

4 POLICY OVERVIEW

This section provides an overview of the main policies and plans which are relevant to the Scheme. These include overarching national and regional policies together with the development planning policies of Gwynedd Council (GC) within whose administrative area the Scheme is situated. The most pertinent sections of the policies and plans to the Scheme are replicated where relevant. Each specialist assessment will consider the impact of the Scheme on policies and plans relevant to that topic. The policies and plans considered in this document were current at the time of publication and may have been replaced or amended subsequently. All legislation, policies and plans are given in reverse chronological order.

4.1 Legislation

4.1.1 Historic Environment (Wales) Act 2016

The Historic Environment (Wales) Bill 2015 was intended to form part of a suite of legislation, policy, advice and guidance that made important improvements to the existing systems for the protection and sustainable management of the Welsh historic environment. In broad terms, the Bill intended to give more effective protection to listed buildings and scheduled monuments, enhance existing mechanisms for the sustainable management of the historic environment, and introduce greater transparency and accountability into decisions taken on the historic environment.

The Historic Environment (Wales) Act 2016 was enacted in to law on 21 March 2016, with some of the new laws having come in to force in May 2016. These include:

- Amendments to the Ancient Monuments and Archaeological Areas Act 1979 including extension to the definition of 'monument' (section 22). The Welsh Ministers will now be able to schedule any site that provides evidence of past human activity, which may include prehistoric sites, battlefields and dumps of industrial waste.
- Changes to the scheduled monument consent process (sections 6-9): This modernises the scheduling process and aligns it more closely with the listed building consent procedures. The Welsh Ministers will now be able to grant consent for the retention of unauthorised works to a scheduled monument. They also have a new power to decide how best to receive representations relating to a scheduled monument.
- Enforcement (sections 12-14): The Welsh Ministers have new powers to put an immediate halt to unauthorised works to a scheduled monument by serving a temporary stop notice.
- Defences (sections 15-17): The Act now limits the availability of a defence of ignorance in cases of unauthorised works or damage to scheduled monuments.
- Power of entry for archaeological excavation (section 19): The Act gives Welsh Ministers new powers to authorise excavations without the consent of the owner if they believe that an important archaeological site is at imminent risk of damage or destruction.

The Act will also be complemented by policy, advice and guidance that will reflect its measures and make further additional improvements to the existing systems in place for the protection and sustainable management of the Welsh historic environment.

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

As part of the development of the Well-being of Future Generations (Wales) Act 2015, 'The Wales We Want' conversation was initiated as a pilot by Welsh Government (WG). This mirrored the UN 'World We Want' process. The 'Wales We Want' Report was a culmination of the year-long conversations with individuals, groups, organisations and communities across Wales. Discussions focused on a variety of intergenerational challenges including climate change, poverty, an ageing population and health inequalities. The report collated the findings of these discussions and set out seven foundations for the well-being of future generations. The result of this was the enactment of the Well-being of Future Generations (Wales) Act 2015 in May 2015.

This Act aims to improve the social, economic, environmental and cultural well-being of Wales and will make the public bodies listed within it *'think more about the long-term, work better with people and communities and each other, look to prevent problems and take a more joined-up approach'*. The Act defines sustainable development as *'the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals'*. There are seven Well-being Goals and listed public bodies must work to achieve all of them. The Goals are listed in table 4.1 below.

Table 4.1.1 Well-being Goals

Goal	Description of the Goal
A prosperous Wales	An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.
A resilient Wales	A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).
A healthier Wales	A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.
A more equal Wales	A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances).
A Wales of cohesive communities	Attractive, viable, safe and well-connected communities.

A Wales of vibrant culture and thriving Welsh language	A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation
A globally responsible Wales	A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

The Act identifies five things that public bodies must take in to account when acting in accordance with the WG's principles of sustainable development:

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

Each public body is now required to publish a set of well-being objectives, formed using the well-being goals as a framework. These should be '*designed to maximise their contribution to achieving each of the well-being goals*'. Welsh Government recently consulted on how well-being can be measured, the findings of which will be used to produce indicators of well-being.

Each public body must publish a statement explaining why it considers meeting the objectives will contribute to achieving the well-being goals and how the sustainable development principle is applied. Following this, public bodies must publish annual reports showing their progress against their objectives.

4.1.3

Planning (Wales) Act 2015

The Planning (Wales) Act 2015 received Royal Assent on 6 July 2015. The overall aim of the Act is to provide a modern legislative framework for the operation of the planning system in Wales thereby creating a more consistent planning system that enables development and enhances built and natural environments. The five key objectives for the Act are:

- a modernised framework for the delivery of planning services – for example the Act enables planning applications to be made directly to Welsh Ministers in limited circumstances;
- strengthening the plan led approach – by the introduction of a National Development Framework and Strategic Development Plans;

- improved resilience – by enabling the Welsh Ministers to direct local planning authorities to work together and for local planning authorities to be merged;
- frontloading and improving the development management system – by introducing a statutory pre-application procedure for certain planning applications; and
- enabling effective enforcement and appeals – by way of changes to enforcement procedures and increased transparency and efficiency of the appeal system.

The Act makes provision for the preparation and revision of a National Development Framework (NDF) for Wales. The NDF is a national land use plan which will set out Welsh Government's policies in relation to the development and use of land in Wales. This will replace the Wales Spatial Plan.

The Act gives the Welsh Ministers power to designate an area in Wales as a strategic planning area and establish a strategic planning panel for that area. A strategic planning panel must prepare a plan for its strategic planning area, known as a strategic development plan (SDP), which must be in general conformity with the NDF.

The Act provides that a Local Development Plan (LDP) must be in general conformity with the NDF and any SDP that includes all or part of the area of the authority. Following the publication of the NDF, local planning authorities will be under a duty to consider whether to carry out a review of their LDP.

The Act also introduces a statutory requirement for pre-application engagement with specified persons, including the public and statutory consultees where the development is of a specified type. This includes Developments of National Significance and major developments.

The Act further introduces two instances where direct planning applications to the Welsh ministers either must or could be made.

4.1.4 Active Travel Wales Act (2013)

This Act supersedes the Walking and Cycling Action Plan 2009-2013. Plans are in place for the publication of an Active Travel Wales Plan, to provide delivery guidance for the ATWA 2013. At present however guidance is taken from Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013 and the Active Travel Design Guidance documents.

The purpose of ATWA 2013 is:

- 'To make active travel the most attractive option for shorter journeys.'
- Increase rates of walking and cycling to contribute to the Government's aims, reflecting how they have put sustainable development at the heart of government.
- To require Local Authorities (LA) 'to produce active travel maps and deliver year on year improvements in active travel routes and facilities for pedestrians and cyclists.'
- It 'requires highways authorities to make enhancements to routes and facilities for pedestrians and cyclists in all new road schemes and to have regard to the needs of walkers and cyclists in a range of highway authority functions'.

More broadly, the Act also makes provision for:

‘...requiring the Welsh Ministers and local authorities, in constructing and improving highways, to have regard to the desirability of enhancing the provision made for walking and cycling’.

In the supplementary document ‘*Direction designating localities under the Active Travel Act*’, localities are identified which are designated active travel routes. Based on the information provided in this document and the subsequent map outlining designated localities, the Scheme does not fall within an active travel route.

4.1.5 Conservation of Habitats and Species Regulations 2010

Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Flora and Fauna provides legal protection for habitats and species of European importance. The Directive is transposed into UK law by the Conservation of Habitats and Species Regulations 2010 (the ‘Habitats Regulations’).

Screening (the first stage in the Habitats Regulations Assessment process) identified that the Scheme had the potential for significant effects on qualifying features of the following European sites:

- Afon Gwyrfai a Llyn Cwellyn SAC
- Menai Strait and Conwy Bay SAC Glynllifon SAC
- Meirionnydd Oakwoods and Bat Sites SAC
- Gwydir Forest Mines SAC

Regulation 61 of the Habitats Regulations requires the competent authority to consider, inter alia, whether the plan or project is likely to have a significant effect on a European site. If there is a likely significant effect an ‘appropriate assessment’ of the implications of the project for that site must be undertaken. (either alone or in combination with other plans or projects). The project can only proceed if it has been ascertained that it will not affect the integrity of the European site (unless there are no alternatives and there are imperative reasons of overriding public interest supporting the project (‘IROPI’)).

4.1.6 Climate Change Act 2008

The Act imposes a duty on the Secretary of State to reduce UK wide greenhouse gas emissions in 2050 to a level which is at least 80% below the level of emissions in 1990. It also obliges the Secretary of State to set carbon budgets for successive five-year period and to prepare proposals and policies for meeting those carbon budgets.

Parts 4 and 5 of the Act impose limited duties and confer limited powers on Welsh Ministers in terms of contributing towards meeting the UK wide carbon targets. The Environment Bill (Wales) 2015 will, when enacted, impose specific carbon budgeting duties on Welsh Ministers similar to those to which the Secretary of State is subject.

4.1.7 Natural Environment and Rural Communities Act 2006

The Natural Environment and Rural Communities Act 2006 (NERC Act) was designed to help achieve a rich and diverse natural environment and thriving rural communities through modernised and simplified arrangements for delivering UK Government

policy. The Act implemented key elements of the (then) Government's Rural Strategy published in July 2004 (Defra, 2004).

The NERC Act established Natural England and made amendments to both the Wildlife and Countryside Act 1981 and the Countryside and Rights of Way Welsh Government M4 Corridor around Newport Environmental Statement Volume 1 Chapter 6: Legislative and Policy Context 6-5 March 2016 Act 2000. Section 40 sets out a duty to conserve biodiversity whereby 'every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity', whilst Section 42 requires the National Assembly of Wales to 'publish a list of the living organisms and types of habitat which in the Assembly's opinion are of principal importance for the purpose of conserving biodiversity'. 'Conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat' (Section 40(3)).

4.1.8 Human Rights Act 1998

This Environmental Statement has been submitted alongside the draft Orders for the Scheme. Statutory Orders are prepared by Welsh Ministers and published in draft. Relevant to the draft Compulsory Purchase Order (CPO) for the Scheme is the Human Rights Act 1998.

A CPO should only be made where there is a compelling case in the public interest. An acquiring authority, including Welsh Ministers, should be sure that the purposes for which it is making a CPO sufficiently justify interfering with the human rights of those with an interest in the land affected having regard, in particular, to the provisions of Article 1 of The First Protocol to the European Convention on Human Rights and, in the case of a dwelling, Article 8 of the Convention.

4.1.9 Wildlife and Countryside Act 1981 (as amended)

For more than three decades the Wildlife and Countryside Act 1981 (as amended) (WCA) has been, and remains, the principal mechanism for the protection of wildlife in the UK. The Wildlife and Countryside Act comprises four parts.

- Part 1 covers the protection of wildlife, including birds, their nests and eggs; wild animals, mammals and wild plants.
- Part 2 makes provision for the countryside, national parks, the designation of protected areas including Sites of Special Scientific Interest (SSSIs), limestone pavements, National Nature Reserves, and grants by the national nature conservation bodies in England and Wales.
- Part 3 covers public rights of way, including footpaths and bridleways whilst;
- Part 4 deals with miscellaneous provisions.

Sections 28 to 33 of Part 2 of the Wildlife and Countryside Act detail the law regarding SSSIs. The Act provides for the notification and confirmation of SSSIs – sites identified for their flora, fauna, geological or physiographic features by the relevant national conservation body. In Wales, this body is Natural Resources Wales (NRW).

Schedule 9 of the Countryside and Rights of Way Act (CRoW, 2000) introduced a new Section to the Wildlife and Countryside Act, section 28G, which places a duty on

the Welsh Government ‘in exercising its functions so far as their exercise is likely to affect the flora, fauna or geological or physiographical features by reason of which a site of special scientific interest is of special interest’ to ‘take reasonable steps, consistent with the proper exercise of the authority’s functions, to further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which the site is of special scientific interest’.

4.2 National Planning Policy

4.2.1 Planning Policy Wales (Edition 8, January 2016)

Planning Policy Wales is the Welsh Government’s principal statement of national policy and was adopted in March 2002. Version No.8 was published in January 2016. It sets out the land use planning policies of the Welsh Government and is supplemented by a series of Technical Advice Notes (TANs) (see 4.2.21). It translates WG’s *‘commitment to sustainable development into the planning system so that it can play an appropriate role in moving towards sustainability’*.

Broadly, the policy covers the following areas:

- Local Development Plans (LDPs)
- Making and enforcing planning decisions
- Planning for sustainable development
- Conserving and improving natural heritage and the coast
- Conserving the historic environment
- Economic development
- Transport
- Housing
- Planning for retail and town centres
- Tourism, sport and recreation
- Infrastructure and services
- Minimising and managing environmental risks and pollution
- Minerals

The policy places statutory duties on local planning authorities in Wales to produce Local Development Plans (LDPs), which should *‘set the context for rational and consistent decision making in line with national policies’*. The LDP:

‘...should show how places are expected to change in land-use terms to accommodate development needs over the plan period in order to provide certainty for developers and the public about the type of development that will be permitted at a particular location’

LDPs should have an operational plan period of at least 10 years and focus on key issues pertinent to the geographical area they cover, with consideration given to other national, regional and local strategies, working across borders where applicable. The Deposit LDP for Anglesey and Gwynedd is discussed in section 4.3.

National Transport Finance Plan 2015

WG's National Transport Finance Plan was released in July 2015. The plan sets out investment for transport and services, with the delivery of the timescale extending beyond the Plan period 2015 to 2020. The forward to the plan emphasises that:

'Transport has a critical role to play in improving Wales' economic competitiveness and provides enhanced access to jobs and services. When delivering our investment in transport, it is important to focus on how it can serve the needs of businesses to enable them to prosper; and allow people to access the opportunities they need to live healthy, sustainable and fulfilling lives'.

The plan details how WG propose to deliver the outcomes set out in the Wales Transport Strategy from 2015 and beyond. The purpose of the plan is to:

- provide the timescale for financing the schemes undertaken by the Welsh Government
- provide the timescale for delivering these schemes
- detail the estimated expenditure required to deliver the schemes
- identify the likely source of financing to allow delivery to take place.

Section 2.2 of the plan is concerned with roads and lays out the responsibilities of the WG for motorway and trunk road maintenance, operation and management. Annex A – Delivery Schedule shows the A487 Caernarfon and Bontnewydd bypass under the *'Roads- New Road Infrastructure- Schemes to be Constructed'* heading.

4.2.3

Programme for Government

The now redundant 'Programme for Government 2011-2016 maps the WG's delivery of its policies in terms of *'a real commitment to delivery, measured by the impact government is actually having on people's lives'*, rather than just accounting for the amount of money spent or the number of policies implemented. One of the key policy areas under the programme is 'Growth and sustainable jobs'.

Each chapter of the Programme includes a series of commitments and associated indicators, with Commitment 1/023 being to ensure existing transport funding is used effectively. *'Improving our infrastructure'* is one of the corresponding key actions the WG is undertaking to deliver improvements and aims to:

'Deliver the priorities within the NTFP and maximise the accessibility and safety of the trunk road network and motorway network through timely maintenance'.

Chapter 11 is concerned with the environment and sustainability, with, amongst others, commitments to invest in improving air and water quality, manage natural resources, protect scenery and landscapes, take action over climate change and improve rights of way for cyclists and walkers.

The commitment to these priorities will be determined by the publication of a forthcoming new Programme for Government.

4.2.4 Wales Action Plan for Pollinators (2013)

The Action Plan for Pollinators in Wales recognises that:

'Pollinators are an essential component of our environment. Honey bees and wild pollinators including bumblebees, solitary bees, parasitic wasps, hoverflies, butterflies and moths and some beetles are important pollinators in Wales, for crops such as fruit and oil seed rape, clovers and other nitrogen fixing plants that are important to improving the productivity of pasture systems for livestock grazing, and wild flowers.'

The Welsh Government has worked with industry and stakeholders to look in more detail at the evidence and issues around pollinators and their conservation in Wales. Following consultation, an '[Action Plan for Pollinators in Wales](#)' was launched setting the strategic vision, outcomes and areas for action to halt and reverse pollinator decline in Wales. This plan aims to reduce and reverse the decline in wild and managed pollinator populations, which includes bees, some wasps, butterflies, moths and hoverflies, some beetles and flies. A pollinator task force comprising of key stakeholders is now active and a draft implementation plan is in place.

4.2.5 The Wales Infrastructure Investment Plan for Growth and Jobs (WIIP) (May 2012)

This plan is designed to:

'...prioritise, scope and coordinate delivery of major infrastructure investments, to stimulate the economic, social and environmental wellbeing of people and communities in Wales.

'The WIIP identifies the role that 'economic infrastructure', which is defined as physical networks (including roads) that sustain and develop economic activity, plays in economic growth. It highlights that economic infrastructure provides key services to business and private customers by linking them through the transmission of goods, services and information. Of particular importance are those networks that perform the economic function of helping people to access employment. Effective investment in such networks can help raise employment and promote economic growth in ways that go beyond the effects of other large scale capital investment.'

The WIIP aims to make the existing road network operates efficiently through upgrades and maintenance. As well as through:

- i. *'prioritising investments which contribute to economic growth – addressing urban congestion and improving access to key areas, and by improving the capacity and reliability of our key east-west routes; and*
- ii. *being more agile in our approach to developing solutions to underlying problems to address the problems that people face every day.*

4.2.6 Climate Change Strategy for Wales (October 2010)

The Climate Change Strategy and associated delivery plans confirms the Welsh Government's level of ambition in tackling the causes and consequences of climate change. They highlight areas where the Welsh Government will act to reduce emissions and enable effective adaptation in Wales. They also show the importance of UK and EU intervention in achieving targets set in Wales and make clear the critical contribution that people, communities, organisations and businesses across Wales will need to make to enable us deliver on this agenda.

The Welsh Government's key target is to reduce greenhouse gas emissions by 3% per year from 2011 in areas of devolved competence.

Section 8 of the Climate Change Strategy is related to the transport sector's emissions reduction. The Welsh Government's actions to reduce emissions in the transport sector is summarised as:

- Developing sustainable travel centres, and supporting 'Smarter Choices',
- Promoting eco-driving, walking and cycling,
- Investing in bus and rail services, and improving traffic management,
- Promoting the infrastructure for electric and hydrogen vehicles.

The strategy states that the transport sector is responsible for approximately a fifth of the emissions covered by the 3% target. It also notes that there is no single solution for reducing emissions in the transport sector and this is why a range of measures to reduce carbon intensity of transport and secure behavioural change (as summarised above) is proposed.

4.2.7 Climate Change Strategy for Wales Adaption Delivery Plan (2010)

The plan recognises that as a result of past and current emissions, we cannot avoid the impacts of climate change completely and so we need to consider how we are going to adapt to changes that may affect many aspects of our lives in the future. The National Assembly's adaption framework is introduced in Chapter 15 of the Climate Change Strategy, October 2010. This is the national coordinated approach the Assembly is taking to ensure that Wales understands the risks and opportunities the changes associated with a changing climate present and that Wales is well-placed to adapt in a sustainable way.

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

- Strategic actions,
- Natural environment,
- Infrastructure,
- Communities,
- Health,
- Business and tourism.

The actions, which are of most relevance to the Scheme, include:

Action 10 – Support consideration of climate change impacts in sustainable infrastructure development and regeneration. One of the expected outcomes of this action is that all infrastructure developments sponsored by the Welsh Government are to incorporate climate change adaption as part of its approach to sustainable development.

Action 15 – Review the resilience of the transport infrastructure to the effects of climate change and develop a programme to address risks.

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

Wales has a target of 3% greenhouse gas emissions reduction from 2011 in areas of devolved competence. The emissions reduction plan sets out how emission reductions will be set out in Wales and what contribution different activities are expected to make in achieving the 3% target.

The reduction plan shows that approximately a third of Wales's emissions are traded emissions and that these are excluded from the 3% target. The plan also shows what contributions the various sectors across Wales have to make in achieving the 3% reduction target. Currently it is anticipated that measures implemented by the Welsh Government will deliver emissions savings of 2.71 MtCO₂e in 2020, which will contribute 0.89% towards the 3% target (or 30% of the total required emission reductions).

In relation to transport, it is expected that emission reductions from the Welsh Government actions will contribute to 0.29 MtCO₂e savings in 2020 which is a 0.10 contribution to the 3% target. Emission reductions from the UK government measures in relation to transport will contribute to 1.07 MtCO₂e savings in 2020 which is a 0.36 contribution to the 3% target.

The 2014 amendments to the EIA Directive place an emphasis on climate change, however the provisions of Directive 2011/92/EU remain the relevant consideration for the Scheme. The impact of the Scheme on climate change are considered in the Sustainable Development Report which accompanies this ES. The effect of climate change on specific receptors is considered in individual chapters where relevant, e.g the impact of increasing flood events on watercourses is considered in Chapter 14 – Road Drainage and the Water Environment.

4.2.9 Economic Renewal – A New Direction (July 2010)

The document states that the Welsh Government wants a strong economy, not as an end in itself, but for the integral contribution it can make to the quality of life and the economic, social and environmental wellbeing of the people and communities of Wales, placing sustainable development as the central organising principle.

The Vision for economic renewal is *'of a Welsh economy built upon the strengths and skills of its people and natural environment; recognised at home and abroad as confident, creative and ambitious; a great place to live and work'*.

The five priorities for delivering this vision are:

- Investment in high quality and sustainable infrastructure,
- Making Wales a more attractive place to do business,
- Broadening and deepening the skills base,
- Encouraging innovation,
- Targeting the business support we offer.

The Scheme would help in providing infrastructure and in relation to infrastructure, the plan states: *‘Wales needs modern, sustainable infrastructure to underpin economic growth and the wellbeing of our people’.*

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

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

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

The overall aim of this strategy is to help businesses to:

- Enhance competitiveness and profitability by being more energy, water and waste efficient,
- Explore and develop products and services needed in a low carbon, low waste society and stimulate their demand,
- Strengthen the low carbon energy sector in Wales.

The plan identifies business, consumers and government as the three key stakeholders involved in moving towards a sustainable future-ready economy.

The Framework for the strategy’s delivery is organised into three-high level priorities. These being:

- Priority 1: Supporting Business,
- Priority 2: Fostering Innovation and Technology,
- Priority 3: Investing in a More Sustainable Economy

4.2.11 The UK Low Carbon Transition Plan (2009)

The Low Carbon Transition Plan (National Strategy for Climate and Energy, July 2009) is the UK Government’s five-point plan to tackle climate change. The plan has been presented to parliament and is pursuant to Sections 12 and 14 of the Climate Change Act 2008. The five points are as follows:

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

Chapter 6 of the plan is entitled ‘Transforming Transport’, and highlights the fact that our domestic transport in the UK contributes to approximately a fifth of total UK

greenhouse gas emissions and that these are growing. Some of the highlights of the plan in relation to transport include:

- Continuing to improve fuel efficiency of new conventional vehicles,
- Supporting the low carbon vehicles and fuels of the future,
- Help people make low carbon travel decisions,
- Requiring international aviation and shipping to reduce emissions,

Securing the oil supplies the UK needs during the transition, by sustaining investment in the North Sea, working to improve the functioning of international oil markets, and working with the downstream oil industry to address the issues which that sector faces.

4.2.12 One Wales: One Planet (May 2009)

Sustainable development in Wales means enhancing the economic, social and environmental wellbeing of people and communities, achieving a better quality of life for our own and future generations:

- In ways which promote social justice and equality of opportunity;
- In ways which enhance the natural and cultural environment and respect its limits using only our fair share of the earth's resources and sustaining our cultural legacy.

It also states that sustainable development is a core principle within the National Assembly's founding statute, and that Welsh Ministers 'have a statutory duty to promote sustainable development'. 'This duty, under the Government of Wales Act 2006 (Section 79), requires Welsh Ministers to make a scheme setting out how they propose, in the exercise of their functions, to promote sustainable development'.

The document is set out under a number of different chapters. Following the introduction, Chapter 2 sets out the National Assembly's vision of a sustainable Wales and Chapter 3 shows how the National Assembly will ensure that sustainable development is the central organising principle of WG. The remaining chapters (4 to 8) demonstrate what actions will be taken in delivering sustainable development. These are set out under the following headings:

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

4.2.13 Wales Transport Strategy – One Wales: Connecting the Nation (April 2008)

The Strategy establishes a national framework for transport planning in Wales. The goal of One Wales: Connecting the Nation is to promote sustainable transport networks that safeguard the environment while strengthening the country's economic and social life. The outcomes of the strategy, through the strategic priorities, will be

achieved by the Welsh Government at national level, Regional Consortia at regional level and Local Authorities at local level. These 17 outcomes are:

- Outcome 1: Healthcare and social services
- Outcome 2: Education, training and lifelong learning
- Outcome 3: Shopping and leisure
- Outcome 4: Healthy lifestyles
- Outcome 5: Safety and security of travel
- Outcome 6: Employment
- Outcome 7: Connectivity: nationally and internationally
- Outcome 8: Reliable transport system
- Outcome 9: Freight
- Outcome 10: Visitor attractions, green spaces and the countryside
- Outcome 11: The sustainability of the transport infrastructure
- Outcome 12: Greenhouse gas emissions
- Outcome 13: Adapting to climate change
- Outcome 14: Air pollution and other harmful emissions
- Outcome 15: The local environment
- Outcome 16: Our heritage
- Outcome 17: Biodiversity

The Wales Transport Strategy has been subject to a Strategic Environmental Assessment (SEA) to establish the impact of plans and programmes upon the environment.

4.2.14 People, Places, Future: Wales Spatial Plan (2008 Update)

The Wales Spatial Plan was adopted by the National Assembly in November 2004, and sets out strategic spatial planning guidance over a 20-year period. An update to the plan was issued in 2008. The plan sets out 'cross-cutting national spatial priorities', identifying six sub-regions in Wales without defining hard boundaries, 'reflecting the different linkages involved in daily activities'.

The themes for the Plan addresses: the plan's vision, building sustainable communities; promoting a sustainable economy; valuing our environment; achieving sustainable accessibility and respecting distinctiveness. These themes then relate to each of the Wales Spatial Plan Area Strategies.

Section 17 of the plan is concerned with North West Wales – Eryri a Môn and 17.35 'Achieving Sustainable Accessibility' states that:

'Facilitating the free movement of goods, people and information is of crucial importance to the future development of the region and to combat the risk of greater polarisation between developed and peripheral areas of Eryri a Môn'.

Section 17.37 also states that:

'Internal connectivity within the region, across its dispersed settlements, to the Central Wales region and between Eryri a Môn's primary and secondary hubs and the rural areas is more complex but crucial to ensuring the distribution of growth and access to services and leisure especially with NHS services being delivered out of hospitals and closer to home. A suitable road network must be maintained along with the further development of public transport.'

4.2.15 Environment Strategy for Wales (2006)

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

4.2.16 TREBAP (2004 – 2014)

The National Assembly for Wales, as Highway Authority for Wales, has direct responsibility for the maintenance, improvement and development of the trunk road and motorway network for Wales. Under the Countryside and Rights of Way (CROW) Act 2000, the National Assembly for Wales has a duty to have regard for the conservation of biodiversity in its work. The WG Transport Directorate is already incorporating biodiversity into its work, and the Trunk Road Estate Biodiversity Action Plan (TREBAP) is to contribute to this ongoing process.

The plan covers the period 2004-2014, however much of its content is considered good-practice and is still applicable to the Scheme.

The Objectives of the TREBAP, within the constraints of resources and road safety, are to:

- Set practical and realistic actions and targets for the period 2004 – 2014
- Link with other Biodiversity Action Plan targets for habitats and species
- Increase awareness of the Transport Directorate's staff and contributors, its environmental partners and the general public, of the biodiversity interest of the trunk road and motorway network,
- Encourage the use, the dissemination, of best practice for biodiversity in the management and development of the trunk road and motorway network; and
- Reflect the requirements of the National Assembly's Sustainable Development Scheme (Learning to Live Differently) and Action Plan where relevant.

Of the eleven Habitat Action Plans included in the TREBAP, 7 are of relevance to the Scheme, these being: boundary features, coastal and estuarine, Purple Moor grass and rush pasture, rivers and streams, rock faces and scree, water bodies and woodland and planted native trees and shrubs.

Of the seventeen Species Action Plans included in the TREBAP, 11 are of relevance to the Scheme, these being: Amphibians, Aquatic Species, Barn Owl, Water Vole, Marsh Fritillary butterfly, Otters, Bats, Dormice, Reptiles and Bluebells.

4.2.17 Welsh Government/ National Assembly for Wales Circulars

The Welsh Government is currently considering how the Environment Strategy and its reporting functions are taken forward, in light of work undertaken since its launch.

Circulars provide a procedural guidance that interprets and explains a particular piece of legislation. These were issued by the Welsh Office (between 1965 and 1999), the National Assembly for Wales (between 2001 and 2005), the Welsh Assembly Government (in 2007) and the Welsh Government (between 2012 – present). The Circulars that remain in force and may be pertinent to the Scheme are as follows:

- NAWC 31/01 – Countryside Rights of Way Act 2000
- NAWC 23/01 – New Guidance for Local Planning Authorities on European Protected Species and Changes in Licensing procedures

4.2.18 Welsh Office Circulars

- WOC 36/87 Use of Waste Material for Road Fill
- WOC 26/94 Environmental Protection Act 1990: Part II, Waste Management Licensing, The Framework Directive on Waste
- WOC 60/96 Planning and the Historic Environment: Archaeology
- WOC 61/96 Planning and the Historic Environment: Historic Buildings and Conservation Areas
- WOC 1/98 Planning and the Historic Environment: Directions by the Secretary of State for Wales
- WOC 11/99 Environmental Impact Assessment (EIA)
- WOC 23/01 New Guidance for Local Planning Authorities on European Protected Species and Changes in Licensing Procedures

4.2.19 Technical Advice Notes

Technical Advice Notes (TAN) are produced by the Welsh Government to give strategic planning advice in Wales on a number of topics and should be read in conjunction with Planning Policy Wales. The TANs that may be pertinent to the Scheme are as follows:

- TAN 5 – Nature Conservation and Planning (2009)
- TAN 6 – Planning for Sustainable Rural Communities (2010)
- TAN 8 – Renewable Energy (2005)
- TAN 10 – Tree Preservation Orders (1997)
- TAN 11 – Noise (1997)
- TAN 12 – Design (2014)
- TAN 15 – Development and Flood Risk (2004)
- TAN 18 – Transport (2007)
- TAN 21 – Waste (2014)
- TAN 23 – Economic Development (2014)

4.3 Regional and Local Plans

4.3.1 Draft North Wales Joint Local Transport Plan 2015 – 2020

The Draft North Wales Joint Local Transport Plan (LTP) for Anglesey and Gwynedd sets out a delivery programme for 2015-2020, and a framework for schemes until 2030. It seeks to remove barriers to economic growth by improving connections to employment. There is a focus on the most deprived communities, such as rural communities, seeking to address the issues faced with improvements to the walking and cycling connections.

4.3.2 Joint Local Development Plan Anglesey & Gwynedd (2011 – 2026) – Independent examination stage (2016)

The Joint Local Development Plan (JLDP) for Anglesey and Gwynedd was subject to public consultation until 31st March 2015. Once adopted it will supersede the existing Unitary Development Plans for Gwynedd Council and the Isle of Anglesey Council (refer to 4.11).

The JLDP written statement sets out the main issues in the area that the land use planning system can influence and sets out a Vision for how the Plan area will look by 2026. The Scheme is shown as a 'Protected New Route Corridor' on the JLDP proposals map.

The impact the Scheme may have on the Deposit LDP housing, employment and protected open space and play area allocations are addressed in Section 13 – Community and Private Assets. Deposit LDP policies are also considered in other environmental topic chapters within this ES where relevant.

4.3.3 Gwynedd Unitary Development Plan (2001 – 2016)

The Gwynedd Unitary Development Plan (UDP) is the current adopted development plan for the Gwynedd Local Planning Authority area. The plan was formally adopted in July 2009. Its main objective is to ensure sustainable development and to create favourable circumstances to protect, support and develop the communities of Gwynedd culturally, environmentally and economically.

The policies provided in the plan are set out in two parts; Part 1: Strategic Policies and Part 2: Detailed Policies.

The impact the Scheme may have on the UDP housing, employment and public open space allocations are addressed in Chapter 13 – Community and Private Assets. UDP policies are also considered in other environmental topic chapters within this ES where relevant.

4.3.4 Gwynedd Council Supplementary Planning Guidance (adopted)

Supplementary Planning Guidance (SPG) has been produced to support policies in the Gwynedd UDP. They give further detail on some of the policies included within the Unitary Development Plan.

SPG relevant to this Scheme include:

- Landscape Character

- Wildlife Sites
- Planning for Sustainable Development

This guidance will be referred to where relevant under the environmental topic chapters.

4.3.5 Taith – North Wales Regional Transport Plan (2009)

Taith is the North Wales Regional Transport Consortium, a group of the six North Wales Local Authorities (Anglesey, Gwynedd, Conwy, Denbighshire, Flintshire and Wrexham) responsible for preparing the North Wales Regional Transport Plan.

Taith's vision for transport in North Wales is:

“Taith will deliver safe, sustainable and efficient transport networks to support the economic and social activities of North Wales’ diverse communities and businesses having regard to its strategic European role.”

The nine priorities of the plan are:

- Efficiently meeting North Wales’ diverse transport needs
- Passenger transport profile and performance
- Reducing congestion and journey times
- Supporting development
- Safe, efficient, sustainable transport networks
- Improving rail services for North Wales
- Environmentally-friendly and efficient freight movement
- Smart traffic planning and management
- Sustainable transport

As part of the ongoing development of the plan a consultation was carried out in 2013. This concluded that the existing policies remain relevant. Of particular importance has been the creation of a Ministerial Task Force to take the plan forward. Within the Scheme is seen as a priority.

4.3.6 LANDMAP Guidance

LANDMAP Information System

The LANDMAP Information System is the Welsh Government approved landscape assessment methodology (refer to Planning Policy Wales (2016) Section 5.3.13). The methodology divides the landscape into component elements known as aspect topic layers which are of equal importance and are assessed in terms of their characteristics and value against a standard set of criteria. The five aspect layers include Geological Landscape (GL), Landscape Habitats (LH), Visual and Sensory Landscapes (VS), Historic Landscape (HL), and Cultural Heritage (CH). This information is collected in a structured and rigorous way that aims to be as objective as possible. All information is reviewed through an independent quality assurance process.

Each Aspect layer is mapped individually for an area as a separate layer and each can be viewed independently or overlaid by other Aspect layers to support analysis and decisions made. The classification of the database is a very structured, consistent method of breaking the landscape into manageable parts, which now takes the form of a predefined typology. LANDMAP data has been used in this environmental impact assessment as baseline information and to inform the assessments especially cultural heritage, ecology and nature conservation and landscape effects.

LANDMAP Evaluation

- **Geological Landscape (GL):** is the study of the geology, geomorphology and hydrology of the area.
- **Landscape Habitats (LH):** indicate the distribution of vegetation and habitats and the basis for landscape ecology.
- **Visual & Sensory (VS):** identifies those landscape qualities that are perceived through the senses. It deals with the individual physical attributes of landform and land cover, as well as their visual patterns of distribution and sensory characteristics, and the relationships between them in a particular area.
- **Historic Landscape (HL):** focuses on how archaeological and historical sites relate to each other and to the surrounding landscape.
- **Cultural Landscape (CL):** considers the relationship that exists between people and places; how people have given meaning to places, how the landscape has shaped their actions and their actions have shaped the landscape.

For each Aspect Area an evaluation is provided by the Aspect Specialist. This is to a degree a subjective assessment, but based on objectively described components. There are five levels within the Evaluation scale, as follows:

Outstanding	of international or national importance
High	of regional or county importance
Moderate	of local importance
Low	of little or no importance
Unknown	insufficient information exists to evaluate
<i>NB: Where the Evaluation refers to 'importance' it is in terms of that particular Aspect only</i>	

Within each aspect area there are a series of questions that are completed by the aspect specialist, there are also specific criteria which are evaluated and inform the overall evaluations outlined above, these are outlined below:

Geological Landscapes

- Research Value
- Educational Value
- Historic Value
- Rarity/Uniqueness
- Classic Example

Historic Landscape

- Rarity
- Survival
- Cohesiveness
- Potential
- Amenity Value

Landscape Habitats

- Priority Habitats
- Significance
- Opportunity
- Decline Rates
- Threat
- Fragmentation
- Habitat Evaluation
- Importance for Key Species

Cultural Landscapes

- Recognition/transparency
- Period
- Rarity
- Documentation
- Group value
- Survival
- Vulnerability
- Diversity
- Potential

Visual and Sensory

- Scenic Quality
- Integrity
- Character
- Rarity

4.3.7 LANDMAP review within the study area

Caernarfon and Bontnewydd lie within the Gwynedd aspect areas. The aspect areas within the scheme study area are shown on Volume 2, Fig 4.1. These are outlined below:-

Geological Landscapes (Volume 2, Figure 4.1 a)

The main aspect areas are evaluated as 'High' which reflects the value of the geological landscape resource. Relevant aspect areas are:-

- GL108 – Moel Rhiwen - this forms a wide plan which is dissected by a number of watercourses including the Ogwen and Peris. Evaluated as 'High' because the area contains nationally important Quaternary deposits.
- GL109 – Bangor plan evaluated as 'High'.
- GL110 – Local plateau landscape dissected by watercourses – valued as 'Moderate'.

Landscape Habitats (Volume 2, Figure 4.1 b)

There is a divergence in the values attached to the relevant aspect areas. This reflects the improved habitats associated with agricultural landscapes and the presences of a number of settlements along the A487 road corridor. Relevant aspect areas are:-

- LH619 – an area of coastal and marine habitats, valued as ‘Moderate’ and is interspersed with small areas of broadleaved habitats.
- LH620 – Characterised by dry, terrestrial habitats. Valued as ‘Moderate’ due to the areas of improved, agricultural grassland. Crossed by the Afon Gwyrfai which is designated as a SAC.
- LH626 – Valued as ‘High’, with areas of coastal salt marsh and broadleaved woodlands. Crossed by the Afon Seiont.
- LH629 – An area of broadleaved woodlands, scrub and neutral/marshy grassland associated with the Afon Seiont Habitats support key species. Valued ‘High’.
- LH627 – Valued ‘Poor’, covers the urban area of Caernarfon.
- LH650 – Extensive area of improved grasslands and arable on a sloping area on the coastal fringe. Valued as ‘Moderate’.

Visual and Sensory (Volume 2, Figure 4.1 c)

The majority of aspect areas are evaluated as ‘Moderate’, including the urban area of Caernarfon. Relevant aspect areas are:-

- VS06 – a wide area between the coastal lowlands and the Snowdon foothills rising from 20 metres to 100 metres AOD. Boundaries include stone walls on higher ground with hedgerows of varying quality on the lower areas. Detractors include ‘A’ roads and overhead power lines and associated pylons. Evaluated as ‘Moderate’.
- VS31 – open lowland valley of the Afon Gwyrfari which flows into Foryd Bay giving a more coastal feel and a sense of place. Evaluated as ‘Moderate’.
- VS34 – Area of flat, open farmland along coastal strips and around Foryd Bay, mixed field pattern, sense of place. Evaluated as ‘Moderate’.
- VS21 – Settlement of Bontnewydd, formed along the A487. Detractors include traffic noise, air quality. Evaluated ‘Low’.
- VS15 – Mosaic lowland valley of the Afon Seiont, attractive riparian character with belts of broadleaved trees flanking the valley sides. Evaluated as ‘Moderate’.
- VS16 – Urban area of Caernarfon. Core is formed by the castle and walled town, outskirts unpresupposing which detract from the overall quality and character of the town. Evaluated as ‘Moderate’.
- VS17 – Plas Menai, flat, narrow coastal strip with mixed land use, but afforded extensive views across Menai Straits. Evaluated as ‘Moderate’.

Historic Landscapes (Volume 2, Figure 4.1 d)

A mixture of evaluation levels which reflect the rich history of the scheme area. Relevant aspect areas are:-

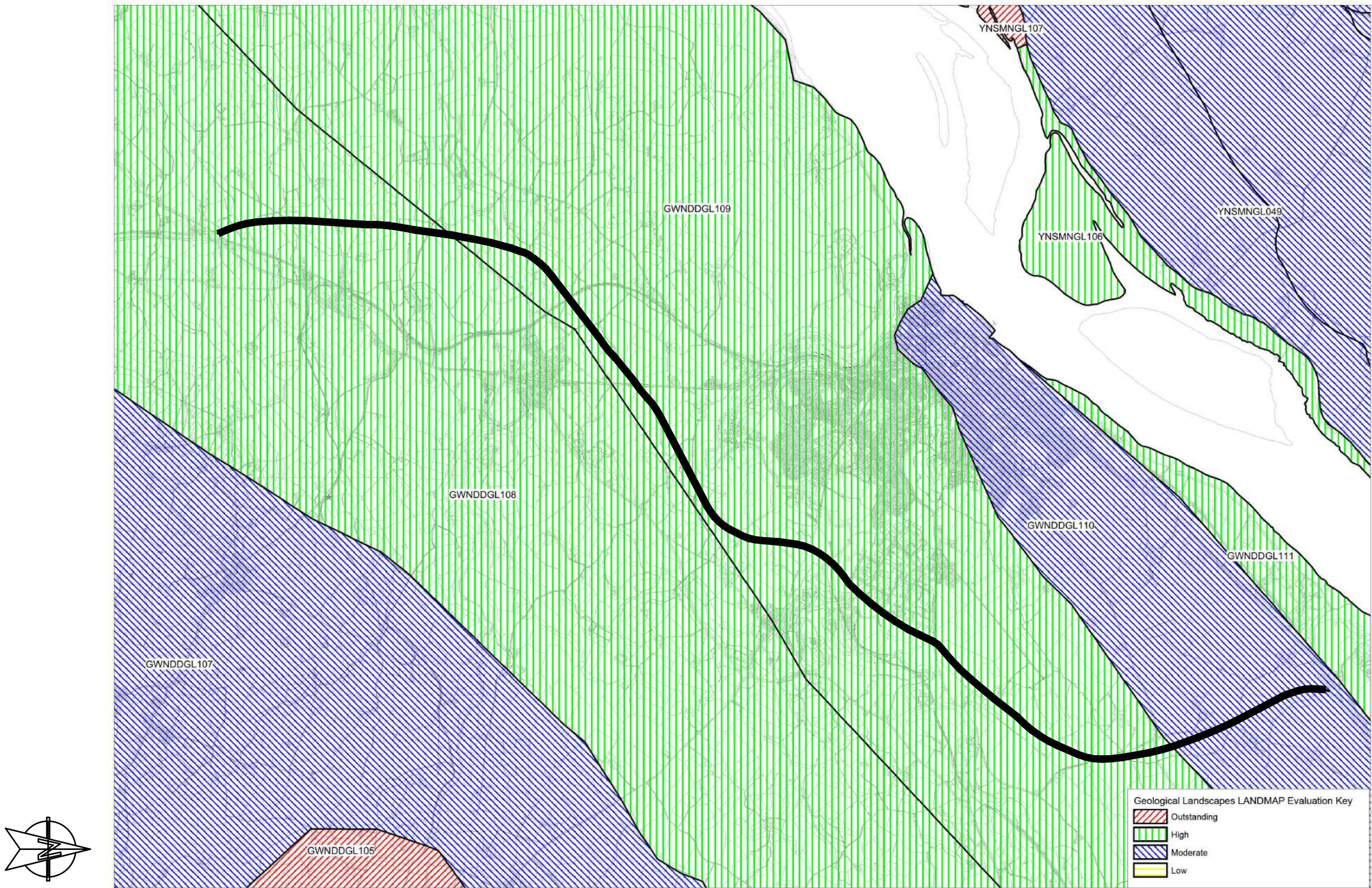
- HL462 – Arfan Plateau – a rolling landscape predominantly improved agricultural grassland. Formerly part of the Vaynol Estate with a number of relict features. Slightly disparate character. Evaluated as ‘High’.
- HL562 – Coastal flats around Llanbedrog, typified by large, regular fields. Low lying area prone to flooding. Evaluated as ‘High’.

- HL132 – Settlement of Bontnewydd, developed in 19th Century along the A487 road. Non characterised by a mixture of private and municipal housing. Evaluated as ‘Moderate’.
- HL124 – Caernarfon industrial area. Mixture of old mills, brick pit and associated works together with ore modern units on Gibyn Industrial Estate. Evaluated as ‘Moderate’.
- HL549 – Historic town of Caernarfon, with a long history including the Roman Camp of Segontium, to the iconic Edward Castle and Walled Town. More recent development detracts from overall character. Evaluated as ‘Outstanding’.
- HL175 – Felin Wen, old mill site. Evaluated as ‘moderate’.
- HL21 – Coastal strip, still retaining managed landscape character reflecting its former association of the Vaynor Estate. Evaluated as ‘High’.
- HL850 – Arfon plateau. Now predominantly improved pasture it retains vestiges of managed landscape associated with smaller estates. Evaluated as ‘High’.
- HL597 – Glan Gwna Caravan Park. Set in the Seiont Valley based around a small, local estate. Characterised by rows of holiday homes. Evaluated as ‘Low’.
- HL21 – Area of coastal plain formerly associated with ecclesiastical land holdings. Evaluated as ‘High’.

Cultural Landscapes (Volume 2, Fig 4.1 e)

The scheme area is characterised by aspect areas evaluated as ‘Outstanding’ or ‘High’ reflecting the rich cultural qualities and character of the area. The relevant aspect areas are:-

- CL08 - Refers to the local road network which relates to the historic pattern. As a consequence evaluated as ‘High’.
- CL21 – Welsh Highland Railway, historic narrow gauge railway that links Caernarfon to Blaneau Ffestiniog via Porthmadoc. Originally built for slate export now an important tourism facility. Evaluated as ‘Outstanding’.
- CL20 – Arfon Plateau a quiet area bypassed by the main road network as a consequence, little visited. Evaluated as ‘Outstanding’.
- CL18 – Historic town of Caernarfon, important centre of Welsh Language, town itself varies in quality.
- CL11 – Rural area, includes Vaynol Estate and the village of Bethel and its environs. Evaluated as ‘High’.
- CL17 – Plas Menai Water Sports Centre, important amenity resource for locals and visitors alike. Evaluated as ‘High’.



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A487 CAERNARFON AND
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Policy Overview
LANDMAP Layers (a-e)
Geological Landscapes
Sheet 1 of 5

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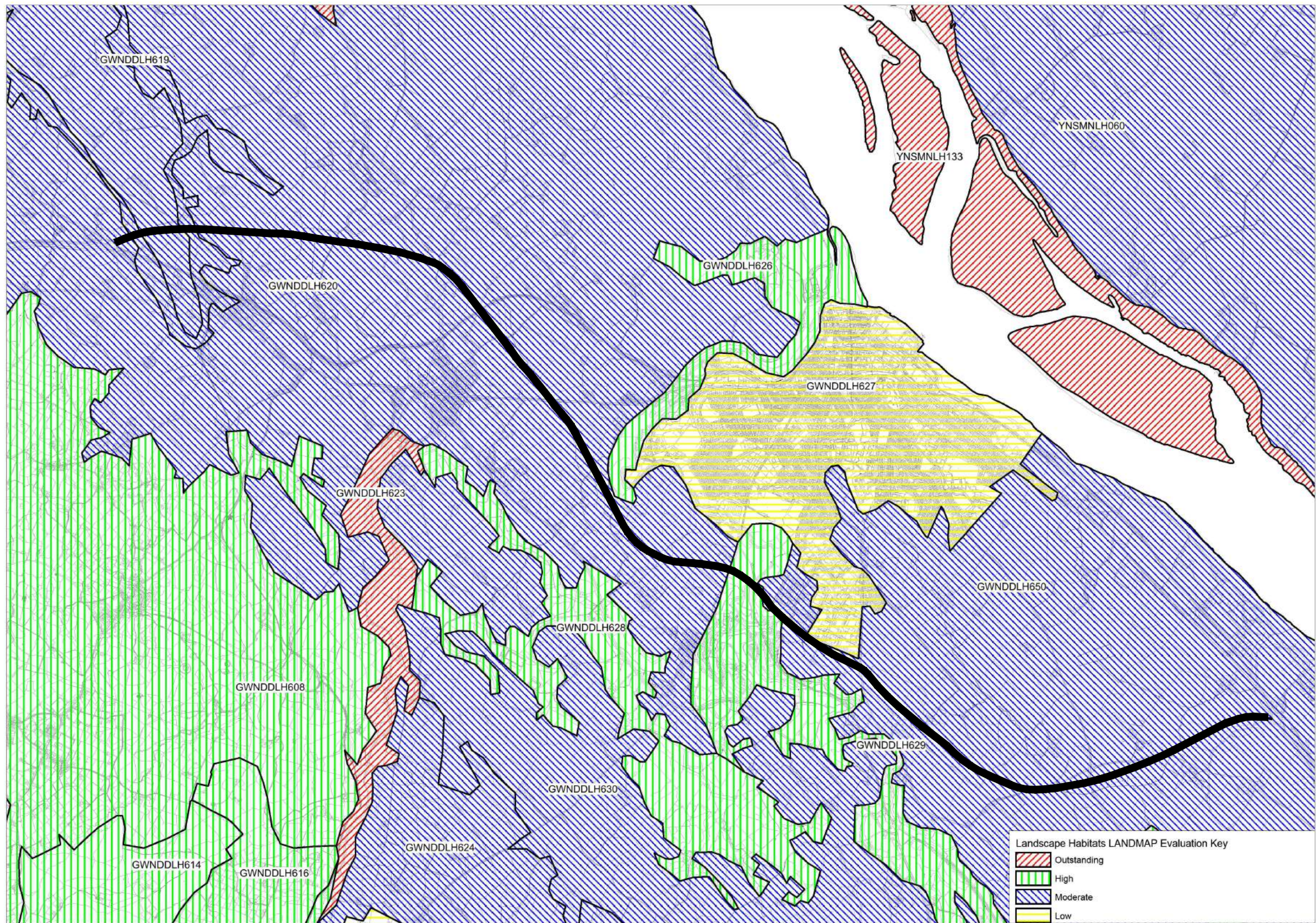
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		APPROVED	PM

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Landscape Habitats LANDMAP Evaluation Key

[Red diagonal lines]	Outstanding
[Green vertical lines]	High
[Blue diagonal lines]	Moderate
[Yellow horizontal lines]	Low

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Policy Overview
LANDMAP Layers (a-e)
Landscape Habitats
Sheet 2 of 5

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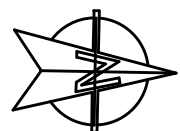
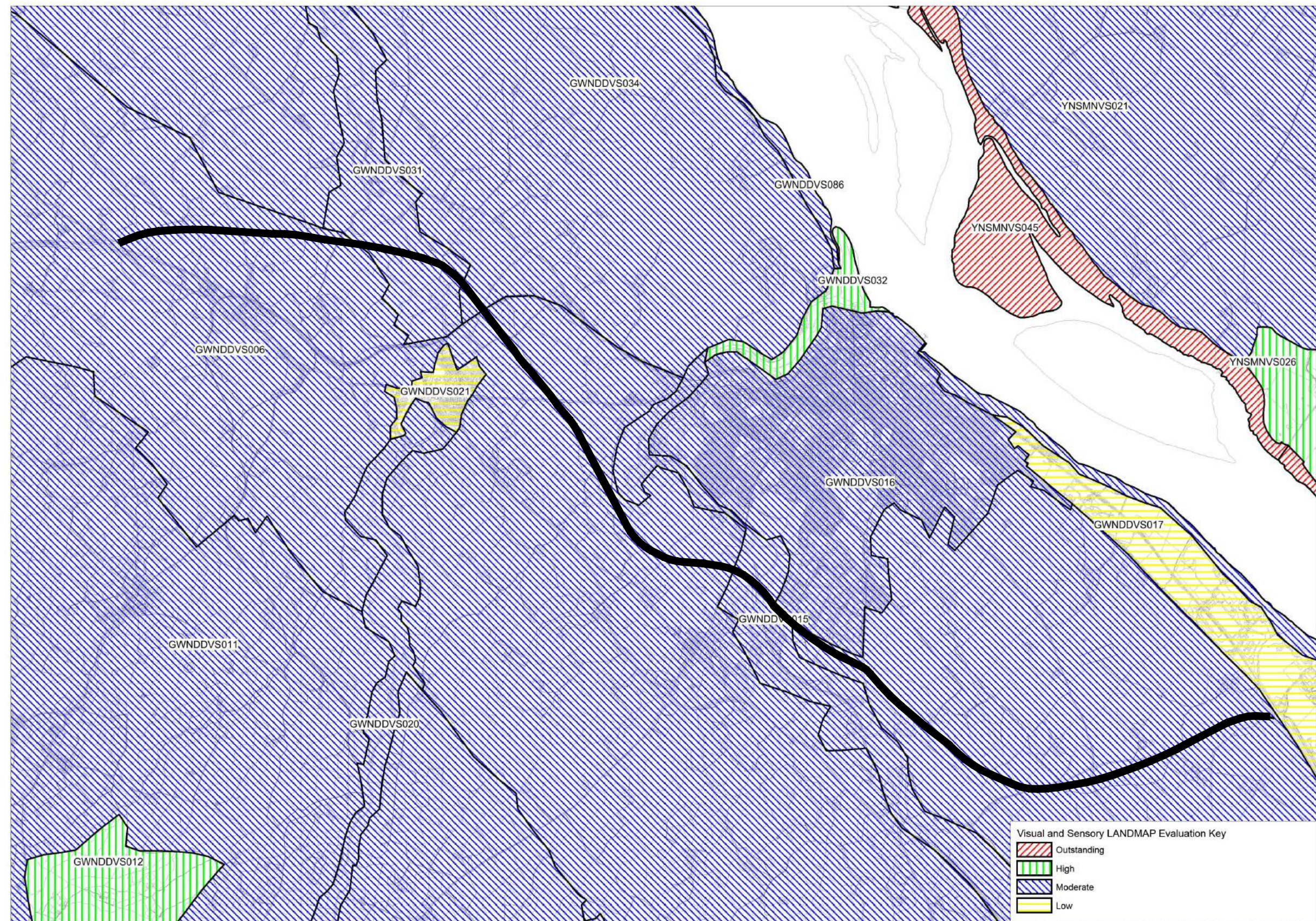




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Policy Overview
LANDMAP Layers (a-e)
Visual and Sensory
Sheet 3 of 5

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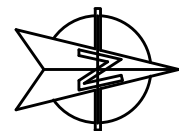
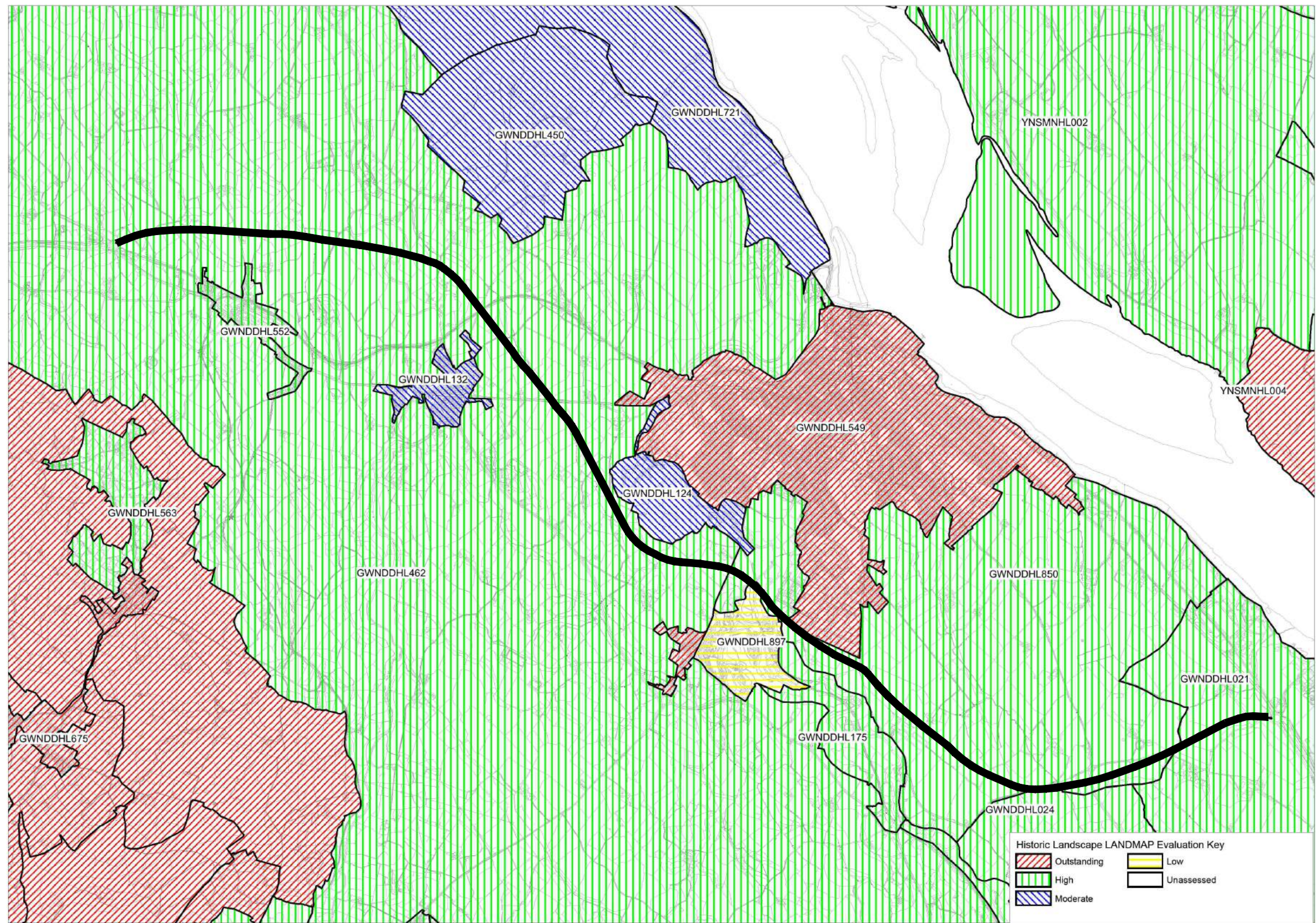


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Policy Overview
LANDMAP Layers (a-e)
Historic Landscapes
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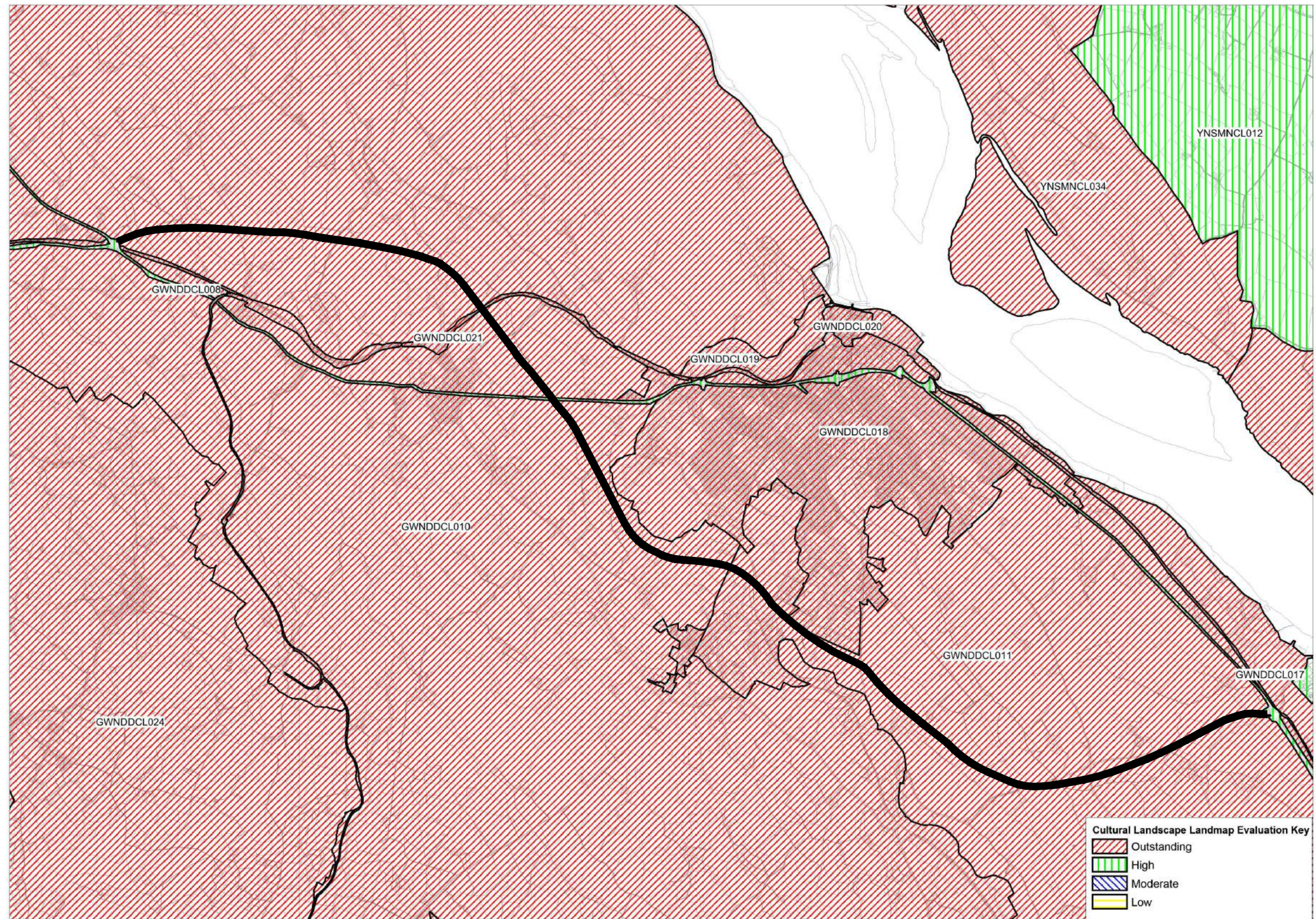
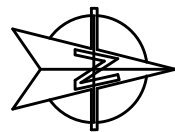


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Cultural Landscape Landmap Evaluation Key	
	Outstanding
	High
	Moderate
	Low

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Policy Overview
LANDMAP Layers (a-e)
Cultural Landscapes
Sheet 5 of 5

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