 1                  | 0      | 1    | 0        | 0    | 0   |
| Groundwater          | 8                  | 0      | 4    | 0        | 4    | 0   |
| Total                | 296                | 0      | 119  | 138      | 35   | 4   |

Of the 296 watercourses in Mid Wales 40.2% are achieving ‘good’ status, falling short of the WFD target for 100%. The percentage of waterbodies achieving ‘moderate’ status was 46.6%, whilst 11.8% had a ‘poor’ or ‘bad’ status. From 2018 Cycle 2 Interim data to Cycle 3 in 2021 (which didn’t include groundwater), the proportion of water bodies classified as ‘good’ increased from 37% to 39.9% (when groundwater is excluded), ‘moderate’ has decreased from 51% to 47.9%, ‘poor’ increased from 10% to 10.7% and the proportion of ‘bad’ increased from 0.8% to 1.4%. However, it is hard to directly compare as the number of waterbodies assessed in Mid Wales decreased between Cycle 2 and Cycle 3.

The reasons for not achieving good ecological status in Mid Wales vary. Reasons include pollution the waterbodies from abandoned mines, atmospheric deposition in urban areas affecting the pH of the water, physical modifications to the waterbodies which act as barriers to fish migration or impact land drainage into the, INNS such as North American Signal Crayfish, and sewage discharge into the waterbodies.<sup>65</sup>

The Western Wales River Basin District Management Plan, 2021-2027 states that 87% of the waterbodies in the river basin district have an objective ecological status as ‘good’.<sup>66</sup> Similarly in the Severn River Basin District Management Plan, 137 of 284 waterbodies in the Welsh part of the basin (48.2%) have an objective status of ‘good’.

<sup>66</sup> Western Wales River Basin Management Plan 2021 – 2027 Summary, 2022. Available (online) at: [https://naturalresources.wales/media/695227/western-wales-rbmp-2021\\_2027-summary.pdf](https://naturalresources.wales/media/695227/western-wales-rbmp-2021_2027-summary.pdf) (Accessed April 2024)

National flood risk data correlates with the location of main rivers (larger rivers or streams<sup>67</sup>), ordinary watercourses and Ceredigion's coastline as areas with the greatest risk of flooding. The Natural Resources Wales Flood Map for Planning<sup>68</sup>, which accounts for climate change, shows that areas of Mid Wales lie within areas in Flood zones 1, 2 and 3 specifically along main rivers and coastal areas.

The Flood Risk Management Plan for Mid Wales<sup>69</sup> 2023 to 2029 identifies 5,546 properties at risk of flooding from rivers and 835 properties at risk of flooding from the sea, equating to over 18,000 people at risk of flooding in the present day (taking into account flood alleviation schemes). By 2120, this is anticipated to increase to 26,500 people. There are also 27km of rail track and 482km of road at risk of flooding from rivers and 15km of rail track and 35km of road at risk of flooding from the sea. The communities identified to be at risk from flooding and where NRW are planning to take action to manage such risk are Aberystwyth, Borth, Builth Wells, Caersws, Cardigan, Crewgreen, Crickhowell, Guilsfield, Knighton, Llandrinio, Llanfyllin, Machynlleth and Meifod.

### Geology and Soils

The geology across Mid Wales varies, but is predominantly comprised of sedimentary bedrock formed between the Ordovician and Carboniferous periods. Mudstones, sandstones and siltstones are the most common formations.<sup>70</sup> The superficial deposits of the Quaternary age present in the region are also varied, but include Devensian till, peat, alluvium, clay silt and gravel and glaciofluvial deposits. There are large areas of peatlands, predominantly in the centre of Mid Wales at the Cambrian Mountains. Healthy peatlands provide a range of important benefits; they store large amounts of carbon, provide habitat for wildlife, reduce flood risk and landscapes for people to enjoy.

Regionally Important Geodiversity Sites (RIGS) are locations selected for their importance in and to protect their geology, geomorphology and soils. There are 126 RIGS in Mid Wales.<sup>71</sup>

According to the predictive Agricultural Land Classification (ALC) map, the Mid Wales region is variable, but largely made up of Grade 3b (Moderate Quality) land to the east and west, and Grade 4 to 5 (poor and very poor quality) land in the central areas. There are areas of Grade 3a (good to moderate quality) land on the west

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<sup>67</sup> NRW, Responsibility for rivers, streams, culverts, and canals. Available (online) at: <https://naturalresources.wales/flooding/responsibility-for-rivers-streams-culverts-and-canals/?lang=en> (Accessed September 2024)

<sup>68</sup> Natural Resources Wales, Flood Map for Planning. Available (online) at: <https://flood-map-for-planning.naturalresources.wales/> (Accessed April 2024)

<sup>69</sup> Natural Resources Wales Flood Risk Management Plan: Mid Wales 2023-2029. Available (online) at: <https://naturalresources.wales/media/3hwgt4vp/frmp-cycle-2-place-section-mid.pdf> (Accessed April 2024)

<sup>70</sup> British Geological Survey, Geology Viewer, 2024. Available (online) at: [https://geologyviewer.bgs.ac.uk/?\\_ga=2.40981476.739853416.1672832649-1352688571.1672832649](https://geologyviewer.bgs.ac.uk/?_ga=2.40981476.739853416.1672832649-1352688571.1672832649) (Accessed April 2024)

<sup>71</sup> Data Map Wales, Regionally Important Geodiversity Sites (RIGS), 2022. Available (online) at: [https://datamap.gov.wales/layers/inspire-nrw:NRW\\_RIG\\_SITES](https://datamap.gov.wales/layers/inspire-nrw:NRW_RIG_SITES) (Accessed April 2024)

coast of Ceredigion and Grade 2 (good quality) land in the north-east and south-east of Powys. Settlements in the region such as Aberystwyth are classified as urban.<sup>72</sup>

As a result of a history of mining in Wales, coal tips are located around the country. After the impact of climate change was seen in increased winter storms and extreme rainfall in February 2020 leading to a landslide at a disused coal tip in Tylorstown, Rhondda Cynon Taf, the Welsh and UK Governments set up a joint Coal Tip Safety Taskforce. Disused coal tips were given categories reflecting their potential to impact public safety and how often they need to be inspected. Category C and D are at the highest risk<sup>73</sup>. There is one category C coal tip in Powys.

### **Future Evolution of the Baseline without the MWRTP**

Flood risk will worsen in the future as a result of climate change causing sea level rise and shifts in weather patterns. By 2120, the five communities in Mid Wales that are projected to experience the biggest change in danger from the risk of flooding from the sea are Aberaeron, Aberystwyth, Borth, Cardigan and Ynyslas. The communities with the biggest change in danger from flooding from rivers are Aberystwyth, Brecon, Glasbury, Tregaron and Ystradgynlais<sup>69</sup>. This increase in flood risk as a result of climate change will have implications on the current and future transport network in Mid Wales. Increased flooding can also lead to social isolation if access roads flood.

Agricultural areas are at risk from climate change. Projections of increased flooding (including that caused by sea-level rise) and drought may lead to the loss of important agricultural areas, through compaction, waterlogging and erosion of soil.

New developments can affect the water environment through impacts to water quality as a result of pollution, and through loss of floodplain increasing flooding and demand for water resources. Furthermore, climate change could potentially have a negative effect on water quality and quantity with predictions for hotter drier summers which may increase the prevalence of droughts and reduce the volume of water in rivers which will make dispersion of pollution more difficult.

The requirements of the WFD should lead to continued improvements to water quality in watercourses. However, water quality is also likely to continue to be affected by pollution incidents in the area such as runoff from urban, agricultural or transport areas, the presence of non-native species and physical modifications to water bodies. The objective across Wales by 2027 is to improve overall condition of water bodies where possible, prevent deterioration and ensure water bodies are under the least pressure possible. The absence of the MWRTP could lead to loss of agricultural land or damage to the soils and mineral resources in the region. There are opportunities for nature-based solutions across Wales to minimise the impacts of drought and flooding as a result of climate change.

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<sup>72</sup> Data Map Wales, Predictive Agricultural Land Classification (ALC) Map 2, 2019. [https://datamap.gov.wales/layers/inspire-wg:wg\\_predictive\\_alc2](https://datamap.gov.wales/layers/inspire-wg:wg_predictive_alc2) (Accessed April 2024)

<sup>73</sup> Welsh Government, Coal tip safety. Available (online) at: <https://www.gov.wales/coal-tip-safety> (Accessed September 2024)

## Issues and Opportunities

Issues and opportunities for the water environment and the implications for the MWRTP have been identified in **Table 1-15**.

**Table 1-15 - Water Environment Issues and Opportunities**

| Issues and Opportunities   | Implications for the MWRTP   |
|--|--|
| <ul style="list-style-type: none"> <li>■ The effects of climate change may increase flooding and drought in Mid Wales.</li> <li>■ The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as a habitat.</li> <li>■ Increased development, including transport infrastructure, can increase flood risk on a local and catchment scale.</li> <li>■ Upgrading existing infrastructure provides the opportunity to improve pollution control, including the reduction of litter.</li> <li>■ It is important that any future development of the transport network across Mid Wales does not have adverse impacts or lead to the degradation or sterilisation of the best and most versatile land, as this is important for the UK's self-sufficiency in food production.</li> </ul> | <ul style="list-style-type: none"> <li>■ New and improved transport infrastructure could result in improved drainage, reducing discharge from roads and surface water flooding.</li> <li>■ New and improved transport infrastructure could also mitigate water quality impacts that occur as a result of the transport network.</li> <li>■ The plan should ensure that development in close proximity to a watercourse should include provision of natural, undeveloped buffer zones. These can help contribute to natural flood management whilst also allowing access for maintenance and emergency works.</li> <li>■ The MWRTP could seek to incorporate mitigation strategies such as sustainable urban drainage systems (SUDs) and green infrastructure (GI) in order to adapt to climate change and counteract flood risk.</li> <li>■ Where land take is required to support the emerging MWRTP, the region's best and most valuable land should be avoided.</li> <li>■ There is a need to protect and enhance geology, geomorphology, mineral resources and the quality of soils within Mid Wales.</li> </ul> |

### 1.10 Air Quality

#### Baseline

Air quality plays an important role in human health. Poor air quality can have large impacts on health through short and long term exposure. According to the World Health Organisation (WHO), air quality is one of the greatest environmental risks to human health. Reducing air pollution can result in reductions in stroke, heart

disease, lung cancer and both chronic and acute respiratory diseases, including asthma. In 2019, 99% of the world's population were living in places where the WHO air quality guidelines levels were not met, and that ambient air pollution caused 4.2 million premature deaths worldwide in 2019<sup>74</sup>.

Poor air quality also contributes to the deterioration of ecological receptors. Ecosystems are negatively affected by air pollution, particularly emissions such as sulphur and nitrogen, as it affects their ability to function and grow<sup>75</sup>.

The most significant air pollutants from the transport sector are nitrogen oxides (NO<sub>x</sub>) and particulate matter (PM). It is estimated a third of nitrogen oxides to the UK's air pollutant domestic total came from transport, in addition to 14% of PM<sub>2.5</sub> emissions and 12% of PM<sub>10</sub> emissions in 2020<sup>76</sup>.

Both Ceredigion and Powys have relatively low levels of NO<sub>x</sub> and PM air pollution compared to the UK overall<sup>77</sup>. The average annual mean for nitrogen dioxide in both regions is below 10 µg m<sup>-3</sup>, below the UK Air Quality Objective of 40 µg m<sup>-3</sup>. The counties do not exceed the Air Quality Objective (AQO) for either PM<sub>10</sub> or PM<sub>2.5</sub>.<sup>78</sup>

An Air Quality Management Area (AQMA) is an area which is unlikely to meet the government's national air quality objectives. There are no AQMAs in Ceredigion or Powys.

Ammonia emissions have increased in Wales since 2013. More than half of Wales experiences ammonia concentrations that are too high for lichen- and bryophyte-rich ecosystems. In Mid Wales, areas to the west of Ceredigion and east of Powys exceed critical levels for these sensitive habitats.<sup>79</sup> Whilst most ammonia pollution comes from agriculture, it is important to consider the impact of ammonia emissions from transport on these habitats in Mid Wales.

### Future Evolution of the Baseline without the MWRTP

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<sup>74</sup> World Health Organisation, Ambient (outdoor) air pollution, 2022. Available (online) at: [https://www.who.int/en/news-room/fact-sheets/detail/ambient-\(outdoor\)-air-quality-and-health](https://www.who.int/en/news-room/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health) (Accessed April 2024)

<sup>75</sup> UNECE, air pollution, ecosystems and biodiversity. Available (online) at: <https://unece.org/air-pollution-ecosystems-and-biodiversity#:~:text=Air%20pollution%2C%20ecosystems%20and%20biodiversity,%20Ecosystems%20are%20impacted,acidity%20with%20adverse%20effects%20on%20flora%20and%20fauna> (Accessed April 2024)

<sup>76</sup> Department for Transport, Transport and environment statistics 2022. Available (online) at: <https://www.gov.uk/government/statistics/transport-and-environment-statistics-2022/transport-and-environment-statistics-2022#co2-emissions-from-transport-by-local-authority> (Accessed April 2024)

<sup>77</sup> Defra, UK Air Information Resource. UK Ambient Air Quality Interactive Map, 2024. Available (online) at: <https://uk-air.defra.gov.uk/data/gis-mapping/> (Accessed April 2024)

<sup>78</sup> Defra, UK Air Information Resource, UK Air Quality Limits. Available (online) at: <https://uk-air.defra.gov.uk/air-pollution/uk-limits.php> (Accessed April 2024)

<sup>79</sup> Natural Resources Wales SoNaRR2020 Assessment of the achievement of sustainable management of natural resources: Air Quality, 2020. Available (online) at: <https://naturalresources.wales/media/693285/sonarr2020-theme-air-quality.pdf>

The UK Clean Air Strategy outlines plans to reduce emission of pollutants and improve air quality by the year 2030<sup>80</sup>. This will include reductions in public exposure to particulate matter, ammonia, nitrogen oxides, sulphur dioxide, and non-methane volatile organic compounds.

A ban on new fossil fuel car and van sales in the UK by 2035 is expected to further reduce NOx emissions. This will improve air quality, particularly across urban areas, and further the improvements to emissions reductions. Electric vehicles are expected to become dominant. Higher standards for air pollutants and vehicle emissions have the potential to improve air quality. On the rail network, the Network Rail Traction Decarbonisation Network<sup>81</sup> Strategy identifies the two lines in Mid Wales to be powered by hydrogen by 2040.

Without the MWRTP, infrastructure development could be located in areas already well served by infrastructure, and development may not reflect community needs, thereby increasing traffic movements and further impacting upon the region’s air quality.

### Issues and Opportunities

Issues and opportunities for air quality and the implications for the MWRTP have been identified in **Table 1-16**.

**Table 1-16 - Air Quality Issues and Opportunities**

| Issues and Opportunities  | Implications for the MWRTP   |
|---|--|
| <ul style="list-style-type: none"> <li>■ Increased transport development and infrastructure may adversely impact sensitive receptors (both ecological and human health receptors) and worsen air quality in areas adjacent to roads and rail lines.</li> <li>■ More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality.</li> <li>■ Whilst electric cars should have positive effects for air quality in terms of NO<sub>2</sub> reductions, there is concern that electric vehicles, which are currently</li> </ul> | <ul style="list-style-type: none"> <li>■ There is potential that improved transport links will facilitate traffic flows, reduce idling times and thus improve air quality locally.</li> <li>■ A modal shift to sustainable transport modes (public transport, walking and cycling) should be an objective of the MWRTP to aid in reducing emissions and car dependency.</li> </ul> |

<sup>80</sup> Defra, Clean Air Strategy, 2019. Available (online) at: <https://assets.publishing.service.gov.uk/media/5c3b9debe5274a70c19d905c/clean-air-strategy-2019.pdf> (Accessed April 2024)

<sup>81</sup> Network Rail, Traction Decarbonisation Strategy, 2020. Available (online) at: <https://www.networkrail.co.uk/wp-content/uploads/2020/09/Traction-Decarbonisation-Network-Strategy-Interim-Programme-Business-Case.pdf> (Accessed April 2024)

| Issues and Opportunities   | Implications for the MWRTP  |
|--|---|
| <p>heavier than ‘conventional’ vehicles, may generate more particulate (PM10) pollution from brake and tyre wear.</p> <ul style="list-style-type: none"> <li>Air quality issues across Mid Wales can be addressed via a modal shift towards less polluting methods of transport (low carbon transport initiatives) and inclusive of active transport (e.g. cycling and walking etc.) thereby leading to a higher standard of air quality.</li> </ul> | <ul style="list-style-type: none"> <li>There is a potential for improvements to support the development of electric charging facilities in line with the UK Government’s plan to end the sale of all new conventional fossil fuel cars and vans by 2035.</li> <li>The plan should aim to improve congested areas of Mid Wales, minimising excess emissions where possible and aiding in improving air quality.</li> <li>Improved traffic management can decrease congestion having beneficial effect on air quality.</li> </ul> |

## 1.11 Climatic Change and Greenhouse Gases

### Baseline

In 2022, an estimated 28% of net greenhouse gas (GHG) emissions in the UK were from the transport sector, 20% from buildings and product uses, 14% from industry, 14% from electricity supply and 12% from agriculture. The remaining 12% was attributable to other sectors like fuel supply and waste. Carbon dioxide (CO<sub>2</sub>) was the most prominent gas from these sectors. The main source of emissions in the transport sector is the use of petrol and diesel in road vehicles. In 2020, transport was significantly reduced due to COVID-19, however since restrictions have been lifted, emissions have increased, with greenhouse gas emissions 12% higher than in 2020, but still 10% lower than in 2019.<sup>82</sup>

<sup>82</sup> Department for Energy Security and net Zero, 2022 UK Greenhouse Gas Emissions, Final Figures, 2024. Available (online) at: <https://assets.publishing.service.gov.uk/media/65c0d15863a23d0013c821e9/2022-final-greenhouse-gas-emissions-statistical-release.pdf> (Accessed April 2024)

In 2020, Welsh emissions were 34MtCO<sub>2</sub>e, which is 39% lower than the 1990 base year levels, achieving the Welsh 2020 interim target of a 27% reduction. However, Wales is not yet on track to meet its targets for the second half of this decade and beyond, as the Welsh Government has made insufficient progress on emissions reduction with the policy powers available.<sup>83</sup>

In 2021, a total of 2,638.3 ktCO<sub>2</sub>e were generated in Ceredigion and Powys<sup>84</sup>, which is 9.0% of the total emissions for Wales. The greatest number of emissions in Mid Wales arise from agriculture (67.3%), followed by transport (17.2%) and domestic uses (15.0%). **Table 1-17** shows the breakdown of emissions generated in Mid Wales compared to national averages. Of the Welsh local authorities, Powys has the lowest emissions per km<sup>2</sup> at 0.3 ktCO<sub>2</sub>e, followed by Cyngor Gwynedd then Ceredigion at 0.5 ktCO<sub>2</sub>e. Powys has the highest agriculture total with 1,218.8 ktCO<sub>2</sub>e.

**Table 1-17 - Carbon Emissions, 2020**

| Area       | Total Emissions (kt CO <sub>2</sub> e) | Transport Related Emissions | Per Capita Emissions (tCO <sub>2</sub> e) |
|------------|--|-----------------------------|---|
| Ceredigion | 892.0                                  | 139.5                       | 12.6                                      |
| Powys      | 1,746.3                                | 314.9                       | 13.1                                      |
| Wales      | 29,243.3                               | 5,743.1                     | 9.4                                       |

Over 2012 to 2021 the temperature in the UK has been on average 1.0°C warmer than the 1961 to 1990 average. All of the warmest years in the UK have occurred since 2003, and 2022 was the UK’s hottest year in record<sup>85</sup>. In the past few decades there has been an increase in annual average rainfall over the UK, which

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<sup>83</sup> Climate Change Committee, Progress report: Reducing emissions in Wales, 2023. Available (online) at: <https://www.theccc.org.uk/wp-content/uploads/2023/06/Progress-Report-Reducing-emissions-in-Wales.pdf> (Accessed April 2024)

<sup>84</sup> UK government, UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2021. Available (online) at: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics-2005-to-2021> (Accessed April 2024)

<sup>85</sup> UK government, Climate change explained, 2023. Available (online) at: [https://www.gov.uk/guidance/climate-change-explained#:~:text=The%20most%20recent%20decade%20\(2012,seen%20for%20the%20first%20time.](https://www.gov.uk/guidance/climate-change-explained#:~:text=The%20most%20recent%20decade%20(2012,seen%20for%20the%20first%20time.) (Accessed April 2024)

between 2009 and 2018 was on average 5% wetter than the 1961-1990 period<sup>86</sup>. Risks associated with rising temperatures, include more extreme heatwave events which cause impacts on people's health and wellbeing whilst on public transport, and can lead to buckled train tracks, or failure to electrical equipment on the train network.

Sea level rises, coastal erosion, increased storminess and changes in temperatures are key factors to changes in coastlines. Projections for future flood levels indicate that areas in north Ceredigion around the River Dyfi estuary could be at risk of flooding due to a combination of sea level rise, tides and storm surges in the future<sup>87</sup>. The West Wales Shoreline Management Plan (SMP)<sup>88</sup> highlights the significant risk to the regional transport system as a result of sea level rise and coastal erosion in the future. Adaptation of the transport network will be required in the future to combat this risk. As demonstrated in the NRW Flood and Coastal Erosion Risk Map, with no active intervention, coastal erosion will encroach on coastal roads, footpaths and some railways. The implementation of the SMP should prevent this in some areas, for example under the SMP the roads in Aberystwyth that would otherwise be susceptible to coastal erosion in the medium and long term, should be protected. Interventions at the coastline within the SMP include nature-based solutions that can manage the erosion and flood risk, whilst offering environmental benefits like reversing biodiversity loss and managing water quality<sup>89</sup>.

#### **Future Evolution of the Baseline without the MWRTTP**

The UK is committed to legally binding GHG emissions reduction targets of 80% by 2050, compared to 1990 levels, as set out in the Climate Change Act 2008<sup>90</sup>. The UK ratified the 2015 Paris Agreement, which set out a GHG emission reduction target of at least 40% by 2030, compared to 1990 with a long-term strategy for net-zero emissions by 2050<sup>91</sup>. However, a more ambitious target was set by the UK in 2020 to reduce GHG emissions by at least 68% by 2030, compared to 1990

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<sup>86</sup> Met Office, UK Climate Projections: Headline Findings, 2022. Available (online) at:

[https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp18\\_headline\\_findings\\_v4\\_aug22.pdf](https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp18_headline_findings_v4_aug22.pdf)

<sup>87</sup> Climate Central, Coastal Risk Screening Tool, 2021. Available (online) at: [https://coastal.climatecentral.org/map/12/-3.9636/52.5242/?theme=water\\_level&map\\_type=water\\_level\\_above\\_mhbw&basemap=roadmap&contiguous=true&elevation\\_model=best\\_available&refresh=true&water\\_level=1.0&water\\_unit=m](https://coastal.climatecentral.org/map/12/-3.9636/52.5242/?theme=water_level&map_type=water_level_above_mhbw&basemap=roadmap&contiguous=true&elevation_model=best_available&refresh=true&water_level=1.0&water_unit=m)

(Accessed April 2024)

<sup>88</sup> West Wales Shoreline Management Plan, 2012. Available (online) at: <https://www.grwparfordirolgorllewincymru.cymru/sites/default/files/2019-06/1%20-%20Section%201.pdf> (Accessed September 2024)

<sup>89</sup> Nature-based solutions and adaptation at the coast. Available (online) at: <https://naturalresources.wales/about-us/what-we-do/strategies-and-plans/area-statements/marine-area-statement/nature-based-solutions-and-adaptation-at-the-coast/?lang=en> (Accessed September 2024)

<sup>90</sup> Climate Change Act 2008. Available (online) at: <https://www.legislation.gov.uk/ukpga/2008/27/contents> (Accessed April 2024)

<sup>91</sup> Paris Agreement, 2015. Available (online) at: [https://unfccc.int/sites/default/files/english\\_paris\\_agreement.pdf](https://unfccc.int/sites/default/files/english_paris_agreement.pdf) (Accessed April 2024)

levels, and to net zero by 2050<sup>92</sup>. Similarly in Wales, the Welsh Government set a target in 2021 to achieve Net Zero by 2050, with an aim for a 63% reduction in emissions by 2030 against a 1990 baseline<sup>93</sup>.

Working towards these targets means changes to technology as well as ways in which people travel. For example, prior to the 26<sup>th</sup> Conference of the Parties (COP26) Summit in 2021, the UK brought forward its ban on the selling of new petrol, diesel, or hybrid cars from 2040 to 2035. The last decade has seen a remarkable surge in demand for electric vehicles in the UK. The number of licensed ultra-low emission vehicles (ULEVs) in the UK has increased by 71% between the end of March 2021 to the end of March 2022, a jump from 487,000 ULEVs to 833,000 ULEVs<sup>94</sup>.

By the end of the 21<sup>st</sup> century, all areas of the UK are projected to be warmer, more so in summer than in winter. This projected temperature rise in the UK is consistent with future warming globally. Rainfall patterns across the UK are not uniform and vary on seasonal and regional scales and will continue to vary in the future, with significant increases in hourly precipitation extremes<sup>95</sup>. Both temperature and rainfall changes will be much larger if greenhouse gas emissions continue to increase and there will therefore be an increasing need to implement climate change mitigation and adaptation measures in light of changing environmental conditions.

The Environment (Wales) Act 2016 (Amendment of 2050 Emissions Target) Regulations 2021, outlines a net-zero emissions target by 2050 for Wales<sup>96</sup>. The Welsh Government has set out policies and proposals to reduce carbon emissions and help it meet its statutory carbon budgets<sup>97</sup>. For transport infrastructure, measures include installing on-site renewable energy generation where possible, installation of high-efficiency technology, and dimming/trimming lighting across the network.

The Welsh Government also identifies that rapid decarbonisation of energy is necessary to meet national carbon targets. This includes the need for greater investment in local renewable energy generation, generation of renewable energy from water, incentivising energy efficiency of homes through the Help to Buy scheme and setting higher energy efficiency standards for new builds. By 2030, the Welsh Government aim to generate 70% of electricity consumption from

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<sup>92</sup> UK Government. UK sets ambitious new climate target ahead of UN Summit, 2020. Available (online) at: <https://www.gov.uk/government/news/uk-sets-ambitious-new-climate-target-ahead-of-un-summit> (Accessed April 2024)

<sup>93</sup> Welsh Government, Net Zero Reporting, 2024. Available (online) at: <https://www.gov.wales/sites/default/files/publications/2024-06/net-zero-reporting-welsh-public-sector-2023-carbon-emissions.pdf>

<sup>94</sup> UK Government, Vehicle licensing statistics: January to March 2022. Available (online) at: <https://www.gov.uk/government/statistics/vehicle-licensing-statistics-january-to-march-2022/vehicle-licensing-statistics-january-to-march-2022>

<sup>95</sup> The Met Office, UK Climate Projections: Headline Findings, 2019. Available (online) at: <https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp-headline-findings-v2.pdf> (Accessed April 2024)

<sup>96</sup> The Environment (Wales) Act 2016 (Amendment of 2050 Emissions Target) Regulations 2021. <https://www.legislation.gov.uk/wsi/2021/333/made>

<sup>97</sup> Welsh Government, Net Zero Strategic Plan, 2022. Available (online) at: <https://www.gov.wales/sites/default/files/publications/2022-12/welsh-government-net-zero-strategic-plan.pdf> (Accessed September 2024)

renewables. Transport for Wales also sets out a sustainable transport hierarchy for planning and seeks to prevent car-dependent development and increase cycling and walking.

Without the MWRTP, transport infrastructure may not be resilient to the effects of climate change and could contribute to GHGs in both construction and operation. Distribution of sustainable modes of transport and walking and cycling routes may also be unevenly distributed through the region, without the implementation of the plan.

### Issues and Opportunities

Issues and opportunities for climate change and greenhouse gases and the implications for the MWRTP have been identified in **Table 1-18**.

**Table 1-18 - Climate Change and Greenhouse Gases Issues and Opportunities**

| Issues and Opportunities   | Implications for the MWRTP   |
|--|--|
| <ul style="list-style-type: none"> <li>■ Transport is the second largest contributor to GHG emissions in the Mid-Wales.</li> <li>■ There is a need to ensure climate resilience of the transport infrastructure in Mid Wales.</li> <li>■ In rural and deep rural areas, where there are limited public transport services, many people are reliant on private transport which contributes to GHG emissions.</li> </ul> | <ul style="list-style-type: none"> <li>■ There is a need to plan for and implement/facilitate climate change adaptation, in respect of rising temperatures, water scarcity and extreme weather events, particularly heavy rainfall/flooding.</li> <li>■ There is a need to support the continued increase in infrastructure to support the demand in electric cars, as well as the modal shift to more sustainable transport (walking, cycling and public transport), which should support the reduction of GHG emissions within transport.</li> <li>■ Site selection should account for future climate change and should seek to avoid locating transport infrastructure in areas of high flood risk, or where road drainage may impact on water quality issues.</li> </ul> |

## 1.12 Noise

### Baseline

Noise Action Planning Priority Areas (NAPPAs) highlight residential areas that experience high levels of noise from road or rail. There are eight NAPPAs within Mid Wales, five in Ceredigion on the A487 near Cardigan and Aberystwyth, and three in Powys, on the A483 between Newtown and Welshpool<sup>98</sup>. These NAPPAs can be seen on Figure 5 in Annex 1.

Noise pollution in Mid Wales is limited to the major settlements. Data from the Wales Noise and Air Quality Viewer<sup>99</sup> shows that the A487 around Cardigan and Aberystwyth experience noise levels exceeding 55dB in areas within 1km of the source (Lden, 24 hour annual average noise levels with weightings applied for the evening and night periods). This is also the case on the A489 and A483 between Newtown, through Welshpool, and north to the Wales-England border.

Noise pollution is a prevalent issue across Europe, with about 40% of the population in EU countries exposed to road traffic noise at levels exceeding 55dB<sup>100</sup>. Noise has been linked to health problems including high blood pressure, disturbed sleep, and increased release of stress hormones. More recently, a study found an association between excessive traffic noise and increases in heart disease risk markers<sup>101</sup>. In the UK, the estimated medical cost of noise-related hypertension and associated conditions is £1.09 billion a year<sup>102</sup>. Noise pollution can also adversely affect biodiversity, including nesting and feeding habitats of species.

### Issues and Opportunities

Recent vehicle innovations such as electric and hybrid cars have led to improvements in noise pollution on the road, and this is anticipated to improve with greater uptake of such vehicles.

Future trends in noise targets are expected to focus on more stringent criteria, where the link between health effects and noise begins to be better understood. Additionally, future climate change effects will likely result in an increase in ambient temperatures and for longer periods, creating a need to seek thermal relief, which generally with existing housing stock tends to be satisfied by opening windows, therefore increasing noise exposure.

Without the MWRTP, congestion may maintain or increase current noise pollution from vehicles.

### Future Evolution of the Baseline Without the MWRTP

Issues and opportunities for noise and the implications for the MWRTP have been identified in **Table 1-19**.

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<sup>98</sup> Extrium, Wales Noise and Air Quality Viewer. Available (online) at: <http://www.extrium.co.uk/walesnoiseviewer.html> (Accessed April 2024)

<sup>99</sup> Data Map Wales, Environmental Noise Mapping, 2022. Available (online) at: [https://datamap.gov.wales/layergroups/geonode:Environmental\\_Noise\\_Mapping\\_2022](https://datamap.gov.wales/layergroups/geonode:Environmental_Noise_Mapping_2022) (Accessed April 2024)

<sup>100</sup> World Health Organisation, Noise. Available (online) at: <https://www.who.int/europe/news-room/fact-sheets/item/noise> (Accessed April 2024)

<sup>101</sup> Imperial, Noise from busy roads might increase heart disease risk, finds new study, 2017. Available (online) at: <https://www.imperial.ac.uk/news/179722/noise-from-busy-roads-might-increase/> (Accessed April 2024)

<sup>102</sup> Harding et al. (2013) The cost of hypertension-related ill-health attributable to environmental noise. Available (online) at: <https://pubmed.ncbi.nlm.nih.gov/24231422/>

**Table 1-19 - Noise Issues and Opportunities**

| Issues and Opportunities  | Implications for the MWRTP  |
|---|---|
| <ul style="list-style-type: none"> <li>■ Increased transport development and infrastructure may adversely impact sensitive receptors and increase current noise levels in areas adjacent to roads and rail lines.</li> <li>■ Excessive noise exposure from transport can cause stress and sleep disturbance and is often perceived as a nuisance. This can result in adverse effects on human health.</li> <li>■ Transport noise can adversely affect biodiversity including nesting and feeding habitats of many species.</li> <li>■ Increased noise exposure can also have negative impacts on designated sites including the National Park.</li> </ul> | <ul style="list-style-type: none"> <li>■ The plan presents an opportunity to reforecast the understanding of the transport noise profiles and exposure, accounting for the benefits from low-noise electrified road vehicles and reactions to climate change, to develop a plan that accounts for the future and realises benefits for Mid Wales</li> <li>■ The plan should take consideration for areas with existing high noise exposure.</li> <li>■ Increased levels of walking and cycling in the region through improved safety and implementation of associated infrastructure will reduce noise levels.</li> </ul> |

**1.13 Material Assets**

**Baseline**

**Energy**

Mid Wales accounts for approximately 6% of the total annual energy consumption in Wales, with Ceredigion accounting for 2% and Powys 4%. The majority of domestic and non-domestic energy use in Mid Wales is petroleum, a notable exception from gas dominating most other counties in Wales. Energy use for transport saw the fastest growth in Ceredigion between 2005 to 2019.<sup>103</sup>

In 2020 both Ceredigion and Powys declared climate emergencies and have the ambition to meet net-zero by 2030<sup>104,105</sup>. This will require commitments to increase the supply of renewable energy. Cumulatively, there are 8,979 renewable energy installations across Ceredigion and Powys, and these are dominated by photovoltaic energy. Onshore wind installations however produce the highest renewable energy generation. **Table 1-20** shows the breakdown of renewable energy sites, capacity and generation in Ceredigion and PCC in 2022<sup>106</sup>.

**Table 1-20 - Renewable Energy in Ceredigion and Powys**

| Area         | Number of Installations | Installed Capacity (MW) | Generation (MWh) |
|--------------|-------------------------|-------------------------|------------------|
| Ceredigion   | 3,337                   | 193.0                   | 375,633          |
| Powys        | 5,642                   | 238.2                   | 506,603          |
| <b>Total</b> | <b>8,979</b>            | <b>431.2</b>            | <b>882,236</b>   |

## Waste

<sup>103</sup> Welsh Government, Energy Use in Wales Second Edition, 2022. Available (online) at: <https://www.regen.co.uk/wp-content/uploads/Energy-Use-Wales-Report-Final.pdf> (Accessed April 2024)

<sup>104</sup> Ceredigion County Council, Action Plan introduced to achieve net zero carbon by 2030, 2021. Available (online) at: <https://www.ceredigion.gov.uk/resident/news/2021/action-plan-introduced-to-achieve-net-zero-carbon-by-2030/> (Accessed April 2024)

<sup>105</sup> Powys, What is the Council doing on Climate change? Available (online) at: <https://en.powys.gov.uk/article/10307/What-is-the-Council-doing-on-Climate-Change> (Accessed April 2024)

<sup>106</sup> UK Government, Regional Renewable Statistics, 2023. Available (online) at: <https://www.gov.uk/government/statistics/regional-renewable-statistics> (Accessed April 2024)

Wales generated approximately 1,399,891 tonnes of waste in 2022/23<sup>107</sup>. Of this, Ceredigion generated 30,185 tonnes of waste and Powys generated 53,960 tonnes. Cumulatively, this accounts for 6% of national waste. Of this waste, 2.3% and 3.9% in Ceredigion and Powys respectively was sent to landfill in 2022/23<sup>108</sup>. The national average for this is 1.6%.

Annual residual household waste produced per person in 2022/23 was 167kg in Ceredigion and 148kg in Powys, lower than the national average of 172kg<sup>109</sup>. A total of 41% of waste in Ceredigion was reused/recycled in 2022/23 and 37% in Powys. The national average for this is similar at 38%<sup>110</sup>.

## Transport Infrastructure

Due to its rural and deep rural nature and low population density, the Mid Wales region is not as well served with transport connections as other areas in Wales, for example, there are no motorway networks in Mid Wales. It is however served by a network of trunk roads, the local public transport network and two national rail lines.

Major transport routes include:

- Sections of the A40, A44, A403, A438, A458, A470, A479 and A487;
- The Cambrian railway line, which connects the west coast of Wales to the east of Wales and England. The Heart of Wales line, running from Swansea, north through Powys and ending in Shrewsbury<sup>111</sup>. These lines also connect Mid Wales to the Marches Line and South Wales Main Line;
- National Cycle Routes 81 and 82 in Ceredigion and Routes 8, 81 and 825 in Powys<sup>112</sup>;
- Long distance walking routes such as<sup>113</sup>:

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<sup>107</sup> Welsh Government, Stats Wales, Annual waste collected for reuse/recycling/composting (tonnes) by material and source, 2023. Available (online) at: <https://statswales.gov.wales/Catalogue/Environment-and-Countryside/Waste-Management/Local-Authority-Municipal-Waste/annualwastereusedrecycledcomposted-by-material-source-year> (Accessed April 2024)

<sup>108</sup> Welsh Government, Stats Wales, Annual management of waste by management method (tonnes), 2023. <https://statswales.gov.wales/Catalogue/Environment-and-Countryside/Waste-Management/Local-Authority-Municipal-Waste/annualwastemanagement-by-management-year> (Accessed April 2024)

<sup>109</sup> Welsh Government, Stats Wales, Annual residual household waste produced per person (kilograms) by local authority, 2023. Available (online) at: <https://statswales.gov.wales/Catalogue/Environment-and-Countryside/Waste-Management/Local-Authority-Municipal-Waste/annualresidualhouseholdwasteproducedperperson-by-localauthority> (Accessed April 2024)

<sup>110</sup> Welsh Government, Stats Wales, Annual waste generated (tonnes) by source, 2023. Available (online) at: <https://statswales.gov.wales/Catalogue/Environment-and-Countryside/Waste-Management/Local-Authority-Municipal-Waste/annualwastegenerated-by-source-year> (Accessed April 2024)

<sup>111</sup> Transport for Wales, Train Network Map. Available (online) at: <https://tfw.wales/places/our-network-map> (Accessed April 2024)

<sup>112</sup> Data Map Wales, Sustrans: National Cycle Network, 2021. Available (online) at: [https://datamap.gov.wales/layers/geonode:sustrans\\_national\\_cycle\\_network](https://datamap.gov.wales/layers/geonode:sustrans_national_cycle_network) (Accessed April 2024)

<sup>113</sup> Visit Wales, Walking our long distance trails. Available (online) at: <https://www.visitwales.com/things-to-do/adventure-and-activities/walking/long-distance-walking-trails-wales> (Accessed April 2024)

The Wales Coast Path;  
 Offa's Dyke National Trail; and  
 Glyndwr Way National Trail.

According to data released by the Department for Transport, in July 2023 there was 112 publicly available EV charging points in Ceredigion and 113 in Powys.

**Future Evolution of the Baseline without the MWRTP**

The Welsh Government aims to reach zero waste in the country by 2050<sup>114</sup>. In order to achieve this, the country will be required to attain a 33% reduction in waste, 60% reduction in avoidable food waste, 92% reduction in waste sector emissions and a 75% recycling rate by 2030.

Climate change poses a threat to transport infrastructure. Increased levels of rain and storminess is likely to increase the prevalence of flooding, which can overwhelm road drainage, cause landslips and increase the number of potholes. Both extreme heat in the summer and extreme cold in the winter can also pose threats to transport infrastructure. High temperatures can result in expansion (which can lead to cracking), asphalt bleeding and increase the frequency of droughts, which can cause drying of soil and plants, leading to earthwork problems. Cold weather can lead to ice and snow which can also increase potholes and weather-related delays.

The absence of the MWRTP could lead existing transport infrastructure not reaching its full potential and being effectively repurposed. Additionally, the absence of the MWRTP could make the region less resilient to effects of climate change, and more vulnerable to the increased prevalence of flooding and extreme temperatures, and their associated impacts on transport infrastructure.

**Issues and Opportunities**

Issues and opportunities for materials and assets and the implications for the MWRTP have been identified in **Table 1-21**.

**Table 1-21 – Materials and Assets Issues and Opportunities**

| Issued and Opportunities | Implications for the MWRTP |
|--------------------------|----------------------------|
|--------------------------|----------------------------|

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<sup>114</sup> Welsh Government, Beyond Recycling: A Strategy to make the circular economy in Wales a reality. Available (online) at: <https://www.gov.wales/sites/default/files/publications/2021-03/beyond-recycling-strategy-document.pdf> (Accessed April 2024)

- |  |  |
|--|--|
| <ul style="list-style-type: none"><li>■ There is a need to minimise the consumption of resources, including energy and material assets.</li><li>■ Minerals are a finite resource and materials will be required for any new transport infrastructure, with subsequent waste produced.</li><li>■ There is currently a large reliance on road transport for importing and exporting minerals across the UK, which is unlikely to change.</li></ul> | <ul style="list-style-type: none"><li>■ Resource efficiency is important in the reduction of waste and conservation of resources.</li><li>■ The plan could promote opportunities to support a green economy.</li><li>■ There are opportunities for MWRTP schemes to incorporate renewable energy and increase and improve the electric vehicle charging networks.</li><li>■ There is a need to ensure that transport infrastructure is resilient to the effects of climate change.</li></ul> |
|--|--|

## Appendix E – MWRTP Policy Assessment

### OVERVIEW

| Objective  | Policy Code | Policy Name  |
|--|-------------|--|
| Land-use Planning Policies -   | LUP1        | Ensure RTP policies and projects that have planning implications are included within the development of Local Development Plans and the Strategic Development Plan, e.g. proposals for mobility hubs at key bus and rail stations alongside wider opportunities for service provision.   |
|  | LUP2        | Ensure decisions made in relation to land use planning, the existing and proposed LDPs and the forthcoming Strategic Development Plan reflect the objectives of the RTP, e.g. in terms of modal shift and sustainable travel, but also reducing the need to travel and ensuring new developments are accessible by sustainable transport.  |
|  | LUP3        | Ensure all new developments, including new school and health facilities, design for walking and cycling from the outset and contribute to the delivery of ATNMs.   |
|  | LUP4        | Seek to improve the quality of place, conserving and enhancing the natural, built and historic environment, (e.g. through the principles of the Placemaking Wales Charter) and support any wider town centre regeneration plans, when developing transport projects.   |
|  | LUP5        | Support wider land use planning and economic development policies that have a positive impact on reducing the need to travel, e.g. ensuring new services are located close to where people live; potential for easy-to-access mobility hubs to incorporate local services, small business centres and co-working spaces.   |
| Accessibility - To improve access for all to employment, education, healthcare, and other key services, including access to areas of recreation (such as National Parks) and improved links between communities, which recognises the importance of accessibility to social inclusion and social connection. | Acc1        | Improve access to key services and employment by sustainable transport and ensure accessibility is planned as part of service delivery, e.g. investigate potential for integrated 'combined services' transport provision; increased availability of mobile services to rural areas; incentives for workplace car sharing; e-bike loans.   |
|  | Acc2        | Improve accessibility and connectivity between rural communities and services in the nearest town/ service centre (including key services outside the region) with a focus on sustainable transport modes, i.e. hub and spoke approach to sustainable transport provision.   |
|  | Acc3        | Work with partners in the health sector to improve access to key services by sustainable transport (included cross-border services) and ensure accessibility is planned as part of service delivery, e.g. improved signposting/ advice about transport options that are available to health appointments; investigate options for expanding existing transport provision such as the Non-Emergency Patient Transport Service (NEPTS) and Community Car schemes in Powys that provide transport to health appointments. |
|  | Acc4        | Improve access to areas of recreation (including National Parks) by sustainable transport, e.g. investigate potential for expansion of existing services such as the demand responsive transport service that runs 3 days a week between Llandrindod and the Elan Valley.  |
|  | Acc5        | Develop and implement digital demand responsive transport (DRT) services in rural communities that meet local needs and are integrated and coordinated with the wider bus network, e.g. potential expansion of TfW's Flexi service to Mid Wales.   |
|  | Acc6        | Support, develop, and expand community transport services in rural areas that meet local needs, e.g. build upon existing community-based services such as Dolen Teifi in Ceredigion and Community Car and Dial a Ride schemes in Powys; work with the Community Transport Association and operators to undertake an audit to identify priorities for further investment and development.   |
| Behaviour Changes - To enable, encourage and make it easy for people to choose more sustainable transport and travel options, through increased knowledge, confidence, choice, availability, attractiveness, and public engagement.  | Beh1        | Continue delivery of road safety education initiatives, e.g. develop educational campaigns on improving safety on rural roads; support for cycle training and scooter training; school road safety initiatives.  |
|  | Beh2        | Ensure the delivery of MWRTP policies and RTDP projects that improve sustainable transport services and infrastructure are accompanied by publicity, promotion and softer behaviour change measures that are specific to the rural characteristics of the region, e.g. promotional campaigns, awareness raising, training initiatives.   |

|  |   |   |
|--|---|---|
|  | Beh3  | Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.  |
|  | Beh4  | Promote organisational travel plans and develop behaviour change initiatives that link with key employers, e.g. encouraging the last 10 minutes of a journey to be active; promotion of workplace car sharing; personalised travel planning; salary sacrifice schemes for EV vehicle and cycle purchase; launch and promotion of the Regional Mid and West Wales Regional Healthy Travel Charter, which commits organisations to supporting sustainable travel initiatives.   |
|  | Beh5  | Investigate the potential for a pilot behaviour change project in the region. An example could be the potential of a one-stop-shop demonstrator project for walking and cycling, e.g. Momentwm project in Newport brings together cycle training, bike maintenance sessions, employer engagement and bike storage.  |
| Strategic Connectivity - to improve strategic transport connectivity within and beyond Mid Wales to support sustainable economic growth, freight, and tourism. | Conn1   | Support TfW and partners to develop the business case for investment in the rail network in the region, e.g. rail service improvements such as improved frequency, quality, reliability, comfort, and affordability of rail services.   |
|  | Conn2   | Work with TfW to secure investment and development funding for the Cambrian Main Line, as identified on the Wales Rail Board pipeline of schemes (Tranche 2), e.g. to reduce journey times, increase frequencies, improve reliability.  |
|  | Conn3   | Continue to support proposals for strategic rail corridor improvements that improve connectivity within and to Mid Wales, e.g. line speed enhancements on the Cambrian Line; full hourly service on the Cambrian Line to Birmingham International; fifth daily service on Heart of Wales Line; extension of the Heart of Wales Line and selected Cambrian Main Line services to Crewe for connectivity to HS2/ Manchester Airport; and support the Corporate Strategy 2022-27 commitment to 'advocate strongly for a rail link between Aberystwyth and Carmarthen'. |
|  | Conn4   | Work with TfW to further improve strategic TrawsCymru services on key strategic routes across Mid Wales to complement improvements to the rail network.   |
|  | Conn5   | Improve the county road network to benefit strategic connectivity by sustainable modes.   |
|  | Conn6   | Support continued cross-border engagement with the other CJsCs and neighbouring LAs in Wales and England to promote collaborative approaches and ensure schemes that will improve strategic, cross-border connectivity are progressed, e.g. A458/A483, A5, and M54/M6 Toll; progress recommendations within the Mid Wales and Shropshire Cross-Border Study.  |
|  | Conn7   | Work with the Marches LAs to take forward the recommendations of the Marches and Mid Wales Freight Strategy, e.g. interventions relating to highways maintenance and management (e.g. development of a Freight Route Network, signage, review of HGV parking provision); highways enhancements; planning and regulation; rail freight; dissemination and liaison; communications campaigns and signage for drivers of slow-moving vehicles.   |
|  | Conn8   | Support TfW and NWR to investigate rail freight opportunities, such as those recommended in the Marches and Mid Wales Freight Strategy, e.g. undertake a feasibility study for a 'supermarket train'; identify the infrastructure needed to enable a modal shift to rail freight.   |
|  | Conn9   | Support freight interventions on the strategic road network, e.g. ensure future infrastructure developments include provision for freight and logistics requirements, such as parking facilities, access to welfare facilities, EV charging. This will align to the Marches and Mid Wales Freight Strategy.   |
|  | Conn10  | Work with partners to improve the sustainability and viability of small parcel freight and last-mile delivery services and investigate opportunities for decarbonisation and consolidation, e.g. potential for establishing a mini-terminal for supermarket deliveries; opportunities offered by e-cargo bikes or ultra-low emissions vehicles for deliveries into town centres. This will align to the Marches and Mid Wales Freight Strategy.   |
| Conn11   | Seek to improve sustainable transport connections to key cultural, leisure and tourism assets within the region (including National Parks), to improve connectivity and accessibility for tourists and visitors and encourage greater use of sustainable modes of transport.  |   |
| Conn12   | Develop the business case for seasonal and tourist bus services to key destinations to support the visitor economy, e.g. park and ride to tourist hotspots such as New Quay; build upon the example of the Sherpa'r Wyddfa service in the Eryri National Park, or the seasonal Shropshire Hills Shuttle Bus (which has a target number of passengers a day to make the service sustainable), and investigate whether these could be replicated in the Bannau Brycheiniog National Park or Cambrian Mountains. |   |
| Conn13   | Work in partnership with the Canals and Rivers Trust to develop canals in the region.   |   |

|   |      |  |
|---|------|--|
| Modal Shift - To achieve a modal shift to more sustainable modes of transport, while recognising the challenges of a rural region with high car dependency  | Mod1 | Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.   |
|   | Mod2 | Work in partnership with TfW to develop a more co-ordinated and fully integrated network of local bus services, which better serve the changing needs of communities across the region and ensures the local impacts of changes to the network/ timetabling are taken into account. A revised bus network is being jointly developed by the local authorities and TfW which will act as the bridge leading to the proposed introduction of bus franchising when new legislation is passed.   |
|   | Mod3 | Develop a bus network that links up communities with key services and towns; introduces consistent standards for the core bus network; introduces more direct services, extended hours of operation and higher frequency of services; considers potential service improvements identified in the Mid Wales and Shropshire Cross-Border Study (2020) such as an improved bus 'shuttle' service between Welshpool and Newtown; ensures future bus network and timetabling proposals result in better coordination and interchange opportunities between bus services (both local and regional services), between bus and rail services, and to places and times of work. |
|   | Mod4 | Identify and implement proposals for bus infrastructure improvements and bus priority measures, in line with the LAs' forward funding programme when available.  |
| Walking, Cycling and Wheeling - To increase levels of walking, cycling and wheeling within Mid Wales  | WC1  | Deliver new and improved active travel infrastructure, links and supporting facilities (e.g. cycle storage, wayfinding) within and to designated localities in the region via the CJC LAs' ATNMs.  |
|   | WC2  | Identify and progress opportunities for improved walking and cycling routes connecting rural communities and to services and facilities in their nearest town (that may sit outside the definition of active travel routes), e.g. aim to create hub-and-spoke corridors connecting market towns and other significant local centres to surrounding villages; opportunities to repurpose rural lanes; improved footway provision between communities; opportunities to develop strategic connections and National Cycle Network links.  |
|   | WC3  | Deliver improvements that recognise the importance of footways to encouraging walking within communities, e.g. identifying opportunities for improvements through highway maintenance schemes; widening footways around schools.   |
|   | WC4  | Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.   |
| Environmental - To reduce the environmental impacts of transport, such as through a reduction in the use of fossil fuels, an increase in the use of ultra-low emissions vehicles and improved digital connectivity. | Env1 | Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.   |
|   | Env2 | Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.  |
|   | Env3 | Support delivery of transport actions within the Powys and Ceredigion Local Area Energy Plans, e.g. identify further locations for EV charging infrastructure best suited for public investment (such as where there are barriers to private sector provision); install public and residential charging hubs for electric vehicles (with the A438 in Powys and Cardigan in Ceredigion identified as priority projects); explore public transport demonstrator projects (e.g. hydrogen and battery electric buses).   |
|   | Env4 | Be proactive and innovative when it comes to utilising and adapting new technologies, e.g. support and promote innovative ways of increasing access to EV charging, including peer-to-peer and shared charging initiatives.  |
|   | Env5 | Work with partners to investigate the potential of alternative fuel vehicles, including provision of the necessary alternative fuel infrastructure, e.g. support development and implementation of zero emission vehicles on key TrawsCymru services across the region and local bus services where appropriate.   |
|   | Env6 | Work with communities, partners and providers (e.g. TripTo which runs car clubs in Llandiloes, Machynlleth, Llandrindod and Penrhyn-coch) to increase the number of community-based car clubs in Mid Wales as an alternative to private car ownership.   |
| Resilience, Safety and Making Better Use - To improve resilience, safety and make better use of existing transport system   | Res1 | Continue to deliver measures and interventions to reduce the number and severity of road traffic collisions and improve road safety.   |
|   | Res2 | Ensure road safety (and personal safety) is considered holistically in the development and delivery of transport projects and initiatives, e.g. recognising that perceptions of road safety and/or personal safety can be a barrier to walking, cycling, and the use of public transport by more vulnerable groups.  |

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|--|------|--|
|  | Res3 | Continue to maintain the LAs' highway assets to ensure A routes and corridors that are important for sustainable travel are in good condition.   |
|  | Res4 | Identify opportunities to improve or upgrade existing walking and cycling provision when developing wider improvement proposals, planning for new developments and as part of ongoing maintenance programmes.  |
|  | Res5 | Deliver measures to ensure the transport system and existing assets are more resilient and less susceptible to the impacts of climate change (including sustainable transport infrastructure).   |
| Interchange and Integration - To improve interchange and integration between sustainable modes of transport within communities | Int1 | Support the development and implementation of key bus and railway stations in the region becoming mobility hubs, e.g. that are served by direct walking and cycling routes, provide high quality travel information, wayfinding and signage, secure cycle parking, EV charging, link up rail and regional bus services and enable access and connections to longer-distance transport services. Work to ensure the NTDP project to develop and deliver public transport interchange hubs benefits Mid Wales. |
|  | Int2 | Identify the preferred location for a 'gateway' project within the region, which will aim to improve the user experience through better facilities and improved interchange between active travel and public transport. An initial project could focus on one of the busiest railway stations in Mid Wales, i.e. Aberystwyth, Machynlleth, Newtown or Welshpool. The development of a project in Mid Wales will build upon work being undertaken by TFW in North Wales.                                      |
|  | Int3 | Identify proposals for first and last mile walking and cycling links to public transport services and stations, which links with TFW's Station Network Plan programme.   |
|  | Int4 | Work with partners to provide high-quality, up-to-date, and easy-to-understand public transport information in a range of formats (e.g. map-based) to ensure timetable information is readily accessible to all users.   |
|  | Int5 | Improve access to real time public transport information across the region, e.g. real time information provision at public transport interchanges; investigate opportunities for improving digital and mobile connectivity as part of transport projects; provision of public Wi-Fi at stations to improve access to real time information, online booking, and travel planning services.  |
|  | Int6 | Identify opportunities for improved interchange between car travel and sustainable transport, e.g. park and ride hubs at strategic locations; making best use of existing car parks; opportunities for park and share facilities on strategic routes; opportunities for park and wheel or stride, e.g. enabling parking outside of town centres to encourage the last 10 minutes of a journey to be active and remove cars from town centres.  |

## LAND USE PLANNING

|  |                              |                  |                         |                       |                      |                   |                 |   |
|--|------------------------------|------------------|-------------------------|-----------------------|----------------------|-------------------|-----------------|---|
| <b>Objective</b>                         | Land-use Planning            |                  |                         |                       |                      |                   |                 |   |
| <b>Policies</b>                          | LUP1, LUP2, LUP3, LUP4, LUP5 |                  |                         |                       |                      |                   |                 |   |
| <b>SEA Objective</b>                     | <b>Significance</b>          | <b>Magnitude</b> | <b>Nature of effect</b> | <b>Spatial Extent</b> | <b>Reversibility</b> | <b>Permanence</b> | <b>Duration</b> | <b>Description of potential Effects</b>   |
| <b>SEA1: Population &amp; Equalities</b> | +                            | M                | D                       | R                     | R                    | P                 | MT              | Policies will improve access to services and transport by the implementation of easy to access mobility hubs, reducing inequalities to ensure vulnerable people and communities have access to these services, perhaps also improving mental health due to less isolation |

|   |    |     |     |     |     |     |     |   |
|---|----|-----|-----|-----|-----|-----|-----|---|
| <b>SEA2: Human Health</b>                     | ++ | M   | D/I | R   | R   | P   | MT  | Policies ensure all new developments are designed for walking and cycling, supporting healthy lifestyles and contributing to better physical and human health due to increased exercise and time outdoors. Policies will reduce the need to travel, indirectly affecting human health due to less air pollution and therefore better physical health and less risk of lung related illnesses. |
| <b>SEA3: Economy</b>                          | +  | M   | D   | R   | R   | T   | MT  | Policies will support economic development, ensuring new services are close to where people live as well incorporating local small business centres and co-working centres. This will support access to jobs as well as improving transport to employment centres, attracting inward investment and supporting economic success.  |
| <b>SEA4: Community Safety</b>                 | +  | M   | I   | R   | R   | T   | MT  | Ensuring new services are located close to where people live will result in less of a need for travel and therefore may improve safety ensuring residents feel more safe.   |
| <b>SEA5: Biodiversity</b>                     | 0  | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA6 Landscape, Townscape and Seascape</b> | +  | M   | D   | R   | R   | T   | MT  | Policy LUP4 will positively impact landscapes and townscapes as it seeks to improve the quality of place and enhance and conserve the natural and built environment whilst developing transport projects to improve quality and condition of these landscapes and townscapes.   |
| <b>SEA7: Historic Environment</b>             | +  | M   | D   | R   | R   | T   | MT  | Policy LUP4 will positively impact the historic environment as it seeks to improve the quality of place and enhance and conserve the historic environment whilst developing transport projects to respect, maintain and strengthen local character and distinctiveness.   |
| <b>SEA8: Flood Risk</b>                       | 0  | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA9: Water Quality</b>                    | 0  | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA10: Air Quality</b>                     | ++ | M   | I   | R   | R   | T   | MT  | Policies supporting design for walking and cycling as well as reducing the need to travel will protect and enhance air quality by reducing emissions across the Mid Wales region, due to a reduction in carbon emissions, as a result of less congestion from traffic in the road.  |
| <b>SEA11: Climate Change Resilience</b>       | 0  | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA12: Greenhouse Gases</b>                | ++ | M   | I   | R   | R   | T   | MT  | Policies supporting design for walking and cycling as well as reducing the need to travel will generate a reduction in carbon emissions,  |

|  |   |     |     |     |     |     |     |  |
|--|---|-----|-----|-----|-----|-----|-----|--|
|  |   |     |     |     |     |     |     | due to less congestion from traffic in the road, positively contributing to air quality improvements across the Mid Wales region.  |
| <b>SEA13: Noise and Vibration</b>                | +   | M   | I   | R   | R   | T   | MT  | Supporting measures for the reduction of congestion and traffic levels is promoted by policies as a result of the shift to walking and cycling as well as reducing the need to travel will result in the reduction of noise pollution and nuisance levels. |
| <b>SEA14: Sustainable use of Resources</b>       | +   | M   | I   | R   | R   | P   | LT  | Policies will positively impact supporting the use of sustainable materials by reusing existing infrastructure in regeneration plans.  |
| <b>SEA15: Land Use</b>                           | +   | M   | I   | R   | R   | P   | LT  | Potential for minor positive effects on land use due to the reuse of infrastructure resulting in efficient use of land.  |
| <b>SEA16: Critical Infrastructure</b>            | 0   | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>Potential Cumulative/ Synergistic Effects</b> | There are positive cumulative effects on SEA1: Population & Equalities, SEA2: Human Health, SEA4: Community Safety, SEA10: Air Quality, SEA12 Greenhouse Gases, and SEA13 Noise and Vibration. The implementation of designing walking and cycling routes and connecting the region better results in better mental and physical health through not only exercise but better quality air. |     |     |     |     |     |     |  |
| <b>Mitigation and Enhancement Measures</b>       | The outcomes could be enhanced by ensuring there are sufficient bike storage units as well as installing lighting through these cycle and walking routes for at night when it is dark to ensure community safety.   |     |     |     |     |     |     |  |
| <b>Recommendations</b>                           | Install adequate lighting to ensure user safety, especially during nighttime. Design the infrastructure to be scalable, so any future regeneration projects can be carried out easily.  |     |     |     |     |     |     |  |

## ACCESSIBILITY

|                  |                                    |
|------------------|------------------------------------|
| <b>Objective</b> | Accessibility                      |
| <b>Policies</b>  | Acc1, Acc2, Acc3, Acc4, Acc5, Acc6 |

| SEA Objective                 | Significance | Magnitude | Nature of effect | Spatial Extent | Reversibility | Permanence | Duration | Description of potential Effects   |
|-------------------------------|--------------|-----------|------------------|----------------|---------------|------------|----------|--|
| SEA1: Population & Equalities | ++           | M         | D                | R              | R             | P          | MT       | All policies aim to improve transport gaps and barriers within the rural, deep-rural and urban regions which will result in significant positive effects on SEA1, with particular emphasis on those with protected characteristics under the Equality Act 2010. This will be achieved by working together with relevant stakeholders to improve links between communities to ensure these gaps and barriers are addressed, making good transport accessible for all. |
| SEA2: Human Health            | ++           | M         | I                | R              | R             | P          | MT       | Policies support the shift to active transport modes as well as providing transport to health appointments which is likely to result in significant positive effects on both physical and mental health of the population within the city region.  |
| SEA3: Economy                 | +            | M         | I                | R              | R             | P          | MT       | All policies within this goal will likely result in positive effects on SEA3 due to improving access to employment. A greater linked Mid Wales will enable greater connectivity to support key sectors and attract inward investment.  |
| SEA4: Community Safety        | +/-          | M         | I                | R              | R             | P          | MT       | Improvements to the transport network under this goal will reduce sub-optimal travel (e.g. walking along dark streets late at night), bringing benefits to the overall safety of the community. However, increased ease and convenience of e-scooter usage by inexperienced users through policies may generate an increase in road traffic accidents, posing a threat to community safety.  |
| SEA5: Biodiversity            | +/-          | M         | I                | R              | I             | P/T        | LT       | The reduction in air quality emissions (particularly the deposition of nitrogen from NO <sub>2</sub> /NO <sub>x</sub> ) through reduced private vehicle usage will indirectly benefit the biodiversity assets within Mid Wales. However, the shift to more sustainable transport modes and decarbonisation of the transport may require new development of which may lead to land take, which could result in the loss of habitats and natural capital.              |

|  |  |     |     |     |     |     |     |  |
|--|--|-----|-----|-----|-----|-----|-----|--|
| <b>SEA6 Landscape, Townscape and Seascape</b>    | +/-  | L   | I   | L   | I   | P   | LT  | By reducing traffic in the roads Landscapes may be preserved. However there is potential for negative effects as more transport infrastructure could ruin landscapes and views.  |
| <b>SEA7: Historic Environment</b>                | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA8: Flood Risk</b>                          | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA9: Water Quality</b>                       | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA10: Air Quality</b>                        | ++   | M   | I   | R   | R   | P   | MT  | Increased accessibility of public transport services encouraged by this goal will reduce traffic on the roads and generate a reduction in carbon emissions, positively contributing to air quality improvements across the Mid Wales region. |
| <b>SEA11: Climate Change Resilience</b>          | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA12: Greenhouse Gases</b>                   | +  | M   | I   | R   | R   | P   | MT  | The shift towards active travel and public transport encouraged by this goal will lower the total carbon and nitrous oxide emissions as well as other harmful greenhouse gas pollutants.   |
| <b>SEA13: Noise and Vibration</b>                | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA14: Sustainable use of Resources</b>       | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA15: Land Use</b>                           | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA16: Critical Infrastructure</b>            | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>Potential Cumulative/ Synergistic Effects</b> | There are positive cumulative effects on SEA1: Population & Equalities, SEA2: Human Health, SEA3: Economy, SEA10: Air Quality, and SEA12 Greenhouse Gases. More accessible transport results in better connecting the region to prevent isolation, better economic growth, and increased human health through the reduction of isolation and also increasing air quality.  |     |     |     |     |     |     |  |
| <b>Mitigation and Enhancement Measures</b>       | The outcomes could be enhanced through improving E-bike infrastructure design, ensuring pavement space is accessible to all users and not obstructed by increased street infrastructure and furniture. Improvements to public realm and particularly street furniture should also seek to improve wayfinding and provide permeability across the transport network, especially for those with mobility constraints e.g. wheelchair users, pushchair users. |     |     |     |     |     |     |  |
| <b>Recommendations</b>                           | Install adequate lighting to ensure user safety, especially during nighttime. Design the infrastructure to be scalable, allowing for easy expansion as E-bike adoption may increase in the future. Ensure users of E-bikes have a way of learning how to use them before a journey.  |     |     |     |     |     |     |  |

## BEHAVIOUR CHANGES

| Objective                              | Behaviour Changes            |           |                  |                |               |            |          |  |
|--|------------------------------|-----------|------------------|----------------|---------------|------------|----------|--|
| Policies                               | Beh1, Beh2, Beh3, Beh4, Beh5 |           |                  |                |               |            |          |  |
| SEA Objective                          | Significance                 | Magnitude | Nature of effect | Spatial Extent | Reversibility | Permanence | Duration | Description of potential Effects   |
| SEA1: Population & Equalities          | +                            | M         | I                | R              | R/I           | P          | MT       | By increasing both the attractiveness and accessibility of sustainable travel, the public will not be so reliant on private vehicle usage - a particular benefit to those who are unable to access private transport in the first instance. This will encourage the public to change their travel behaviours, influencing the way future demographics may use transport links. |
| SEA2: Human Health                     | ++                           | H         | D                | R              | R             | P          | MT       | Policies will result in positive effects on SEA2 due to the implementation of Healthy Travel Charters, boosting physical activity levels and therefore improving overall physical and mental health, positively contributing to the overall quality of life for residents and potentially influencing the behaviours of others.  |
| SEA3: Economy                          | +                            | M         | D/I              | R              | R             | P          | MT       | Policies are likely to have a positive effect on SEA3. The promotion of workplace car sharing and personalised travel planning is likely to provide greater connectivity across Mid Wales and as a result attract inward investment and support economic success.  |
| SEA4: Community Safety                 | +                            | M         | I                | R              | I             | P          | LT       | Making an effort to increase community-led training and support initiatives to increase confidence and knowledge when travelling could lead to an overall increase in community safety.  |
| SEA5: Biodiversity                     | +                            | L         | D                | R              | R             | T          | MT       | By educating the general public and influencing changes in behaviour, such as no littering, National Parks will be better off, perhaps encouraging biodiversity.   |
| SEA6 Landscape ,Townscape and Seascape | 0                            | N/A       | N/A              | N/A            | N/A           | N/A        | N/A      |  |
| SEA7: Historic Environment             | 0                            | N/A       | N/A              | N/A            | N/A           | N/A        | N/A      |  |
| SEA8: Flood Risk                       | 0                            | N/A       | N/A              | N/A            | N/A           | N/A        | N/A      |  |

|  |   |     |     |     |     |     |     |  |
|--|---|-----|-----|-----|-----|-----|-----|--|
| <b>SEA9: Water Quality</b>                       | 0   | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA10: Air Quality</b>                        | ++  | M   | D   | R   | R   | P/T | LT  | The shift towards more public transport encouraged by a change in behaviours as a result of improved delivery of rail improvements and bus services will generate a reduction in carbon emissions, due to less congestion from traffic in the road, and the encouragement of electric vehicles will positively contribute to air quality improvements across the Mid Wales region. |
| <b>SEA11: Climate Change Resilience</b>          | ++  | M   | D   | R   | R   | P/T | LT  | By promoting a more sustainable lifestyle through increased choice and availability, whilst also planning for future demographics, the policies within this goal will help build climate resilience into transport infrastructure and assets.  |
| <b>SEA12: Greenhouse Gases</b>                   | +   | M   | I   | R   | R   | P   | MT  | The shift towards active travel and public transport encouraged by this goal will lower the total carbon and nitrous oxide emissions as well as other harmful greenhouse gas pollutants.   |
| <b>SEA13: Noise and Vibration</b>                | 0   | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA14: Sustainable use of Resources</b>       | 0   | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA15: Land Use</b>                           | 0   | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA16: Critical Infrastructure</b>            | 0   | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>Potential Cumulative/ Synergistic Effects</b> | There are positive cumulative effects on SEA1: Population & Equalities, SEA2: Human Health, SEA3: Economy, SEA10: Air Quality, and SEA12 Greenhouse Gases. Encouraging behaviour changes will result in positive impacts for the discussed objectives |     |     |     |     |     |     |  |
| <b>Mitigation and Enhancement Measures</b>       | Teaching such habits from a young age.  |     |     |     |     |     |     |  |
| <b>Recommendations</b>                           | There are no specific recommendations identified.   |     |     |     |     |     |     |  |

## STRATEGIC CONNECTIVITY

|                  |   |
|------------------|---|
| <b>Objective</b> | Strategic Connectivity  |
| <b>Policies</b>  | Conn1, Conn2, Conn3, Conn4, Conn5, Conn6, Conn7, Conn8, Conn9, Conn10, Conn11, Conn12, Conn13 |

| SEA Objective                          | Significance | Magnitude | Nature of effect | Spatial Extent | Reversibility | Permanence | Duration | Description of potential Effects   |
|--|--------------|-----------|------------------|----------------|---------------|------------|----------|--|
| SEA1: Population & Equalities          | +            | M         | D                | R              | R             | P          | MT       | Some policies will increase the capacity and connectivity of the transportation network. Policies will help link more rural areas to the urban areas resulting in changes for the rural populations.   |
| SEA2: Human Health                     | +            | M         | I                | R              | R             | P          | MT       | These policies support the modal shift to active transport modes as well as helping to prevent social isolation in rural and deep rural settings, improving mental health and wellbeing.   |
| SEA3: Economy                          | ++           | H         | D/I              | N              | R             | P          | MT/LT    | All policies within this goal will likely result in positive effects on SEA3 due to improving access to employment. A greater linked Mid Wales will enable greater connectivity to support key sectors and attract inward investment. By working on improving cross-boarder connectivity, this will further support key sectors and economic success |
| SEA4: Community Safety                 | +            | M         | I                | R              | R             | P          | MT       | Policies within this goal will greatly improve community safety as a result of more frequent train and bus services. Further highway enhancement will also improve safety and reduce accidents.  |
| SEA5: Biodiversity                     | +/-          | M         | I                | R              | I             | P          | LT       | By working with tourism services to increase accessibility to National Parks and support the visitor economy, further opportunity to maintain and enhance biodiversity in the region could arise. However the works on roads and rail has potential to result in the loss of biodiversity.   |
| SEA6 Landscape ,Townscape and Seascape | 0            | N/A       | N/A              | N/A            | N/A           | N/A        | N/A      |  |
| SEA7: Historic Environment             | 0            | N/A       | N/A              | N/A            | N/A           | N/A        | N/A      |  |
| SEA8: Flood Risk                       | 0            | N/A       | N/A              | N/A            | N/A           | N/A        | N/A      |  |
| SEA9: Water Quality                    | 0            | N/A       | N/A              | N/A            | N/A           | N/A        | N/A      |  |
| SEA10: Air Quality                     | ++           | M         | I                | R              | R             | P          | MT       | The shift towards more public transport encouraged by development and delivery of rail improvements and bus services will generate a reduction in carbon emissions, due to less congestion from traffic in the road, positively contributing to air quality improvements across the Mid Wales region.  |
| SEA11: Climate Change Resilience       | 0            | N/A       | N/A              | N/A            | N/A           | N/A        | N/A      |  |

|  |  |     |     |     |     |     |     |  |
|--|--|-----|-----|-----|-----|-----|-----|--|
| <b>SEA12: Greenhouse Gases</b>                   | +  | M   | I   | R   | R   | P   | MT  | The shift towards active travel and public transport encouraged by this goal will lower the total carbon and nitrous oxide emissions as well as other harmful greenhouse gas pollutants. |
| <b>SEA13: Noise and Vibration</b>                | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA14: Sustainable use of Resources</b>       | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA15: Land Use</b>                           | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA16: Critical Infrastructure</b>            | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>Potential Cumulative/ Synergistic Effects</b> | There are positive cumulative effects on SEA1: Population and Equalities, SEA2: Human Health, SEA10: Air Quality, and SEA12: Greenhouse Gases due to improvements in road safety, and improved active travel facilities and safer, more accessible urban realms. There are also potential cumulative effects upon SA3: Economy and Employment due to increased access to employment opportunities, increased town centre footfall and expenditure in local businesses.   |     |     |     |     |     |     |  |
| <b>Mitigation and Enhancement Measures</b>       | Green infrastructure such as sustainable urban drainage systems can reduce the transportation of road-related pollution to the water environment. Where land take is required, preference should be given to brownfield land/ previously developed land and avoidance of the best and valuable land. In addition, any development should consider waste generation and resource use in planning and design to increase resource efficiency and improve operational efficiency. Consideration at all stages should be given to the waste hierarchy, for example, prioritising reuse and recycling and reducing use of virgin materials. |     |     |     |     |     |     |  |
| <b>Recommendations</b>                           | Ensure sustainable transport provision is fully accessible to those with disabilities.   |     |     |     |     |     |     |  |

## MODAL SHIFT

|                      |                        |                  |                         |                       |                      |                   |                 |   |
|----------------------|------------------------|------------------|-------------------------|-----------------------|----------------------|-------------------|-----------------|---|
| <b>Objective</b>     | Modal Shift            |                  |                         |                       |                      |                   |                 |   |
| <b>Policies</b>      | Mod1, Mod2, Mod3, Mod4 |                  |                         |                       |                      |                   |                 |   |
| <b>SEA Objective</b> | <b>Significance</b>    | <b>Magnitude</b> | <b>Nature of effect</b> | <b>Spatial Extent</b> | <b>Reversibility</b> | <b>Permanence</b> | <b>Duration</b> | <b>Description of potential Effects</b> |

|   |    |     |     |     |     |     |     |  |
|---|----|-----|-----|-----|-----|-----|-----|--|
| <b>SEA1: Population &amp; Equalities</b>      | +  | M   | D   | R   | R   | P   | LT  | A modal shift to improved bus services will contribute to improving the network for future demographics. This will also improve connectivity across the Mid Wales region, including in rural and urban areas, which will enhance access to local facilities and town centres.                                |
| <b>SEA2: Human Health</b>                     | +  | M   | D   | R   | R   | P   | LT  | Improving air quality as a result of encouraging a modal shift will also improve physical health, particularly for children, the elderly, pregnant women and those with respiratory conditions exacerbated by poor air quality.  |
| <b>SEA3: Economy</b>                          | +  | M   | I   | R   | R   | P   | MT  | The modal shift of switching to EV, use of car clubs and car sharing will help enhance connectivity with the wider regions as well as the Mid Wales and Shropshire Cross-Border Study allowing connectivity between Wales and England, supporting economic growth and improving access to employment centres |
| <b>SEA4: Community Safety</b>                 | +  | L   | D   | R   | R   | P   | MT  | By redesigning bus networks that link up communities with key services and towns as well as introducing more direct services, extended hours of operation and higher frequency of services, will improve safety and help ensure residents feel safe particularly in the dark.                                |
| <b>SEA5: Biodiversity</b>                     | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA6 Landscape, Townscape and Seascape</b> | +  | L   | D   | L   | R   | T   | MT  | By reducing traffic on roads and reducing the need to travel, landscapes, townscapes and seascapes will be preserved.  |
| <b>SEA7: Historic Environment</b>             | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA8: Flood Risk</b>                       | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA9: Water Quality</b>                    | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA10: Air Quality</b>                     | ++ | M   | I   | R   | R   | P   | MT  | The modal shift towards more public transport encouraged by development and delivery of rail improvements and bus services will generate a reduction in carbon emissions, due to less congestion from traffic in the road, positively contributing to air quality improvements across the Mid Wales region.  |
| <b>SEA11: Climate Change Resilience</b>       | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |

|  |  |     |     |     |     |     |     |  |
|--|--|-----|-----|-----|-----|-----|-----|--|
| <b>SEA12: Greenhouse Gases</b>                   | +  | M   | I   | R   | R   | P   | MT  | The modal shift towards active travel and public transport encouraged by this goal will lower the total carbon and nitrous oxide emissions as well as other harmful greenhouse gas pollutants. |
| <b>SEA13: Noise and Vibration</b>                | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA14: Sustainable use of Resources</b>       | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA15: Land Use</b>                           | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA16: Critical Infrastructure</b>            | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>Potential Cumulative/ Synergistic Effects</b> | There are positive cumulative effects on SEA1: Population and Equalities, SEA2: Human Health, SEA3: Economy, SEA10: Air Quality, and SEA12: Greenhouse Gases. A modal shift to improved transport will result in positive effects for all mentioned objectives.  |     |     |     |     |     |     |  |
| <b>Mitigation and Enhancement Measures</b>       | Consideration should be made for using brownfield sites where possible to reduce impact on biodiversity. Consideration at all stages should be given to the waste hierarchy, for example, prioritising reuse and recycling and reducing use of virgin materials. |     |     |     |     |     |     |  |
| <b>Recommendations</b>                           | Ensure sustainable transport provision is fully accessible to those with disabilities.   |     |     |     |     |     |     |  |

## WALKING, CYCLING AND WHEELING

|  |                               |                  |                         |                       |                      |                   |                 |   |
|--|-------------------------------|------------------|-------------------------|-----------------------|----------------------|-------------------|-----------------|---|
| <b>Objective</b>                         | Walking, Cycling and Wheeling |                  |                         |                       |                      |                   |                 |   |
| <b>Policies</b>                          | WC1, WC2, WC3 WC4             |                  |                         |                       |                      |                   |                 |   |
| <b>SEA Objective</b>                     | <b>Significance</b>           | <b>Magnitude</b> | <b>Nature of effect</b> | <b>Spatial Extent</b> | <b>Reversibility</b> | <b>Permanence</b> | <b>Duration</b> | <b>Description of potential Effects</b>   |
| <b>SEA1: Population &amp; Equalities</b> | 0                             | N/A              | N/A                     | N/A                   | N/A                  | N/A               | N/A             |   |
| <b>SEA2: Human Health</b>                | ++                            | M                | D                       | L                     | R                    | T                 | MT              | By promoting walking and cycling by improving existing cycling routes and footpaths it will encourage people to stay more active promoting health enhancement behaviours. Encouraging schools to have active transport plans will result in better mental and physical health for young people. Also by improving active travel infrastructure, |

|   |     |     |     |     |     |     |     |   |
|---|-----|-----|-----|-----|-----|-----|-----|---|
|   |     |     |     |     |     |     |     | such as more bike storage, this will encourage more people to cycle, further improving both mental and physical health  |
| <b>SEA3: Economy</b>                          | 0   | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA4: Community Safety</b>                 | +/- | L   | D   | L   | R   | T   | MT  | Less traffic on the roads may result in safer roads and fewer car accidents. However there is a possibility for negative implications as the implementation of more bikes could result in theft levels increasing.        |
| <b>SEA5: Biodiversity</b>                     | 0   | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA6 Landscape, Townscape and Seascape</b> | +   | M   | D   | L   | R   | T   | MT  | By reducing traffic on roads and encouraging cycling, landscapes, townscapes and seascapes will be preserved.   |
| <b>SEA7: Historic Environment</b>             | 0   | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA8: Flood Risk</b>                       | 0   | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA9: Water Quality</b>                    | 0   | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA10: Air Quality</b>                     | ++  | M   | I   | R   | R   | P   | MT  | The encouragement of walking and cycling will generate a reduction in carbon emissions, due to less congestion from traffic in the road, positively contributing to air quality improvements across the Mid Wales region. |
| <b>SEA11: Climate Change Resilience</b>       | 0   | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA12: Greenhouse Gases</b>                | ++  | M   | I   | R   | R   | P   | MT  | The encouragement of walking and cycling as a result of these policies will lower the total carbon and nitrous oxide emissions as well as other harmful greenhouse gas pollutants.  |
| <b>SEA13: Noise and Vibration</b>             | +   | L   | I   | L   | R   | T   | MT  | The encouragement of walking and cycling as a result of these policies may reduce the number of vehicles on the road and therefore noise pollution.   |
| <b>SEA14: Sustainable use of Resources</b>    | 0   | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA15: Land Use</b>                        | 0   | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA16: Critical Infrastructure</b>         | 0   | N/A | N/A | N/A | N/A | N/A | N/A |   |

|  |  |
|--|--|
| <b>Potential Cumulative/ Synergistic Effects</b> | There are positive cumulative effects on SEA1: Population and Equalities, SEA2: Human Health, SEA10: Air Quality, and SEA12: Greenhouse Gases through reducing emissions and optimising traffic flow, improving public health and the environment.               |
| <b>Mitigation and Enhancement Measures</b>       | Consideration should be made for using brownfield sites where possible to reduce impact on biodiversity. Consideration at all stages should be given to the waste hierarchy, for example, prioritising reuse and recycling and reducing use of virgin materials. |
| <b>Recommendations</b>                           | Ensure sustainable transport provision is fully accessible to vulnerable members of the community and those with disabilities.   |

## ENVIRONMENTAL

|  |                                    |                  |                         |                       |                      |                   |                 |  |
|--|------------------------------------|------------------|-------------------------|-----------------------|----------------------|-------------------|-----------------|--|
| <b>Objective</b>                         | Environmental                      |                  |                         |                       |                      |                   |                 |  |
| <b>Policies</b>                          | Env1, Env2, Env3, Env4, Env5, Env6 |                  |                         |                       |                      |                   |                 |  |
| <b>SEA Objective</b>                     | <b>Significance</b>                | <b>Magnitude</b> | <b>Nature of effect</b> | <b>Spatial Extent</b> | <b>Reversibility</b> | <b>Permanence</b> | <b>Duration</b> | <b>Description of potential Effects</b>  |
| <b>SEA1: Population &amp; Equalities</b> | +/-                                | M                | D                       | R                     | R                    | P                 | MT              | The introduction of digital connectivity will make access to services easier for the majority of the population. However, some policies may result in the leaving behind of those less able to adapt to the introduction of new digital systems to stay connected and access new services, such as the elderly, those with disabilities or younger people without access to a phone. |
| <b>SEA2: Human Health</b>                | +                                  | H                | D                       | R                     | R                    | P                 | MT              | Encouraging the roll out of greener vehicles will reduce air and noise pollution, helping prevent risks to human health. Increasing the number of community based car shares may boost mental health by preventing social isolation in both rural and urban areas.   |
| <b>SEA3: Economy</b>                     | +                                  | M                | D                       | R                     | R                    | P                 | MT              | Improving digital connectivity will benefit those working remotely, it may even provide the opportunity for remote working to people that have not had the option to before.   |
| <b>SEA4: Community Safety</b>            | 0                                  | N/A              | N/A                     | N/A                   | N/A                  | N/A               | N/A             |  |
| <b>SEA5: Biodiversity</b>                | +                                  | M                | D                       | R                     | R                    | T                 | MT              | Protection and enhancement of habitats, species and valuable ecological networks will occur through seeking to conserve and enhance the natural environment when action is taken to improve the transport network. As well as ensuring that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.                   |

|  |   |     |     |     |     |     |     |  |
|--|---|-----|-----|-----|-----|-----|-----|--|
| <b>SEA6 Landscape ,Townscape and Seascape</b>    | 0   | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA7: Historic Environment</b>                | +   | M   | D   | R   | R   | P   | MT  | Policy Env5 seeks to conserve and enhance the natural, built and historic environment when action is taken to improve the transport network                                    |
| <b>SEA8: Flood Risk</b>                          | 0   | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA9: Water Quality</b>                       | 0   | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA10: Air Quality</b>                        | ++  | H   | D   | R   | R   | P   | MT  | Air quality will dramatically improve due to the rollout of electric vehicles and zero emission public transport   |
| <b>SEA11: Climate Change Resilience</b>          | 0   | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA12: Greenhouse Gases</b>                   | ++  | H   | D   | R   | R   | P   | MT  | The support of electric vehicle rollout as well as decarbonisation opportunities to reduce fossil fuels will result in the decrease of greenhouse gas emissions in the region. |
| <b>SEA13: Noise and Vibration</b>                | 0   | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA14: Sustainable use of Resources</b>       | 0   | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA15: Land Use</b>                           | 0   | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>SEA16: Critical Infrastructure</b>            | +   | H   | D   | R   | I   | P   | MT  | Policies will help to ensure the required infrastructure is in place to support projects offering zero emission services.  |
| <b>Potential Cumulative/ Synergistic Effects</b> | There are positive cumulative effects on SEA1: Population and Equalities, SEA2: Human Health, SEA10: Air Quality, SEA12: Greenhouse Gases, and SEA16: Critical Infrastructure through reducing emissions and optimising traffic flow, improving public health and the environment whilst also having future changes in mind |     |     |     |     |     |     |  |
| <b>Mitigation and Enhancement Measures</b>       | Consideration should be made for using brownfield sites where possible to reduce impact on biodiversity. Consideration at all stages should be given to the waste hierarchy, for example, prioritising reuse and recycling and reducing use of virgin materials.  |     |     |     |     |     |     |  |
| <b>Recommendations</b>                           | There are no specific recommendations identified.   |     |     |     |     |     |     |  |

## RESILIENCE

|                      |                              |                  |                         |                       |                      |                   |                 |   |
|----------------------|------------------------------|------------------|-------------------------|-----------------------|----------------------|-------------------|-----------------|---|
| <b>Objective</b>     | Resilience                   |                  |                         |                       |                      |                   |                 |   |
| <b>Policies</b>      | Res1, Res2, Res3, Res4, Res5 |                  |                         |                       |                      |                   |                 |   |
| <b>SEA Objective</b> | <b>Significance</b>          | <b>Magnitude</b> | <b>Nature of effect</b> | <b>Spatial Extent</b> | <b>Reversibility</b> | <b>Permanence</b> | <b>Duration</b> | <b>Description of potential Effects</b> |

|   |    |     |     |     |     |     |     |   |
|---|----|-----|-----|-----|-----|-----|-----|---|
| <b>SEA1: Population &amp; Equalities</b>      | ++ | M   | I   | R   | R   | P   | MT  | Policies will work on recognising perceptions of road and personal safety can be a barrier to walking, cycling, and the use of public transport by more vulnerable groups, therefore by working on overcoming these challenges, inclusivity and connectivity of the transport network will be improved.   |
| <b>SEA2: Human Health</b>                     | +  | M   | I   | R   | R   | P   | MT  | Better access to transport as well as ensuring transport is futureproof will enable people to access healthcare readily. As well as lowering stress levels and improving mental health as a result of tackling flood risk.  |
| <b>SEA3: Economy</b>                          | +  | M   | I   | R   | R   | P   | MT  | By futureproofing greater connectivity across Mid Wales, key sectors will be supported along with inward investment attraction and supporting economic success.   |
| <b>SEA4: Community Safety</b>                 | ++ | M   | D   | R   | R   | P   | MT  | Policies working to support measures and intervention to reduce the number and severity of road traffic collisions to improve road safety as well as working on schemes to ensure personal safety is considered in new developments also.   |
| <b>SEA5: Biodiversity</b>                     | 0  | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA6 Landscape ,Townscape and Seascape</b> | 0  | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA7: Historic Environment</b>             | 0  | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA8: Flood Risk</b>                       | ++ | H   | D   | R   | I   | P   | LT  | Policies will reduce the risk and vulnerability to flooding by reducing surface runoff as a result of transport infrastructure upgrades such as maintained programmes and futureproofing existing transport infrastructure.   |
| <b>SEA9: Water Quality</b>                    | 0  | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA10: Air Quality</b>                     | +  | M   | I   | R   | R   | T   | MT  | By shifting to sustainable travel, and supporting transport infrastructure improvement a reduction of CO2 and NOx emissions will result in better air quality.  |
| <b>SEA11: Climate Change Resilience</b>       | ++ | H   | D   | R   | I   | P   | MT  | Policies will ensure Mid Wales and its transport system and existing assets are more resilient and less susceptible to the impacts of climate change, including futureproofing the road network by improving surface water drainage and managing flood risks. Also improving resilience of rail infrastructure to flooding and extreme weather. |
| <b>SEA12: Greenhouse Gases</b>                | +  | M   | I   | R   | R   | T   | MT  | By shifting to sustainable travel, and supporting transport infrastructure improvement a reduction  |

|  |  |     |     |     |     |     |     |     |   |
|--|--|-----|-----|-----|-----|-----|-----|-----|---|
|  |  |     |     |     |     |     |     |     | of greenhouse gas emissions will result in better air quality.  |
| <b>SEA13: Noise and Vibration</b>                | 0  | N/A | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA14: Sustainable use of Resources</b>       | 0  | N/A | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA15: Land Use</b>                           | 0  | N/A | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA16: Critical Infrastructure</b>            | ++   | H   | D   | R   | I   | P   | MT  |     | Policies will ensure Mid Wales' critical infrastructure are more resilient and less susceptible to the impacts of climate change, including futureproofing the transport network and therefore further region by improving surface water drainage and managing flood risks. |
| <b>Potential Cumulative/ Synergistic Effects</b> | There are positive cumulative effects on SEA10: Air Quality, SEA11: Climate Change Resilience, SEA12: Greenhouse Gases and SEA16: Critical Infrastructure. By shifting to sustainable design with climate resilience and defences at the front of mind, greenhouse gases will decrease, air quality will increase and improving climate change resilience will result in better critical infrastructure. |     |     |     |     |     |     |     |   |
| <b>Mitigation and Enhancement Measures</b>       | Outcomes could be enhanced by ensuring sustainable design with climate resilience and defences area at the front of mind.  |     |     |     |     |     |     |     |   |
| <b>Recommendations</b>                           | There are no specific recommendations identified.  |     |     |     |     |     |     |     |   |

## INTERCHANGE AND INTEGRATION

|  |                                    |                  |                         |                       |                      |                   |                 |  |  |
|--|------------------------------------|------------------|-------------------------|-----------------------|----------------------|-------------------|-----------------|--|--|
| <b>Objective</b>                         | Interchange and Integration        |                  |                         |                       |                      |                   |                 |  |  |
| <b>Policies</b>                          | Int1, Int2, Int3, Int4, Int5, Int6 |                  |                         |                       |                      |                   |                 |  |  |
| <b>SEA Objective</b>                     | <b>Significance</b>                | <b>Magnitude</b> | <b>Nature of effect</b> | <b>Spatial Extent</b> | <b>Reversibility</b> | <b>Permanence</b> | <b>Duration</b> | <b>Description of potential Effects</b>  |  |
| <b>SEA1: Population &amp; Equalities</b> | ++                                 | H                | D                       | R                     | I                    | P                 | LT              | Policies will ensure easy-to-understand public transport information in a range of formats is available so that timetable information is readily accessible to all users. Rolling out the integration of rail and bus services as well as Park and Rides will help support both rural and urban communities. |  |

|   |    |     |     |     |     |     |     |   |
|---|----|-----|-----|-----|-----|-----|-----|---|
| <b>SEA2: Human Health</b>                     | +  | M   | D/I | R   | R   | P   | MT  | Policies will support measures to improve the integration of public transport and active transport, improving opportunities to interchange between modes. This may encourage more people to walk and cycle, benefiting physical health due to a more active lifestyle and mental health as a result.  |
| <b>SEA3: Economy</b>                          | +  | M   | I   | R   | R   | P   | MT  | A greater linked Mid Wales will enable greater connectivity to support key sectors and attract inward investment. By working on improving connectivity this will further support key sectors and economic success.  |
| <b>SEA4: Community Safety</b>                 | ++ | M   | D/I | R   | R   | P   | MT  | All policies will work on promote healthier lifestyles to increase walking, cycling and active transport. As well as promoting health enhancing environments and behaviours to help prevent risks to human health arising from noise and air pollution. Prevent social isolation in both the rural/deep rural and urban setting by enhancing transport infrastructure will also be a positive effect. |
| <b>SEA5: Biodiversity</b>                     | 0  | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA6 Landscape ,Townscape and Seascape</b> | 0  | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA7: Historic Environment</b>             | 0  | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA8: Flood Risk</b>                       | 0  | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA9: Water Quality</b>                    | 0  | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA10: Air Quality</b>                     | +  | M   | I   | R   | R   | T   | MT  | By shifting to sustainable travel, and supporting transport infrastructure improvement a reduction of CO2 and NOx emissions will result in better air quality.  |
| <b>SEA11: Climate Change Resilience</b>       | +  | M   | D   | R   | I   | P   | LT  | Policies will support low carbon and energy efficient design, ensuring Mid Wales and its transport infrastructure are resilient to the effects of climate change.   |
| <b>SEA12: Greenhouse Gases</b>                | +  | M   | I   | R   | R   | T   | MT  | By shifting to sustainable travel, and supporting transport infrastructure improvement a reduction of greenhouse gas emissions will result in better air quality.   |
| <b>SEA13: Noise and Vibration</b>             | 0  | N/A | N/A | N/A | N/A | N/A | N/A |   |
| <b>SEA14: Sustainable use of Resources</b>    | +  | H   | D   | R   | I   | P   | LT  | Policies will support the reuse of existing infrastructure, ensuring the sustainable use of resources.  |
| <b>SEA15: Land Use</b>                        | 0  | N/A | N/A | N/A | N/A | N/A | N/A |   |

|  |  |     |     |     |     |     |     |  |
|--|--|-----|-----|-----|-----|-----|-----|--|
| <b>SEA16: Critical Infrastructure</b>            | 0  | N/A | N/A | N/A | N/A | N/A | N/A |  |
| <b>Potential Cumulative/ Synergistic Effects</b> | There are positive cumulative effects on SEA1: Population & Equalities, SEA2: Human Health, SEA3: Economy, SEA10: Air Quality, SEA11: Climate Change Resilience, and SEA12: Greenhouse Gases. By integrating sustainable transport and active transport, greenhouse gases will decrease, air quality will increase and improving climate change resilience but also improving public health and economic activity. |     |     |     |     |     |     |  |
| <b>Mitigation and Enhancement Measures</b>       | Outcomes could be enhanced by ensuring sufficient facilities such as bike storage units near workplaces are installed.   |     |     |     |     |     |     |  |
| <b>Recommendations</b>                           | Ensure sustainable transport provision is fully accessible to those with disabilities.   |     |     |     |     |     |     |  |



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