



# **Powys Replacement Local Development Plan (2022 - 2037)**

## **Powys Sustainable Settlements and Rural Communities**

### **1. Settlement Assessment Background Paper**

November 2023



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## 1. Introduction

1.1 This paper sets out the methodology for the undertaking of a Settlement Assessment for the Powys Local Development Plan (LDP) area, its subsequent application and analysis of information to provide conclusions on settlement roles and functions. This forms a key part of the evidence base for the Powys Replacement LDP (2022 -2037).

### Purpose

1.2 The purpose of this assessment is to identify those settlements that have the potential to accommodate future growth in terms of their location, role and function. This involves an assessment of the current role and function of settlements, as well as an understanding of the relationships between settlements and their potential future roles.

### Aim

1.3 The aim is to identify the most appropriate locations to accommodate growth during the Plan period in order to achieve a sustainable pattern of growth, minimise unsustainable patterns of movement and support local services and facilities, whilst taking into consideration the policies in Future Wales: The National Plan 2040.

1.4 This Settlement Assessment groups settlements into different tiers / types based upon their role and function, it is therefore a key piece of evidence informing the Replacement LDP's settlement hierarchy. However, it should be noted that the results of this assessment will form part of a larger evidence base and whilst it will give some indication of the relative sustainability of the settlements, it is necessarily a high-level assessment and there are other criteria that will also need to be taken into consideration. For instance, any decisions on whether or not to allocate particular sites for development in the settlements will also depend on such issues as their impact on the physical form of the settlement, landscape setting, environmental constraints and infrastructure capacity among other considerations. This will be assessed on a more detailed basis through the Candidate Sites Assessment process.

### Methodology

1.5 The methodology is informed by the proposed approach set out in the draft South-east Wales Strategic Planning Group (SEWSPG) Pathfinder Group Sustainable Settlement Appraisal Paper. The paper details a common methodology for sustainable settlement appraisals that has been used across the South-east Wales region. The key considerations that have been adopted from this approach include assessing settlements against the three principles:

- Principle 1: Sustainable Transport and Accessibility
- Principle 2: Availability of Facilities and Services
- Principle 3: Employment Services

1.6 Changes have been made to the methodology used in South-east Wales to make it more applicable to Powys. This includes the way broadband provision has been considered,

treating it as a separate principle (Principle 4) in its own right. This approach has been undertaken due to the fact broadband provision cuts through Principles 1-3, reducing the need to travel, providing access to online services, and enabling employment opportunities. Powys is a predominantly remote rural authority where access to digital connectivity is of particular importance.

1.7 Further elements of the methodology have also been adapted to ensure that it is relevant to Powys. The adapted methodology used reflects the rural nature and low population density of Powys and the fact that Powys has many relatively small settlements compared to other planning authorities in Wales.

1.8 The assessment has been modelled to identify which settlements are serving a strategic function providing a range of services to lower-level settlements, whilst also ensuring a range of sustainable transport options between them. The assessment will be used to inform a separate background paper that identifies broad geographical clusters of settlements. PPW 11 (para 3.40) states that “Local service centres, or clusters of smaller settlements where a sustainable functional linkage can be demonstrated, should be designated by local authorities as the preferred locations for most new development including housing and employment provision.”

1.9 Further consideration will also be given to the importance of settlements identified as being within Regional Growth Areas in Future Wales: The National Plan 2040.

## 2. Context

### Background to Settlements within Powys

2.1 Located in Mid-Wales, the County of Powys covers an area of approximately 5,195 square kilometres, with a population of 133,200 (Census 2021), of which around 18% reside within the Bannau Brycheiniog / Brecon Beacons National Park (BBNP) area (a separate planning authority with its own LDP). Powys is a largely upland and very rural county, characterised by its low population density averaging at 26 people per square kilometre. The County has a rich and diverse landscape stretching from Ystradgynlais in the south, to the uplands of the Berwyn Mountains in the north, and ranging from Machynlleth and the Dyfi estuary in the west to the English border towns of Knighton and Presteigne in the east.

2.2 The rural character of Powys is further illustrated by the nature of the settlements, which by national standards are comparatively small. The Adopted LDP (2011-2026) identifies 58 settlements in the highest two tiers of the settlement hierarchy. These are categorised as either Towns or Large Villages and have been identified based on the level of population and services provided. The largest town is Newtown, followed by Ystradgynlais, Welshpool and Llandrindod Wells. This Settlement Assessment appraises the role and function of the 58 settlements identified as Towns and Large Villages in the Adopted LDP settlement hierarchy. Table 1. details the population distribution across the Adopted LDP settlement hierarchy and shows that 62% of the population live within the 58 settlements.

2.3 A separate background paper (Small Settlement Assessment) has been undertaken for smaller settlements, as categorised in the lower tiers of the Adopted LDP (2011-2026) settlement hierarchy.

**Table 1. Distribution of Population across the Adopted LDP Settlement Hierarchy**

	<b>Number of Settlements</b>	<b>Population (Census 2021)</b>	<b>% of Total</b>
<b>Towns</b>	15	47,044	43%
<b>Large Villages</b>	43	21,281	19%
<b>Small Villages and Rural Settlements*</b>	105	10,632	10%
<b>Open Countryside</b>		30,267	28%
<b>Totals</b>	163	<b>109,224**</b>	

\* Defined in Small Settlement Assessment

\*\* Total population for Powys minus 18% for BBNP.

## Policy Context

### Future Wales – The National Plan 2040 (February 2021)

2.4 Future Wales – the National Plan 2040 is the national development framework, setting the direction for development in Wales to 2040. Future Wales sets out the following vision for Rural Wales. ‘In rural areas, job opportunities and community services will be supported to help attract and retain people. A balance will be found between development and preserving the character of rural Wales, ensuring our small towns and villages have bright futures as attractive places to live and work. The rural economy will be thriving and communities will be well connected digitally and physically’.

2.5 Future Wales states that many rural towns and villages are integral to their surrounding areas. Thriving, resilient and sustainable rural settlements are characterised by a rich mix of housing, employment, services, and infrastructure, located in the right places to meet the needs and future aspirations of the population. It goes on to say that the experience of the COVID-19 pandemic has shown how important such facilities are, and how they help to make rural communities resilient. Policy 1, supports this stating “Development and growth in towns and villages in rural areas should be of appropriate scale and support local aspirations and need.”

2.6 Future Wales identifies Powys as being within the Mid Wales Region, which also includes the planning authorities of Ceredigion and BBNP (for the area within Powys). Within the Mid Wales Region, Future Wales identifies the following Regional Growth Areas:

- The Teifi Valley
- Brecon and the Border
- The Heart of Wales
- Bro Hafren
- Aberystwyth

2.7 The Heart of Wales and Bro Hafren Regional Growth Areas are wholly within the Replacement LDP area and collectively include the settlements of Llandrindod Wells, Builth Wells, Rhayader, Welshpool, Newtown and Llanidloes.

2.8 Policy 25 states that development in the Regional Growth Areas should meet the regional housing, employment and social needs of Mid Wales. Development in these areas will ensure they continue to provide jobs; leisure, retail and cultural opportunities; and education and health services. Future Wales requires that the Replacement LDP adopts a managed growth approach for housing, employment and key services that allows these regional roles to be enhanced.

### Planning Policy Wales Edition 11 (February 2021)

2.9 Planning Policy Wales (Edition 11, February 2021) sets out the land use planning policies and overarching sustainable development goals for Wales. The guidance secures a presumption in favour of sustainable development and considers a Plan-led approach to be the most effective means of securing sustainable development through the planning system. It has a strong focus on promoting placemaking, which is considered instrumental to achieving sustainable places, delivering socially inclusive development and promoting more cohesive communities. Placemaking is deemed a holistic approach that “...considers the



context, function and relationships between a development site and its wider surroundings” (page 14).

2.10 To achieve sustainable placemaking Planning Policy Wales (Edition 11) states that development plans should:

- identify areas and sites for new development...based not only on the consideration of the needs of existing urban and rural areas but also future relationships between urban settlements and their rural hinterlands, particularly in the light of ensuring strong rural and urban communities, maintaining places which are resilient to the effects of social and economic change and are resilient in the light of the impacts of climate change (para 3.41).
- include a spatial strategy covering the lifetime of the plan which establishes a pattern of development improving social, economic, environmental and cultural well-being (para 3.42).
- prioritise the use of suitable and sustainable previously developed land and/or underutilised sites for all types of development (para 3.43).
- promote viable urban and rural retail and commercial centres as the most sustainable locations to live, work, shop, socialise and conduct business (para 4.3.3).
- ensure new development is located and designed in a way which minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, local services and community facilities (para 4.0.3).
- conserve and, where possible, enhance the countryside for the sake of its ecological, geological, physiographic, historical, archaeological, cultural and agricultural value and for its landscape and natural resources...balanced against the economic, social and recreational needs of local communities and visitors (para 3.38).
- foster adaptability and resilience for rural places in the face of the considerable challenge of maintaining the vibrancy of communities and availability of services as well as contributing to the Cohesive Communities well-being goal (para. 3.38).

2.11 Planning Policy Wales also seeks to emphasise the link between the number of homes to be provided and the expected job opportunities, as well as the location of any new development in relation to existing or planned infrastructure. This is seen as important to minimise the need to travel, reduce private car reliance and increase opportunities for cycling, walking and the use of public transport. Development plans are deemed to “...provide the main means for achieving integration between land use and transport planning” (para 4.1.5).

2.12 At the same time, Planning Policy Wales recognises that for most rural areas the opportunities for reducing private vehicle use and increasing walking, cycling and use of public transport are more limited than in urban areas. Due to this the guidance advises that in rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. Development in these areas should embrace the national sustainable placemaking outcomes and, where possible, offer good Active Travel connections to the centres of settlements to reduce the need to travel by car for local journeys (para.3.39).

2.13 Additionally, Planning Policy Wales advises that “Local service centres, or clusters of smaller settlements where a sustainable functional linkage can be demonstrated, should be designated by local authorities as the preferred locations for most new development

including housing and employment provision. The approach should be supported by the service delivery plans of local service providers” (para. 3.40).

#### **Technical Advice Note 4 (TAN 4) - Retail and Commercial Development (2016)**

2.14 TAN 4 advocates a ‘town centre first’ approach which ensures retail and commercial centres which act as a focal point for shopping, leisure and tourism, local services and business / employment opportunities are located in areas with “high levels of accessibility by a range of transport options make them [town centres] sustainable locations” (para.2.1).

2.15 The TAN also notes the important role that retail and commercial centres play in creating sustainable locations stating, “good access to and within, retail and commercial centres is key, both to the vibrancy of those places and to ensure that everyone in society has access to the wide variety of goods and services.” Furthermore, it advises that Development Plans should ensure access is sustainable in nature by promoting the ability to “walk, cycle or use public transport to get to retail and commercial centres” (para.2.7).

2.16 TAN 4 demonstrates the need to consider retail and commercial centres when considering the sustainability of a location both in terms of the uses available and the way these uses are accessed.

#### **Technical Advice Note 18 (TAN 18) – Transport (2007)**

2.17 TAN 18 sets out the Welsh Government’s aim to promote sustainable transport in Wales. The TAN focuses on achieving the Welsh Government’s environmental outcomes in its Environmental Strategy by (para.2.3):

- Promoting resource and travel efficient settlement patterns;
- Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;
- Encouraging the location of development near other related uses to encourage multi-purpose trips;
- Promoting cycling and walking;
- Supporting the provision of high quality, inclusive public transport; and
- Ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.

2.18 TAN 18 (para. 3.4) goes on to emphasise the need to identify residential sites in accessible areas which have good links to jobs, shops and services by modes other than the car and where public transport services have existing or planned capacity to absorb further development. Based upon this settlement policies should:

- Promote housing development at locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping and leisure, or where such access will be provided as part of the scheme or is a firm proposal in the Regional Transport Plan;
- Ensure that significant new housing schemes contain ancillary uses including local shops, and services and, where appropriate, local employment;
- Include policies and standards on density, and parking to achieve higher residential densities in places with good public transport accessibility and capacity;

- Encourage residential layouts that incorporate traffic management proposals, such as home zones, calming measures and 20 mph zones and where appropriate, layouts that allow public transport to pass through easily; and
- Require layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops.

2.19 This reiterates the importance of sustainable transport when identifying sustainable settlements, as TAN 18 advises sustainable transport is a key element of Development Plans. The theme of sustainable transport and accessibility is given considerable weight in national guidance and places an onus on Local Planning Authorities to prioritise it. It is important to understand the nature of the settlements in the Powys Replacement LDP area to help inform the development plan strategy and to allocate development in appropriate sustainable locations.

### **Technical Advice Note 20 (TAN 20), Planning and the Welsh Language, 2017**

2.20 TAN 20 provides advice on incorporating the Welsh language in development plans through Sustainability Appraisals, whilst also outlining procedures for windfall development in areas where the language is particularly significant. The TAN stresses the need to assess the potential cumulative effects of development across the Plan area; specifically, how the strategy and policies are likely to impact on use of the Welsh language and the sustainability of communities. The spatial distribution of new development and infrastructure can be used as a strategic means of supporting the language based on the findings of the Sustainability Appraisal.

2.21 Planning Policy Wales (Edition 11) also highlights the importance of considering the likely effects of development plans on the use of the Welsh language. In order to achieve this, it recommends "...a broad distribution and phasing of development that takes into account the ability of the area or community to accommodate development without adversely impacting use of the Welsh language" (para 3.26).

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

2.22 The Active Travel (Wales) Act aims to make Active Travel the most attractive option for shorter everyday journeys (journeys to work, school, to access shops or services, etc. i.e. not purely recreational). This Act states that "Its purpose is to enable more people to undertake Active Travel, meaning more people can enjoy the benefits of Active Travel. We want to encourage people to leave their cars behind and use Active Travel where it is suitable for them to do so". Enabling more people to undertake Active Travel will mean more people can enjoy the health benefits of Active Travel, help reduce greenhouse emissions, tackle poverty and disadvantage and help the economy.

2.23 The Act requires local authorities in Wales to produce Active Travel Network Maps for certain named settlements and deliver year on year improvements in Active Travel routes and facilities. It requires highways authorities in Wales 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 other highway authority functions. It also requires the Welsh Ministers and local authorities to promote Active Travel journeys in exercising their functions under this Act.

2.24 Powys County Council has prepared a series of Active Travel Network Maps which set out the Council's plans for improving Active Travel routes year on year, in and around

nine settlements. This includes the settlements of Newtown, Welshpool, Llandrindod Wells, Knighton, Machynlleth, Builth Wells, Ystradgynlais, Presteigne, and Llanidloes.

### **Development Plans Manual Edition 3 (March 2020)**

2.25 Paragraph 5.15, of the Development Plans Manual, advises that Local Planning Authorities (LPA) “should undertake a settlement assessment to inform decisions regarding where development should be spatially located to achieve a sustainable pattern of growth, minimise unsustainable patterns regarding the movement of people and support local services and facilities. The LPA must identify areas of linguistic sensitivity or importance to ensure growth is suitably directed to areas where impact on the Welsh language can be positive. The assessment should not be confined to the geographical boundaries of its administrative boundary but take account of the relationship settlements have with neighbouring areas. Examples of topics to be considered as part of the settlement assessment are highlighted in Diagram...” (Figure 1).

Figure 1: Settlement Assessment (from Development Plans Manual (Edition 11))



2.26 Paragraph 5.15, of the Development Plans Manual also states that “The LPA must formulate a methodology for assessing the role and function of settlements which is clearly set out in the evidence base. It should be transparent regarding how settlements are being assessed, the key assessment components and how this has been applied in a consistent manner across the area. Where possible, the community can be involved in the process to add further detail and knowledge regarding local settlement services and facilities”. This assessment should form the basis for the settlement hierarchy, identifying which settlements are most sustainable and have capacity to deliver growth.

## 3. Methodology

### Sustainable Settlement Assessment Principles

3.1 The methodology used for this Settlement Assessment is informed by the proposed approach set out in the draft Sustainable Settlement Appraisal Paper (SSAP) prepared by the South-east Wales Strategic Planning Group (SEWSPG) which had regard to the Development Plans Manual. The SSAP sought to set out a common methodology for sustainable settlement appraisals to be used across the South-east Wales region.

3.2 To date (2023) there has not been a similar paper, to the SSAP, produced for the Mid-Wales region. Therefore, in its absence and taking into consideration that the Bannau Brycheiniog / Brecon Beacons National Park Planning Authority (BBNPA) also sits within the South-east Wales region, it seems sensible to broadly follow the SSAP. The benefit of doing so, is that it is a recognised methodology used by other LPAs that both the BBNPA and Ceredigion County Council could have reference to, if / when they resume progressing their LDPs. The SSAP could also provide a starting point when determining a methodology for a Settlement Assessment for the Mid-Wales Strategic Development Plan.

3.3 The methodology used in this Settlement Assessment has diverged from the SSAP to take into consideration changes in the national policy framework. This includes updates to Planning Policy Wales and the Development Plans Manual, together with the introduction of Future Wales, The National Plan 2040 (February 2021). Local considerations have also been considered by ensuring the scoring matrix is relevant to Powys as a predominantly rural county with a low population density. This is reflected in the size of the settlements, longer travel distances and by the increased importance of digital infrastructure. Therefore, some elements of the SSAP methodology have been adapted.

3.4 A total of 58 settlements have been subject to the assessment these are set out in Appendix 1. They include all the settlements identified as Towns and Large Villages in the top two tiers of the Settlement Hierarchy within the Adopted LDP (2011-2026).

3.5 In order to effectively assess the role and function of each individual settlement an audit of existing services and facilities was undertaken within each settlement in July 2022. This audit was based on the four principles set out below:

**Principle 1** - The level of sustainable transport and accessibility in and around settlements;

**Principle 2** - The availability of local facilities and services in and around settlements;

**Principle 3** - The level of employment opportunities in and around settlements; and

**Principle 4** – Broadband provision (broadband provision has been treated as a 'principle' in its own right, diverging from the SSAP, due to its importance within Powys and because of its cross-cutting standing in Principles 1-3)

3.6 Powys County Council commissioned Cadnant Planning Ltd to undertake the Settlement Audit on its behalf. The commission involved a combination of desk top survey work and site visits, together with engagement with infrastructure providers and Town and Community Councils. See Appendix 2. The work from the Settlement Audit has been supplemented with data from the 2021 Census and any statistical updates received between July 2022 and January 2023.

3.7 Each settlement has been assessed against a scoring system and ranked according to its overall score. This enables the identification of broad groupings of settlements with similar roles and functions. The scoring system used is described in detail in paragraphs 3.8 to 3.28. Detailed information for each settlement is included within Settlement Profiles, Appendix 2).

## Scoring System

3.8 The scoring system is based upon the four principles set out in paragraph 3.5. The scores applied to each of the factors are weighted so that the most sustainable option scores highest. With regards to the numerical value given for each of the scores, this varies between the factors being assessed and between the four principles to enable meaningful differentiation between values for each of the factors being considered. All scores are converted to percentages before being used for analysis or comparative purposes, resolving the need for a consistent approach to have to be applied.

### Principle 1: Sustainable Transport and Accessibility

3.9 Principle 1 focuses on sustainable transport and accessibility on the basis that its provision reduces the need to travel by private vehicle and enables access to a wider range of services by sustainable transport modes. To measure Principle 1, the following factors have been assessed: -

- The presence of Active Travel Routes within the settlement;
- The frequency of public transport services within / in proximity to a settlement;
- Distance to a railway station (The distance is measured from a central address point within a settlement to the nearest railway station via the road network);
- A settlement's proximity to a strategic highway network (Trunk or Class I (A) Road) (There must be a clear link to the network from the settlement); and
- The presence of Electric Vehicle (EV) charging points for public use within the settlement.

**Table 2. Scoring System for Presence of Active Travel Routes within the Settlement**

Active Travel	Score
Several routes	20
One route	10
No routes	0

**Table 3. Scoring System for Bus Services**

<b>Bus Services</b>	<b>Score</b>
'Turn up and go' provision, frequency of approximately every 10 minutes	20
Medium frequency of service between 10 -30 minutes.	15
Low frequency of service between 31-60 minutes.	10
Daily frequency- more than hourly (at least one morning and one late afternoon service to a main centre).	5
Limited Service	2
No Service	0

**Table 4. Scoring System for Train Services**

<b>Train Services</b>	<b>Score</b>
Railway Station in Settlement	20
Less than 5 miles	10
Between 5 and 10 miles	5
Greater than 10 miles	0

**Table 5. Scoring System for Proximity to a Strategic Highway Network**

<b>Proximity to a strategic highway network</b>	<b>Score</b>
Within / adjacent to settlement	10
Less than 5 miles	5
Between 5-10 miles	2
Further than 10 miles	0



**Table 6. Scoring System for Presence of Electric Vehicle (EV) Charging Facilities within the Settlement**

<b>EV Charging Facilities</b>	<b>Score</b>
Provision of electric vehicle charging point within settlement	10
None	0

3.10 It is important that a settlement provides good access to services and facilities to help communities to meet many of their everyday needs. Good access to sustainable travel modes provides choice to the user and can reduce reliance on private vehicles for travel. Access to Active Travel routes and public transport also tackles an element of social exclusion and enables individuals who cannot drive or afford a car access to essential services and facilities. The presence of an Active Travel route within a settlement helps to identify opportunities for meaningful walking and cycle journeys, encouraging users to walk or cycle rather than use the car for shorter trips.

3.11 The scoring for Principle 1, is weighted to best capture the most sustainable transport options in the first instance, in alignment with the sustainable transport hierarchy set out in Planning Policy Wales (Edition 11). Scoring has diverged from the SSAP to reflect the role that ultra-low emission vehicles have in the Welsh Government’s sustainable transport hierarchy. A score for the presence of EV charging facilities within settlements has therefore been included.

3.12 The criteria and scores have been devised to reflect the limited public transport opportunities available in a predominantly rural county such as Powys. This is demonstrated by very few settlements (Welshpool, Newtown) benefiting from even a medium bus service (every 30 minutes, see Table 20). Most settlements fall into the daily frequency category at best, this is where there is at least one service in the morning with a return service in the afternoon.

3.13 Powys is a large predominantly rural County with a low population density, this means that the average distance travelled to a railway station, or even the strategic highway network can be further than in more urban authorities. Therefore again, the scores and criteria have been defined within this background paper, to reflect the local characteristics of Powys. The main railway routes through Powys are the ‘Cambrian’ and ‘Heart of Wales’ lines, providing services from Aberystwyth to Birmingham and Shrewsbury to Swansea. The assessment has also taken account of access to railway stations outside of the Plan area if these are closer to a settlement, for example the railway station at Gobowen, in Shropshire, is the closest to the settlement Llansilin in the north of the County.

3.14 The proximity to a strategic highway network is important in the rural context and reflects the inter-connectedness of each settlement and access to services, including public transport facilities, by road. This aspect of the scoring has the lowest weighting to reflect its position in Welsh Government’s sustainable transport hierarchy. The strategic highway in this instance is defined as the Trunk and Class I (A) Roads.

3.15 The settlements that score highly under the Principle 1 category can be considered to be more sustainable than others due to their higher level of accessibility. Settlements that score well in this category have potential to reduce carbon emissions, promote active

lifestyles, combat social isolation and provide linkages to key places (i.e., employment, medical facilities, education or recreation).

## Principle 2: Availability of Facilities and Services

3.16 Principle 2 considers the ability of a settlement to provide for the daily needs of residents by assessing the availability of services and facilities by quantity and variety.

3.17 The availability of facilities and services reflects the need for residents of a settlement to travel to access facilities / services and gives an indication as to whether the current provision of facilities / services can support its current and future population. Each settlement has been analysed in terms of number and range of services and facilities on offer. To measure Principle 2, the following categories of facilities have been assessed: -

- Retail Hierarchy
- Educational facilities
- Medical facilities
- Retail facilities
- Other community facilities

**Table 7. Scoring System for Presence of Retail Centre within Settlement**

<b>Retail Hierarchy (based on adopted LDP)</b>	<b>Score</b>
Area Retail Centre	3
District Retail Centre	2
Local Retail Centre	1

**Table 8. Scoring System for Presence of Educational Facilities within Settlement**

<b>Educational Facilities</b>	<b>Score</b>
College / Higher Education	3
Secondary School	3
Three or more other educational facilities	3
One or two other educational facilities	2

**Table 9. Scoring System for Presence of Medical Facilities within Settlement**

<b>Medical Facilities</b>	<b>Score</b>
Hospital	3
GP Surgery	3
Three or more other* medical facilities	3
One or two other medical facilities	2

\* Includes pharmacies, dentists and opticians.

**Table 10. Scoring System for Presence of Retail Facilities Selling Food within Settlement**

<b>Retail Facilities Selling Food</b>	<b>Score</b>
Supermarket	3
Ten or more retail facilities selling food	3
Three to nine retail facilities selling food	2
One or two retail facilities selling food	1

**Table 11. Scoring System for Presence of Retail Facilities Not Selling Food within Settlement**

<b>Non-food Retail Facilities</b>	<b>Score</b>
Ten or more non-food retail facilities	3
Three to nine non-food retail facilities	2
One or two non-food retail facilities	1

**Table 12. Scoring System for Presence of other Community Facilities**

<b>Other Community Facilities</b>	<b>Score</b>
Ten or more	3
Three to nine	2
One or two	1

3.18 The existence of these services within or in close proximity to settlements can significantly reduce commuting distances associated with a range of important daily activities, thereby reducing the need and likelihood of travelling by private vehicle. Furthermore, sustainable settlements or clusters of settlements around larger settlements should offer a reasonable range of key services and facilities. Therefore, the highest scores have been given to the services / facilities that are likely to attract residents not just from within the host settlement itself, but also smaller surrounding settlements, these include facilities such as supermarkets colleges, secondary schools and hospitals.

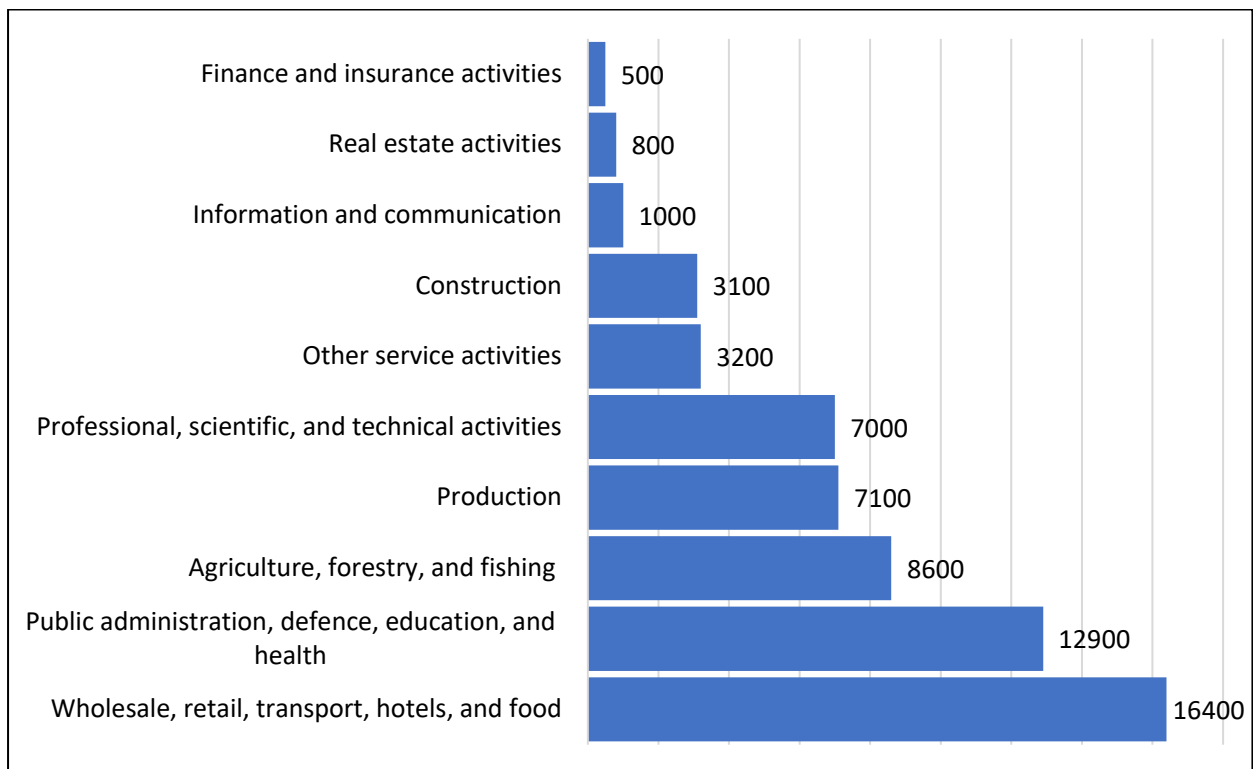
3.19 Appendix 2 – Settlement Profiles contains details of the services recorded per settlement. Community services for the purposes of this assessment included village/community/town halls, places of worship, sports centres, libraries, bank/building societies, post offices, public houses, cultural facilities such as theatres, museums and galleries, police/fire stations and ambulance depots.

### **Principle 3: Employment Opportunities**

3.20 Principle 3 relates to employment opportunities in or around a settlement. This gives an indication of the economic sustainability of an area, including the potential to reduce the distance needed to travel to work.

3.21 In considering employment opportunities within the settlements, regard has been given to the nature of the predominant employment industries in Powys. Figure 2. shows the predominant employment industries in Powys derived from the Annual Population Survey (2021). From the results it can be seen that Powys' highest employment industry is in the category "wholesale, retail, transport, hotels, and food" with 16,400 jobs, this equates to 27% of Powys' overall employment, whilst 21% (12,900) of Powys' employment is in the category "public administration, defence, education, and health". The 2021 Census categorises employment industries slightly differently, but provides similar results, see Figure 6.

**Figure 2. Employment Industries in Powys from the Annual Population Survey (2021)**



Source: Annual Population Survey (ONS, Dec 2021)

3.22 The composition of employment opportunities has been taken into consideration within the criteria and scoring used to assess employment opportunities in settlements. The highest scores have been given to where a business park or industrial estate is within, or in close proximity, to a settlement to reflect the large number of jobs and opportunities they can provide. However, to reflect the full range of job opportunities that may be available all of the following factors have been assessed:

- The presence of public sector offices,
- If there is a retail centre within the settlement,
- The presence of a care home within the settlement,
- Industrial estates / business parks safeguarded within the Adopted LDP,
- The presence of any other B1/B2/B8 use class order opportunities,
- The distance to nearest industrial estate / business park if none within settlement,
- The number of local businesses, employing five or more people in overlapping Middle Super Output Areas (MSOA), and
- The total number of employers in overlapping Lower Super Output Areas (LSOA).

3.23 Lower layer Super Output Areas (LSOAs) are made up of groups of Census Output Areas, usually four or five. They comprise between 400 and 1,200 households and have a usually resident population between 1,000 and 3,000 persons. Middle layer Super Output Areas (MSOAs) are made up of groups of LSOAs, usually four or five. They comprise between 2,000 and 6,000 households and have a usually resident population between 5,000 and 15,000 persons. MSOAs fit within local authorities.

**Table 13. Scoring System for Presence of Employment Opportunities within Settlement**

<b>Employment Opportunity</b>	<b>Score</b>
Public Sector Offices	5
Retail Centre	5
Care Home	2
Safeguarded / Identified - Industrial Estate / Business Park	5
Other Employment Opportunity (B1/B2/B8) in settlement	5

**Table 14. Scoring System for Distance to Nearest Industrial Estate / Business Park**

<b>Distance to Nearest Industrial Estate / Business Park</b>	<b>Score</b>
Within Settlement	20
Less than 3 miles	15
3-5 miles	10
5-10 miles	5
Further than 10 miles	0

**Table 15. Scoring System for Number of Local Businesses in MSOA Employing Five or more People.**

<b>Number of Local Businesses in MSOA employing 5 or more people.</b>	<b>Score</b>
150-250	5
100-149	4
75-99	3
50-74	2
0-49	1

Source: UK Business Counts - enterprises by industry and employment size band (2022)

**Table 16. Scoring System for Total Number of Local Employers in LSOAs.**

<b>Total number of employers in overlapping LSOA</b>	<b>Score</b>
5000 +	5
2500 - 4999	4
1000 - 2499	3
500 - 999	2
0 - 499	1

Source: Nomis 2021

3.24 Local employment opportunities provide a positive indicator of vibrant sustainable communities. Whilst it is recognised that there is no certainty that local residents will be employed in these, it is nevertheless important that these opportunities exist to promote sustainable travel patterns.

3.25 Whilst the scoring and criteria within Tables 7 to 16, consider the current provision of services and facilities and employment opportunities within and around settlements, it is also important to recognise that enabling an appropriate level of growth in a settlement can generate wealth, support existing and facilitate the provision of new facilities/services and therefore help to sustain communities, as recognised in national planning policy.

#### **Principle 4: Broadband Provision**

3.26 Principle 4 considers digital connectivity in settlements by assessing broadband provision. The presence of good quality broadband gives residents access to online services such as training and healthcare, informs the location of businesses, enables homeworking and can reduce the need to travel.

3.27 The growth in homeworking is supported by Welsh Government who announced in September 2020 that it has a long-term ambition for around 30% of the Welsh workforce to work remotely either from home or near to home using community-based remote working hubs.

3.28 The criteria and scoring used is based on looking at the percentage of properties within settlements that have broadband speeds of at least 30 megabits per second (Mbps). 30 Mbps is considered the minimum speed required to enable effective digital connectivity for homeworking, access to services and business use. The 30 Mbps plus threshold, includes properties benefitting from fibre to cabinet and fibre to premises infrastructure. Therefore, the actual Mbps speeds in many cases will be higher, however they may be limited by the broadband package procured by residents rather than any available infrastructure.

**Table 17. Scoring System for Broadband Coverage.**

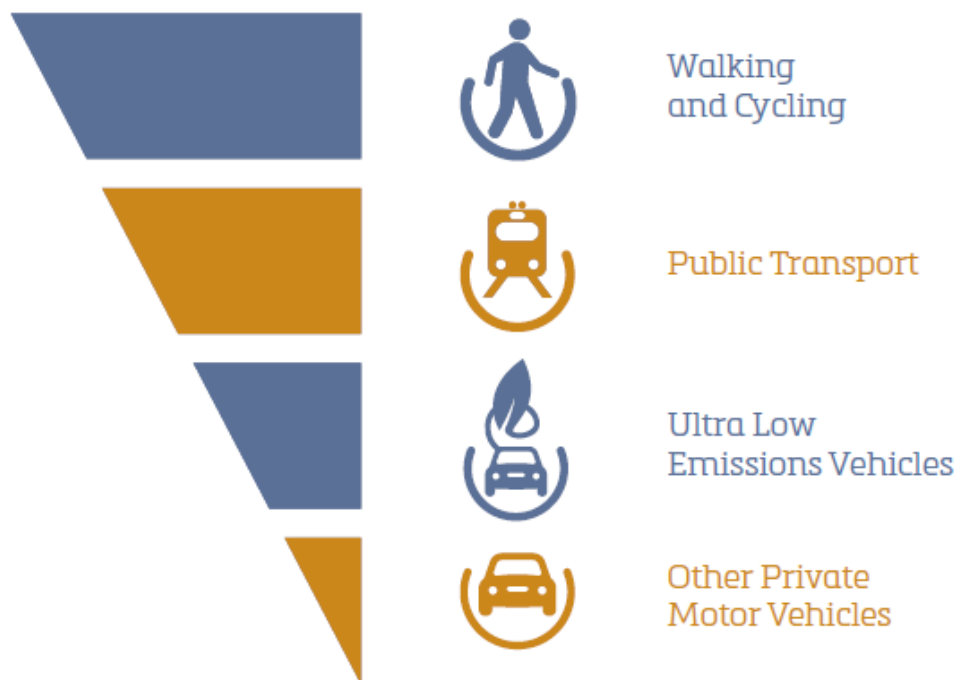
Broadband Coverage	Score
>95% of premises receive 30=>Mbps	5
75%-94% of premises receive 30=>Mbps	3
50%-74% of premises receive 30=>Mbps	1

### Overall Weighting

3.29 The criteria and scoring set out in sections 3.9 to 3.28, reflect the role sustainable transport, employment opportunities, access to services and digital connectivity play in meeting the resident population’s daily needs and the need to reduce travel distances to access services and facilities.

3.30 Based on the scoring criteria and outcomes, each of the four principles is weighted to reflect their importance to the sustainability of settlements. Planning Policy Wales: Edition 11 (para 4.1.9) details Welsh Government’s commitment to reducing reliance on the private vehicle and supporting a modal shift to walking, cycling and public transport. It is, therefore, Welsh Government policy to require the use of a sustainable transport hierarchy in relation to the planning of new development (Figure 3).

**Figure 3. The Sustainable Transport Hierarchy for Planning**



Source: Planning Policy Wales Edition 11 (February 2021)



3.31 To align the Settlement Assessment to the requirements set out in Planning Policy Wales regarding sustainable transport, the criteria for Principle 1 – Sustainable Transport and Accessibility represents 35% of the overall score. Subsequently, Principles 2 and 3 have an overall score of 30% each. To reflect the importance of digital connectivity to Powys reducing travel and enabling access to services Principle 4 has an overall score of 5%. This is a divergence from the SSAP paper, where by Principle 1 was apportioned 40%, and Principles 2 and 3 respectively, were apportioned 30%.

3.32 The maximum weighted score that can be achieved for a settlement against the four principles is 100%.

## Population Size

3.33 The Development Plans Manual (Edition 3) recommends (Figure 1) that the size of a settlement is taken into account in the Settlement Assessment. Therefore, once the four principles have been scored and weighted for each settlement, additional points are attributed to settlements based on their population size.

3.34 For the purposes of the assessment, population figures are derived from calculating the average household size for overlapping Census Output Areas using data from the 2021 Census and then multiplying this number by the number of residential properties within the settlement itself. The population calculations, therefore, have been based on the number of people within (and in some cases adjacent to, where new developments have occurred) LDP development boundaries and may differ to data quoted in other sources.

3.35 The scoring for population size has been applied based on the categories set out in Table 18. The category with the highest population scores the maximum, with the smallest population scoring the least. The wide differentiation of the scores reflects the disparity of the 58 settlements, which include Newtown with a population of over 1,000 residents and villages that have less than 200 residents.

**Table 18. Scoring System for Population Size**

Population Size	Score
10,000 +	50
5,000 – 9,999	30
1,000 – 4,999	20
500 - 999	10
250 - 499	5
100 - 249	1

## 4. Contextual Information

4.1 As part of this Settlement Assessment and in order to establish a detailed profile of the characteristics of the 58 settlements to allow for further comparisons to be made between them, contextual information is included for each settlement. Table 19 below identifies the information that has been collected for each settlement and provides a brief explanation of the reasons for collecting this information.

**Table 19. Contextual Information**

<b>Criteria</b>	<b>Reason</b>
Settlement area (ha)	Used to give an indication of the physical size of the settlement.
Population size	Used to give an indication of how many people live in each settlement and therefore how many people the settlement has to directly support.
Age structure	Used to give an indication of the different age ranges in each settlement and if there is a concentration of one age group. This may help to indicate the types of services which are needed.
Economically active (%)	Used to show what proportion of the local community are eligible to work and also what proportion are dependent.
Employed (%)	Used to show what proportion of the local population have a job.
Number and type of local jobs	Used to show the level and diversity of local employment available.
Self-Containment	Used to show the number of people who live and work in the same settlement, minimising the need to travel, and where travel is required, increasing the potential for sustainable travel.
Travel to work flows	Used to help give an indication of how many local people travel out of their home settlement to go to work. This will help to show which settlements are considered to be more dormitory in nature. Acknowledging that due to recent changes in work practices arising from the Covid-19 pandemic these figures will be subject to change
Average house prices (£) and household incomes Affordable housing need	Used to help give an indication of the affordability of each settlement.

4.2 Statistical data has been collected at the Census Output Area level where possible. Census Output Areas have a minimum size of 100 residents and 50 households, so in many cases Output Areas have been aggregated to align with the settlement boundaries. However, it also needs to be recognised that Output Areas may go beyond settlement boundaries, to include neighbouring areas of open countryside.

4.3 Where possible data from the 2021 Census has been used, where this data is unavailable, and a different source has been used the source has been quoted. The output areas and any other statistical groupings used are included in Appendix 3.

4.4 A profile for each settlement is included at Appendix 2. Each of the Settlement Profiles includes the contextual information identified in Table 19 above, together with the full results from the audit of services and facilities, infrastructure and environmental capacity together with community aspirations.

## 5. Sustainable Settlements Assessment

### Initial Ranking of Settlements based on the Four Principles

5.1 The Development Plans Manual Edition 3 (March 2020) recommends that LPAs should consider the most practicable way of presenting the results of the Settlement Assessments, such as a scoring system, or RAG (Red, Amber, and Green) analysis with this assessment forming the basis for the settlement hierarchy, identifying which settlements are most sustainable and have capacity to deliver growth. For this appraisal a scoring system has been used to undertake the initial assessment of the settlements.

5.2 Following the initial scoring of the settlements against the four principles, the scores have been weighted to reflect the importance of transport services and accessibility to the sustainability of settlements, with the maximum percentage achievable for Principle 1 being 35%, Principles 2 and 3, 30% and Principle 4, 5% respectively. The scores achieved by each settlement against each of the four principles are set out in Tables 25, with the final column showing the **weighted percentage** achieved by each settlement. The settlements are ranked by this weighted score in each of the tables with those settlements scoring the highest at the top.

### Principle 1 - Sustainable Transport and Accessibility

5.3 It can be seen from Table 20, that there is a wide disparity between the 58 settlements assessed in terms of their sustainable transport links and accessibility.

5.4 The top five scoring settlements are Newtown, Welshpool, Llandrindod Wells, Knighton and Machynlleth. All can be seen as central transport hubs that benefit from Active Travel routes, railway stations, fairly frequent (two hourly services minimum) bus services and EV charging facilities. They are also well placed geographically to take advantage of the strategic road network within the Plan area.

5.5 Outside of these top scoring settlements, there are a further four settlements that have a weighted percentage score of 18% or above against this principle. These settlements lack a railway station, but do have Active Travel routes, fairly frequent bus services, and EV charging facilities. The settlements are Builth Wells, Ystradgynlais, Presteigne and Llanidloes. Both Llanwrtyd Wells and Caersws score 15% due to presence of a railway station within the settlement, proximity to the highway network and daily bus services. However, neither settlement benefits from designated Active Travel routes or EV charging facilities.

5.6 There is an intermediary group of settlements who score less well, between 7% and 13%, reflecting their lower levels of sustainable transport links and accessibility. These settlements generally have no designated Active Travel routes or EV charging facilities, although they do tend to be within, relatively close proximity to the strategic highway network and benefit from some level of bus service. The final group score poorly (less than 7%) against Principle 1, indicating their low levels of sustainable transport links and accessibility.

**Table 20. Principle 1 – Sustainable Transport and Accessibility**

Settlements	Active Travel Routes	Score	Bus Services	Score	Train Services	Score	Strategic Highway Network	Score	EV Charging Facilities	Score	Total Score (Maximum achievable 80)	Weighted Percentage Score (Total % x 0.35) (Maximum achievable 35)
<b>Newtown</b>	Several routes	20	Medium frequency	15	Train Station in Settlement	20	Within / adjacent to settlement	10	Provision of EV charging point within settlement	10	<b>75</b>	<b>33</b>
<b>Welshpool</b>	Several routes	20	Medium frequency	15	Train Station in Settlement	20	Within / adjacent to settlement	10	Provision of EV charging point within settlement	10	<b>75</b>	<b>33</b>
<b>Llandrindod Wells</b>	Several routes	20	Low frequency	10	Train Station in Settlement	20	Within / adjacent to settlement	10	Provision of EV charging point within settlement	10	<b>70</b>	<b>31</b>
<b>Knighton</b>	Several routes	20	Daily frequency	5	Train Station in Settlement	20	Within / adjacent to settlement	10	Provision of EV charging point within settlement	10	<b>65</b>	<b>28</b>

<b>Settlements</b>	<b>Active Travel Routes</b>	<b>Score</b>	<b>Bus Services</b>	<b>Score</b>	<b>Train Services</b>	<b>Score</b>	<b>Strategic Highway Network</b>	<b>Score</b>	<b>EV Charging Facilities</b>	<b>Score</b>	<b>Total Score</b> (Maximum achievable 80)	<b>Weighted Percentage Score</b> (Total % x 0.35) (Maximum achievable 35)
<b>Machynlleth</b>	Several routes	20	Daily frequency	5	Train Station in Settlement	20	Within / adjacent to settlement	10	Provision of EV charging point within settlement	10	<b>65</b>	<b>28</b>
<b>Builth Wells (inc Llanelwedd)</b>	Several routes	20	Daily frequency	5	Less than 5 miles	10	Within / adjacent to settlement	10	Provision of EV charging point within settlement	10	<b>55</b>	<b>24</b>
<b>Ystradgynlais</b>	Several routes	20	Low frequency	10	Greater than 10 miles	0	Within / adjacent to settlement	10	Provision of EV charging point within settlement	10	<b>50</b>	<b>22</b>
<b>Presteigne</b>	Several routes	20	Daily frequency	5	Between 5 and 10 miles	5	Between 5 -10 miles	2	Provision of EV charging point within settlement	10	<b>42</b>	<b>18</b>
<b>Llanidloes</b>	One route	10	Daily frequency	5	Between 5 and 10 miles	5	Within / adjacent to settlement	10	Provision of EV charging	10	<b>42</b>	<b>18</b>

Settlements	Active Travel Routes	Score	Bus Services	Score	Train Services	Score	Strategic Highway Network	Score	EV Charging Facilities	Score	Total Score (Maximum achievable 80)	Weighted Percentage Score (Total % x 0.35) (Maximum achievable 35)
									point within settlement			
<b>Caersws</b>	No routes	0	Daily frequency	5	Train Station in Settlement	20	Within / adjacent to settlement	10	None	0	<b>35</b>	<b>15</b>
<b>Llanwrtyd Wells</b>	No routes	0	Daily frequency	5	Train Station in Settlement	20	Within / adjacent to settlement	10	None	0	<b>35</b>	<b>15</b>
<b>Churchstoke</b>	No routes	0	Daily frequency	5	Between 5 and 10 miles	5	Within / adjacent to settlement	10	Provision of EV charging point within settlement	10	<b>30</b>	<b>13</b>
<b>Crossgates</b>	No routes	0	Low frequency	10	Less than 5 miles	10	Within / adjacent to settlement	10	None	0	<b>30</b>	<b>13</b>
<b>Knucklas</b>	No routes	0	Daily frequency	5	Train Station in Settlement	20	Less than 5 miles	5	None	0	<b>30</b>	<b>13</b>
<b>Llanfair Caereinion</b>	No routes	0	Daily frequency	5	Between 5 and 10 miles	5	Within / adjacent to settlement	10	Provision of EV charging	10	<b>30</b>	<b>13</b>

Settlements	Active Travel Routes	Score	Bus Services	Score	Train Services	Score	Strategic Highway Network	Score	EV Charging Facilities	Score	Total Score (Maximum achievable 80)	Weighted Percentage Score (Total % x 0.35) (Maximum achievable 35)
									point within settlement			
<b>Rhayader</b>	No routes	0	Daily frequency	5	Between 5 and 10 miles	5	Within / adjacent to settlement	10	Provision of EV charging point within settlement	10	<b>30</b>	<b>13</b>
<b>Kerry</b>	No routes	0	Daily frequency	5	Less than 5 miles	10	Within / adjacent to settlement	10	None	0	<b>25</b>	<b>11</b>
<b>Abermule</b>	No routes	0	Daily frequency	5	Less than 5 miles	10	Within / adjacent to settlement	10	None	0	<b>25</b>	<b>11</b>
<b>Berriew</b>	No routes	0	Daily frequency	5	Less than 5 miles	10	Within / adjacent to settlement	10	None	0	<b>25</b>	<b>11</b>
<b>Forden and Kingswood</b>	No routes	0	Daily frequency	5	Less than 5 miles	10	Within / adjacent to settlement	10	None	0	<b>25</b>	<b>11</b>
<b>Howey</b>	No routes	0	Daily frequency	5	Less than 5 miles	10	Within / adjacent to settlement	10	None	0	<b>25</b>	<b>11</b>



<b>Settlements</b>	<b>Active Travel Routes</b>	<b>Score</b>	<b>Bus Services</b>	<b>Score</b>	<b>Train Services</b>	<b>Score</b>	<b>Strategic Highway Network</b>	<b>Score</b>	<b>EV Charging Facilities</b>	<b>Score</b>	<b>Total Score</b> (Maximum achievable 80)	<b>Weighted Percentage Score</b> (Total % x 0.35) (Maximum achievable 35)
<b>Llandinam</b>	No routes	0	Daily frequency	5	Less than 5 miles	10	Within / adjacent to settlement	10	None	0	<b>25</b>	<b>11</b>
<b>Llanyre</b>	No routes	0	Daily frequency	5	Less than 5 miles	10	Within / adjacent to settlement	10	None	0	<b>25</b>	<b>11</b>
<b>Newbridge on Wye</b>	No routes	0	Daily frequency	5	Less than 5 miles	10	Within / adjacent to settlement	10	None	0	<b>25</b>	<b>11</b>
<b>Trewern</b>	No routes	0	Daily frequency	5	Less than 5 miles	10	Within / adjacent to settlement	10	None	0	<b>25</b>	<b>11</b>
<b>Abercrave</b>	No routes	0	Low frequency	10	Greater than 10 miles	0	Within / adjacent to settlement	10	None	0	<b>20</b>	<b>9</b>
<b>Arddleen</b>	No routes	0	Daily frequency	5	Between 5 and 10 miles	5	Within / adjacent to settlement	10	None	0	<b>20</b>	<b>9</b>
<b>Bettws Cedewain</b>	No routes	0	Daily frequency	5	Less than 5 miles	10	Less than 5 miles	5	None	0	<b>20</b>	<b>9</b>

<b>Settlements</b>	<b>Active Travel Routes</b>	<b>Score</b>	<b>Bus Services</b>	<b>Score</b>	<b>Train Services</b>	<b>Score</b>	<b>Strategic Highway Network</b>	<b>Score</b>	<b>EV Charging Facilities</b>	<b>Score</b>	<b>Total Score</b> (Maximum achievable 80)	<b>Weighted Percentage Score</b> (Total % x 0.35) (Maximum achievable 35)
<b>Carno</b>	No routes	0	Daily frequency	5	Between 5 and 10 miles	5	Within / adjacent to settlement	10	None	0	<b>20</b>	<b>9</b>
<b>Guilsfield</b>	No routes	0	Daily frequency	5	Less than 5 miles	10	Less than 5 miles	5	None	0	<b>20</b>	<b>9</b>
<b>Hay-on-Wye (part BBNP area)</b>	No routes	0	Daily frequency	5	Greater than 10 miles	0	Less than 5 miles	5	Provision of EV charging point within settlement	10	<b>20</b>	<b>9</b>
<b>Llanymynech</b>	No routes	0	Daily frequency	5	Between 5 and 10 miles	5	Within / adjacent to settlement	10	None	0	<b>20</b>	<b>9</b>
<b>Meifod</b>	No routes	0	Daily frequency	5	Between 5 and 10 miles	5	Within / adjacent to settlement	10	None	0	<b>20</b>	<b>9</b>
<b>Middletown</b>	No routes	0	Daily frequency	5	Between 5 and 10 miles	5	Within / adjacent to settlement	10	None	0	<b>20</b>	<b>9</b>
<b>New Radnor</b>	No routes	0	Daily frequency	5	Between 5 and 10 miles	5	Within / adjacent to settlement	10	None	0	<b>20</b>	<b>9</b>

<b>Settlements</b>	<b>Active Travel Routes</b>	<b>Score</b>	<b>Bus Services</b>	<b>Score</b>	<b>Train Services</b>	<b>Score</b>	<b>Strategic Highway Network</b>	<b>Score</b>	<b>EV Charging Facilities</b>	<b>Score</b>	<b>Total Score</b> (Maximum achievable 80)	<b>Weighted Percentage Score</b> (Total % x 0.35) (Maximum achievable 35)
<b>Castle Caereinion</b>	No routes	0	Limited Service	2	Less than 5 miles	10	Less than 5 miles	5	None	0	<b>17</b>	<b>7</b>
<b>Four Crosses</b>	No routes	0	Limited Service	2	Between 5 and 10 miles	5	Within / adjacent to settlement	10	None	0	<b>17</b>	<b>7</b>
<b>Boughrood and Llyswen</b>	No routes	0	Daily frequency	5	Greater than 10 miles	0	Within / adjacent to settlement	10	None	0	<b>15</b>	<b>7</b>
<b>Bronllys</b>	No routes	0	Daily frequency	5	Greater than 10 miles	0	Within / adjacent to settlement	10	None	0	<b>15</b>	<b>7</b>
<b>Clyro</b>	No routes	0	Daily frequency	5	Greater than 10 miles	0	Within / adjacent to settlement	10	None	0	<b>15</b>	<b>7</b>
<b>Coelbren</b>	No routes	0	Daily frequency	5	Greater than 10 miles	0	Within / adjacent to settlement	10	None	0	<b>15</b>	<b>7</b>
<b>Glasbury</b>	No routes	0	Daily frequency	5	Greater than 10 miles	0	Within / adjacent to settlement	10	None	0	<b>15</b>	<b>7</b>

<b>Settlements</b>	<b>Active Travel Routes</b>	<b>Score</b>	<b>Bus Services</b>	<b>Score</b>	<b>Train Services</b>	<b>Score</b>	<b>Strategic Highway Network</b>	<b>Score</b>	<b>EV Charging Facilities</b>	<b>Score</b>	<b>Total Score</b> (Maximum achievable 80)	<b>Weighted Percentage Score</b> (Total % x 0.35) (Maximum achievable 35)
<b>Llanbrynmair</b>	No routes	0	Daily frequency	5	Greater than 10 miles	0	Within / adjacent to settlement	10	None	0	<b>15</b>	<b>7</b>
<b>Llandrinio</b>	No routes	0	Daily frequency	5	Between 5 and 10 miles	5	Less than 5 miles	5	None	0	<b>15</b>	<b>7</b>
<b>Llanfyllin</b>	No routes	0	Daily frequency	5	Greater than 10 miles	0	Within / adjacent to settlement	10	None	0	<b>15</b>	<b>7</b>
<b>Llangurig</b>	No routes	0	Daily frequency	5	Greater than 10 miles	0	Within / adjacent to settlement	10	None	0	<b>15</b>	<b>7</b>
<b>Llansantffraid -ym-Mechain</b>	No routes	0	Daily frequency	5	Greater than 10 miles	0	Within / adjacent to settlement	10	None	0	<b>15</b>	<b>7</b>
<b>Montgomery</b>	No routes	0	Daily frequency	5	Between 5 and 10 miles	5	Less than 5 miles	5	None	0	<b>15</b>	<b>7</b>
<b>Three Cocks</b>	No routes	0	Daily frequency	5	Greater than 10 miles	0	Within / adjacent to settlement	10	None	0	<b>15</b>	<b>7</b>

<b>Settlements</b>	<b>Active Travel Routes</b>	<b>Score</b>	<b>Bus Services</b>	<b>Score</b>	<b>Train Services</b>	<b>Score</b>	<b>Strategic Highway Network</b>	<b>Score</b>	<b>EV Charging Facilities</b>	<b>Score</b>	<b>Total Score</b> (Maximum achievable 80)	<b>Weighted Percentage Score</b> (Total % x 0.35) (Maximum achievable 35)
<b>Trefeglwys</b>	No routes	0	No Service	0	Less than 5 miles	10	Less than 5 miles	5	None	0	<b>15</b>	<b>7</b>
<b>Tregynon</b>	No routes	0	Daily frequency	5	Between 5 and 10 miles	5	Between 5 and 10 miles	2	None	0	<b>12</b>	<b>5</b>
<b>Crewgreen</b>	No routes	0	Daily frequency	5	Greater than 10 miles	0	Less than 5 miles	5	None	0	<b>10</b>	<b>4</b>
<b>Llanfechain</b>	No routes	0	Daily frequency	5	Greater than 10 miles	0	Less than 5 miles	5	None	0	<b>10</b>	<b>4</b>
<b>Llansilin</b>	No routes	0	Limited Service	2	Between 5 and 10 miles	5	Between 5 and 10 miles	2	None	0	<b>10</b>	<b>4</b>
<b>Llanrhaeadr-ym-Mochnant</b>	No routes	0	Daily frequency	5	Greater than 10 miles	0	Between 5 and 10 miles	2	None	0	<b>7</b>	<b>3</b>
<b>Penybontfawr</b>	No routes	0	Daily frequency	5	Greater than 10 miles	0	Between 5 and 10 miles	2	None	0	<b>7</b>	<b>3</b>

<b>Settlements</b>	<b>Active Travel Routes</b>	<b>Score</b>	<b>Bus Services</b>	<b>Score</b>	<b>Train Services</b>	<b>Score</b>	<b>Strategic Highway Network</b>	<b>Score</b>	<b>EV Charging Facilities</b>	<b>Score</b>	<b>Total Score</b> (Maximum achievable 80)	<b>Weighted Percentage Score</b> (Total % x 0.35) (Maximum achievable 35)
<b>Pontrobert</b>	No routes	0	Limited Service	2	Greater than 10 miles	0	Less than 5 miles	5	None	0	<b>7</b>	<b>3</b>
<b>Llangynog</b>	No routes	0	Limited Service	2	Greater than 10 miles	0	Between 5 and 10 miles	2	None	0	<b>4</b>	<b>2</b>

## Principle 2 – Availability of Facilities and Services

5.7 The extent and range of retail, community and service facilities in a settlement is a good indication of its socio-economic sustainability. All facilities and services are important to differing degrees, with significant clusters of such services having a strong bearing on the range of provision provided. The presence of services that serve a wider area, than just the host settlement, have been scored the most highly, these include services such as hospitals, colleges and supermarkets and help to identify settlements acting as strategic service areas to smaller neighbouring settlements and rural hinterlands.

5.8 The top scoring (weighted percentage score of 26-30) settlements are Newtown, Llandrindod Wells, Welshpool, Machynlleth, Builth Wells, Llanidloes and Ystradgynlais. All of these settlements have a secondary school, hospital and a supermarket serving a far wider catchment than just the settlement itself.

5.9 Outside of the top group of settlements, there are a further set of settlements that have a weighted percentage score of between 11 and 20. They include Llanfyllin, Presteigne, Knighton, Llanfair Caereinion, Rhayader, Hay-on-Wye, Llanwtryd Wells, Montgomery, Llanrhaeadr ym Mochnant and Llansantffraid ym Mechain. All of these settlements have a doctor's surgery and some education provision, which in some cases is a primary school or an all-through school. Retail provision in these settlements is more limited, with less diversity and quantity, with most having a convenience store rather than a large supermarket. Whilst the service provision in these settlements is more limited than in the top scoring settlements, they are still serving communities beyond the immediate settlement and are considered key in supporting rural communities, due to their more remote locations within the Replacement LDP area.

**Table 21. Principle 2 – Availability of Facilities and Services**

<b>Settlements</b>	<b>Retail Hierarchy (based on adopted LDP)</b>	<b>Score</b>	<b>Educational Facilities (Total Score)</b>	<b>Medical Facilities (Total Score)</b>	<b>Retail – Selling Food (Total Score)</b>	<b>Retail - Non-Food (Total Score)</b>	<b>Community Facilities (Total Score)</b>	<b>Total (Maximum achievable 33)</b>	<b>Weighted Percentage Score (Total % x 0.30) (Maximum achievable 30)</b>
<b>Newtown</b>	Area Retail Centre	3	9	9	6	3	3	33	<b>30</b>
<b>Llandrindod Wells</b>	Area Retail Centre	3	6	9	6	3	3	30	<b>27</b>
<b>Machynlleth</b>	Area Retail Centre	3	6	9	6	3	3	30	<b>27</b>
<b>Welshpool</b>	Area Retail Centre	3	6	9	6	3	3	30	<b>27</b>
<b>Builth Wells (inc Llanelwedd)</b>	District Retail Centre	2	6	9	6	3	3	29	<b>26</b>
<b>Llanidloes</b>	Area Retail Centre	3	6	8	6	3	3	29	<b>26</b>
<b>Ystradgynlais</b>	District Retail Centre	2	6	9	6	3	3	29	<b>26</b>
<b>Llanfyllin</b>	Local Retail Centre	1	6	5	5	2	3	22	<b>20</b>



<b>Settlements</b>	<b>Retail Hierarchy (based on adopted LDP)</b>	<b>Score</b>	<b>Educational Facilities (Total Score)</b>	<b>Medical Facilities (Total Score)</b>	<b>Retail – Selling Food (Total Score)</b>	<b>Retail - Non-Food (Total Score)</b>	<b>Community Facilities (Total Score)</b>	<b>Total (Maximum achievable 33)</b>	<b>Weighted Percentage Score (Total % x 0.30) (Maximum achievable 30)</b>
<b>Knighton</b>	District Retail Centre	2	2	9	3	3	3	22	20
<b>Presteigne</b>	District Retail Centre	2	5	5	3	3	3	21	19
<b>Llanfair Caereinion</b>	Local Retail Centre	1	6	5	2	2	3	19	17
<b>Rhayader</b>	District Retail Centre	2	3	5	3	3	3	19	17
<b>Hay-on-Wye (part BBNP area)</b>	None	0	2	6	3	3	3	17	15
<b>Llanwrtyd Wells</b>	Local Retail Centre	1	2	5	2	1	3	14	13
<b>Montgomery</b>	Local Retail Centre	1	3	3	2	3	2	14	13
<b>Llanrhaeadr-ym-Mochnant</b>	None	0	2	5	2	1	2	12	11

<b>Settlements</b>	<b>Retail Hierarchy (based on adopted LDP)</b>	<b>Score</b>	<b>Educational Facilities (Total Score)</b>	<b>Medical Facilities (Total Score)</b>	<b>Retail – Selling Food (Total Score)</b>	<b>Retail - Non-Food (Total Score)</b>	<b>Community Facilities (Total Score)</b>	<b>Total (Maximum achievable 33)</b>	<b>Weighted Percentage Score (Total % x 0.30) (Maximum achievable 30)</b>
<b>Llansantffraid-ym-Mechain</b>	None	0	2	2	5	1	2	12	<b>11</b>
<b>Churchstoke</b>	None	0	2	0	4	2	2	10	<b>9</b>
<b>Bronllys</b>	None	0	2	3	1	1	2	9	<b>8</b>
<b>Caersws</b>	None	0	2	3	2	0	2	9	<b>8</b>
<b>Four Crosses</b>	None	0	2	3	2	0	2	9	<b>8</b>
<b>Kerry</b>	None	0	2	3	1	1	2	9	<b>8</b>
<b>Guilsfield</b>	None	0	2	3	1	0	2	8	<b>7</b>
<b>Three Cocks</b>	None	0	3	0	1	2	1	7	<b>6</b>
<b>Trefeglwys</b>	None	0	2	0	1	1	3	7	<b>6</b>
<b>Crossgates</b>	None	0	2	0	1	1	2	6	<b>5</b>
<b>Llanbrynmair</b>	None	0	2	0	1	1	2	6	<b>5</b>
<b>Llanymynech</b>	None	0	2	0	2	0	2	6	<b>5</b>
<b>Meifod</b>	None	0	2	0	1	1	2	6	<b>5</b>
<b>New Radnor</b>	None	0	2	0	1	1	2	6	<b>5</b>

<b>Settlements</b>	<b>Retail Hierarchy (based on adopted LDP)</b>	<b>Score</b>	<b>Educational Facilities (Total Score)</b>	<b>Medical Facilities (Total Score)</b>	<b>Retail – Selling Food (Total Score)</b>	<b>Retail - Non-Food (Total Score)</b>	<b>Community Facilities (Total Score)</b>	<b>Total (Maximum achievable 33)</b>	<b>Weighted Percentage Score (Total % x 0.30) (Maximum achievable 30)</b>
<b>Newbridge on Wye</b>	None	0	2	0	1	1	2	6	5
<b>Tregynon</b>	None	0	2	0	2	0	2	6	5
<b>Abercrave</b>	None	0	2	0	1	0	2	5	5
<b>Abermule</b>	None	0	2	0	1	0	2	5	5
<b>Berriew</b>	None	0	2	0	1	0	2	5	5
<b>Bettws Cedewain</b>	None	0	2	0	1	0	2	5	5
<b>Boughrood and Llyswen</b>	None	0	2	0	1	0	2	5	5
<b>Carno</b>	None	0	2	0	1	0	2	5	5
<b>Clyro</b>	None	0	2	0	1	0	2	5	5
<b>Forden and Kingswood</b>	None	0	2	0	1	0	2	5	5
<b>Glasbury</b>	None	0	0	0	2	1	2	5	5
<b>Howey</b>	None	0	2	0	1	0	2	5	5

<b>Settlements</b>	<b>Retail Hierarchy (based on adopted LDP)</b>	<b>Score</b>	<b>Educational Facilities (Total Score)</b>	<b>Medical Facilities (Total Score)</b>	<b>Retail – Selling Food (Total Score)</b>	<b>Retail - Non-Food (Total Score)</b>	<b>Community Facilities (Total Score)</b>	<b>Total (Maximum achievable 33)</b>	<b>Weighted Percentage Score (Total % x 0.30) (Maximum achievable 30)</b>
<b>Llanfechain</b>	None	0	2	0	1	0	2	5	<b>5</b>
<b>Llansilin</b>	None	0	2	0	1	0	2	5	<b>5</b>
<b>Penybontfawr</b>	None	0	2	0	1	0	2	5	<b>5</b>
<b>Arddleen</b>	None	0	2	0	0	0	2	4	<b>4</b>
<b>Crewgreen</b>	None	0	2	0	1	0	1	4	<b>4</b>
<b>Llandinam</b>	None	0	2	0	0	0	2	4	<b>4</b>
<b>Llandrinio</b>	None	0	0	0	1	1	2	4	<b>4</b>
<b>Pontrobert</b>	None	0	2	0	0	0	2	4	<b>4</b>
<b>Trewern</b>	None	0	2	0	1	0	1	4	<b>4</b>
<b>Coelbren</b>	None	0	0	0	1	0	2	3	<b>3</b>
<b>Llangurig</b>	None	0	0	0	1	0	2	3	<b>3</b>
<b>Castle Caereinion</b>	None	0	0	0	0	0	2	2	<b>2</b>
<b>Knucklas</b>	None	0	0	0	0	0	2	2	<b>2</b>
<b>Llangynog</b>	None	0	0	0	0	0	2	2	<b>2</b>

<b>Settlements</b>	<b>Retail Hierarchy (based on adopted LDP)</b>	<b>Score</b>	<b>Educational Facilities (Total Score)</b>	<b>Medical Facilities (Total Score)</b>	<b>Retail – Selling Food (Total Score)</b>	<b>Retail - Non-Food (Total Score)</b>	<b>Community Facilities (Total Score)</b>	<b>Total (Maximum achievable 33)</b>	<b>Weighted Percentage Score (Total % x 0.30) (Maximum achievable 30)</b>
<b>Llanyre</b>	None	0	0	0	0	0	1	1	<b>1</b>
<b>Middletown</b>	None	0	0	0	0	0	1	1	<b>1</b>

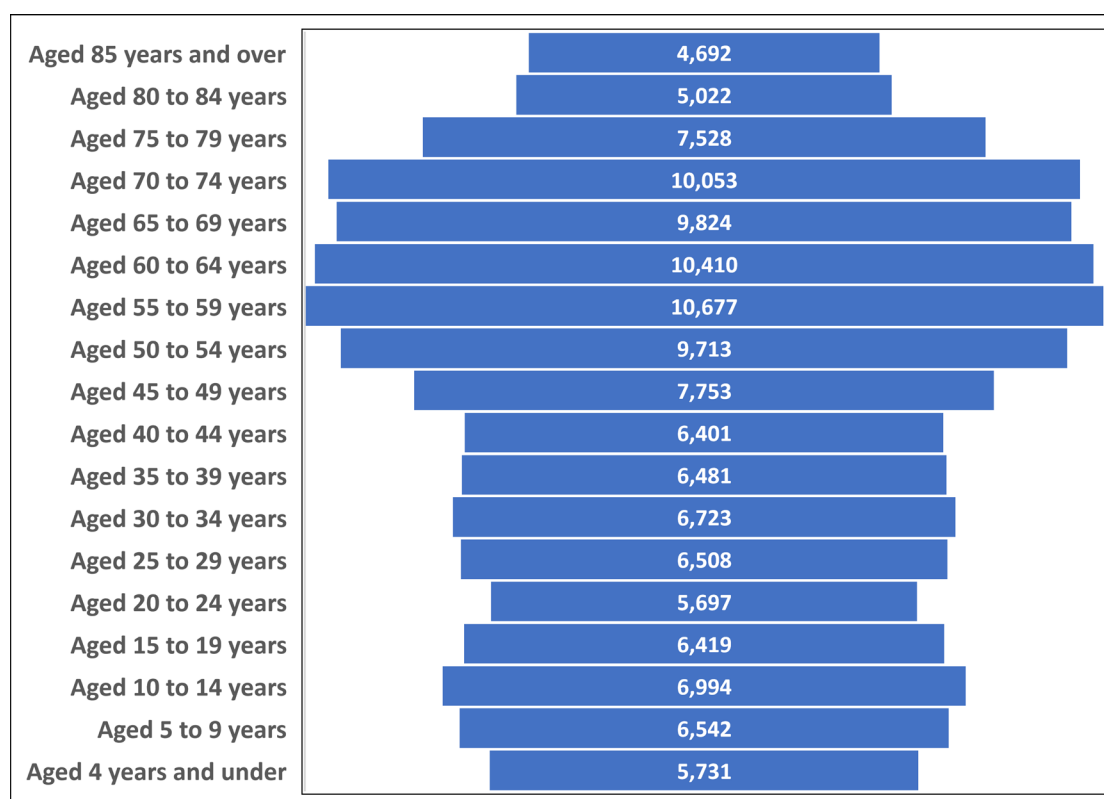
### Principe 3 – Employment Opportunities

5.10 Local employment opportunities provide a positive indicator of a settlement’s vibrancy and sustainability, especially if there is a significant range of opportunities available. Whilst there is no guarantee that these opportunities will be taken up by local residents it is important to understand the possible employment opportunities available in each settlement to gauge capacity for sustainable growth. Their availability can reduce the need for residents to travel and provide the opportunity to work closer to home.

5.11 The Annual Business Register and Employment Survey (BRES) conducted by the Office for National Statistics is the official source of employee estimates by detailed geography and broad industry. The data from BRES 2021, together with Nomis employee data (2021) has been included within the settlement profiles and can be seen in Table 24. The BRES and Nomis data provide a useful insight into the broader employment opportunities available, however they have not been used as part of the scoring system. The smallest geographical area for which data is available is the Lower Super Output Level (LSOA) and at this level an LSOA could include a number of settlements. Instead, the scoring system has used the availability of protected and identified employment sites within settlements, as well as known sources of employment for settlements. In addition, the proximity to such employment opportunities has been considered when scoring a settlement.

5.12 Whilst it is important to consider the employment opportunities within each settlement, consideration is also given to the numbers of economical active people within the population. Powys has an ageing population as demonstrated in Figure 4.

**Figure 4. Powys Population Age by Five-Year Age Bands**



Source: Census 2021

Note: This data includes the area of BBNP within Powys.

5.13 The ageing population within the Replacement LDP area is reflected in the rates of economic activity (see Figure 5). The proportion of over 16-year-olds that are economically active in Powys (including BBNP) is 57%, with the remaining 43% noted in the 2021 Census as being economically inactive. Of the 43% that were recorded as being economically inactive, 29.5% were retired, this compares to a retirement figure of 24.7% across Wales. The 2021 Census results also recorded unemployment rates across Powys (including BBNP) as being at 1.9%, this is lower than the average rate recorded for Wales of 2.2%. These statistics are broken down further and included within the settlement profiles.

5.14 The settlements that score well (the maximum weighted percentage score of 30%) against Principle 3 – Employment Opportunities, are Newtown, Welshpool, Ystradgynlais, Builth Wells, Llandrindod Wells, Llanfyllin and Machynlleth. Followed by Knighton, Hay-on-Wye, Presteigne, Rhayader and Llanidloes, scoring 26%. All of these settlements included a range of employment opportunities including traditional B1/B2 and B8 use classes, retail and jobs in the care sector. The 2021 data from BRES, together with Nomis employee data, support these findings with the exception of Rhayader, Llanidloes and Machynlleth. The low scoring for these three settlements, is reflective of the fact that the statistical areas (MSOA and LSOA) encompass large rural areas with a low population density.

5.15 Figure 7 shows the distances travelled to work by the economically active population. The top five settlements where 50% or more of workers are either working from home or travelling less than two kilometres, are Llandrindod Wells, Hay-on-Wye, Newtown, Welshpool and Machynlleth. This is a useful indicator of the number of people who live and work within the same settlement; and provides significant potential for minimising the need to travel and for sustainable travel. Some of the more rural smaller settlements have the highest number of homeworkers, examples include Llangurig, Trefeglwys, Clyro and Glasbury, where over 40% work from home. However, care needs to be taken when interpreting the data as the 2021 Census was undertaken when Covid 19 restrictions were in place and people were being encouraged to work from home. Settlements neighbouring Shropshire and the authorities in South Wales, have the largest proportion (over 40%) of people travelling more than 10km to get to work, this includes Abercrave, Ystradgynlais and Crew Green.

5.16 The level of self-containment is a useful indicator of the number of people who live and work within the same settlement; this provides significant potential for minimising the need to travel and for sustainable travel. Opportunities to maximise the self-containment of settlements can be enhanced by balancing housing and employment growth within settlements. Figure 8 shows that in both Newtown and Welshpool, over 50% of residents travelling to work, worked within the same settlement they lived in.

5.17 The median level of self-containment across all 58 settlements in the Replacement LDP area is very low, 7%, which is not unexpected in a rural authority. However, this figure varies considerably across the settlements with the smaller settlement having much lower levels of self-containment than the larger settlements. The settlements with the highest levels of self-containment are listed in Table 22.

**Table 22. Settlements with the Highest Levels of Self-containment.**

<b>Settlement</b>	<b>Residents travelling to work within settlement they live in</b>	<b>Total Residents Travelling to Work</b>	<b>% Self Containment - Working within Settlement they Live in</b>
<b>Newtown</b>	2194	3378	65%
<b>Welshpool</b>	962	1868	51%
<b>Llandrindod Wells</b>	471	971	49%
<b>Rhayader</b>	238	585	41%
<b>Llanidloes</b>	294	757	39%
<b>Builth Wells &amp; Llanellwedd</b>	306	892	34%
<b>Knighton</b>	279	826	34%
<b>Llanfyllin</b>	126	379	33%
<b>Machynlleth</b>	158	509	31%

5.18 Travel to work patterns can further show the relationship between places in terms of employment. At the Powys level, Figure 7 shows the main travel to workflows in the 2021 Census between Powys (including BBNP) and other local authority areas. The main inflows to Powys are from Shropshire, Neath Port Talbot, Herefordshire, Monmouthshire and Blaenau Gwent. Whilst the main outflows from the County are to Shropshire, Herefordshire, Monmouthshire, Neath Port Talbot and Swansea. At the time of the 2021 Census, there were 6,941 people commuting into Powys for employment and 9,301 commuting out, thus there was a net out commute of 2,360 people. Travel to work analysis has also been undertaken for the 58 settlements and is included within the Settlement Profiles.



**Table 23. Principle 3 – Employment Opportunities**

<b>Settlements</b>	<b>Public Sector Offices / Retail Centre / Care Home Total Score</b>	<b>Safeguarded / Identified - Industrial Estate / Business Park in Settlement</b>	<b>Score</b>	<b>Other Employment Opportunity (B1/B2/B8) in Settlement</b>	<b>Score</b>	<b>Distance to Nearest Safeguarded / Identified Ind Est / Business Park</b>	<b>Score</b>	<b>Total Score (Maximum achievable 37)</b>	<b>Weighted Percentage Score (Total % x 0.30) (Maximum achievable 30)</b>
<b>Newtown</b>	12	Yes	5	N/A	0	Within Settlement	20	37	30
<b>Welshpool</b>	12	Yes	5	N/A	0	Within Settlement	20	37	30
<b>Ystradgynlais</b>	12	Yes	5	N/A	0	Within Settlement	20	37	30
<b>Builth Wells (inc Llanelwedd)</b>	12	Yes	5	N/A	0	Within Settlement	20	37	30
<b>Llandrindod Wells</b>	12	Yes	5	N/A	0	Within Settlement	20	37	30
<b>Llanfyllin</b>	12	Yes	5	N/A	0	Within Settlement	20	37	30
<b>Machynlleth</b>	12	Yes	5	N/A	0	Within Settlement	20	37	30
<b>Knighton</b>	7	Yes	5	N/A	0	Within Settlement	20	32	26

<b>Settlements</b>	<b>Public Sector Offices / Retail Centre / Care Home Total Score</b>	<b>Safeguarded / Identified - Industrial Estate / Business Park in Settlement</b>	<b>Score</b>	<b>Other Employment Opportunity (B1/B2/B8) in Settlement</b>	<b>Score</b>	<b>Distance to Nearest Safeguarded / Identified Ind Est / Business Park</b>	<b>Score</b>	<b>Total Score (Maximum achievable 37)</b>	<b>Weighted Percentage Score (Total % x 0.30) (Maximum achievable 30)</b>
<b>Hay-on-Wye (part BBNP area)</b>	7	Yes	5	N/A	0	Within Settlement	20	32	26
<b>Presteigne</b>	7	Yes	5	N/A	0	Within Settlement	20	32	26
<b>Rhayader</b>	7	Yes	5	N/A	0	Within Settlement	20	32	26
<b>Llanidloes</b>	7	Yes	5	N/A	0	Within Settlement	20	32	26
<b>Three Cocks</b>	0	Yes	5	N/A	0	Within Settlement	20	25	20
<b>Abermule</b>	0	Yes	5	N/A	0	Within Settlement	20	25	20
<b>Four Crosses</b>	0	Yes	5	N/A	0	Within Settlement	20	25	20
<b>Montgomery</b>	5	No	0	Yes	5	3-5 miles	10	20	16
<b>Llanfair Caereinion</b>	5	No	0	Yes	5	5-10 miles	5	15	12

<b>Settlements</b>	<b>Public Sector Offices / Retail Centre / Care Home Total Score</b>	<b>Safeguarded / Identified - Industrial Estate / Business Park in Settlement</b>	<b>Score</b>	<b>Other Employment Opportunity (B1/B2/B8) in Settlement</b>	<b>Score</b>	<b>Distance to Nearest Safeguarded / Identified Ind Est / Business Park</b>	<b>Score</b>	<b>Total Score (Maximum achievable 37)</b>	<b>Weighted Percentage Score (Total % x 0.30) (Maximum achievable 30)</b>
<b>Bronllys</b>	0	No	0	No	0	Less than 3 miles	15	15	12
<b>Glasbury</b>	0	No	0	No	0	Less than 3 miles	15	15	12
<b>Knucklas</b>	0	No	0	No	0	Less than 3 miles	15	15	12
<b>Clyro</b>	0	No	0	No	0	Less than 3 miles	15	15	12
<b>Middletown</b>	0	No	0	No	0	Less than 3 miles	15	15	12
<b>Trewern</b>	0	No	0	No	0	Less than 3 miles	15	15	12
<b>Abercrave</b>	0	No	0	No	0	Less than 3 miles	15	15	12
<b>Crossgates</b>	0	No	0	No	0	Less than 3 miles	15	15	12
<b>Howey</b>	0	No	0	No	0	Less than 3 miles	15	15	12

<b>Settlements</b>	<b>Public Sector Offices / Retail Centre / Care Home Total Score</b>	<b>Safeguarded / Identified - Industrial Estate / Business Park in Settlement</b>	<b>Score</b>	<b>Other Employment Opportunity (B1/B2/B8) in Settlement</b>	<b>Score</b>	<b>Distance to Nearest Safeguarded / Identified Ind Est / Business Park</b>	<b>Score</b>	<b>Total Score (Maximum achievable 37)</b>	<b>Weighted Percentage Score (Total % x 0.30) (Maximum achievable 30)</b>
<b>Llanyre</b>	0	No	0	No	0	Less than 3 miles	15	15	12
<b>Kerry</b>	0	No	0	No	0	Less than 3 miles	15	15	12
<b>Arddleen</b>	0	No	0	No	0	Less than 3 miles	15	15	12
<b>Llandrinio</b>	0	No	0	No	0	Less than 3 miles	15	15	12
<b>Llanymynech</b>	0	No	0	No	0	Less than 3 miles	15	15	12
<b>Llansantffraid-ym-Mechain</b>	2	No	0	Yes	5	5-10 miles	5	12	10
<b>Llanwrtyd Wells</b>	7	No	0	Yes	5	Further than 10 miles	0	12	10
<b>Crewgreen</b>	2	No	0	No	0	3-5 miles	10	12	10
<b>Boughrood and Llyswen</b>	0	No	0	No	0	3-5 miles	10	10	8

<b>Settlements</b>	<b>Public Sector Offices / Retail Centre / Care Home Total Score</b>	<b>Safeguarded / Identified - Industrial Estate / Business Park in Settlement</b>	<b>Score</b>	<b>Other Employment Opportunity (B1/B2/B8) in Settlement</b>	<b>Score</b>	<b>Distance to Nearest Safeguarded / Identified Ind Est / Business Park</b>	<b>Score</b>	<b>Total Score (Maximum achievable 37)</b>	<b>Weighted Percentage Score (Total % x 0.30) (Maximum achievable 30)</b>
<b>Llanrhaedrym-Mochnant</b>	0	No	0	Yes	5	5-10 miles	5	10	8
<b>Llanfechain</b>	0	No	0	No	0	3-5 miles	10	10	8
<b>Coelbren</b>	0	No	0	No	0	3-5 miles	10	10	8
<b>Newbridge on Wye</b>	0	No	0	No	0	3-5 miles	10	10	8
<b>Bettws Cedewain</b>	0	No	0	No	0	3-5 miles	10	10	8
<b>Caersws</b>	0	No	0	No	0	3-5 miles	10	10	8
<b>Forden and Kingswood</b>	0	No	0	No	0	3-5 miles	10	10	8
<b>Llangurig</b>	0	No	0	No	0	3-5 miles	10	10	8
<b>Trefeglwys</b>	0	No	0	No	0	3-5 miles	10	10	8
<b>Guilsfield</b>	0	No	0	No	0	3-5 miles	10	10	8
<b>Churchstoke</b>	2	No	0	Yes	5	Further than 10 miles	0	7	6

<b>Settlements</b>	<b>Public Sector Offices / Retail Centre / Care Home Total Score</b>	<b>Safeguarded / Identified - Industrial Estate / Business Park in Settlement</b>	<b>Score</b>	<b>Other Employment Opportunity (B1/B2/B8) in Settlement</b>	<b>Score</b>	<b>Distance to Nearest Safeguarded / Identified Ind Est / Business Park</b>	<b>Score</b>	<b>Total Score (Maximum achievable 37)</b>	<b>Weighted Percentage Score (Total % x 0.30) (Maximum achievable 30)</b>
<b>Penybontfawr</b>	0	No	0	No	0	5-10 miles	5	5	4
<b>Llangynog</b>	0	No	0	No	0	5-10 miles	5	5	4
<b>Meifod</b>	0	No	0	No	0	5-10 miles	5	5	4
<b>Pontrobert</b>	0	No	0	No	0	5-10 miles	5	5	4
<b>Llansilin</b>	0	No	0	No	0	5-10 miles	5	5	4
<b>New Radnor</b>	0	No	0	No	0	5-10 miles	5	5	4
<b>Llanbrynmair</b>	0	No	0	Yes	5	Further than 10 miles	0	5	4
<b>Berriew</b>	0	No	0	No	0	5-10 miles	5	5	4
<b>Llandinam</b>	0	No	0	No	0	5-10 miles	5	5	4
<b>Tregynon</b>	0	No	0	No	0	5-10 miles	5	5	4
<b>Castle Caereinion</b>	0	No	0	No	0	5-10 miles	5	5	4
<b>Carno</b>	0	No	0	No	0	Further than 10 miles	0	0	0

**Table 24. Principle 3 – Statistical Data on Employment Opportunities at the Middle and Lower Super Output Areas Level (MSOA and LSOA) (ONS and Nomis 2021)**

<b>Settlements</b>	<b>Number of Businesses in MSOA (employing 5 or more) 2022 data</b>	<b>Score</b>	<b>Total employers in overlapping LSOAs</b>	<b>Score</b>	<b>Total (Maximum achievable 10)</b>
Newtown	230	5	6575	5	<b>10</b>
Welshpool	115	4	4900	4	<b>8</b>
Ystradgynlais	80	3	2575	4	<b>7</b>
Knighton	140	4	1025	3	<b>7</b>
Hay-on-Wye (part BBNP area)	135	4	1500	3	<b>7</b>
Llanfair Caereinion	135	4	1500	3	<b>7</b>
Boughrood and Llyswen	135	4	1750	3	<b>7</b>
Builth Wells (inc Llanelwedd)	95	3	1025	3	<b>6</b>
Llandrindod Wells	70	2	3450	4	<b>6</b>
Llanfyllin	120	4	600	2	<b>6</b>
Presteigne	140	4	625	2	<b>6</b>
Three Cocks	135	4	500	2	<b>6</b>
Bronllys	135	4	750	2	<b>6</b>
Llansantffraid-ym-Mechain	120	4	600	2	<b>6</b>
Llanrhaeadr-ym-Mochnant	120	4	500	2	<b>6</b>
Llanfechain	120	4	600	2	<b>6</b>
Penybontfawr	120	4	500	2	<b>6</b>
Llangynog	120	4	500	2	<b>6</b>
Meifod	120	4	600	2	<b>6</b>
Pontrobert	120	4	600	2	<b>6</b>
Machynlleth	65	2	1250	3	<b>5</b>
Rhayader	85	3	600	2	<b>5</b>
Glasbury	140	4	100	1	<b>5</b>
Knucklas	135	4	250	1	<b>5</b>
Clyro	70	2	1000	3	<b>5</b>
Middletown	70	2	1000	3	<b>5</b>

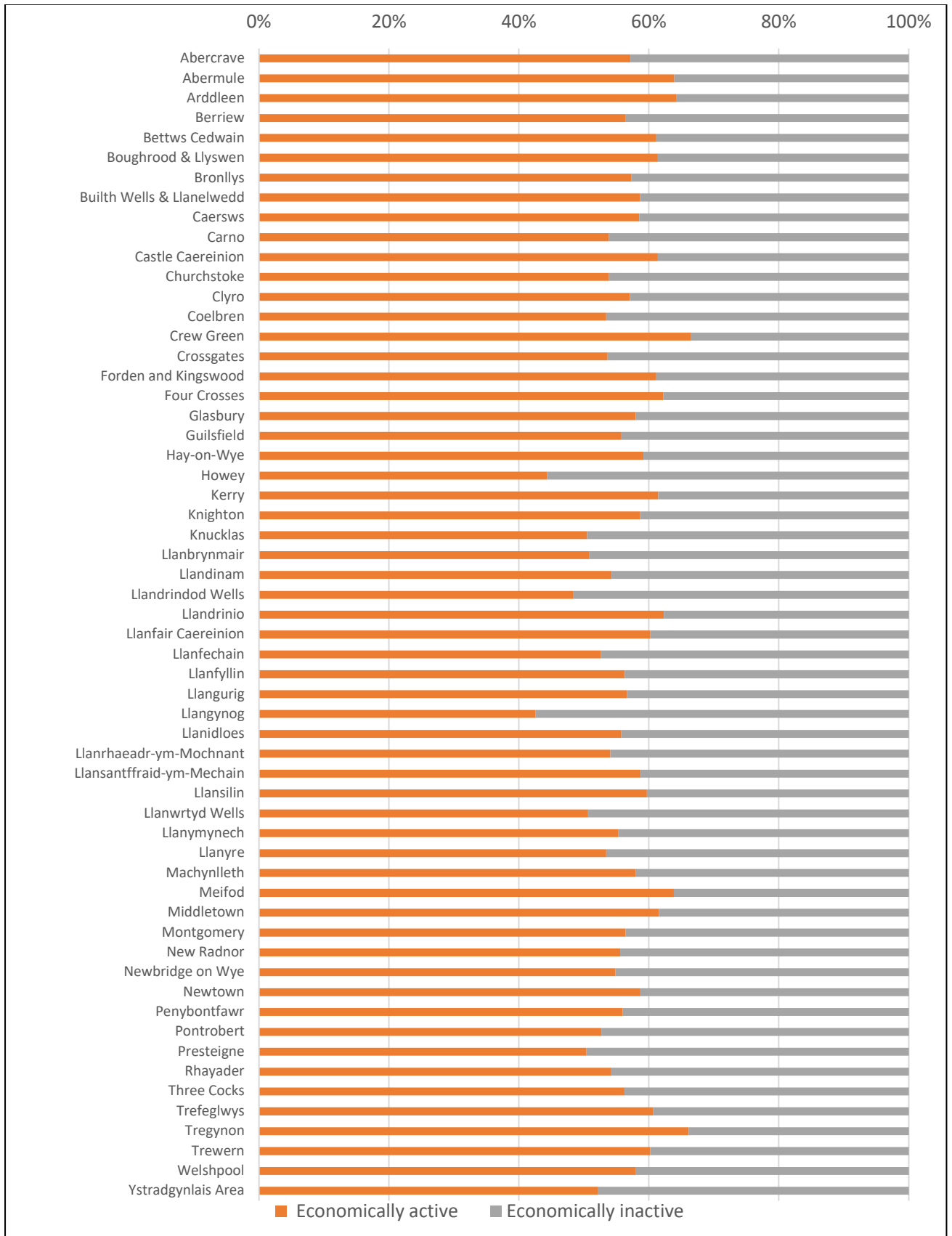
<b>Settlements</b>	<b>Number of Businesses in MSOA (employing 5 or more) 2022 data</b>	<b>Score</b>	<b>Total employers in overlapping LSOAs</b>	<b>Score</b>	<b>Total (Maximum achievable 10)</b>
Llansilin	120	4	175	1	5
New Radnor	140	4	350	1	5
Llanidloes	70	2	950	2	4
Trewern	80	3	400	1	4
Abercrave	85	3	200	1	4
Crossgates	85	3	225	1	4
Howey	85	3	175	1	4
Llanwrtyd Wells	95	3	400	1	4
Coelbren	80	3	300	1	4
Newbridge on Wye	85	3	175	1	4
Abermule	55	2	225	1	3
Montgomery	70	2	250	1	3
Llanyre	55	2	300	1	3
Llanymynech	70	2	350	1	3
Bettws Cedewain	55	2	225	1	3
Caersws	70	2	350	1	3
Forden and Kingswood	70	2	250	1	3
Llangurig	70	2	250	1	3
Trefeglwys	70	2	250	1	3
Churchstoke	55	2	400	1	3
Llanbrynmair	65	2	150	1	3
Berriew	70	2	400	1	3
Llandinam	70	2	300	1	3
Tregynon	70	2	450	1	3
Carno	70	2	350	1	3
Four Crosses	45	1	400	1	2
Kerry	45	1	300	1	2
Arddleen	45	1	300	1	2
Llandrinio	45	1	400	1	2
Crewgreen	45	1	300	1	2
Guilsfield	45	1	250	1	2



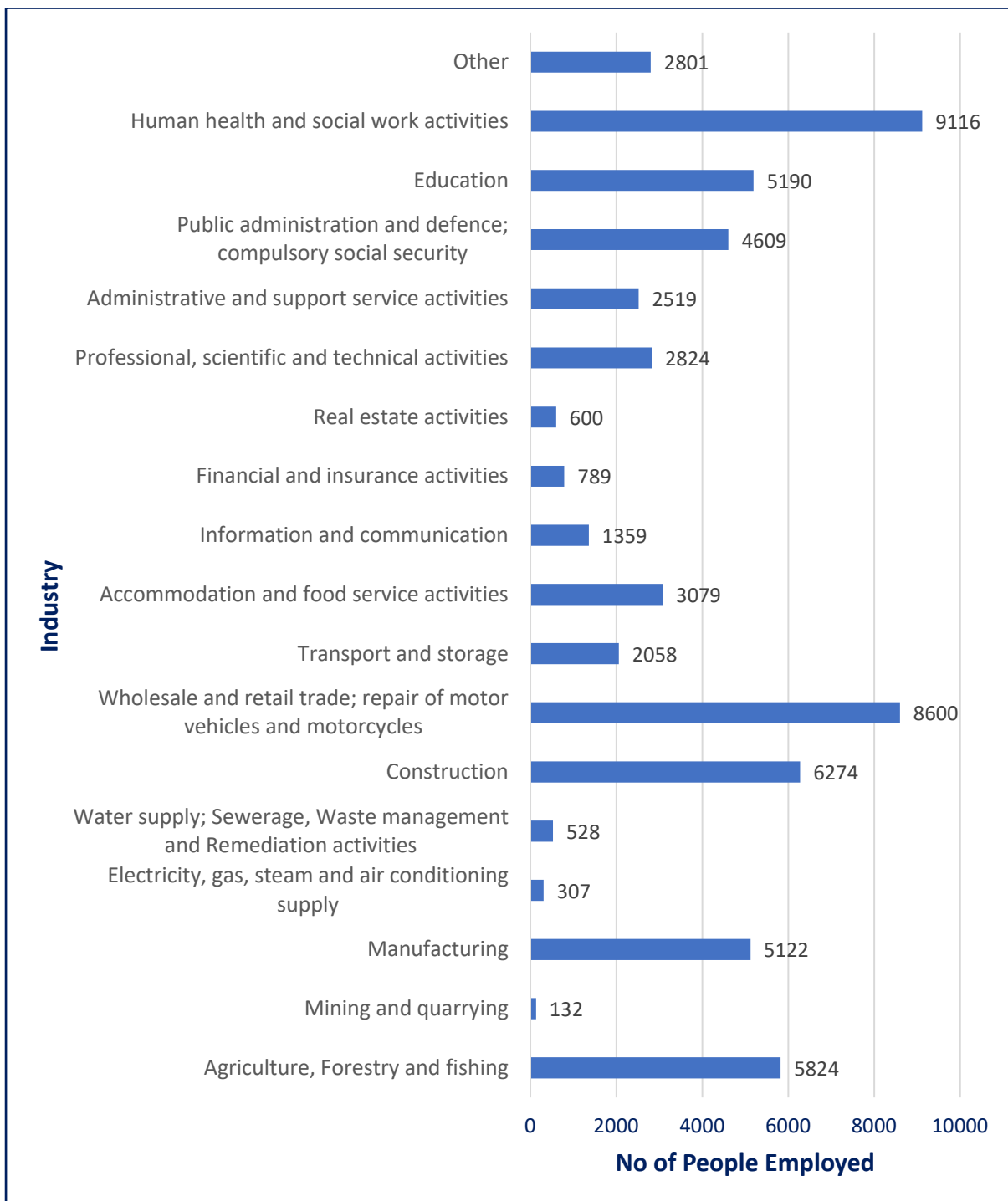
<b>Settlements</b>	<b>Number of Businesses in MSOA (employing 5 or more) 2022 data</b>	<b>Score</b>	<b>Total employers in overlapping LSOAs</b>	<b>Score</b>	<b>Total (Maximum achievable 10)</b>
<b>Castle Caereinion</b>	45	1	250	1	<b>2</b>

Source: The Annual Business Register and Employment Survey (BRES) - Office for National Statistics (2021) and Nomis employee data (2021)

**Figure 5. Economic Activity Levels by Settlement Excluding population under 16 (Census 2021)**

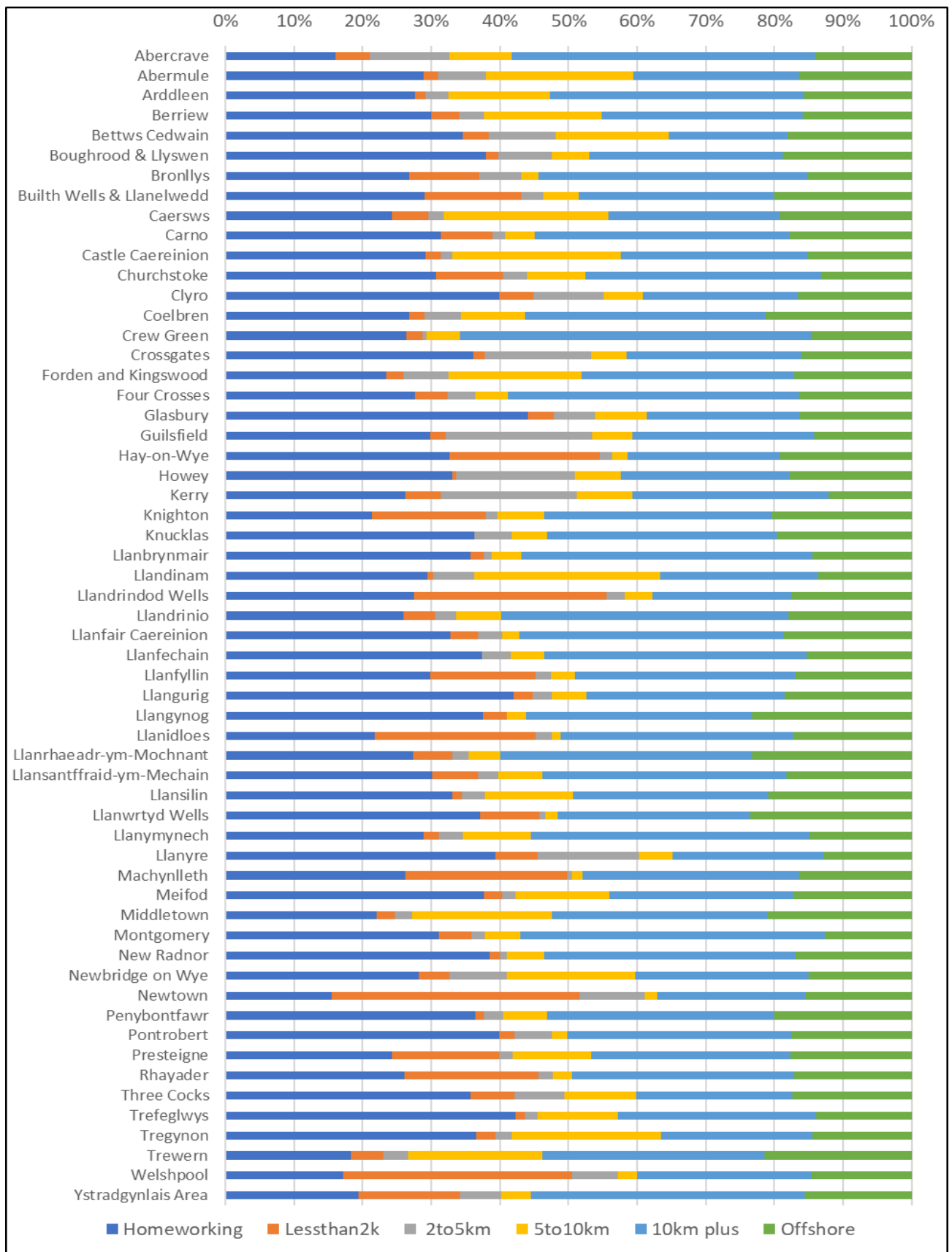


**Figure 6. Total Population over 16 Employed per Industry (Census 2021)**

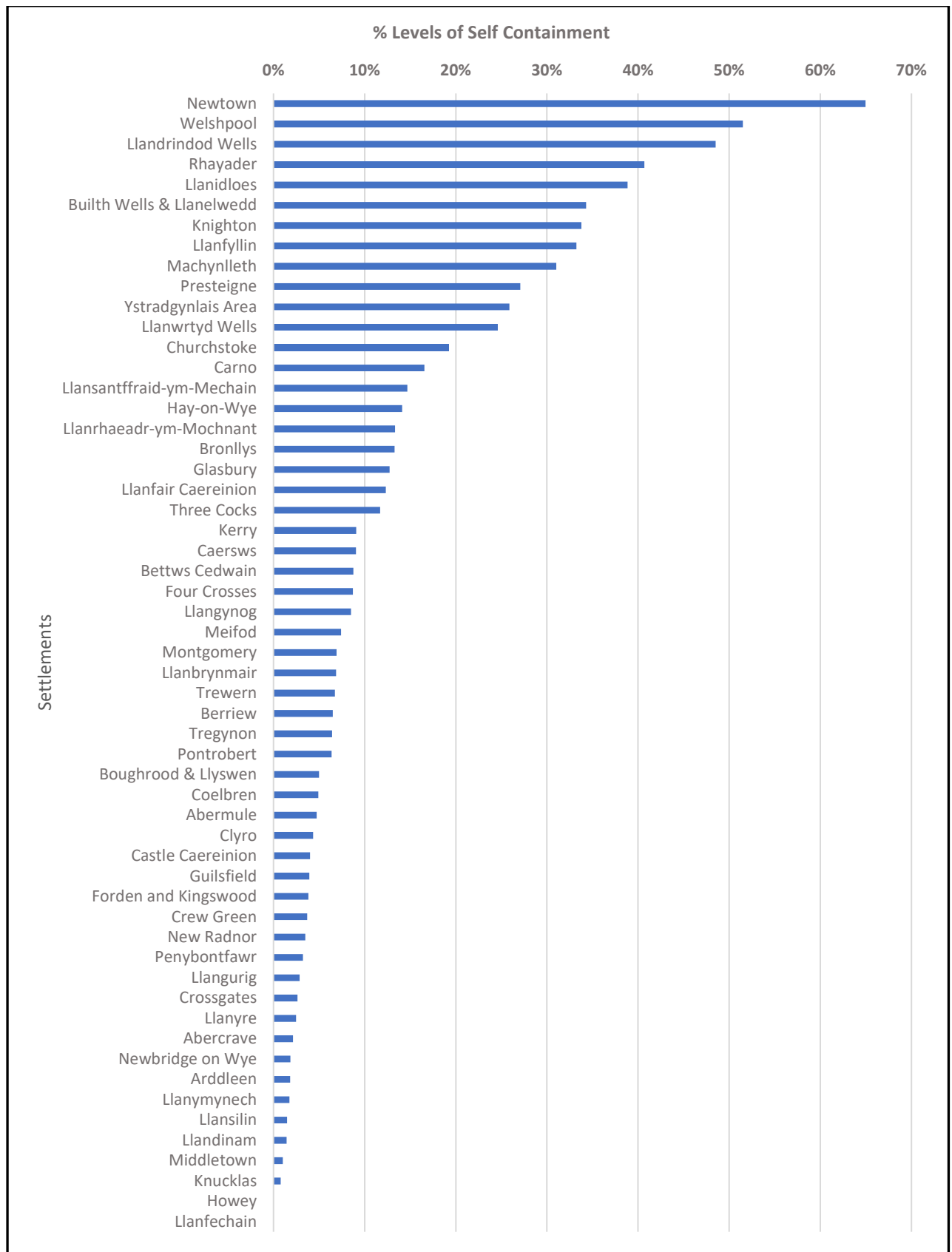


Note: includes data for the BBNP area within Powys

**Figure 7. Distance Travelled to Work by Settlement (Census 2021)**



**Figure 8. Levels of Self Containment in Settlements - Percentage of Residents that Travel to Work, Who Work within the Same Settlement They Live In (Census 2021)**



## **Principle 4 – Broadband Provision**

5.19 Principle 4 is based on using the Open Market Review data (2021) to assess the percentage of properties within settlements that have broadband speeds of at least 30 megabits per second (Mbps). 30 Mbps is considered the minimum speed required to enable effective digital connectivity for homeworking, access to services and business use.

5.20 The provision of adequate broadband is important for the 58 settlements, as evidenced by the percentage of people able to homework in paragraph 5.15 (although it is acknowledged that not all homeworking jobs are broadband dependent). In an extensive predominantly rural area such as Powys, broadband provision also enables access to services and educational opportunities that would otherwise be unavailable or require travelling long distances.

5.21 From Table 25 it can be seen that, all but three settlements, had over 95% broadband coverage of 30 Mbps or more. For the remaining three settlements, consideration will be given in the Replacement LDP Infrastructure Plan to any planned improvements.

**Table 25. Principle 4 – Broadband Provision**

<b>Settlement</b>	<b>% Properties with less than 30 mbps</b>	<b>% Properties with 30 or more mbps</b>	<b>Weighted Percentage Score (Total % x 0.05) (Maximum achievable 5)</b>
<b>Abercrave</b>	0%	100%	5
<b>Abermule</b>	0%	100%	5
<b>Arddleen</b>	0%	100%	5
<b>Berriew</b>	0%	100%	5
<b>Bettws Cedewain</b>	0%	100%	5
<b>Boughrood &amp; Llyswen</b>	0%	100%	5
<b>Builth Wells &amp; Llanelwedd</b>	0%	100%	5
<b>Caersws</b>	0%	100%	5
<b>Carno</b>	0%	100%	5
<b>Castle Caereinion</b>	0%	100%	5
<b>Churchstoke</b>	0%	100%	5
<b>Clyro</b>	0%	100%	5
<b>Coelbren</b>	0%	100%	5
<b>Crossgates</b>	0%	100%	5
<b>Forden and Kingswood</b>	0%	100%	5
<b>Four Crosses</b>	0%	100%	5
<b>Glasbury</b>	0%	100%	5
<b>Guilsfield</b>	0%	100%	5
<b>Hay-on-Wye</b>	0%	100%	5
<b>Kerry</b>	0%	100%	5
<b>Knighton</b>	0%	100%	5
<b>Llanbrynmair</b>	0%	100%	5
<b>Llandinam</b>	0%	100%	5
<b>Llandrindod Wells</b>	0%	100%	5
<b>Llanfair Caereinion</b>	0%	100%	5
<b>Llanfechain</b>	0%	100%	5
<b>Llanfyllin</b>	0%	100%	5
<b>Llangurig</b>	0%	100%	5
<b>Llanidloes</b>	0%	100%	5
<b>Llansantffraid-ym-Mechain</b>	0%	100%	5
<b>Llansilin</b>	0%	100%	5
<b>Llanwrtyd Wells</b>	0%	100%	5
<b>Llanyre</b>	0%	100%	5
<b>Machynlleth</b>	0%	100%	5
<b>Middletown</b>	0%	100%	5
<b>Montgomery</b>	0%	100%	5

<b>Settlement</b>	<b>% Properties with less than 30 mbps</b>	<b>% Properties with 30 or more mbps</b>	<b>Weighted Percentage Score (Total % x 0.05) (Maximum achievable 5)</b>
<b>New Radnor</b>	0%	100%	5
<b>Newbridge on Wye</b>	0%	100%	5
<b>Newtown</b>	0%	100%	5
<b>Penybontfawr</b>	0%	100%	5
<b>Pontrobert</b>	0%	100%	5
<b>Three Cocks</b>	0%	100%	5
<b>Tregynon</b>	0%	100%	5
<b>Trewern</b>	0%	100%	5
<b>Welshpool</b>	0%	100%	5
<b>Ystradgynlais Area</b>	0%	100%	5
<b>Crew Green</b>	1%	99%	5
<b>Knucklas</b>	1%	99%	5
<b>Llandrinio</b>	1%	99%	5
<b>Llangynog</b>	1%	99%	5
<b>Llanrhaeadr-ym-Mochnant</b>	1%	99%	5
<b>Meifod</b>	1%	99%	5
<b>Trefeglwys</b>	1%	99%	5
<b>Bronllys</b>	2%	98%	5
<b>Llanymynech</b>	4%	96%	5
<b>Rhayader</b>	6%	94%	3
<b>Howey</b>	25%	75%	1
<b>Presteigne</b>	31%	69%	1



## 6. Ranking of Settlements

### Initial Ranking of Settlements based on their Weighted Scores against the Four Principles

6.1 The settlements have been assessed by dividing the top score for each principle into three equal categories. The top scoring group is highlighted in green, the middle group in amber and the lowest scoring group in red. Similarly, the 'Total' score has been grouped by dividing the top score (98) into three equal categories:

- Green: 66-98
- Amber: 34-65
- Red: 0-33

6.2 Using this combination of scoring and colour coding Table 26 provides an initial hierarchy of the settlements included in this assessment.

**Table 26. Initial Ranking of Settlements based on their Weighted Percentage Scores against the Four Principles**

Settlements	Transport 35%	Services 30%	Employment 30%	Broadband 5%	Total
Newtown	33	30	30	5	98
Welshpool	33	27	30	5	95
Llandrindod Wells	31	27	30	5	93
Machynlleth	28	27	30	5	91
Builth Wells (inc Llanelwedd)	24	26	30	5	85
Ystradgynlais	22	26	30	5	83
Knighton	28	20	26	5	79
Llanidloes	18	26	26	5	75
Presteigne	18	19	26	1	64
Llanfyllin	7	20	30	5	62
Rhayader	13	17	26	3	59
Hay-on-Wye (part BBNP area)	9	15	26	5	55
Llanfair Caereinion	13	17	12	5	48
Llanwrtyd Wells	15	13	10	5	43
Four Crosses	7	8	20	5	41
Abermule	11	5	20	5	41
Montgomery	7	13	16	5	41
Three Cocks	7	6	20	5	38
Caersws	15	8	8	5	37
Kerry	11	8	12	5	36
Crossgates	13	5	12	5	36
Churchstoke	13	9	6	5	33

Settlements	Transport 35%	Services 30%	Employment 30%	Broadband 5%	Total
Llansantffraid-ym-Mechain	7	11	10	5	32
Knucklas	13	2	12	5	32
Trewern	11	4	12	5	32
Llanymynech	9	5	12	5	31
Abercrave	9	5	12	5	30
Bronllys	7	8	12	5	32
Arddleen	9	4	12	5	30
Newbridge on Wye	11	5	8	5	30
Guilsfield	9	7	8	5	29
Llanyre	11	1	12	5	29
Howey	11	5	12	1	29
Forden and Kingswood	11	5	8	5	29
Clyro	7	5	12	5	28
Glasbury	7	5	12	5	28
Llandrinio	7	4	12	5	27
Llanrhaeadr-ym-Mochnant	3	11	8	5	27
Middletown	9	1	12	5	27
Bettws Cedewain	9	5	8	5	26
Trefeglwys	7	6	8	5	26
Berriew	11	5	4	5	25
Boughrood and Llyswen	7	5	8	5	24
Llandinam	11	4	4	5	24
Meifod	9	5	4	5	23
New Radnor	9	5	4	5	23
Crewgreen	4	4	10	5	23
Coelbren	7	3	8	5	22
Llangurig	7	3	8	5	22
Llanfechain	4	5	8	5	22
Llanbryn-mair	7	5	4	5	21
Tregynon	5	5	4	5	20
Castle Caereinion	7	2	4	5	18
Carno	9	5	0	5	18
Llansilin	4	5	4	5	18
Penybontfawr	3	5	4	5	17
Pontrobert	3	4	4	5	16
Llangynog	2	2	4	5	13

## Initial Ranking of Settlements based on Population Size

6.3 The Development Plans Manual Edition 3 (March 2020) recommends that the size of a settlement be taken into account in the Settlement Assessment, in addition to the considerations that have been covered under the four principles. Table 27 shows the scores given to each settlement based on its population size, in accordance with the categories set out in Table 18. The Settlement Profiles in Appendix 2 contain a more detailed breakdown of individual settlement populations. Please note that population calculations are based on the populations within LDP development boundaries and may differ to data quoted in other sources.

**Table 27. Initial Ranking of Settlements based on Population Size**

Settlements	Population Size	Score
Newtown	10,000+	50
Ystradgynlais	5,000 – 9,999	30
Welshpool	5,000 – 9,999	30
Llandrindod Wells	1,000 – 4,999	20
Builth Wells (inc Llanellwedd)	1,000 – 4,999	20
Llanidloes	1,000 – 4,999	20
Knighton	1,000 – 4,999	20
Machynlleth	1,000 – 4,999	20
Presteigne	1,000 – 4,999	20
Rhayader	1,000 – 4,999	20
Hay on Wye*	1,000 – 4,999	20
Guilsfield	1,000 – 4,999	20
Llanfyllin	1,000 – 4,999	20
Llansantffraid-ym-Mechain	1,000 – 4,999	20
Four Crosses	500 - 999	10
Llanfair Caereinion	500 - 999	10
Montgomery	500 - 999	10
Kerry	500 - 999	10
Caersws	500 - 999	10
Abercrave	500 - 999	10
Churchstoke	500 - 999	10
Howey	500 - 999	10
Abermule	500 - 999	10
Forden and Kingswood	500 - 999	10
Tregynon	500 - 999	10
Llanwrtyd Wells	500 - 999	10
Newbridge on Wye	500 - 999	10
Llanymynech	500 - 999	10
Coelbren	500 - 999	10
Llanrhaeadr-ym-Mochnant	500 - 999	10
Carno	500 - 999	10

<b>Settlements</b>	<b>Population Size</b>	<b>Score</b>
<b>Boughrood and Llyswen</b>	500 - 999	10
<b>Bronllys</b>	500 - 999	10
<b>Trewern</b>	250 - 499	5
<b>Crewgreen</b>	250 - 499	5
<b>Arddleen</b>	250 - 499	5
<b>Meifod</b>	250 - 499	5
<b>Glasbury</b>	250 - 499	5
<b>Crossgates</b>	250 - 499	5
<b>Clyro</b>	250 - 499	5
<b>Llandrinio</b>	250 - 499	5
<b>Three Cocks</b>	250 - 499	5
<b>Castle Caereinion</b>	250 - 499	5
<b>Llanyre</b>	250 - 499	5
<b>Penybontfawr</b>	250 - 499	5
<b>Llanfechain</b>	250 - 499	5
<b>Middletown</b>	250 - 499	5
<b>Trefeglwys</b>	250 - 499	5
<b>Berriew</b>	250 - 499	5
<b>Knucklas</b>	250 - 499	5
<b>New Radnor</b>	250 - 499	5
<b>Llandinam</b>	250 - 499	5
<b>Bettws Cedewain</b>	250 - 499	5
<b>Llansilin</b>	250 - 499	5
<b>Llanbryn-mair</b>	100 - 249	1
<b>Llangynog</b>	100 - 249	1
<b>Llangurig</b>	100 - 249	1
<b>Pontrobert</b>	100 - 249	1

\* To calculate the population of Hay-on-Wye the Census data (2021) for the output areas in the BBNP have been used.

## Initial Ranking of Settlements based on Combined Population Size and Weighted Score against the Four Principles

6.4 The settlements have been assessed by adding the weighted percentage score, from the four principles to the population score. The 'Total' scores have then been grouped by dividing the top score (148) into three equal categories:

- Green: 98 - 148
- Amber: 50 - 97
- Red: 14 - 49

6.5 Using this combination of scoring and colour coding Table 28 provides an initial hierarchy of the settlements included in this Settlement assessment.

**Table 28. Initial Ranking of Settlements based on Population Size and the Weighted Percentage Score against the Four Principles**

Settlements	Weighted Percentage Score	Population Score	Total
Newtown	98	50	148
Welshpool	95	30	125
Ystradgynlais	83	30	113
Llandrindod Wells	93	20	113
Machynlleth	91	20	111
Builth Wells (inc Llanellwedd)	81	20	101
Knighton	79	20	99
Llanidloes	75	20	95
Presteigne	68	20	88
Llanfyllin	62	20	82
Rhayader	61	20	81
Hay-on-Wye (part BBNP area)	55	20	75
Llanfair Caereinion	48	10	58
Llanwrtyd Wells	43	10	53
Four Crosses	41	10	51
Abermule	41	10	51
Montgomery	41	10	51
Guilsfield	29	20	49
Llansantffraid-ym-Mechain	28	20	48
Caersws	37	10	47
Kerry	36	10	46
Three Cocks	38	5	43
Churchstoke	33	10	43
Howey	33	10	43
Llanymynech	31	10	41
Crossgates	36	5	41
Abercrave	30	10	40
Bronllys	30	10	40

Settlements	Weighted Percentage Score	Population Score	Total
Newbridge on Wye	30	10	40
Forden and Kinsgwood	29	10	39
Knucklas	32	5	37
Llanrhaeadr-ym-Mochnant	27	10	37
Trewern	32	5	37
Arddleen	30	5	35
Boughrood and Llyswen	24	10	34
Llanyre	29	5	34
Glasbury	28	5	33
Clyro	28	5	33
Coelbren	22	10	32
Llandrinio	27	5	32
Middletown	27	5	32
Bettws Cedewain	26	5	31
Trefeglwys	26	5	31
Tregynon	20	10	30
Berriew	25	5	30
Llandinam	24	5	29
Carno	18	10	28
Meifod	23	5	28
New Radnor	23	5	28
Crewgreen	23	5	28
Llanfechain	22	5	27
Llangurig	22	1	23
Castle Caereinion	18	5	23
Llansilin	18	5	23
Llanbrynmair	21	1	22
Penybontfawr	17	5	22
Pontrobert	16	1	17
Llangynog	13	1	14

6.6 From Table 28, it can be seen that the larger towns of Newtown, Welshpool, Llandrindod Wells, Machynlleth, Builth Wells, Knighton and Ystradgynlais score most highly against the four principles. This reflects their role as service and employment centres and transport hubs for their rural hinterlands and smaller neighbouring settlements.

6.7 Outside of the main towns there are ten further settlements which score well; Llanidloes, Presteigne, Rhayader, Llanfyllin, Llanfair Caereinion, Llanwrtyd Wells, Hay on Wye, Montgomery, Four Crosses, and Abermule and whilst not offering the full range of services and facilities as the larger towns, they act as hubs for their surrounding rural hinterland either through the provision of services or employment opportunities.

## 7. Key Findings and Recommendations

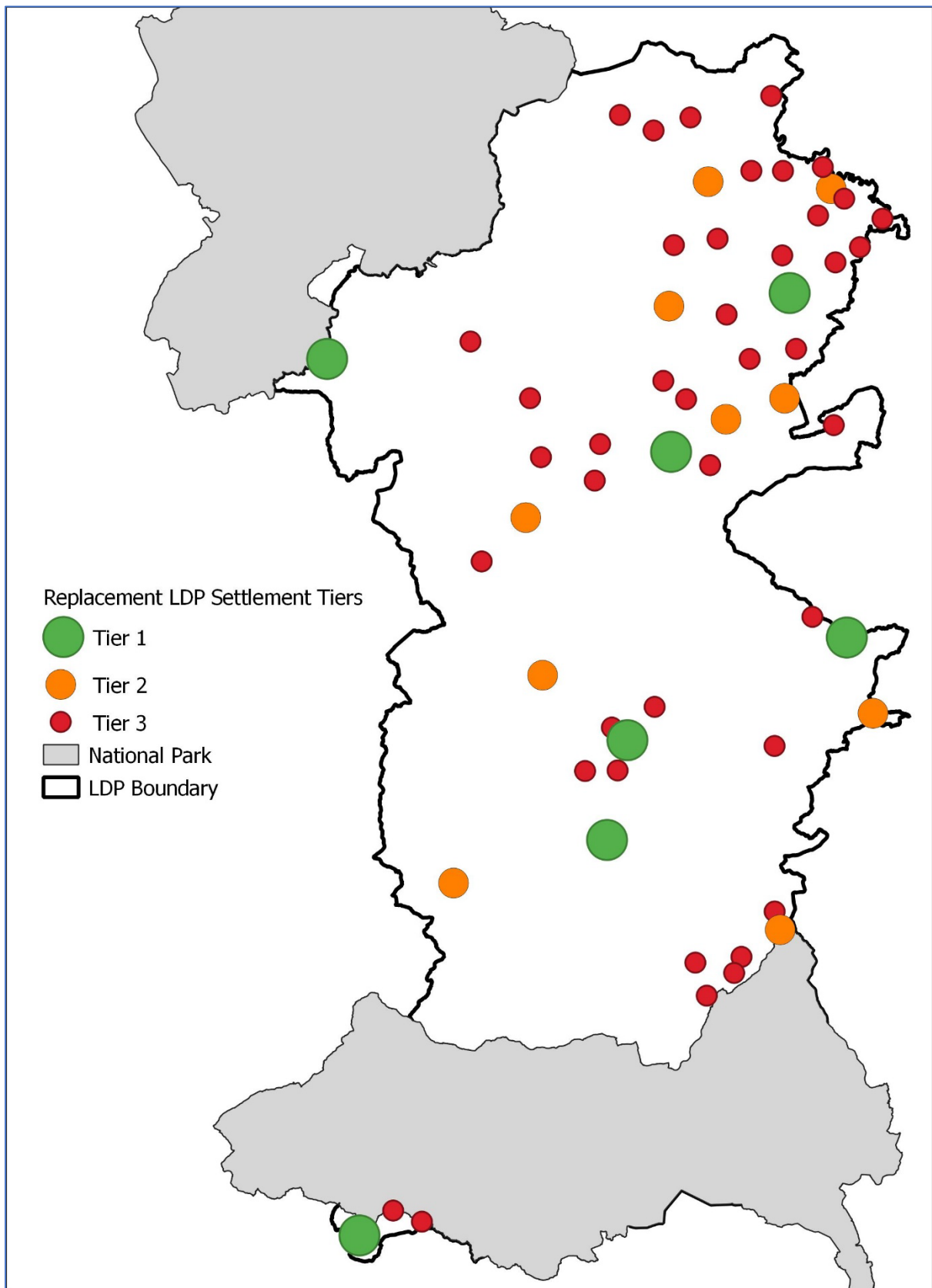
7.1 The three categories presented in Table 28 have been used to define the initial categorisation of the top three tiers of the Replacement LDP settlement hierarchy (Tier 1, Tier 2 and Tier 3). Figure 8 shows the spatial distribution of the three tiers. From Figure 8, it can be concluded that the Tier 1 settlements are comprehensively distributed across the Replacement LDP area, and alongside the Tier 2 settlements are well located to enable sustainable growth, but also to be able to support neighbouring and rural communities.

7.2 The Tier 3 settlements are considered to be of a size and have services and employment opportunities sufficient to meet some of their resident's needs, but in many cases, residents will need to travel to a higher tier settlement to access some services, such as supermarkets, high schools and health care provision. Consideration is given to the relationships between settlements within the 'Cluster Analysis' background paper, which looks in detail at how the Tier 3 settlements relate to the Tier 1 and Tier 2 settlements.

7.3 The Small Settlement Assessment background paper considers the sustainability of settlements defined within the lower tiers of the Adopted LDP (2011-2026) settlement hierarchy (Small Villages and Rural Settlements), to define the initial categorisation of the lower three tiers (Tier 4, Tier 5 and Tier 6) of the Replacement LDP Settlement Hierarchy. The Cluster Analysis background paper looks at the relationship between these smaller settlements and the Tier 1 and Tier 2 settlements.

7.4 Further consideration is given (See Appendix 2 – [Settlement Profiles](#)) on how the initial Replacement LDP Settlement Hierarchy relates to the Mid Wales Region, including the Regional Growth Areas, identified in Future Wales, Rural Areas (as defined in the Rural Approach background paper) and Phosphorus Sensitive Riverine Special Areas of Conservation. In the determination of the Replacement LDP Strategic Options further consideration is also given to the Welsh language, community aspirations and alignment with other plans and strategies.

Figure 9. Spatial Distribution of the Settlement Tiers





## Appendix 1

Reference to the Adopted LDP (2011 – 2026) has been made within this background paper, with the Settlement Assessment specifically considering the settlements categorised as Towns and Large Villages in the Adopted LDP Settlement Hierarchy. The table within this Appendix is for information purposes only, the Replacement LDP will have a revised Settlement Hierarchy with different terminology and classification of settlements.

### Adopted LDP (2011-2026) Settlement Hierarchy

<b>Settlement Tier</b>	<b>Adopted LDP Settlements in the Powys LDP Area</b>
<b>Adopted LDP Towns</b>	<b>Builth Wells (including Llanelwedd), Knighton, Llandrindod Wells, Llanfair Caereinion, Llanfyllin, Llanidloes, Llanwrtyd Wells, Machynlleth, Montgomery, Newtown, Presteigne, Rhayader, Welshpool, Ystradgynlais, Hay-on-Wye (part BBNP area)</b>
<b>Adopted LDP Large Villages</b>	<b>Abercrave, Abermule, Arddleen, Berriew, Bettws Cedewain, Boughrood and Llyswen, Bronllys, Caersws, Carno, Castle Caereinion, Churchstoke, Clyro, Coelbren, Crewgreen, Crossgates, Forden and Kingswood, Four Crosses, Glasbury, Guilsfield, Howey, Kerry, Knucklas, Llanbryn-mair, Llandinam, Llandrinio, Llanfechain, Llangurig, Llangynog, Llanrhaeadr-ym-Mochnant, Llansantffraid-ym-Mechain, Llansilin, Llanymynech, Llanyre, Meifod, Middletown, New Radnor, Newbridge on Wye, Penybontfawr, Pontrobert, Three Cocks, Trefeglwys, Tregynon, Trewern</b>
<b>Adopted LDP Small Villages</b>	<b>Abbeycwmhir, Aberedw, Abertridwr, Adfa, Beulah, Builth Road, Bwlch y Cibau, Caehopkin, Cemmaes, Cilmery, Cwm Linau, Derwenlas, Erwood, Esgairgeiliog Ceinws, Felinfach, Foel, Garth, Gladestry, Glantwryn, Groes-lwyd, Leighton, Llanbadarn Fynydd, Llanbister, Llanddew, Llandewi Ystradenni, Llandyssil, Llanerfyl, Llanfihangel Tal-y-llyn, Llangadfan, Llangammarch Wells, Llangedwyn, Llangunllo, Llanigon, Llanwddyn, Llanwrthwl, Nantmel, Norton, Pant y dwr, Penegoes, Penybont, Refail, Sarn, St Harmon, Velindre (Brecknock), Y Fan.</b>
<b>Adopted LDP Rural Settlements</b>	<p>These are not listed but will be assessed against the following criteria:</p> <ul style="list-style-type: none"> <li>• <b>Historically recognised / named settlements; and</b></li> <li>• <b>Contain at least 10 closely grouped dwellings.</b></li> <li>• <b>The count of dwellings in bullet point 2 above shall not be taken to include farmhouses, rural conversions or dwellings originally granted for local need/affordable or agricultural/rural occupancy.</b></li> </ul>
<b>Open Countryside including the Undeveloped Coast</b>	<b>Land outside the (development) boundaries of defined settlements including the undeveloped coast associated with the Dyfi estuary.</b>

## Appendix 2

### Settlement Profiles

## Appendix 3

### Statistical Geographies Used in Analysis.

<b>Settlement</b>	<b>Census Output Area</b>	<b>LSOA Area</b>	<b>MSOA Area</b>
Abercrave	W00002268	W01000426	W02000416
Abercrave	W00002272	W01000426	W02000416
Abermule	W00002340	W01000439	W02000103
Abermule	W00002343	W01000439	W02000103
Arddleen	W00002438	W01000457	W02000098
Arddleen	W00002439	W01000457	W02000098
Arddleen	W00002441	W01000457	W02000098
Berriew	W00002280	W01000428	W02000101
Berriew	W00002283	W01000428	W02000101
Bettws Cedwain	W00002339	W01000439	W02000103
Boughrood & Llyswen	W00002292	W01000430	W02000111
Boughrood & Llyswen	W00002362	W01000443	W02000111
Boughrood & Llyswen	W00002363	W01000443	W02000111
Bronllys	W00002291	W01000430	W02000111
Bronllys	W00002293	W01000430	W02000111
Builth Wells & Llanelwedd	W00002295	W01000432	W02000110
Builth Wells & Llanelwedd	W00002296	W01000432	W02000110
Builth Wells & Llanelwedd	W00002297	W01000431	W02000110
Builth Wells & Llanelwedd	W00002298	W01000432	W02000110
Builth Wells & Llanelwedd	W00002299	W01000431	W02000110
Builth Wells & Llanelwedd	W00002300	W01000431	W02000110
Builth Wells & Llanelwedd	W00002301	W01000431	W02000110
Builth Wells & Llanelwedd	W00002302	W01000432	W02000110
Builth Wells & Llanelwedd	W00002401	W01000450	W02000110
Builth Wells & Llanelwedd	W00002402	W01000450	W02000110
Builth Wells & Llanelwedd	W00002403	W01000450	W02000110
Builth Wells & Llanelwedd	W00002450	W01000459	W02000110
Builth Wells & Llanelwedd	W00002451	W01000459	W02000110
Caersws	W00002306	W01000433	W02000102
Caersws	W00002307	W01000433	W02000102
Caersws	W00002308	W01000433	W02000102
Caersws	W00002310	W01000433	W02000102
Carno	W00002311	W01000433	W02000102
Carno	W00002312	W01000433	W02000102
Castle Caereinion	W00002365	W01000444	W02000098
Castle Caereinion	W00002366	W01000444	W02000098
Churchstoke	W00002313	W01000434	W02000103
Churchstoke	W00002314	W01000434	W02000103
Churchstoke	W00002315	W01000434	W02000103
Churchstoke	W00002317	W01000434	W02000103

<b>Settlement</b>	<b>Census Output Area</b>	<b>LSOA Area</b>	<b>MSOA Area</b>
<b>Clyro</b>	W00002359	W01000443	W02000111
<b>Clyro</b>	W00002360	W01000443	W02000111
<b>Coelbren</b>	W00002649	W01000496	W02000416
<b>Coelbren</b>	W00002651	W01000496	W02000416
<b>Coelbren</b>	W00002652	W01000496	W02000416
<b>Coelbren</b>	W00002653	W01000496	W02000416
<b>Crew Green</b>	W00002436	W01000457	W02000098
<b>Crew Green</b>	W00002437	W01000457	W02000098
<b>Crossgates</b>	W00002406	W01000451	W02000108
<b>Crossgates</b>	W00002407	W01000451	W02000108
<b>Forden and Kingswood</b>	W00002348	W01000441	W02000101
<b>Forden and Kingswood</b>	W00002349	W01000441	W02000101
<b>Forden and Kingswood</b>	W00002351	W01000441	W02000101
<b>Four Crosses</b>	W00002439	W01000457	W02000098
<b>Four Crosses</b>	W00002444	W01000458	W02000098
<b>Four Crosses</b>	W00002445	W01000458	W02000098
<b>Four Crosses</b>	W00002446	W01000458	W02000098
<b>Glasbury</b>	W00002361	W01000443	W02000111
<b>Glasbury</b>	W00002362	W01000443	W02000111
<b>Glasbury</b>	W00002373	W01000445	W02000111
<b>Glasbury</b>	W00002374	W01000445	W02000111
<b>Guilsfield</b>	W00002367	W01000444	W02000098
<b>Guilsfield</b>	W00002368	W01000444	W02000098
<b>Guilsfield</b>	W00002369	W01000444	W02000098
<b>Guilsfield</b>	W00002370	W01000444	W02000098
<b>Guilsfield</b>	W00002371	W01000444	W02000098
<b>Guilsfield</b>	W00002372	W01000444	W02000098
<b>Hay-on-Wye</b>	W00002376	W01000445	W02000111
<b>Hay-on-Wye</b>	W00002382	W01000446	W02000111
<b>Hay-on-Wye</b>	W00002383	W01000446	W02000111
<b>Howey</b>	W00002335	W01000438	W02000108
<b>Howey</b>	W00002337	W01000438	W02000108
<b>Howey</b>	W00002338	W01000438	W02000108
<b>Kerry</b>	W00002385	W01000447	W02000103
<b>Kerry</b>	W00002387	W01000447	W02000103
<b>Kerry</b>	W00002388	W01000447	W02000103
<b>Kerry</b>	W00002389	W01000447	W02000103
<b>Knighton</b>	W00002390	W01000448	W02000107
<b>Knighton</b>	W00002391	W01000449	W02000107
<b>Knighton</b>	W00002392	W01000448	W02000107
<b>Knighton</b>	W00002393	W01000449	W02000107
<b>Knighton</b>	W00002394	W01000449	W02000107
<b>Knighton</b>	W00002395	W01000448	W02000107

<b>Settlement</b>	<b>Census Output Area</b>	<b>LSOA Area</b>	<b>MSOA Area</b>
<b>Knighton</b>	W00002396	W01000449	W02000107
<b>Knighton</b>	W00002397	W01000448	W02000107
<b>Knighton</b>	W00002398	W01000449	W02000107
<b>Knighton</b>	W00002399	W01000448	W02000107
<b>Knighton</b>	W00002400	W01000449	W02000107
<b>Knucklas</b>	W00002276	W01000427	W02000107
<b>Knucklas</b>	W00002277	W01000427	W02000107
<b>Llanbrynmair</b>	W00002409	W01000452	W02000100
<b>Llanbrynmair</b>	W00002410	W01000452	W02000100
<b>Llandinam</b>	W00002412	W01000453	W02000106
<b>Llandinam</b>	W00002414	W01000453	W02000106
<b>Llandrindod Wells</b>	W00002335	W01000438	W02000108
<b>Llandrindod Wells</b>	W00002417	W01000454	W02000109
<b>Llandrindod Wells</b>	W00002418	W01000454	W02000109
<b>Llandrindod Wells</b>	W00002419	W01000454	W02000109
<b>Llandrindod Wells</b>	W00002420	W01000454	W02000109
<b>Llandrindod Wells</b>	W00002421	W01000454	W02000109
<b>Llandrindod Wells</b>	W00002422	W01000455	W02000109
<b>Llandrindod Wells</b>	W00002423	W01000455	W02000109
<b>Llandrindod Wells</b>	W00002424	W01000455	W02000109
<b>Llandrindod Wells</b>	W00002425	W01000455	W02000109
<b>Llandrindod Wells</b>	W00002426	W01000455	W02000109
<b>Llandrindod Wells</b>	W00002427	W01000455	W02000109
<b>Llandrindod Wells</b>	W00002429	W01000456	W02000109
<b>Llandrindod Wells</b>	W00002430	W01000456	W02000109
<b>Llandrindod Wells</b>	W00002431	W01000456	W02000109
<b>Llandrindod Wells</b>	W00002432	W01000456	W02000109
<b>Llandrindod Wells</b>	W00002433	W01000456	W02000109
<b>Llandrindod Wells</b>	W00009779	W01000456	W02000109
<b>Llandrindod Wells</b>	W00009780	W01000456	W02000109
<b>Llandrindod Wells</b>	W00009781	W01000456	W02000109
<b>Llandrinio</b>	W00002439	W01000457	W02000098
<b>Llandrinio</b>	W00002440	W01000457	W02000098
<b>Llanfair Caereinion</b>	W00002452	W01000460	W02000102
<b>Llanfair Caereinion</b>	W00002453	W01000460	W02000102
<b>Llanfair Caereinion</b>	W00002454	W01000460	W02000102
<b>Llanfair Caereinion</b>	W00002455	W01000460	W02000102
<b>Llanfair Caereinion</b>	W00002456	W01000460	W02000102
<b>Llanfechain</b>	W00002499	W01000470	W02000097
<b>Llanfechain</b>	W00002500	W01000470	W02000097
<b>Llanfyllin</b>	W00002461	W01000461	W02000097
<b>Llanfyllin</b>	W00002463	W01000461	W02000097
<b>Llanfyllin</b>	W00009784	W01000461	W02000097

<b>Settlement</b>	<b>Census Output Area</b>	<b>LSOA Area</b>	<b>MSOA Area</b>
Llanfyllin	W00009785	W01000461	W02000097
Llanfyllin	W00009786	W01000461	W02000097
Llangurig	W00002284	W01000429	W02000106
Llangurig	W00002285	W01000429	W02000106
Llangynog	W00002489	W01001906	W02000097
Llanidloes	W00002478	W01000467	W02000106
Llanidloes	W00002479	W01000466	W02000106
Llanidloes	W00002480	W01000466	W02000106
Llanidloes	W00002481	W01000466	W02000106
Llanidloes	W00002482	W01000466	W02000106
Llanidloes	W00002483	W01000466	W02000106
Llanidloes	W00002484	W01000467	W02000106
Llanidloes	W00002485	W01000467	W02000106
Llanidloes	W00002486	W01000467	W02000106
Llanidloes	W00002487	W01000467	W02000106
Llanidloes	W00002488	W01000467	W02000106
Llanrhaeadr-ym-Mochnant	W00002490	W01001906	W02000097
Llanrhaeadr-ym-Mochnant	W00002491	W01001906	W02000097
Llanrhaeadr-ym-Mochnant	W00002495	W01001906	W02000097
Llanrhaeadr-ym-Mochnant	W00002496	W01001907	W02000097
Llansantffraid-ym-Mechain	W00002501	W01000470	W02000097
Llansantffraid-ym-Mechain	W00002502	W01000470	W02000097
Llansantffraid-ym-Mechain	W00002503	W01000470	W02000097
Llansantffraid-ym-Mechain	W00002504	W01000470	W02000097
Llansilin	W00002497	W01001907	W02000097
Llanwrtyd Wells	W00002507	W01000471	W02000110
Llanwrtyd Wells	W00002508	W01000471	W02000110
Llanwrtyd Wells	W00002509	W01000471	W02000110
Llanymynech	W00002442	W01000458	W02000098
Llanymynech	W00002443	W01000458	W02000098
Llanyre	W00002513	W01000472	W02000108
Llanyre	W00002514	W01000472	W02000108
Machynlleth	W00002516	W01000473	W02000100
Machynlleth	W00002517	W01000473	W02000100
Machynlleth	W00002518	W01000473	W02000100
Machynlleth	W00002519	W01000473	W02000100
Machynlleth	W00002520	W01000473	W02000100

<b>Settlement</b>	<b>Census Output Area</b>	<b>LSOA Area</b>	<b>MSOA Area</b>
<b>Machynlleth</b>	W00002521	W01000473	W02000100
<b>Machynlleth</b>	W00002522	W01000473	W02000100
<b>Machynlleth</b>	W00002523	W01000473	W02000100
<b>Meifod</b>	W00002531	W01000475	W02000097
<b>Meifod</b>	W00002532	W01000475	W02000097
<b>Meifod</b>	W00002533	W01000475	W02000097
<b>Middletown</b>	W00002656	W01000497	W02000101
<b>Middletown</b>	W00002659	W01000497	W02000101
<b>Montgomery</b>	W00002536	W01000476	W02000101
<b>Montgomery</b>	W00002537	W01000476	W02000101
<b>Montgomery</b>	W00009792	W01000476	W02000101
<b>Montgomery</b>	W00009793	W01000476	W02000101
<b>Montgomery</b>	W00009794	W01000476	W02000101
<b>New Radnor</b>	W00002584	W01000484	W02000107
<b>New Radnor</b>	W00002585	W01000484	W02000107
<b>Newbridge on Wye</b>	W00002512	W01000472	W02000108
<b>Newbridge on Wye</b>	W00002513	W01000472	W02000108
<b>Newbridge on Wye</b>	W00002515	W01000472	W02000108
<b>Newtown</b>	W00002545	W01000479	W02000105
<b>Newtown</b>	W00002546	W01000478	W02000105
<b>Newtown</b>	W00002547	W01000478	W02000105
<b>Newtown</b>	W00002548	W01000478	W02000105
<b>Newtown</b>	W00002549	W01000479	W02000105
<b>Newtown</b>	W00002550	W01000478	W02000105
<b>Newtown</b>	W00002551	W01000479	W02000105
<b>Newtown</b>	W00002552	W01000479	W02000105
<b>Newtown</b>	W00002553	W01000479	W02000105
<b>Newtown</b>	W00002554	W01000478	W02000105
<b>Newtown</b>	W00002555	W01000478	W02000105
<b>Newtown</b>	W00002556	W01000480	W02000104
<b>Newtown</b>	W00002557	W01000480	W02000104
<b>Newtown</b>	W00002558	W01000480	W02000104
<b>Newtown</b>	W00002560	W01000480	W02000104
<b>Newtown</b>	W00002562	W01000480	W02000104
<b>Newtown</b>	W00002563	W01000480	W02000104
<b>Newtown</b>	W00002564	W01000481	W02000104
<b>Newtown</b>	W00002565	W01000481	W02000104
<b>Newtown</b>	W00002566	W01000481	W02000104
<b>Newtown</b>	W00002567	W01000481	W02000104
<b>Newtown</b>	W00002568	W01000481	W02000104
<b>Newtown</b>	W00002569	W01000481	W02000104
<b>Newtown</b>	W00002570	W01000481	W02000104
<b>Newtown</b>	W00002571	W01000482	W02000104

<b>Settlement</b>	<b>Census Output Area</b>	<b>LSOA Area</b>	<b>MSOA Area</b>
Newtown	W00002573	W01000482	W02000104
Newtown	W00002574	W01000482	W02000104
Newtown	W00002575	W01000482	W02000104
Newtown	W00002576	W01000482	W02000104
Newtown	W00002577	W01000483	W02000105
Newtown	W00002578	W01000483	W02000105
Newtown	W00002579	W01000483	W02000105
Newtown	W00002580	W01000483	W02000105
Newtown	W00002581	W01000483	W02000105
Newtown	W00002582	W01000483	W02000105
Newtown	W00009782	W01000480	W02000104
Newtown	W00009783	W01000480	W02000104
Newtown	W00010112	W01000482	W02000104
Newtown	W00010113	W01000482	W02000104
Newtown	W00010114	W01000482	W02000104
Penybontfawr	W00002493	W01001906	W02000097
Pontrobert	W00002458	W01000475	W02000097
Pontrobert	W00002459	W01000475	W02000097
Presteigne	W00002589	W01000485	W02000107
Presteigne	W00002590	W01000485	W02000107
Presteigne	W00002591	W01000486	W02000107
Presteigne	W00002592	W01000486	W02000107
Presteigne	W00002593	W01000486	W02000107
Presteigne	W00002594	W01000485	W02000107
Presteigne	W00002595	W01000486	W02000107
Presteigne	W00002597	W01000485	W02000107
Rhayader	W00002542	W01000477	W02000108
Rhayader	W00002598	W01000487	W02000108
Rhayader	W00002599	W01000487	W02000108
Rhayader	W00002600	W01000487	W02000108
Rhayader	W00002601	W01000487	W02000108
Rhayader	W00002602	W01000487	W02000108
Rhayader	W00002603	W01000487	W02000108
Rhayader	W00002604	W01000487	W02000108
Three Cocks	W00002373	W01000445	W02000111
Three Cocks	W00002374	W01000445	W02000111
Three Cocks	W00002375	W01000445	W02000111
Trefglwys	W00002288	W01000429	W02000106
Trefglwys	W00002289	W01000429	W02000106
Tregynon	W00002608	W01000488	W02000102
Tregynon	W00002609	W01000488	W02000102
Trewern	W00002656	W01000497	W02000101
Trewern	W00002657	W01000497	W02000101



<b>Settlement</b>	<b>Census Output Area</b>	<b>LSOA Area</b>	<b>MSOA Area</b>
Welshpool	W00002660	W01000498	W02000099
Welshpool	W00002661	W01000498	W02000099
Welshpool	W00002662	W01000498	W02000099
Welshpool	W00002663	W01000498	W02000099
Welshpool	W00002664	W01000498	W02000099
Welshpool	W00002665	W01000498	W02000099
Welshpool	W00002666	W01000499	W02000099
Welshpool	W00002667	W01000499	W02000099
Welshpool	W00002668	W01000500	W02000099
Welshpool	W00002669	W01000500	W02000099
Welshpool	W00002670	W01000500	W02000099
Welshpool	W00002671	W01000500	W02000099
Welshpool	W00002672	W01000499	W02000099
Welshpool	W00002673	W01000500	W02000099
Welshpool	W00002674	W01000499	W02000099
Welshpool	W00002675	W01000501	W02000099
Welshpool	W00002676	W01000501	W02000099
Welshpool	W00002677	W01000501	W02000099
Welshpool	W00002678	W01000501	W02000099
Welshpool	W00002679	W01000501	W02000099
Welshpool	W00002680	W01000501	W02000099
Welshpool	W00002681	W01000501	W02000099
Welshpool	W00002682	W01000501	W02000099
Welshpool	W00002683	W01000501	W02000099
Ystradgynlais Area	W00002269	W01000426	W02000416
Ystradgynlais Area	W00002270	W01000426	W02000416
Ystradgynlais Area	W00002271	W01000426	W02000416
Ystradgynlais Area	W00002327	W01001899	W02000416
Ystradgynlais Area	W00002328	W01001899	W02000416
Ystradgynlais Area	W00002329	W01001899	W02000416
Ystradgynlais Area	W00002330	W01001899	W02000416
Ystradgynlais Area	W00002331	W01001899	W02000416
Ystradgynlais Area	W00002332	W01001899	W02000416
Ystradgynlais Area	W00002333	W01001899	W02000416
Ystradgynlais Area	W00002684	W01000502	W02000416
Ystradgynlais Area	W00002685	W01000502	W02000416
Ystradgynlais Area	W00002686	W01000502	W02000416
Ystradgynlais Area	W00002687	W01000502	W02000416
Ystradgynlais Area	W00002688	W01000502	W02000416
Ystradgynlais Area	W00002689	W01000502	W02000416
Ystradgynlais Area	W00002690	W01000502	W02000416
Ystradgynlais Area	W00002691	W01000502	W02000416
Ystradgynlais Area	W00002695	W01000505	W02000416

<b>Settlement</b>	<b>Census Output Area</b>	<b>LSOA Area</b>	<b>MSOA Area</b>
Ystradgynlais Area	W00002696	W01000505	W02000416
Ystradgynlais Area	W00002697	W01000505	W02000416
Ystradgynlais Area	W00002698	W01000505	W02000416
Ystradgynlais Area	W00002699	W01000504	W02000416
Ystradgynlais Area	W00002700	W01000504	W02000416
Ystradgynlais Area	W00002701	W01000505	W02000416
Ystradgynlais Area	W00002702	W01000504	W02000416
Ystradgynlais Area	W00002703	W01000504	W02000416
Ystradgynlais Area	W00009772	W01001899	W02000416