



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

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

### **3. Cluster Analysis Background Paper**

November 2023



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## 1. Introduction

1.1 This paper has been prepared to assist in the preparation of the Powys Replacement Local Development Plan (LDP) (2022 – 2037) and specifically relates to the approach to identifying Settlement Clusters.

1.2 This paper is not intended to set out locations where development can take place, but to identify a clear methodology for identifying Clusters between Settlements. It takes into account the findings from both the Settlement Assessment and the Small Settlement Assessment background papers.

1.3 Whilst this background paper sets out to identify service centres / host settlements and clusters it does not take into consideration constraints such as flood risk or the phosphorous sensitive SAC catchments. Nor does it take into account National Policy with regards to Regional Growth Areas, the findings from the Local Housing Market Assessment, local needs, community aspirations and other factors that will be used to inform the Spatial Options of the Replacement LDP.

1.4 The Cluster Analysis will be used to inform the spatial options, policies and strategy in the Replacement LDP, but that does not mean that rural areas outside of clusters will be forgotten, it will be important that the Replacement LDP includes policies that enables the needs of local communities to be met. Further information is provided in the Rural Approach background paper.

## 2. Context

### Purpose

2.1 The Settlement Assessment and the Small Settlement Assessment Replacement LDP background papers reviewed the settlement hierarchy identified in the Adopted LDP (2011 to 2016). This included looking at the sustainability, role and function of all the settlements identified in the adopted LDP settlement hierarchy. In total 162 settlements were assessed and categorised into six tiers, with the most sustainable settlements providing a wide range of services identified as Tier 1 and the least sustainable settlements with limited access to services identified as Tier 6.

2.2 Following the Settlement Assessment and the Small Settlement Assessment, further analysis has been considered necessary to distribute growth in the Replacement LDP in a way which reflects the diversity of the LDP area and meets the needs of local communities. Linking settlements via clusters seeks to achieve this.

2.3 Planning Policy Wales (Edition 11) requires Local Planning Authorities (LPAs) to designate local service centres, or clusters of smaller settlements where a sustainable functional linkage can be demonstrated, as the preferred locations for most new development including housing and employment provision (paragraph 3.40).

2.4 There is a strong emphasis in Planning Policy Wales towards placemaking. Therefore, considering geographical clusters for the settlement framework for the LDP area is an approach that recognises the role and function that settlements play both at the plan level and local level, and within their own respective cluster. In this sense, the provision of growth and the allocation of settlements to each cluster is responsive to that settlement's needs and builds upon the diverse nature of local communities.

2.5 The population density of Powys is 26 persons per square kilometre, reflecting its mostly rural nature. Whilst there are settlements that are generally self-sufficient in meeting the day-to-day needs of the community, smaller settlements generally lack a range of services to meet these needs. When considered as a cluster however, along with nearby higher order settlements, together they can help to provide a range of services for the local community.

2.6 Consideration has been given to settlements that form a cluster with higher order settlements that sit outside the Powys Replacement LDP area, particularly within the Mid Wales Region. However, the Powys Replacement LDP does not have responsibility for those higher order settlements, acting as service centres, outside the Plan area, so they will not form part of Replacement LDP policy or the Settlement Hierarchy. Therefore, whilst the relationships have been recognised, clusters in these instances have not been identified.

## National Sustainable Placemaking Outcomes

2.7 There are several criteria which are considered appropriate to identify settlements within the County with the potential to form a cluster. The criteria have been drafted to reflect national policy and the national sustainable placemaking outcomes.

### National Sustainable Placemaking Outcomes

- **People and community** - The local community are involved in the development of proposals. **The needs, aspirations, health and well-being of all people are considered at the outset.** Proposals are shaped to help to meet these needs as well as create, integrate, protect and/or enhance a sense of community and promote equality.
- **Location** - Places grow and develop in a way that uses land efficiently, supports and enhances existing places and is well connected. **The location of housing, employment and leisure and other facilities are planned to help reduce the need to travel.**
- **Movement** - **Walking, cycling and public transport are prioritised to provide a choice of transport modes and avoid dependence on private vehicles.** Well designed and safe active travel routes connect to the wider active travel and public transport network and public transport stations and stops are positively integrated.
- **Mix of uses** - Places have a range of purposes which provide opportunities for community development, local business growth and **access jobs, services and facilities via walking, cycling or public transport.** Development density and a mix of uses and tenures helps to support a diverse community and vibrant public realm.
- **Public realm** - Streets and public spaces are well defined, welcoming, safe and inclusive with a distinct identity. They are designed to be robust and adaptable with landscape, green infrastructure and sustainable drainage well integrated. **They are well connected to existing places and promote opportunities for social interaction and a range of activities for all people.**
- **Identity** - The positive, distinctive qualities of existing places are valued and respected. The unique features and opportunities of a location including heritage, culture, language, built and natural physical attributes are identified and responded to.

## Living Locally

2.8 Further consideration has been given to defining the 'functional relationship' between settlements. RTPI Cymru published a discussion paper titled "**Living Locally in Rural Wales – Planning Policy and Practice**" in 2022. The paper explored the concept of living locally in rural areas in Wales and whether the guiding principles behind the urban, 15 minute neighbourhood model can be applied in more remote rural areas. It also explored what role the planning system can play in supporting more sustainable, local living in rural Wales, not only to encourage less reliance on motor vehicles and support decarbonisation, but also to encourage the wider practice of placemaking within rural communities in Wales.

2.9 One of the key findings from the report is that when considering concepts such as 15-minute cities, 15-minute neighbourhoods, 20-minute neighbourhoods and other extended variations including liveable or walkable neighbourhoods is that "**the name is not the point,**

**nor is the number of minutes specified. What matters is that, at its best, this is a holistic and transformational approach to place-making, with significant potential to improve people’s health and wellbeing”.** At its heart lies the notion of sustainable, efficient, accessible and connected places where local residents can access daily goods, services and places by a short walk or cycle, or without the use of a private vehicle. Places support community bonds and social cohesion, where dwellers feel part of a community and through participation in decision making have a feeling of ownership within their local area.

2.10 The criteria developed in paragraphs 3.6 to 3.11 of this background paper, reflect the concept of living locally in a rural authority. The parameters regarding distance travelled, are dependent on mode of travel and what is considered to be a functional relationship between settlements in the LDP area.

## **20 Minute Communities in Rural Powys: A Feasibility Study, Resources for Change Ltd (October 2022)**

2.11 The 20 Minute Communities in Rural Powys feasibility study was commissioned by PAVO and the Powys Action on the Climate Emergency group (PACE). The study explored the potential opportunities and benefits of adopting the concept of 20-minute communities in order to deliver local benefits to the rural communities in Powys.

2.12 The feasibility study focused on:

- Looking at what could be learnt from other examples where the concept has been trialled in the UK and beyond.
- Assessing three different communities in Powys to see if a model similar to the 20-minute neighbourhood approach would work, or if it could be adapted for a rural county.
- Identifying possible options and/or approaches for adapting the model to be applicable and able to deliver benefits to the rural communities in Powys.

2.13 The three communities considered included the Tier 1 settlement, Llandrindod Wells, the Tier 2 Settlement, Llanfyllin and the Tier 5 settlements of Cemmaes and Cwm Llinau. The study included an engagement exercise with residents, collating data on perceptions and aspirations regarding the local provision of services.

2.14 The study and its findings can be viewed at [www.pacepowys](http://www.pacepowys). One of the key findings was that it is important to have a flexible bespoke approach for each community and an understanding of local needs and motivations. The study also found that it is important to be realistic regarding levels of service provision within the 20-minute model. For small settlements in remote areas, it is unrealistic to deliver the same level of services as those that would be found in more densely populated larger settlements.

### 3. Defining Settlement Clusters

3.1 The following section sets out the broad issues against which settlements are considered for inclusion within a cluster.

#### Service Provision

3.2 The sustainability and level of service availability of settlements has been determined within the Settlement Assessment and the Small Settlement Assessment background papers. Between the two assessments, six tiers of an initial settlement hierarchy have been identified. Tiers 1 and 2 are considered to be self-sufficient, with a range of services, employment and transport opportunities that serve not only the settlement itself, but also the wider area. Tiers 3,4 and 5, have a decreasing number of services. However, in some instances the Tier 3,4, and 5 settlements have strong sustainable relationships with the higher order Tier 1 and Tier 2 settlements. This relationship not only gives residents access to a wide range of services, facilities and employment opportunities but also makes them part of the wider community.

3.3 Tier 6 settlements have limited access to services and score poorly with regards to sustainability, therefore they have not been included within the cluster analysis.

Tier 1 Settlements:

- Builth Wells and Llanelwedd
- Knighton
- Llandrindod Wells
- Machynlleth
- Newtown
- Welshpool
- Ystradgynlais

Tier 2 Settlements:

- Abermule
- Four Crosses
- Hay-on-Wye (part within BBNP area)
- Llanfair Caereinion
- Llanfyllin
- Llanidloes
- Llanwrtyd Wells
- Montgomery
- Presteigne
- Rhayader



## Sustainable Travel Links

3.4 It is important that residents have a choice between modes of travel. Thirteen percent of households in Powys do not have access to a private vehicle, a factor that could become increasingly important with an ageing population. Welsh Government have included targets in the Wales Transport Strategy for 45% of journeys to be made by walking, cycling and public transport by 2040, with interim targets of 35% by 2025 and 39% in 2030 (the 2021 baseline is 32%). The Strategy also aims to have a 10% reduction in car miles travelled by 2030.

3.5 Planning Policy Wales (Edition 11) and Future Wales both promote the Sustainable Transport Hierarchy, which prioritises active travel and public transport, over the use of private motor vehicles as one way of helping to achieve the targets set out in the Transport Strategy. Planning Policy Wales (Edition 11) requires LPAs to ensure that development is directed towards sustainable locations and designed to make it possible for everyone to make sustainable and healthy travel choices for their daily journeys.

## Cluster Criteria

3.6 The following criteria have been used to identify settlements with the potential to form a cluster:

1. The main settlement within the cluster is a Tier 1 or Tier 2 settlement as identified in the Settlement Assessment background paper; and
2. Smaller settlements within the cluster are a Tier 3 settlement as identified in the Settlement Assessment background paper or a Tier 4 or Tier 5 from the Small Settlement Assessment background paper, and
3. All settlements within the cluster have a functional linkage with a choice of modes of travel:
  - Tier 3-5 settlements within the cluster have a functional link (approximately ten-minute journey time or less) with the Tier 1 or Tier 2 settlement via a bus or train route into or adjacent to the settlement or;
  - Tier 3-5 settlements within the cluster should have a functional link (approximately 25-minute journey time or less walking, or 15 minutes or less cycling) with a Tier 1 or 2 settlement via an Active Travel route option, either walking or cycling.

3.7 To identify settlements within the specified journey times isochrones have been created from a central point in the host (Tier 1 / Tier 2) cluster settlement, using Open Route Service data in the QGIS, Geographical Information System (GIS) software. Maps showing the isochrones along with bus, train and active travel routes are included within Appendix 1.

3.8 A ten-minute drive time has been used, as the ten-minute drive time isochrones are most reflective of the catchment area for the Tier 1 and Tier 2 settlements. Consideration was given to 15 minute and 20-minute drive times, but analysis found a lot of overlapping isochrones that did not truly reflect the relationships between settlements.

3.9 It is acknowledged that some of the bus journeys, from the host settlement to a lower order settlement, may take a few minutes longer than ten minutes, due to time allocated for dropping off and picking up passengers. However, as long as the journey follows a direct bus route this is considered acceptable within the methodology.

3.10 The 25-minute journey for walking, equates to a maximum distance of approximately 2,000 metres. Consideration has only been given to settlements where there is an existing designated Active Travel route or pedestrian footway between settlements.

3.11 The term “walker /pedestrian” within the Welsh Government’s Active Travel Act Guidance (2022) is used to define not only those who travel by foot (walking or running), but also users of wheelchairs or other mobility aids. Somebody using an electric wheelchair, mobility scooter, or similar vehicle within the Active Travel Act would be considered a walker rather than a motorised travel user. However, walking routes (not designated in the Active Travel Network Maps) may include constraints such as steps or not being of an adequate width, making cycle paths a more appropriate route of travel in some settlements.

3.12 The 15-minute journey time for the cycling isochrone equates to approximately 4,000 metres. It is anticipated that these routes may also be used by residents using a mobility scooter, or similar vehicle within the Active Travel Act. The distance travelled within 15 minutes, will vary depending on a cyclist’s fitness and ability, or the type and maximum speed of a mobility scooter. Only traffic free cycle paths, which includes existing cycling Active Travel Routes have been considered, this is to ensure that regard is given to the ability of the route to be used by all demographics including children and elderly residents (on mobility scooters).

## 4. Findings from the Cluster Analysis

4.1 Appendix 1 provides the results of applying the cluster methodology to the 162 settlements, identifying which Tier 3 – 5 settlements form a cluster with each of the Tier 1 and Tier 2 settlements. Initial results can be seen in Figure 1.

4.2 In Figure 1, the Tier 1 and Tier 2 settlements labelled, are the host settlement to the surrounding lower tier settlements identified with the same colour. The size of the circle reflects the position in the emerging hierarchy with Tier 1 settlements having the biggest circles and Tier 5 the smallest.

4.3 Appendix 1 shows that some settlements fall within more than one cluster and that some Tier 1 and 2 settlements fall within the cluster of other Tier 1, Tier 2 settlements. Figure 1 does not take this into consideration, within Figure 1 each Tier 1 and 2 Settlement is treated as a host, the subsequent lower tier settlements have then been mapped to the nearest host settlement.

4.4 Figure 2 is annotated to show which of the settlements fall within more than one cluster, whilst Figure 3 has then been annotated to show where the individual clusters themselves overlap.

4.5 The findings show that that there are strong areas of overlap between Knighton and Presteigne, and in the areas covered by the 'The Heart of Wales' and 'Bro Hafren' Regional Growth Areas identified in Future Wales. This is considered further in the determination of Spatial Options background paper.

Figure 1. Map Showing the Initial Location and Distribution of Settlement Clusters.

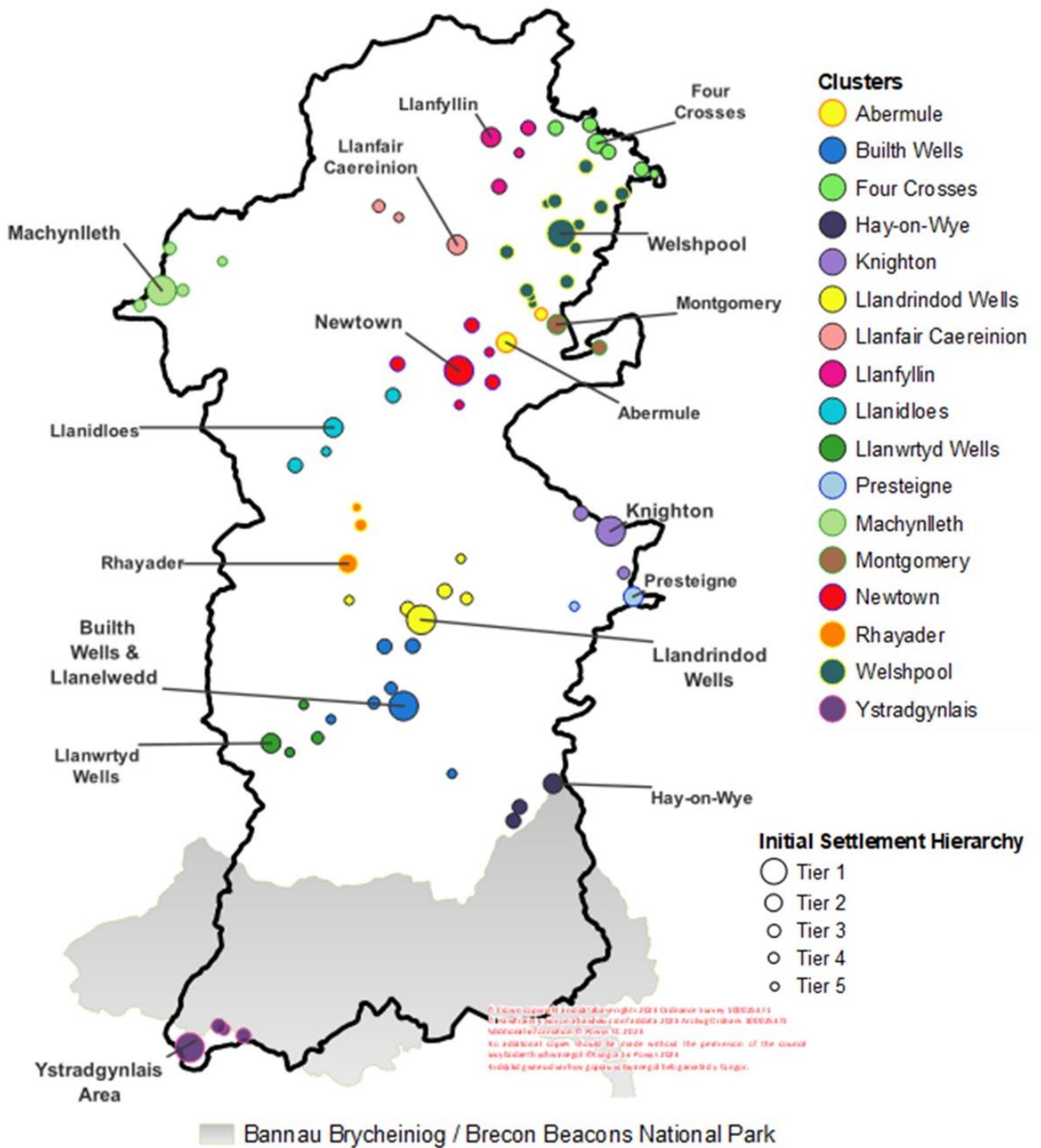


Figure 2. Map Showing the Initial Location and Distribution of Settlement Clusters, together with which Settlements Fall within more than one Cluster.

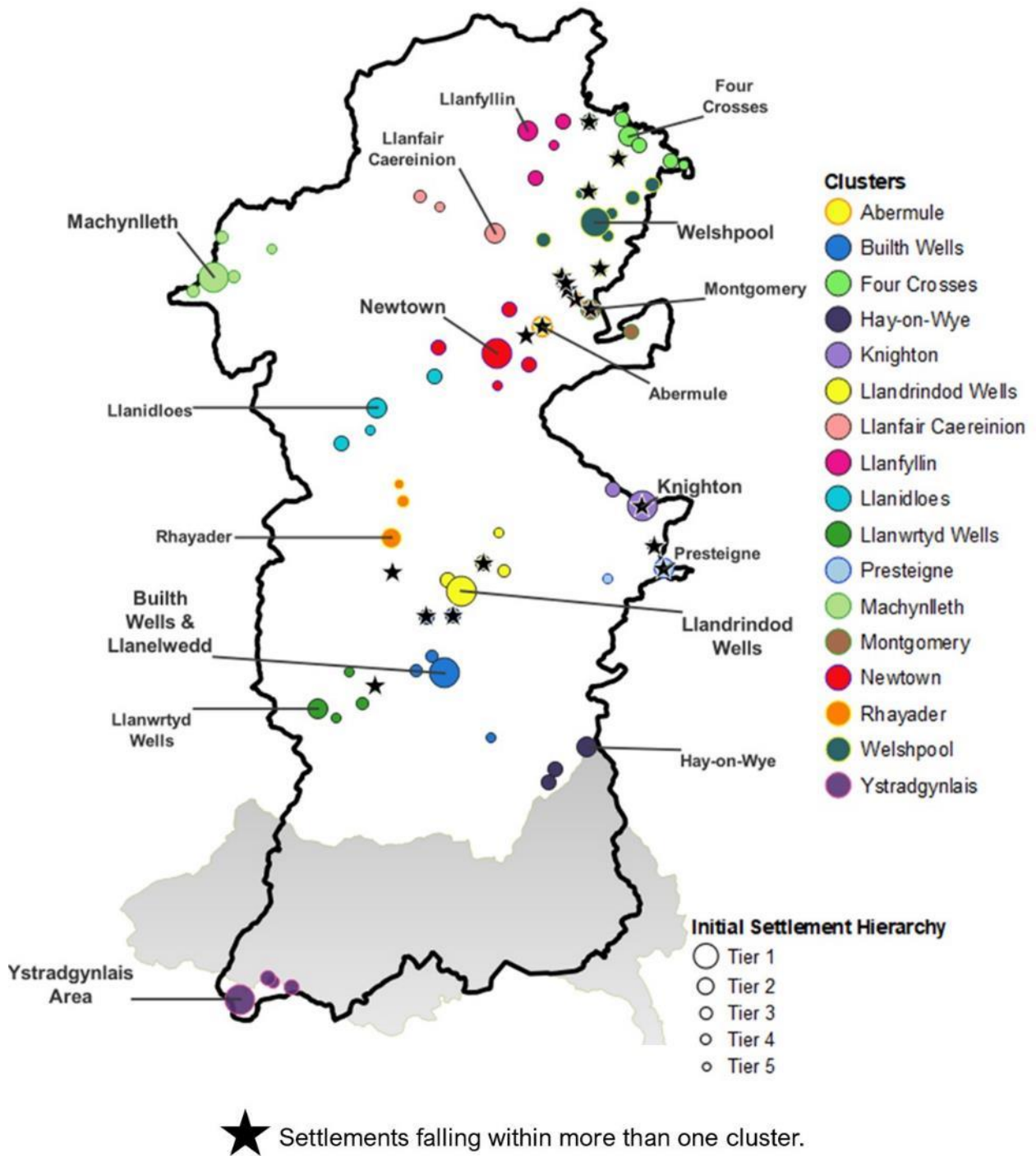
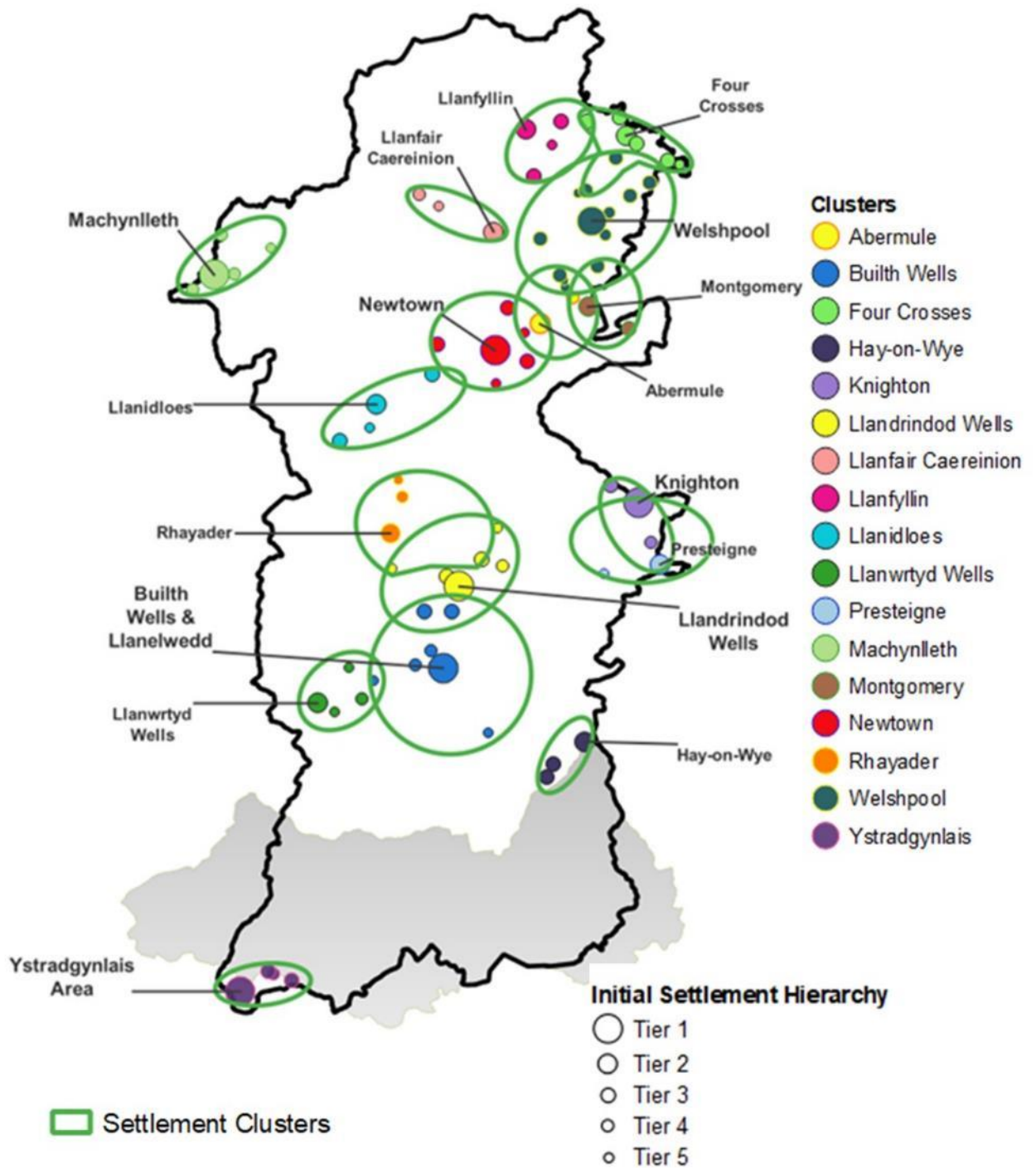


Figure 3. Map Showing the Initial Location and Distribution of Settlement Clusters, together with Broad Groupings and Overlaps



## 5. Key Findings and Recommendations

5.1 This background paper has set out a methodology for identifying settlement clusters based on National Planning Policy and the National Sustainable Placemaking Outcomes. It builds on the Settlement Assessment and Small Settlement Assessment background papers.

5.2 Whereas in some cases distinct clusters have been able to be identified, there are cases, particularly within the Regional Growth Areas detailed within Future Wales, that the clusters overlap. Consideration needs to be given to the relationship between overlapping clusters in these instances and potentially to the determination of the boundaries of the Regional Growth Areas.

5.3 Further consideration also needs to be given to: constraints including the Phosphorus sensitive River Special Area of Conservation (SAC) catchments, the findings of the Local Housing Market Assessment, employment needs and community aspirations to build on the findings from this paper to develop Spatial Options for the Replacement LDP.

5.4 Policy 4 - Supporting Rural Communities of Future Wales states that LDPs must identify their rural communities, assess their needs and set out policies to support them. The Rural Approach background paper sets out how the Replacement LDP meets these requirements, with particular consideration given to those areas that fall outside of a cluster, to make sure that the needs of communities are met within these areas.

5.5 There are settlements that form clusters with higher order settlements outside of the LDP area. This is particularly the case in the north, where settlements like Llansilin are closer in proximity and have better transport links with Oswestry, in Shropshire. In the south, there are settlements which cluster with Talgarth and Brecon, that sit within the Bannau Brycheiniog / Brecon Beacons National Park. Further consideration will be given to potential clusters with host settlements that fall outside the Replacement LDP area but are within the Mid Wales Region as defined in Future Wales (Appendix 2). However, it is worth noting that if settlements have good access to employment opportunities, services and sustainable travel links they will have scored highly in the settlement assessment and subsequently, will be higher up the initial settlement hierarchy, regardless of whether the host settlement is within the Powys Replacement LDP area or not.

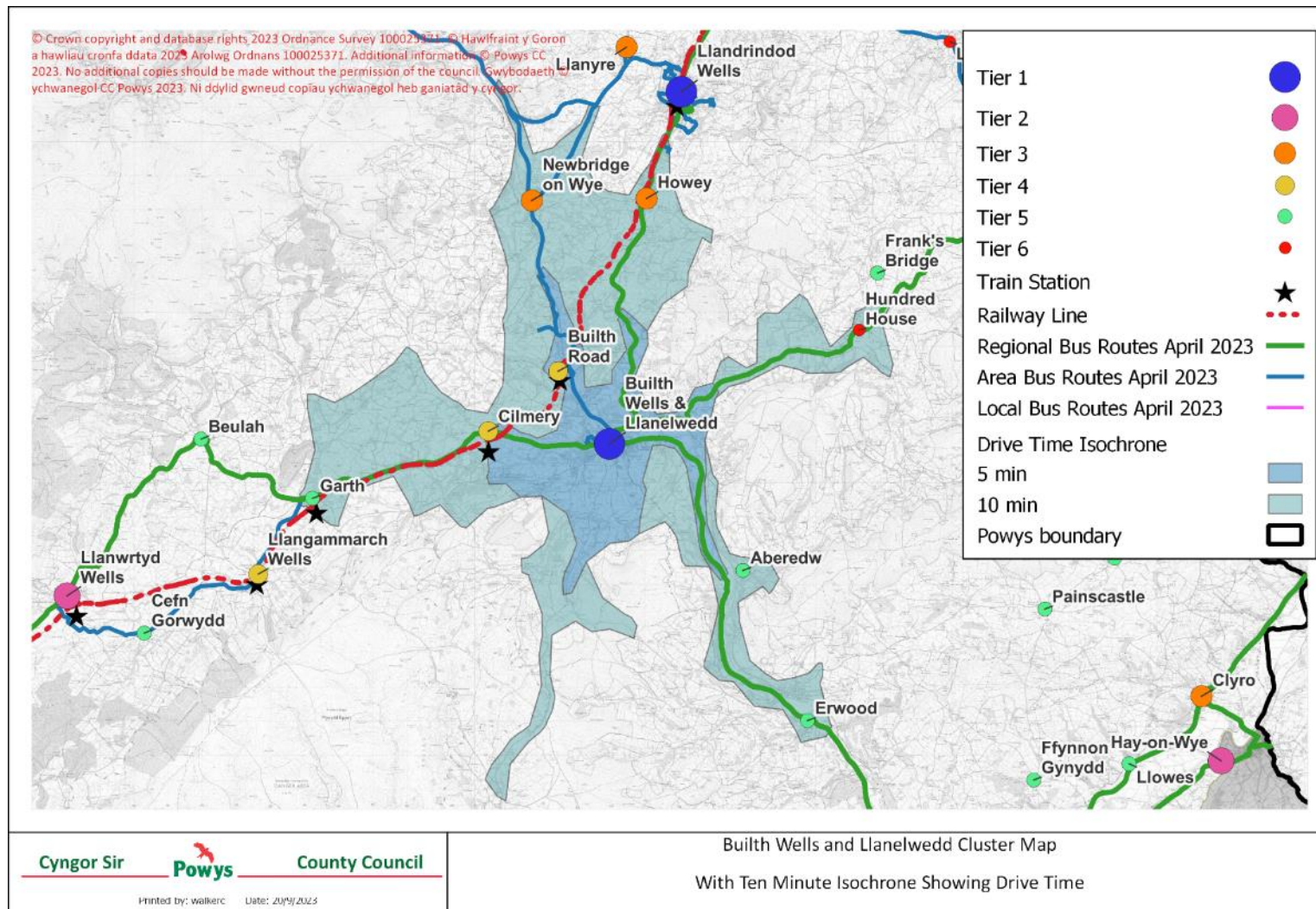
## Appendix 1

### **Tier 1 Settlement Clusters – initial results**

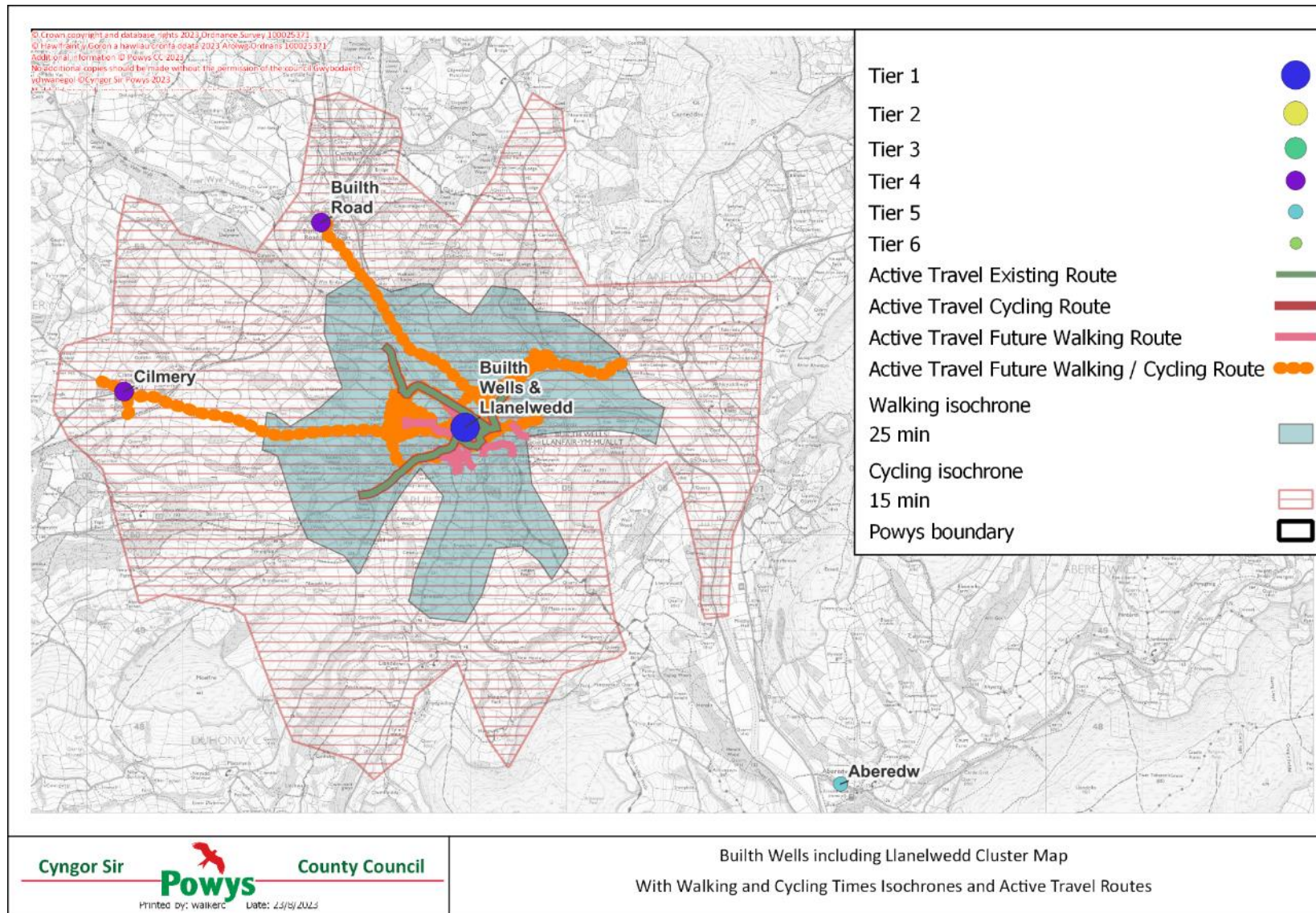


## Builth Wells (including Llanelwedd)

### Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement



## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement



## **Builth Wells including Llanelwedd Cluster**

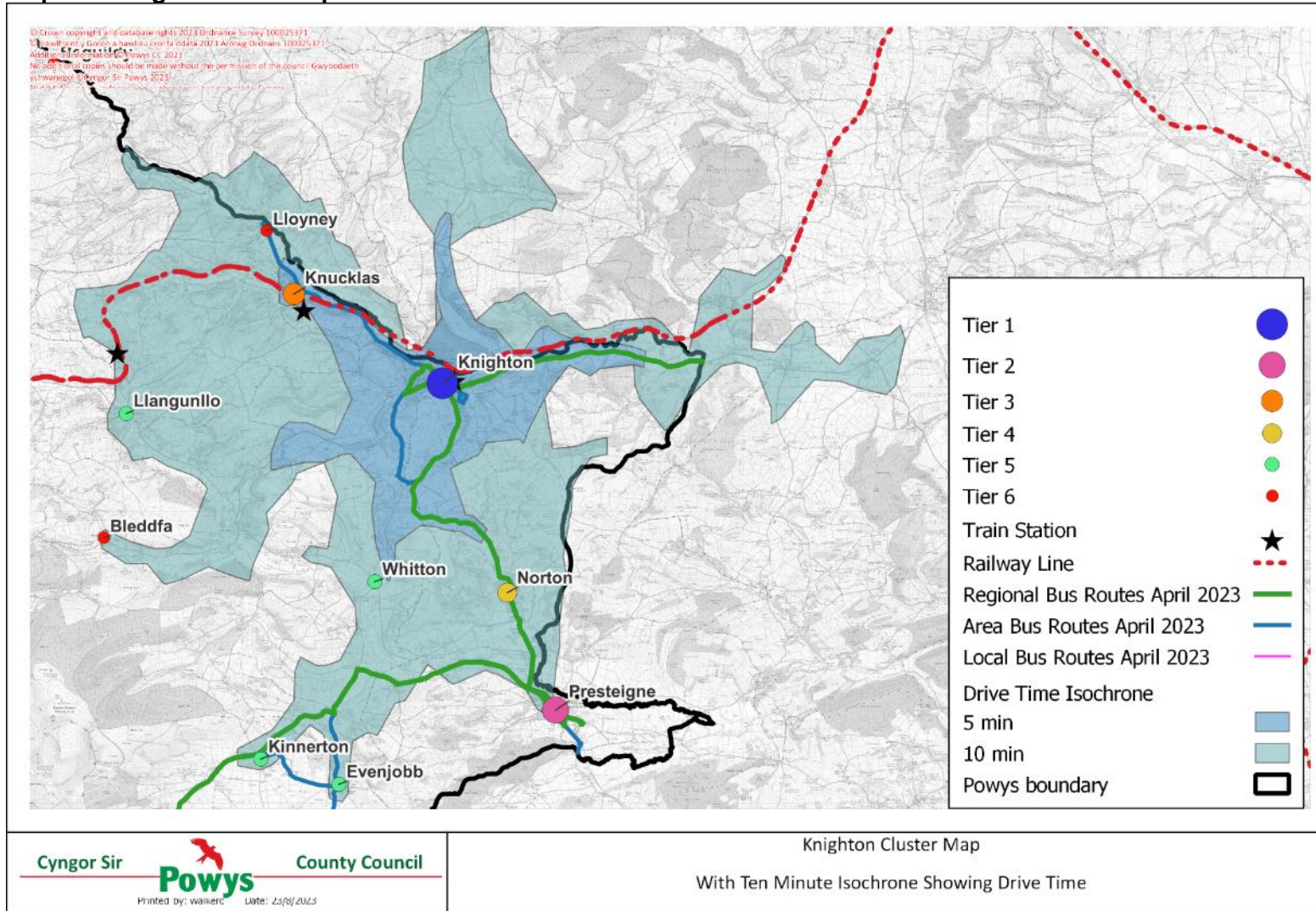
Settlements within Builth Wells including Llanelwedd Cluster

	<b>Settlements</b>
<b>Tier 1</b>	<b>Builth Wells including Llanelwedd</b>
<b>Tier 2</b>	
<b>Tier 3</b>	Howey, Newbridge on Wye
<b>Tier 4</b>	Builth Road, Cilmery
<b>Tier 5</b>	Erwood, Garth,

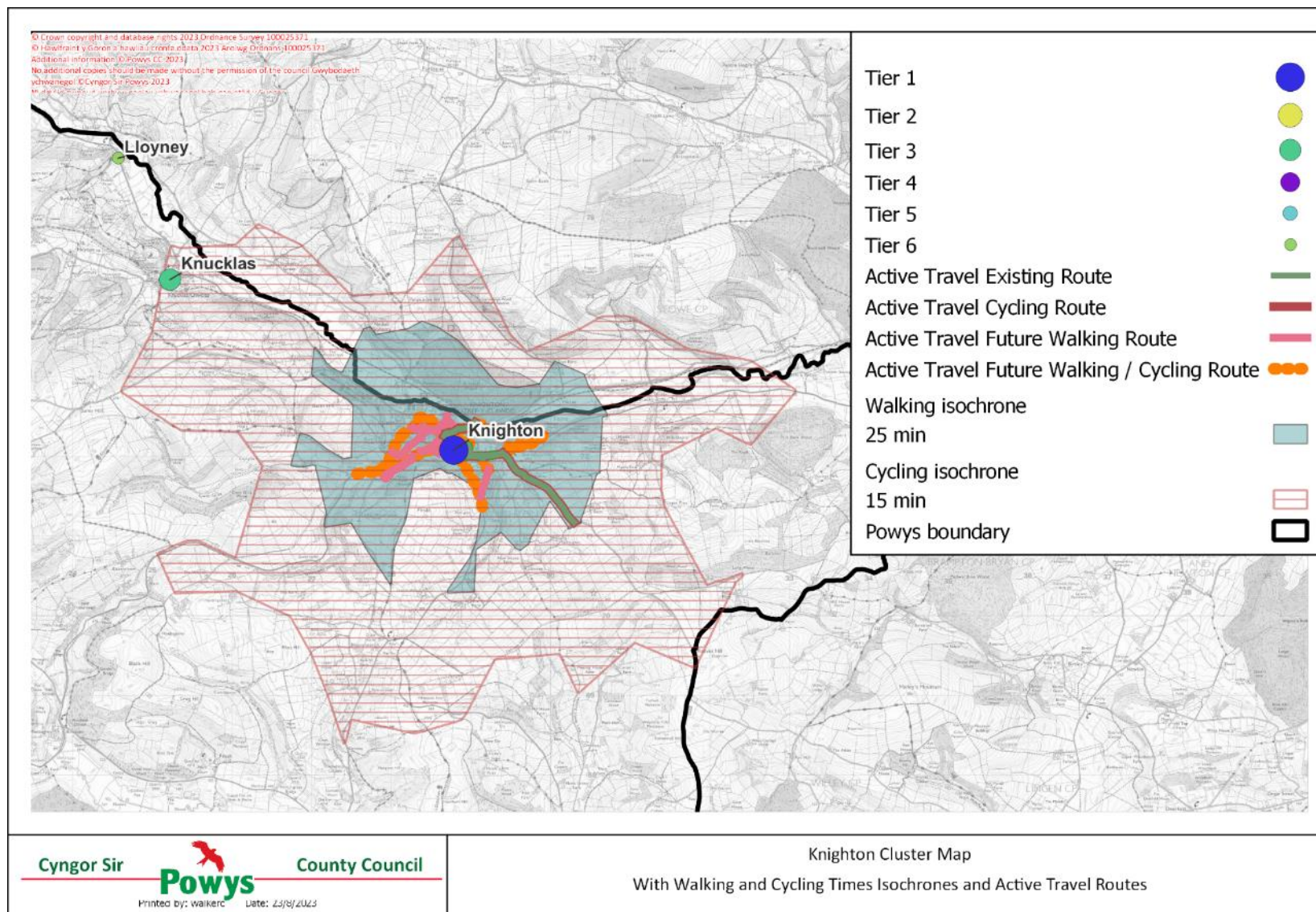
Notes: Active Travel between Builth Wells and Cilmery is a proposed route, there are currently parts of the route that have no pavements / cycle paths.

# Knighton

## Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement



## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement



## Knighton Cluster

Settlements within Knighton Cluster

	<b>Settlements</b>
<b>Tier 1</b>	<b>Knighton</b>
<b>Tier 2</b>	Presteigne
<b>Tier 3</b>	Knucklas
<b>Tier 4</b>	Norton
<b>Tier 5</b>	

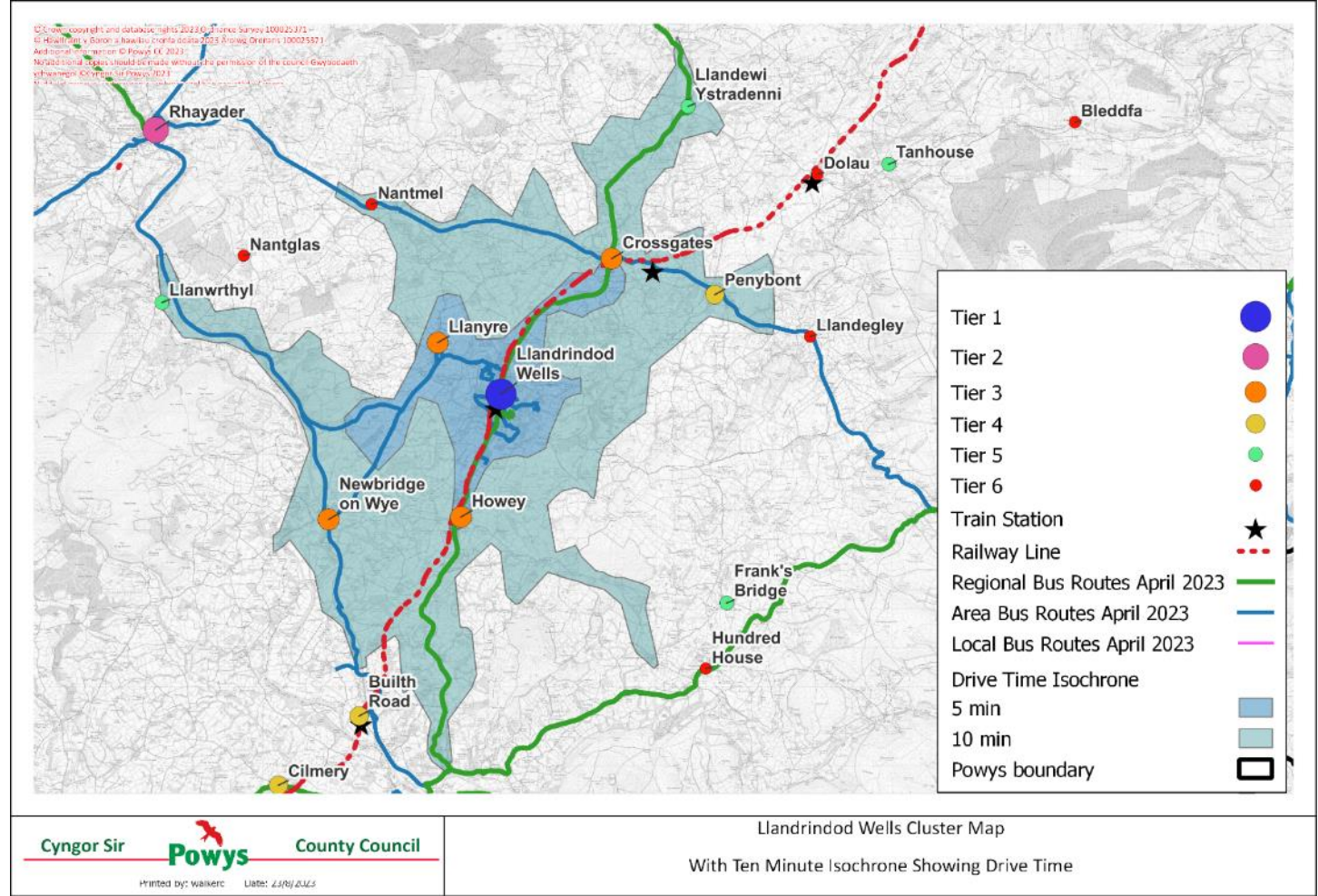
Notes:

Knighton to Kinnerton / Evenjobb journey time greater than 10 minutes.

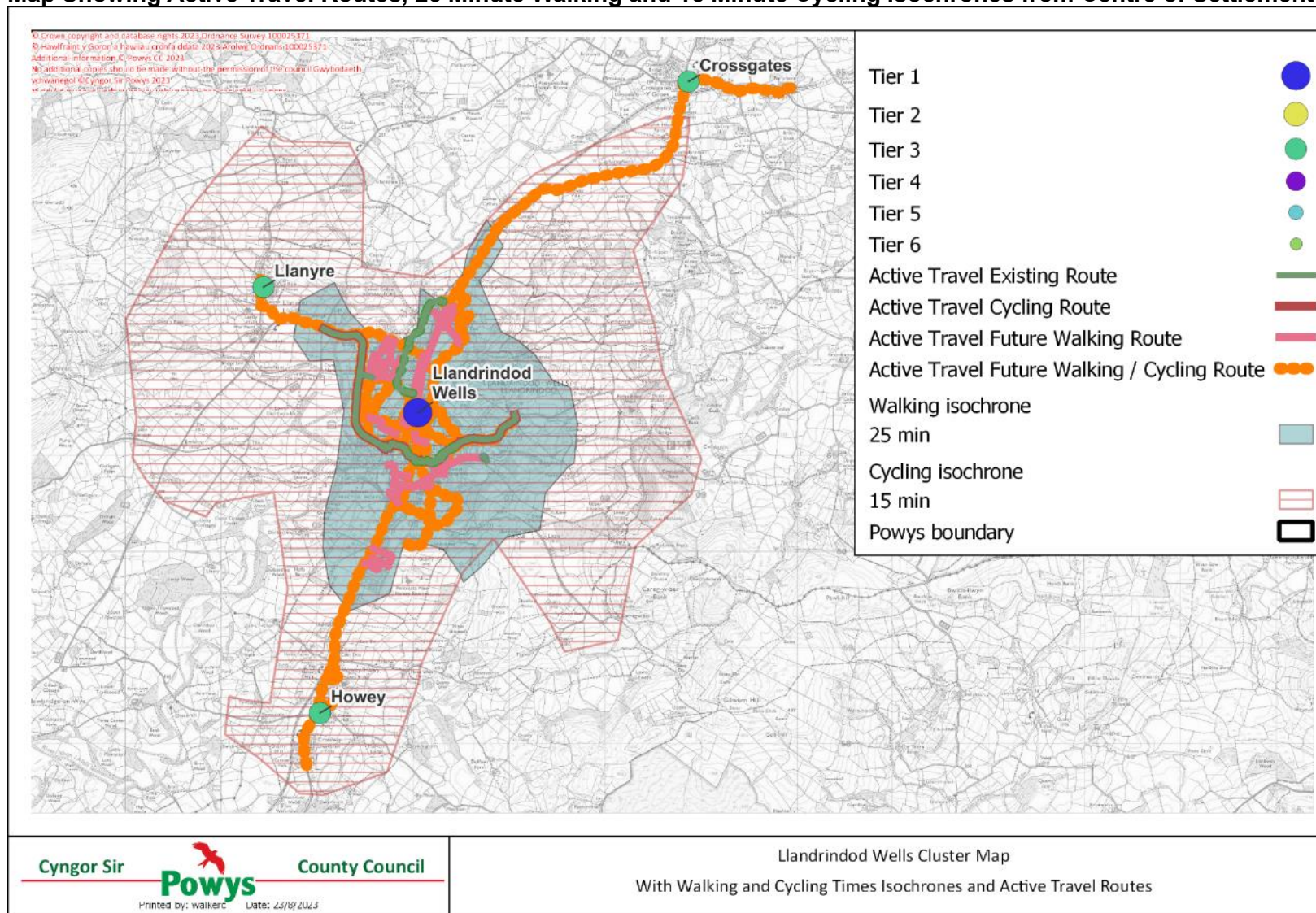
Llangunllo – train station is more than one mile away from the settlement itself, with no active travel connection so excluded from cluster.

## Llandrindod Wells

### Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement



## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement





## Llandrindod Wells Cluster

Settlements within Llandrindod Wells Cluster

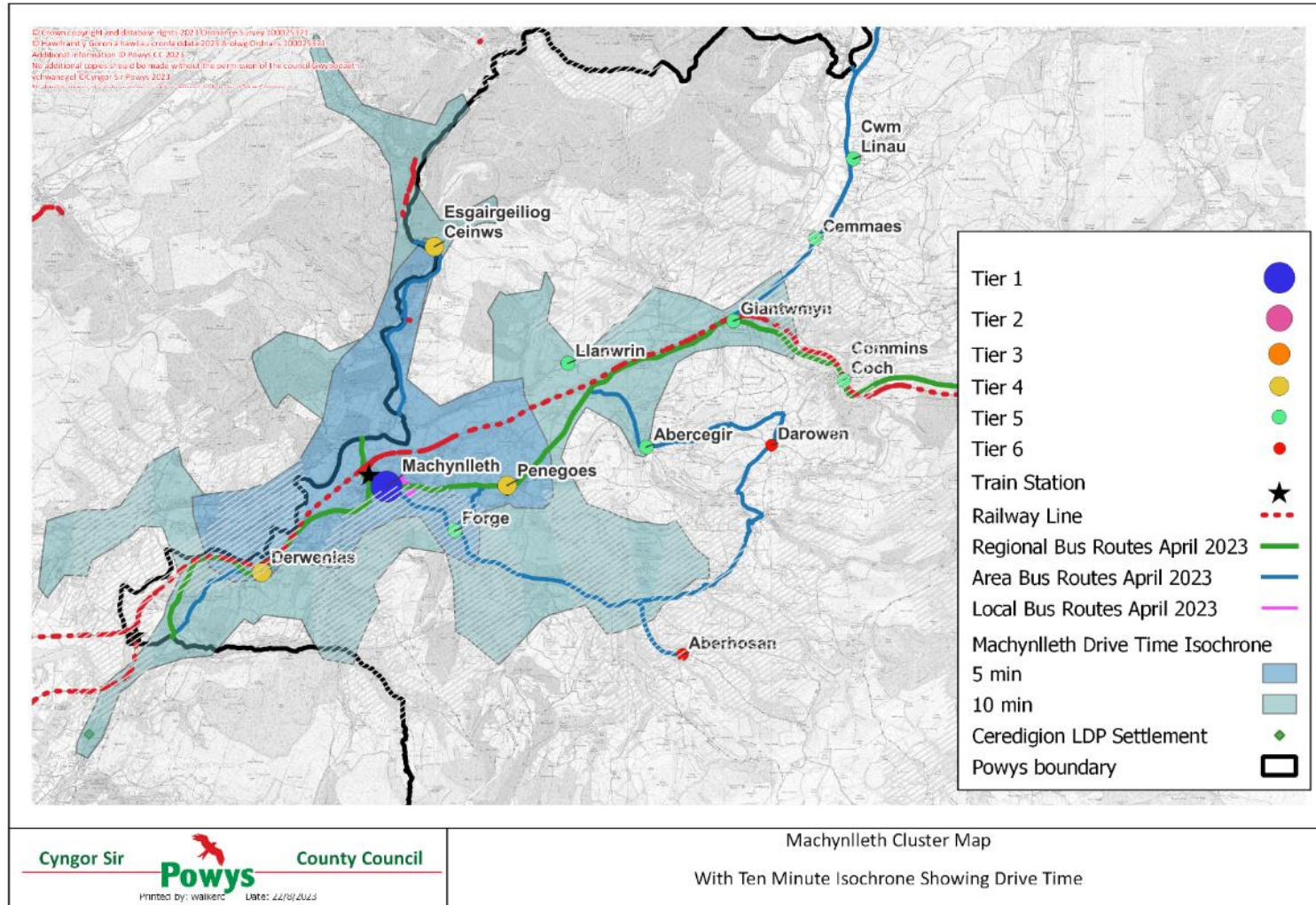
	<b>Settlements</b>
<b>Tier 1</b>	<b>Llandrindod Wells</b>
<b>Tier 2</b>	
<b>Tier 3</b>	Crossgates, Howey, Llanyre, Newbridge on Wye
<b>Tier 4</b>	Penybont
<b>Tier 5</b>	Llandewi Ystradenni, Llanwrthyl

Notes:

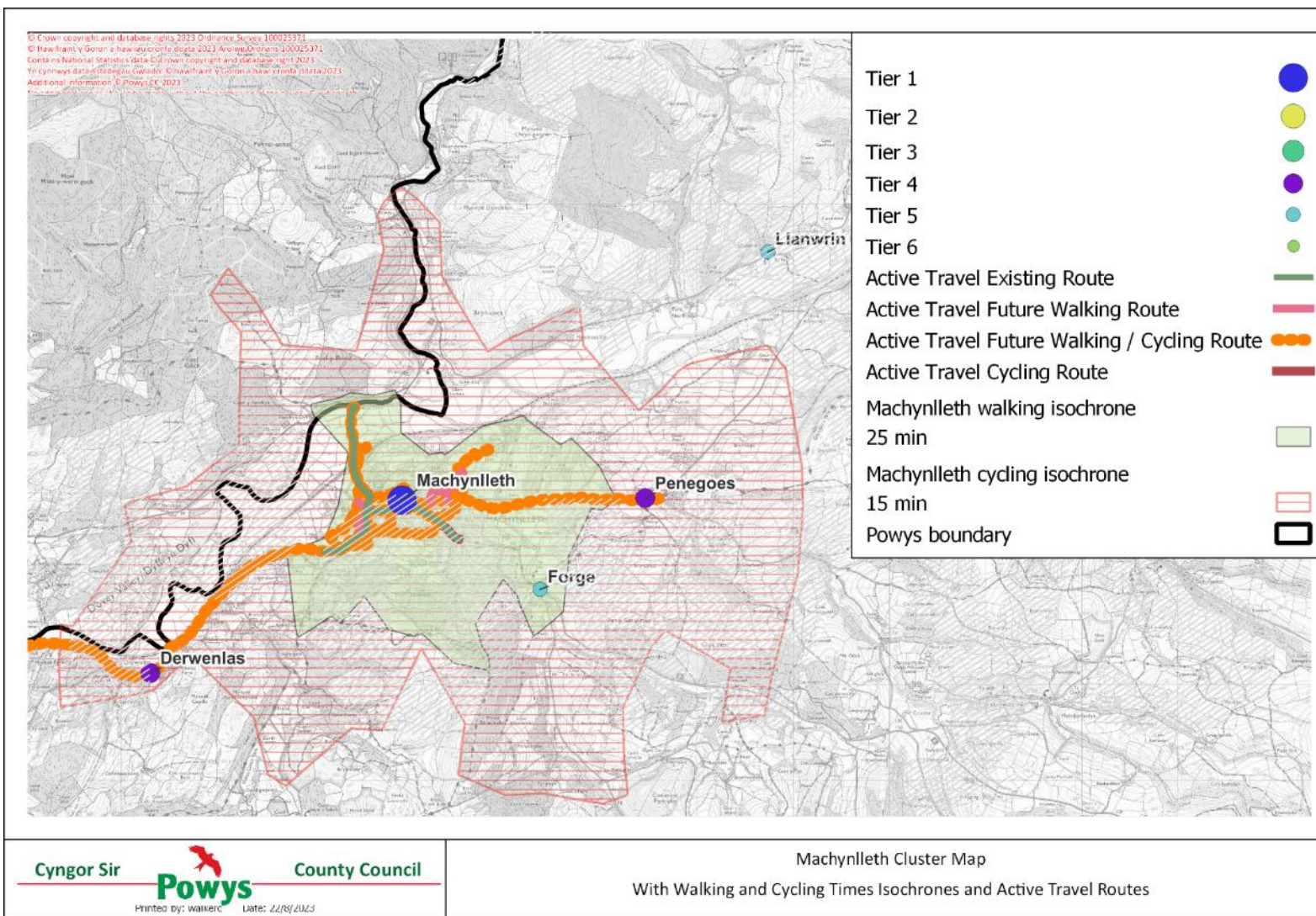
Dolau – Llandrindod Wells journey time by train is 13 minutes so Dolau not included.

# Machynlleth

## Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement



## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement



## Machynlleth Cluster

Settlements within Machynlleth Cluster

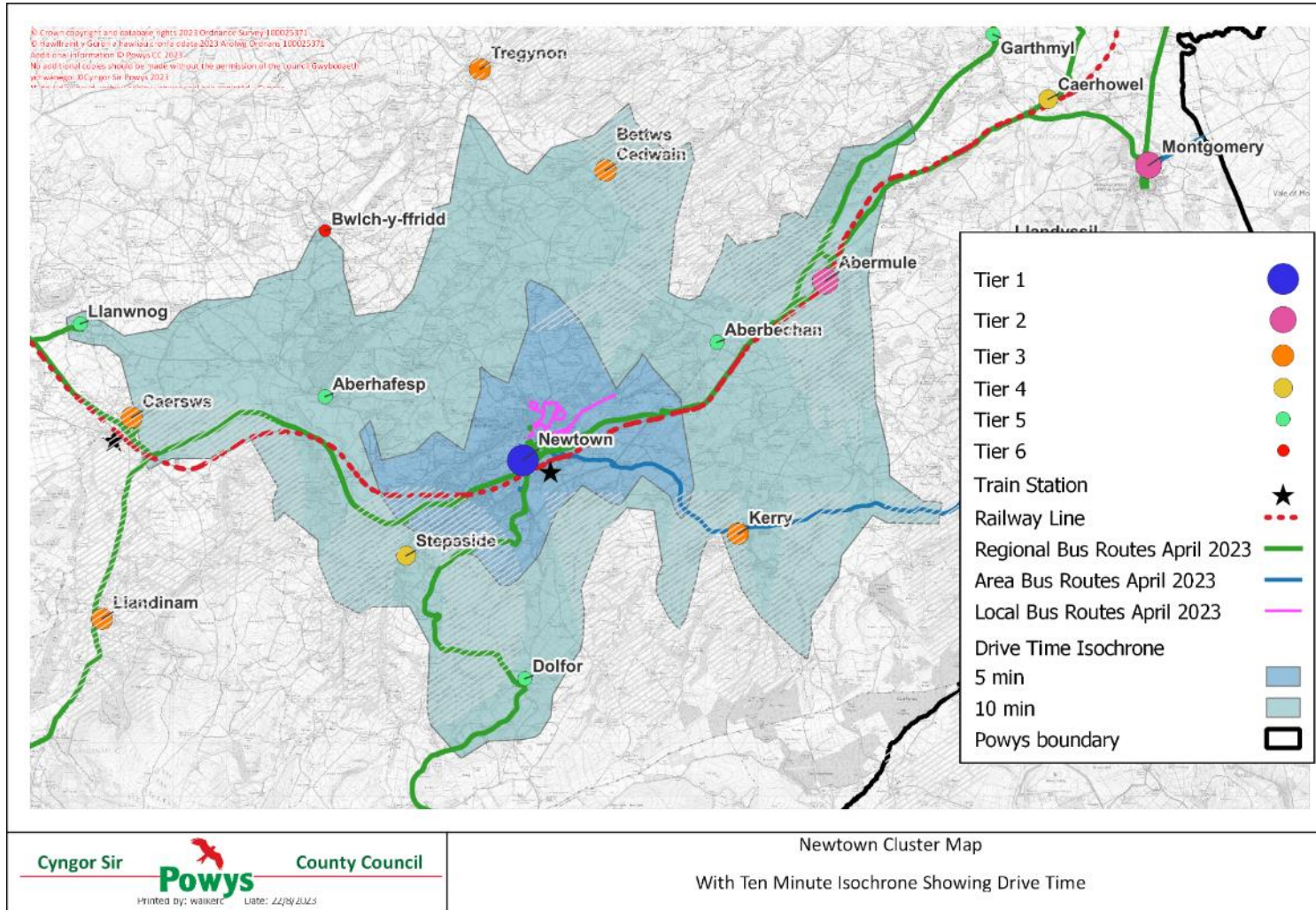
	<b>Settlements</b>
<b>Tier 1</b>	<b>Machynlleth</b>
<b>Tier 2</b>	
<b>Tier 3</b>	
<b>Tier 4</b>	Penegoes, Derwenlas, Esgairgeiliog Ceinws,
<b>Tier 5</b>	Glantwmyrn

Note: Forge, Abercegir and Llanwrin have not been included as there are no official bus stops within the settlement.

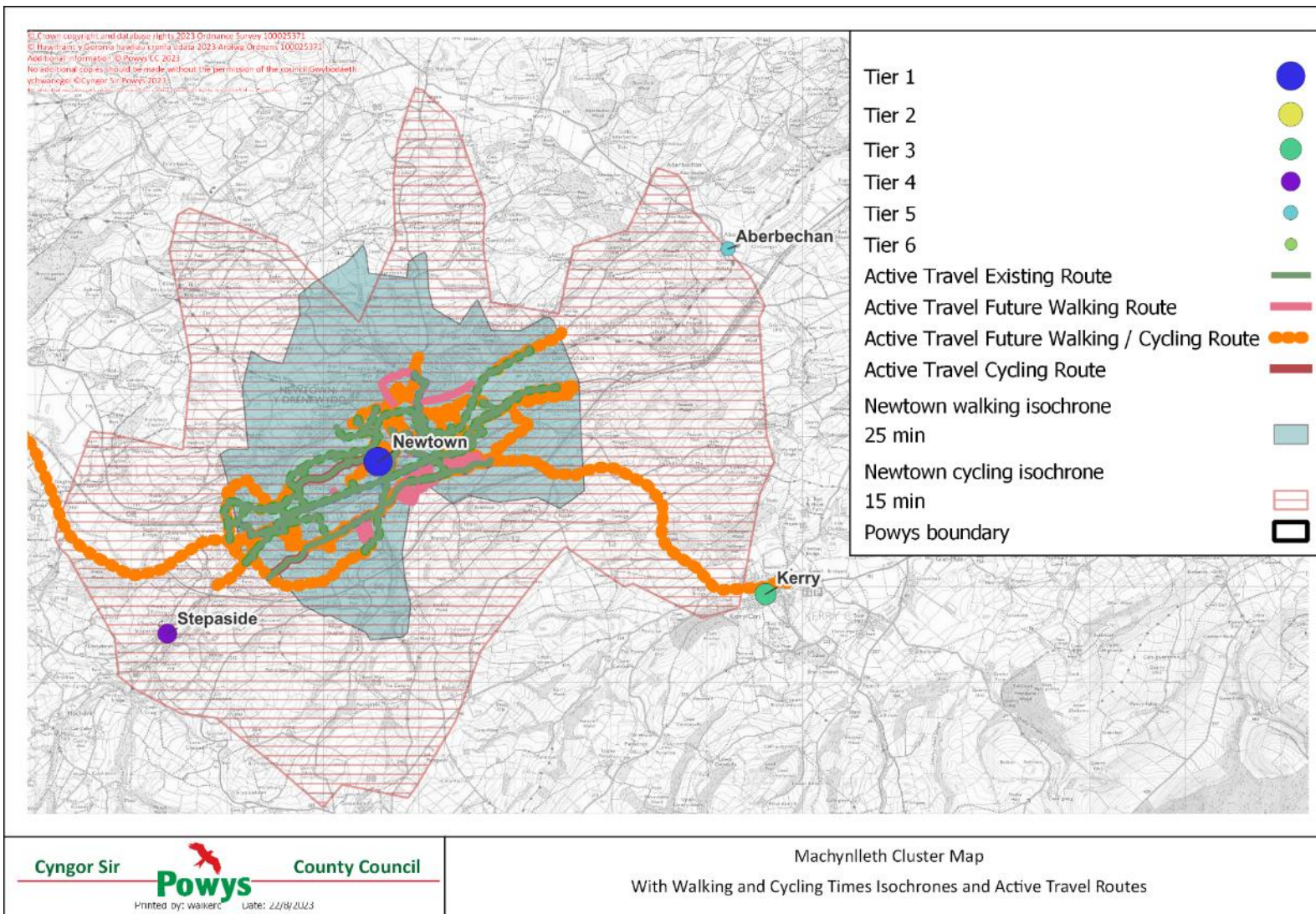
Although Forge is within the cycling and walking isochrones there are no pavements, cycle paths or active travel routes.

# Newtown

## Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement



## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement



## Newtown Cluster

Settlements within Newtown Cluster

	<b>Settlements</b>
<b>Tier 1</b>	<b>Newtown</b>
<b>Tier 2</b>	Abermule
<b>Tier 3</b>	Bettws Cedewain, Caersws, Kerry,
<b>Tier 4</b>	
<b>Tier 5</b>	Aberbechan, Dolfor

Notes:

Residents can travel between Caersws and Newtown in less than ten minutes on the train.

Route 84: Newtown – Llanfair Caereinion bus, which goes through Bettws Cedewain is missing from Figure 11 of the Integrated Planning and Transport Strategy background paper.

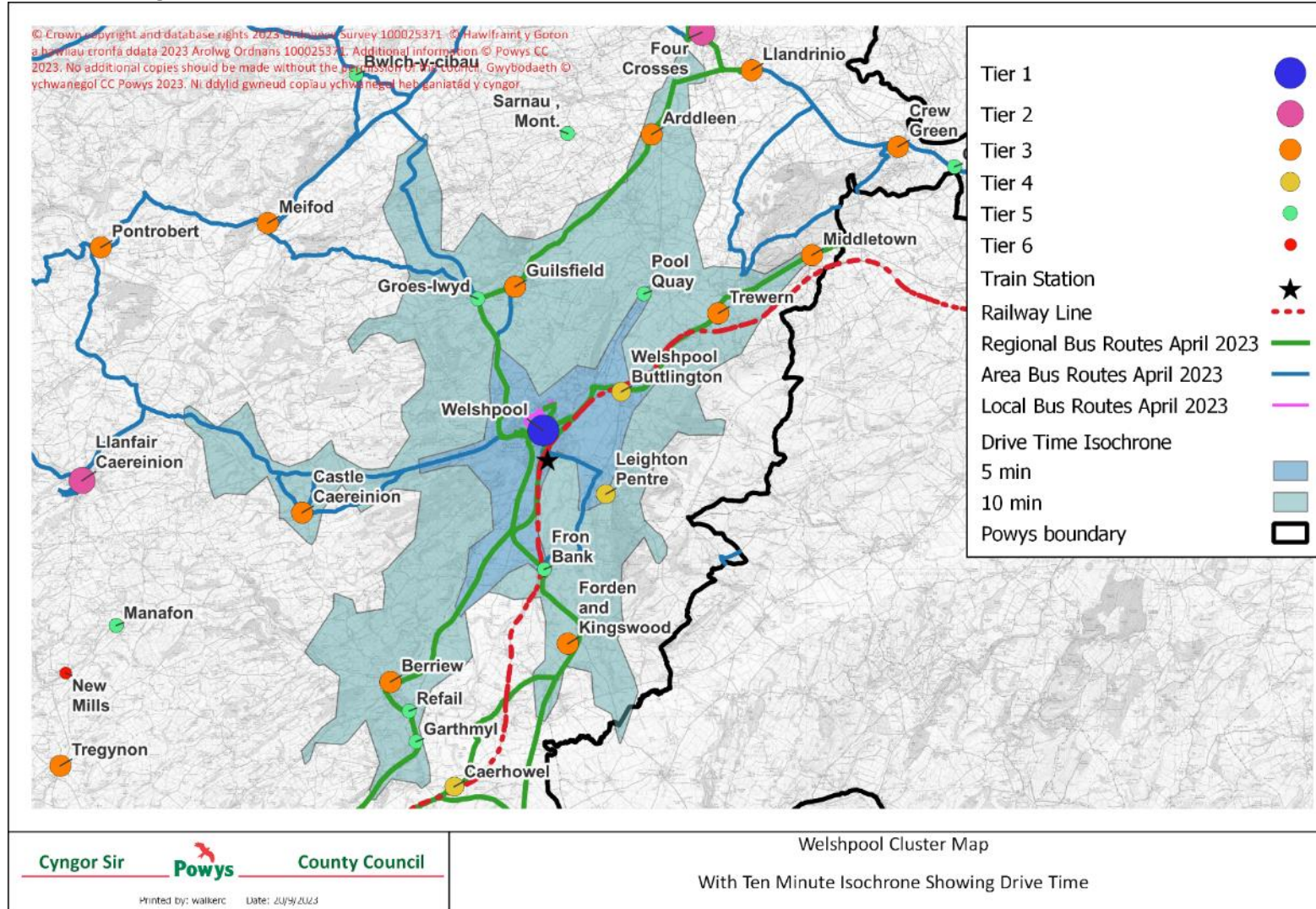
Aberbechan – is on the Montgomery towpath which is used as a cycle path.

Stepaside is within the cycling isochrone but there is no dedicated cycle path.

Llanwnog – has no official bus stop.

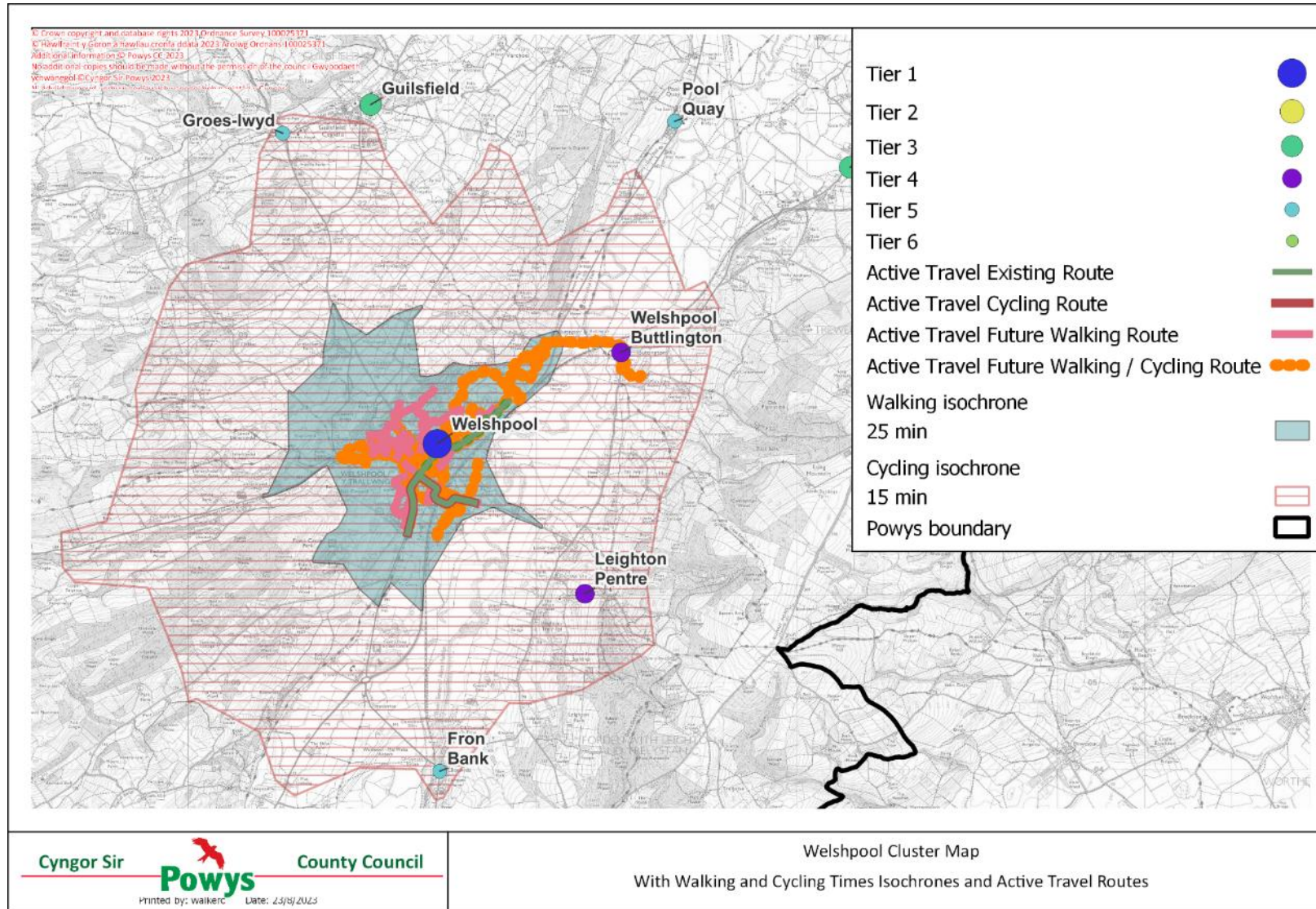
# Welshpool

## Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement





## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement



## Welshpool Cluster

Settlements within Welshpool Cluster

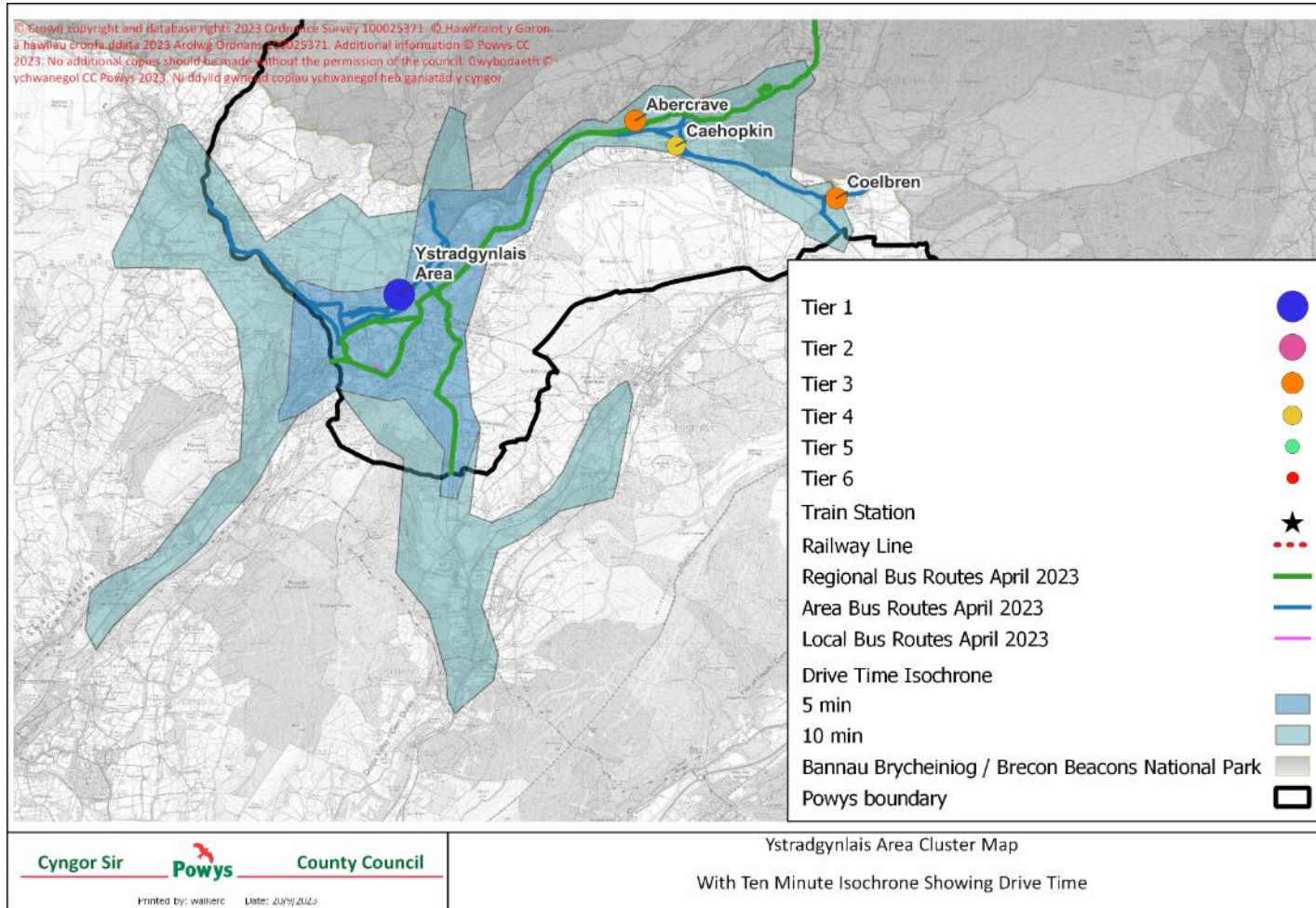
	<b>Settlements</b>
<b>Tier 1</b>	<b>Welshpool</b>
<b>Tier 2</b>	
<b>Tier 3</b>	Arddleen, Berriew, Castle Caereinion, Forden and Kingswood, Guilsfield, Middletown, Trewern
<b>Tier 4</b>	Welshpool Buttington, Leighton Pentre
<b>Tier 5</b>	Garthmyl, Groes-lwyd, Refail

Notes:

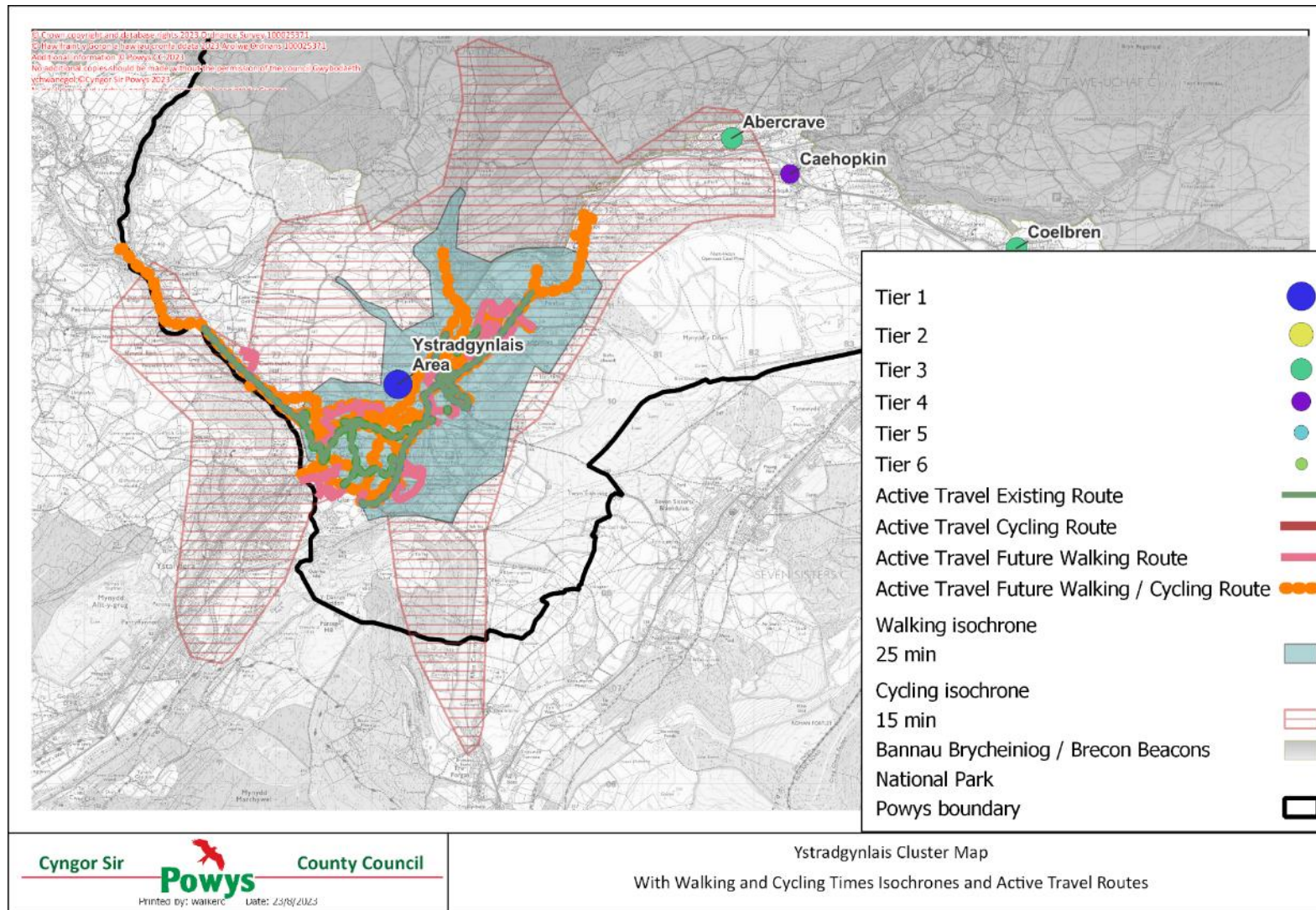
Refail – Bus stop not within settlement but within walking distance via a pavement.

# Ystradgynlais

## Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement



## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement



**Ystradgynlais Cluster**

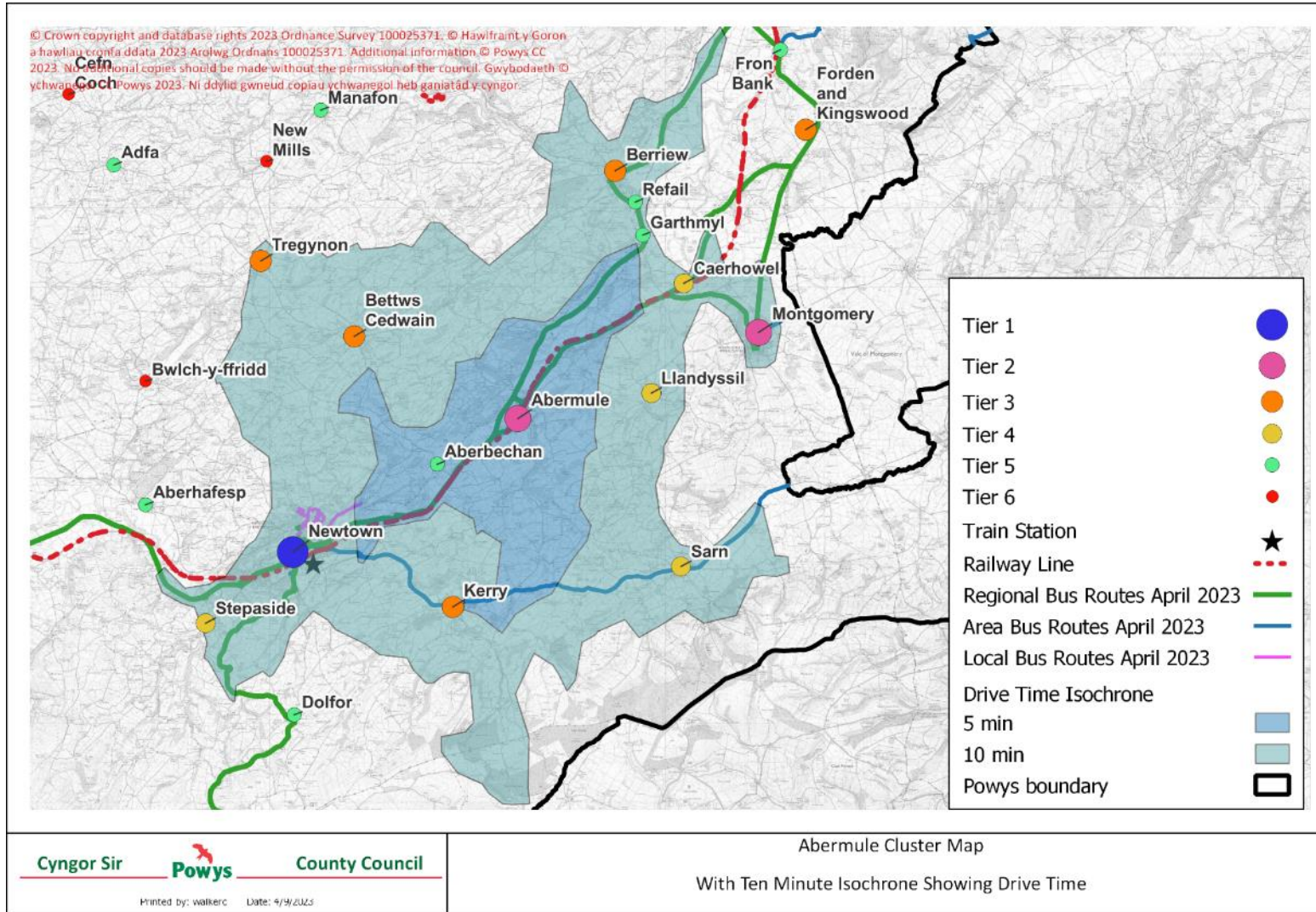
Settlements within Ystradgynlais Cluster

	<b>Settlements</b>
<b>Tier 1</b>	<b>Ystradgynlais</b>
<b>Tier 2</b>	
<b>Tier 3</b>	Abercrave, Coelbren
<b>Tier 4</b>	Caehopkin
<b>Tier 5</b>	

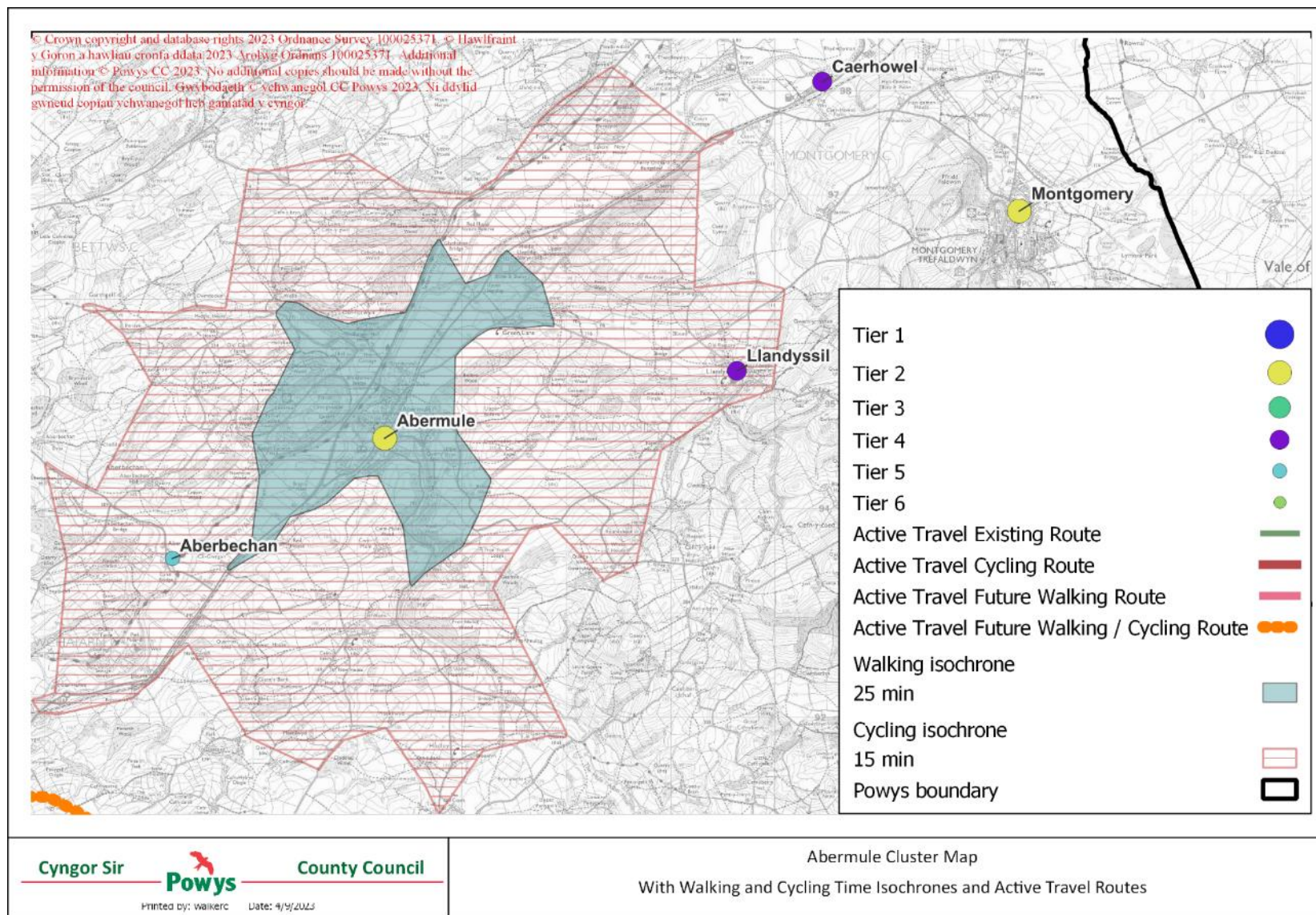
**Tier 2 Settlement Clusters – initial results**

# Abermule

## Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement



## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement





## Abermule Cluster

### Settlements within Abermule Cluster

	<b>Settlements</b>
<b>Tier 1</b>	Newtown
<b>Tier 2</b>	<b>Abermule</b> , Montgomery
<b>Tier 3</b>	Berriew
<b>Tier 4</b>	Caerhowel
<b>Tier 5</b>	Aberbechan, Garthmyl, Refail,

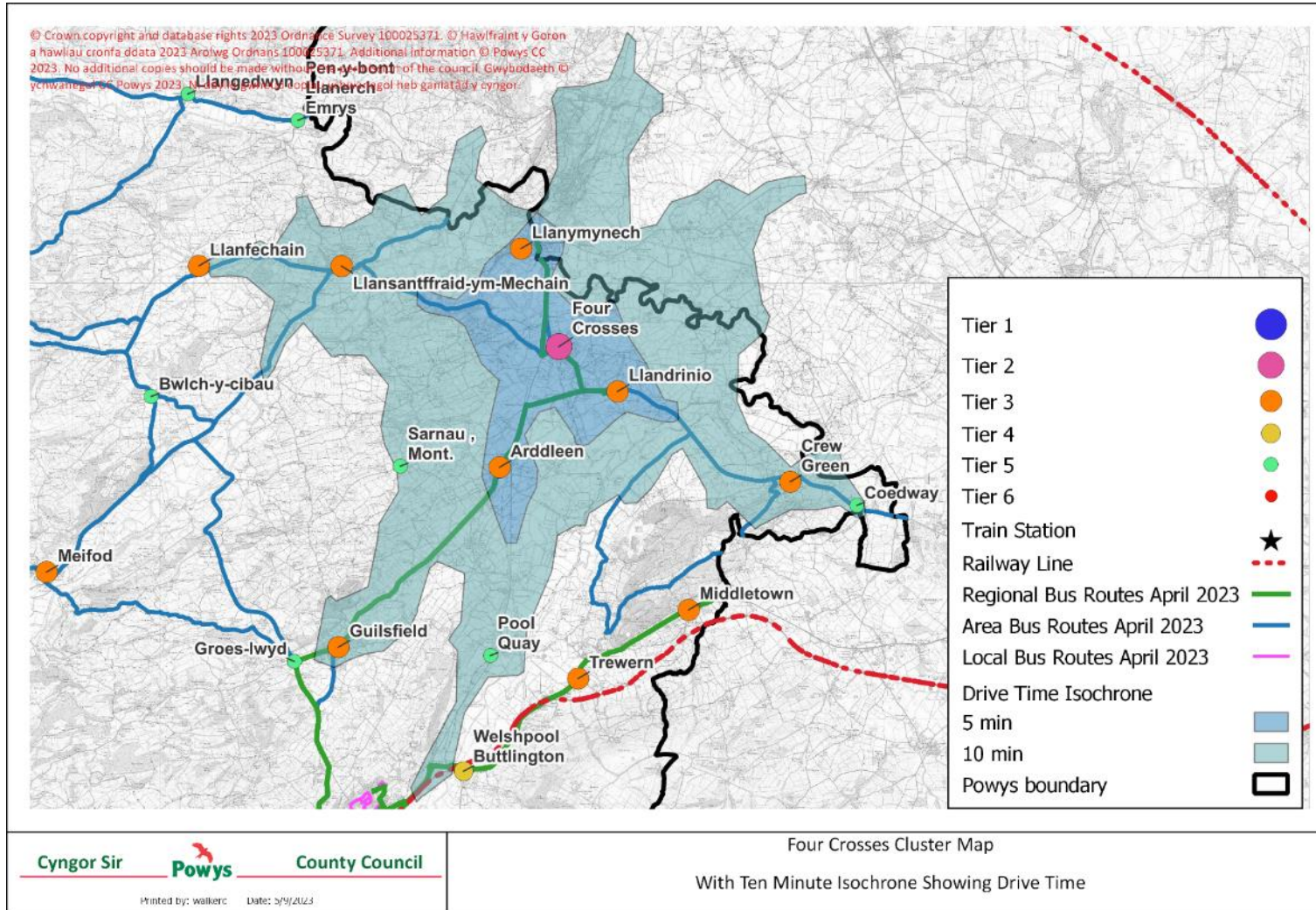
#### Notes:

Kerry and Sarn are shown within the 10 minutes isochrone on a bus route but there are no direct buses between these settlements and Abermule so have not been included.

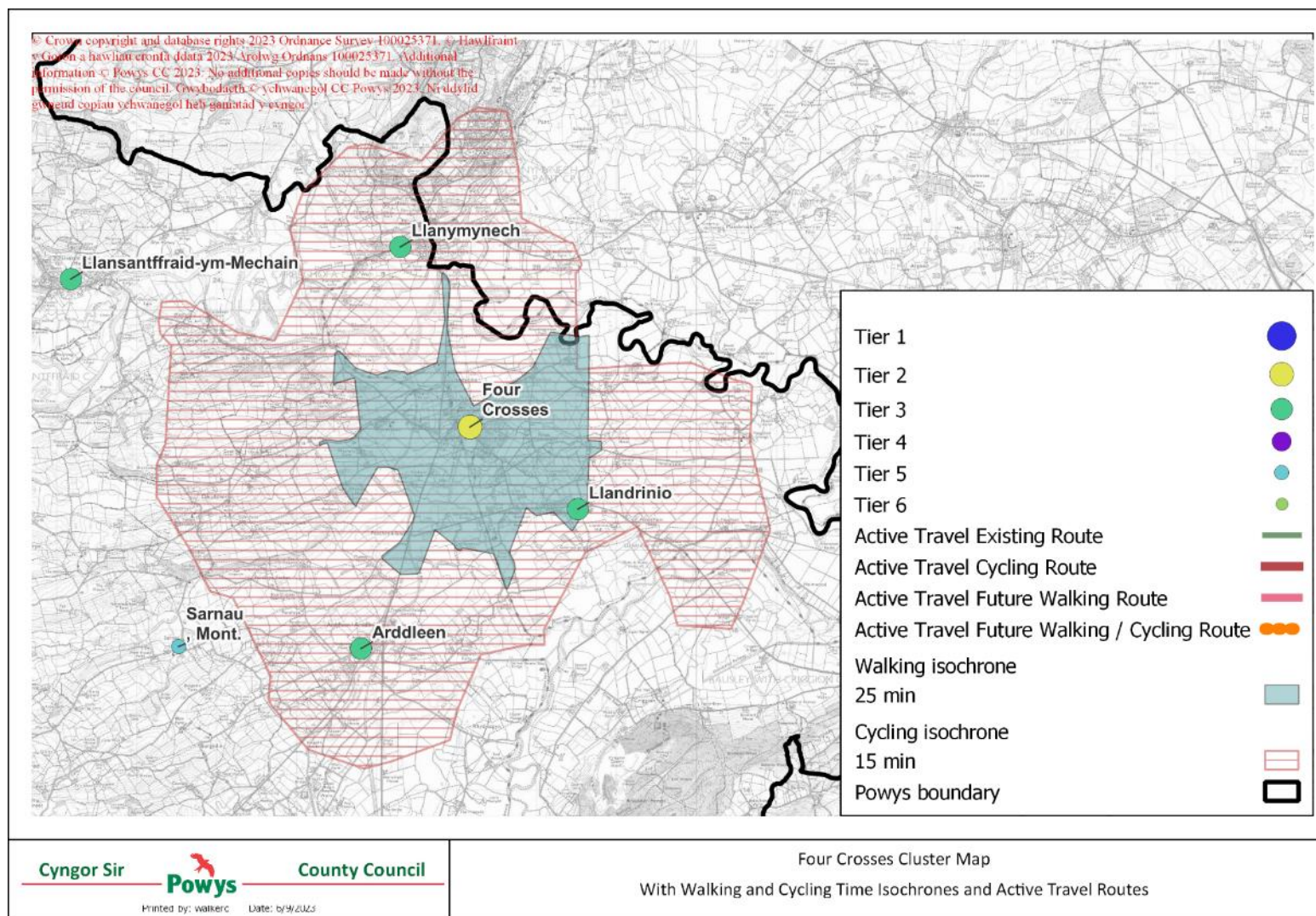
Aberbechan is within the 15-minute cycling isochrone and connected via the Montgomery Canal tow path which can be used as a cycle path.

## Four Crosses

### Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement



## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement



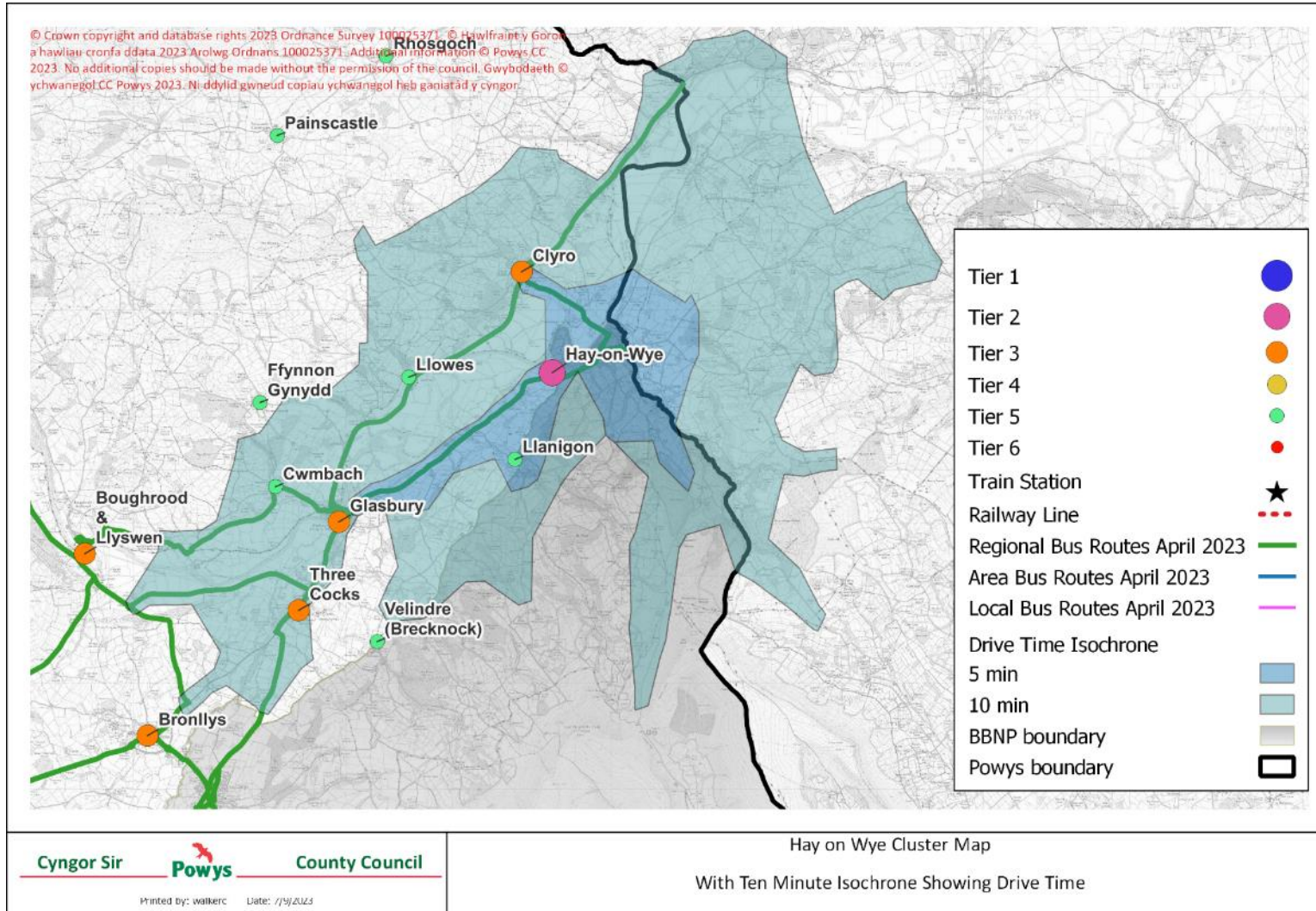
## Four Crosses Cluster

Settlements within Four Crosses Cluster

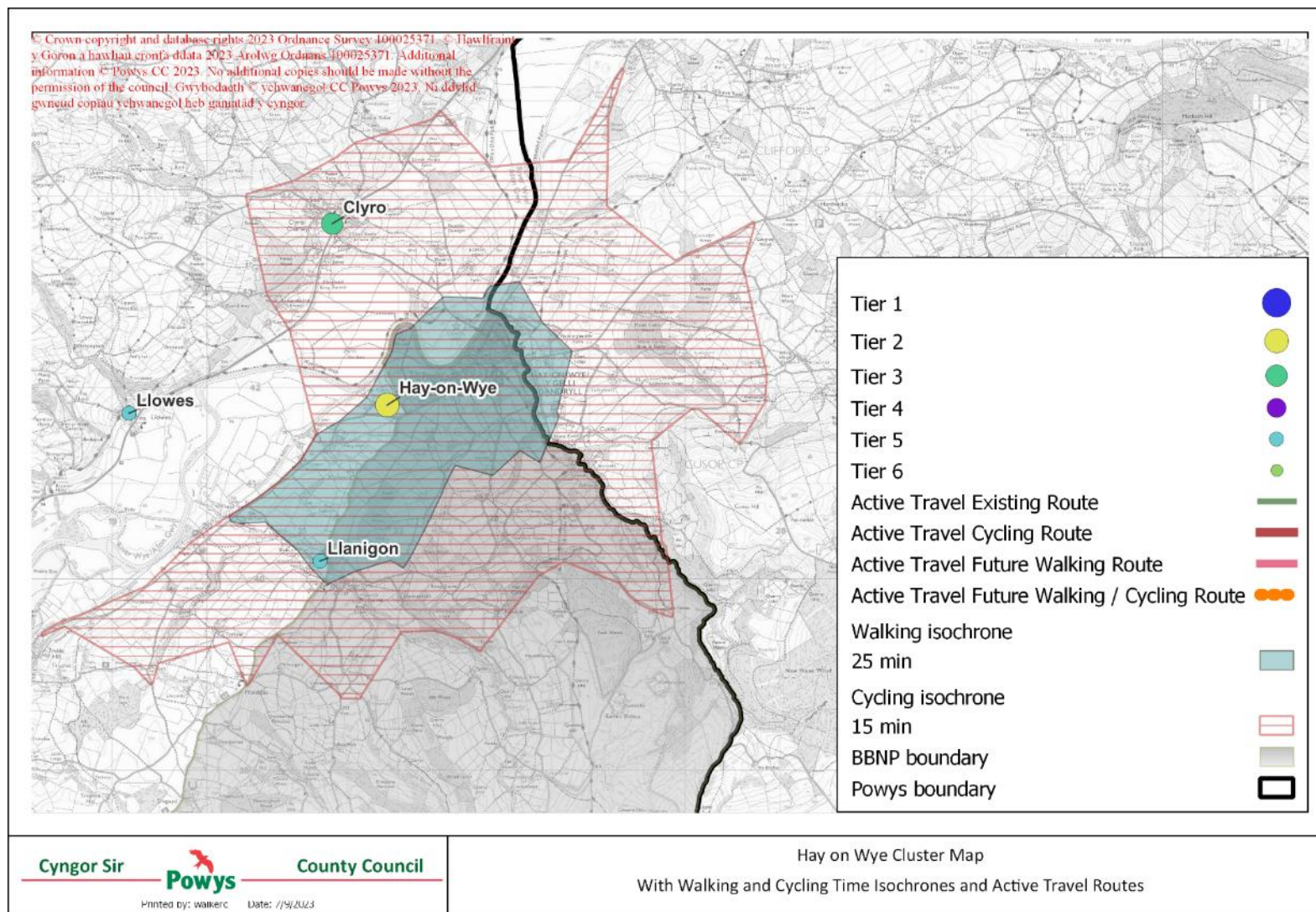
	<b>Settlements</b>
<b>Tier 1</b>	
<b>Tier 2</b>	<b>Four Crosses</b>
<b>Tier 3</b>	Arddleen, Crew Green, Llandrinio, Llansantffraid-ym-Mechain, Llanymynech, Guilsfield
<b>Tier 4</b>	
<b>Tier 5</b>	Coedway

## Hay-on-Wye (part BBNP area)

### Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement



## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement



## Hay on Wye Cluster

Settlements within Four Crosses Cluster

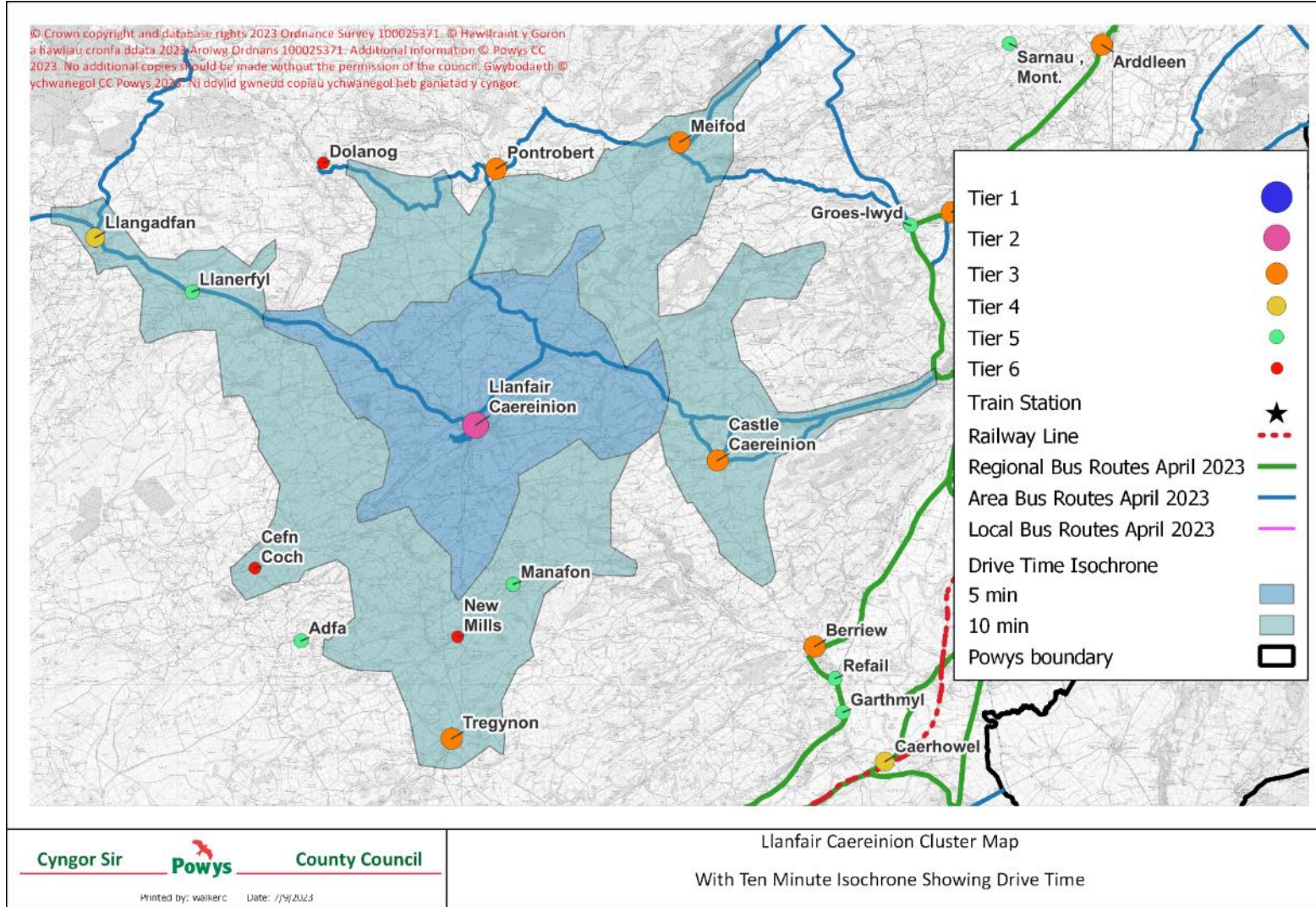
	Settlements
<b>Tier 1</b>	
<b>Tier 2</b>	<b>Hay on Wye</b>
<b>Tier 3</b>	Glasbury, Three Cocks
<b>Tier 4</b>	
<b>Tier 5</b>	

Doesn't look like Clyro and Llowes have a regular bus connection (10 min journey in the morning and return journey in afternoon) with Hay on Wye or a cycle path connection.

Bus journey between Cwmbach and Hay on Wye is over 30 minutes, so Cwmbach not included.

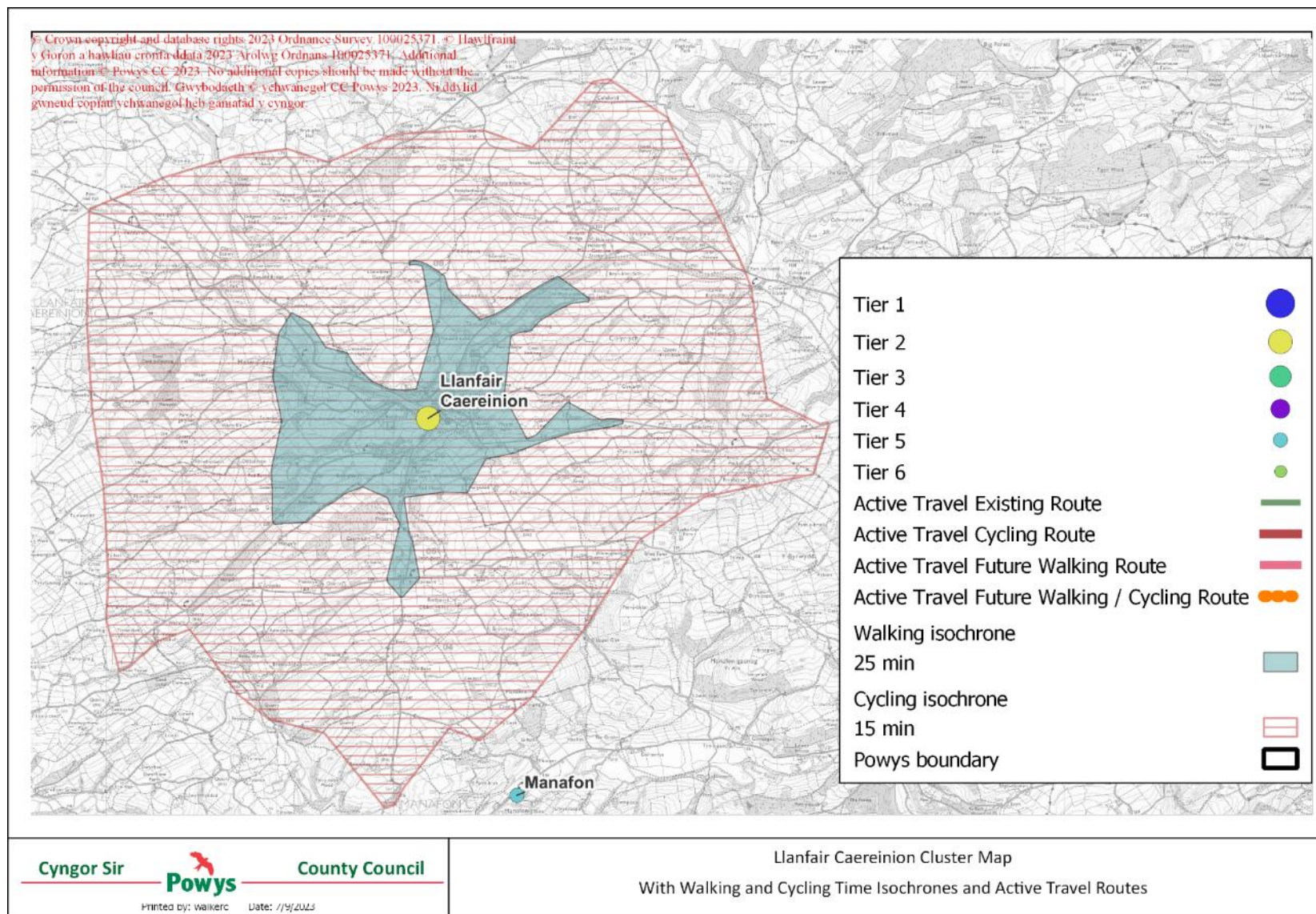
# Llanfair Caereinion

## Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement





## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement



## Llanfair Caereinion Cluster

Settlements within Llanfair Caereinion Cluster

	<b>Settlements</b>
<b>Tier 1</b>	
<b>Tier 2</b>	<b>Llanfair Caereinion</b>
<b>Tier 3</b>	Castle Caereinion
<b>Tier 4</b>	Llangadfan
<b>Tier 5</b>	Llanerfyl

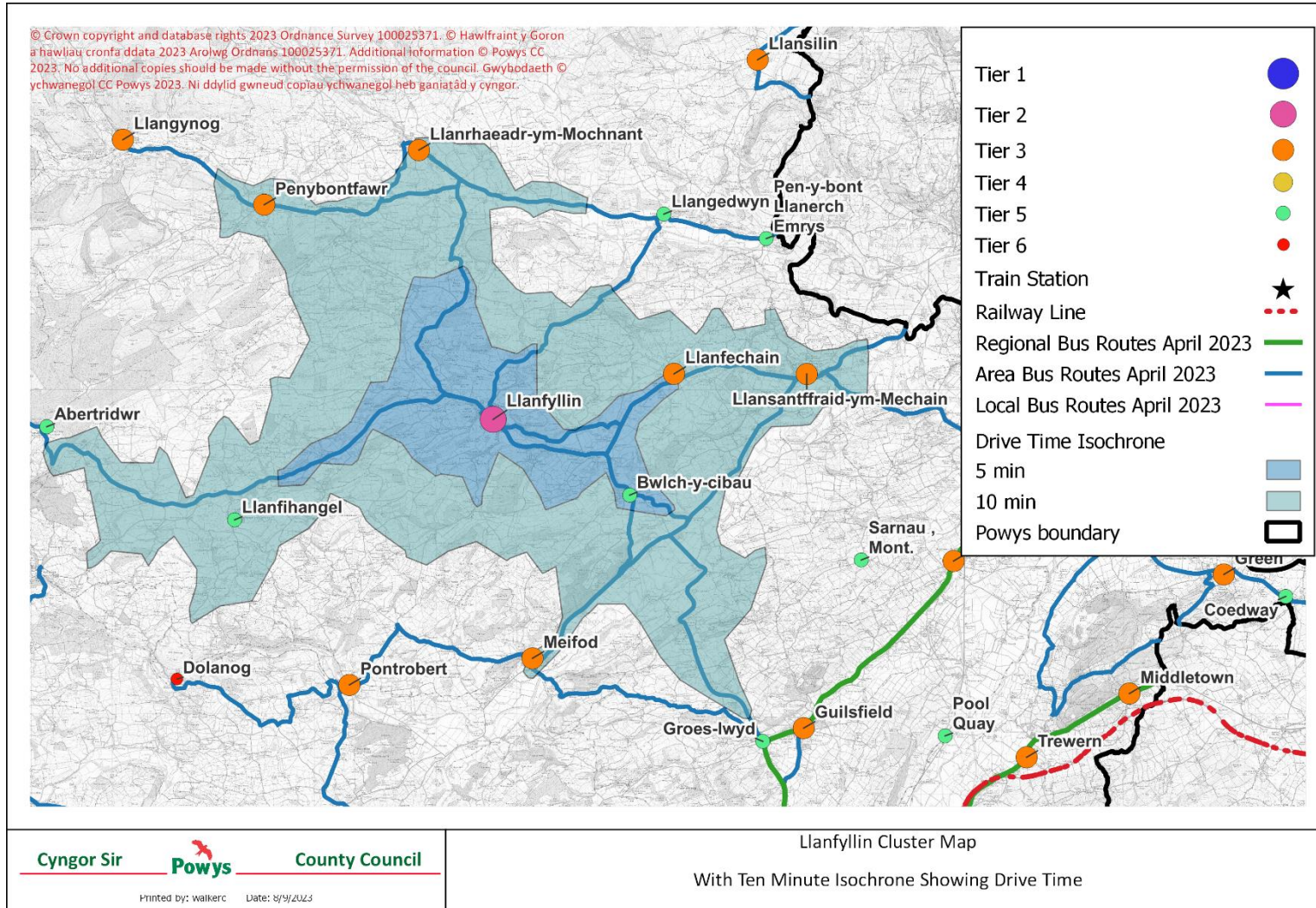
Notes:

Llanfair Caereinion to Meifod bus route does not follow the direct route so journey time greater than 10 minutes.

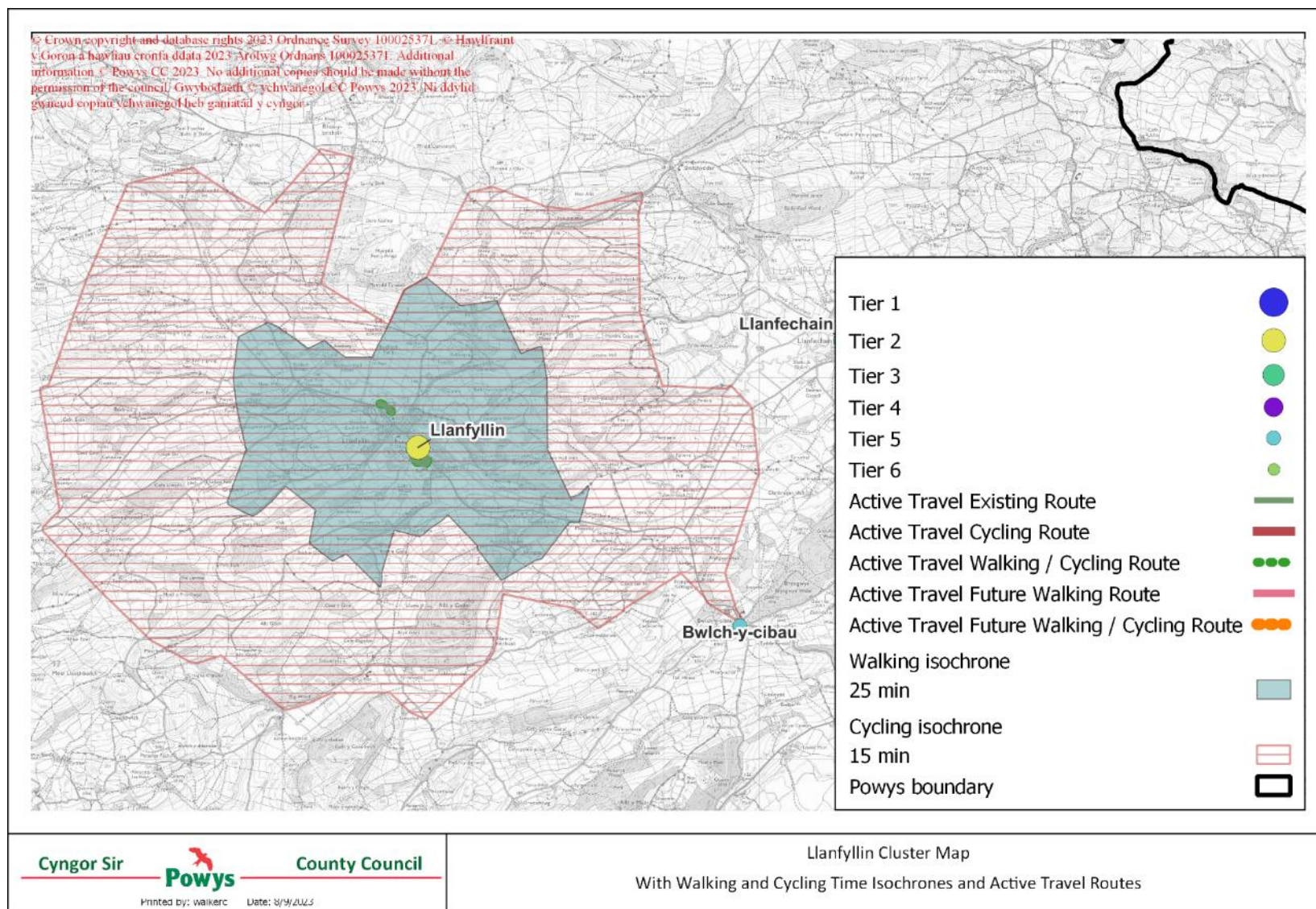
There is a bus route connecting Manafon with Llanfair Caereinion, but the route goes via Adfa so journey time a lot greater than 10 minutes (almost 30 minutes).

# Llanfyllin

## Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement



## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement



## Llanfyllin Cluster

Settlements within Llanfyllin Cluster

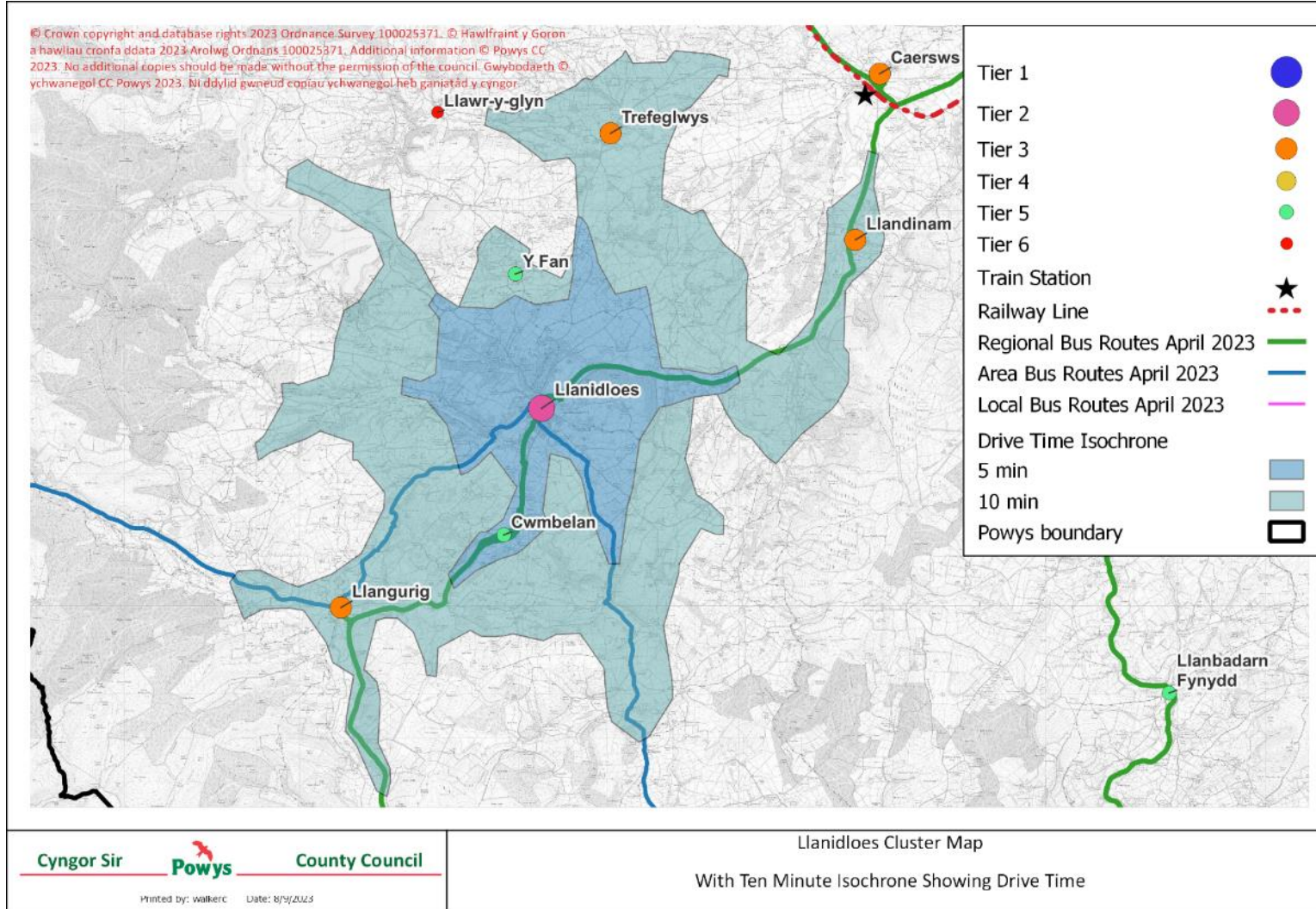
	<b>Settlements</b>
<b>Tier 1</b>	
<b>Tier 2</b>	<b>Llanfyllin</b>
<b>Tier 3</b>	Llanfechain, Llansantffraid-ym-Mechain, Meifod
<b>Tier 4</b>	
<b>Tier 5</b>	Bwlch-y-cibau

Notes:

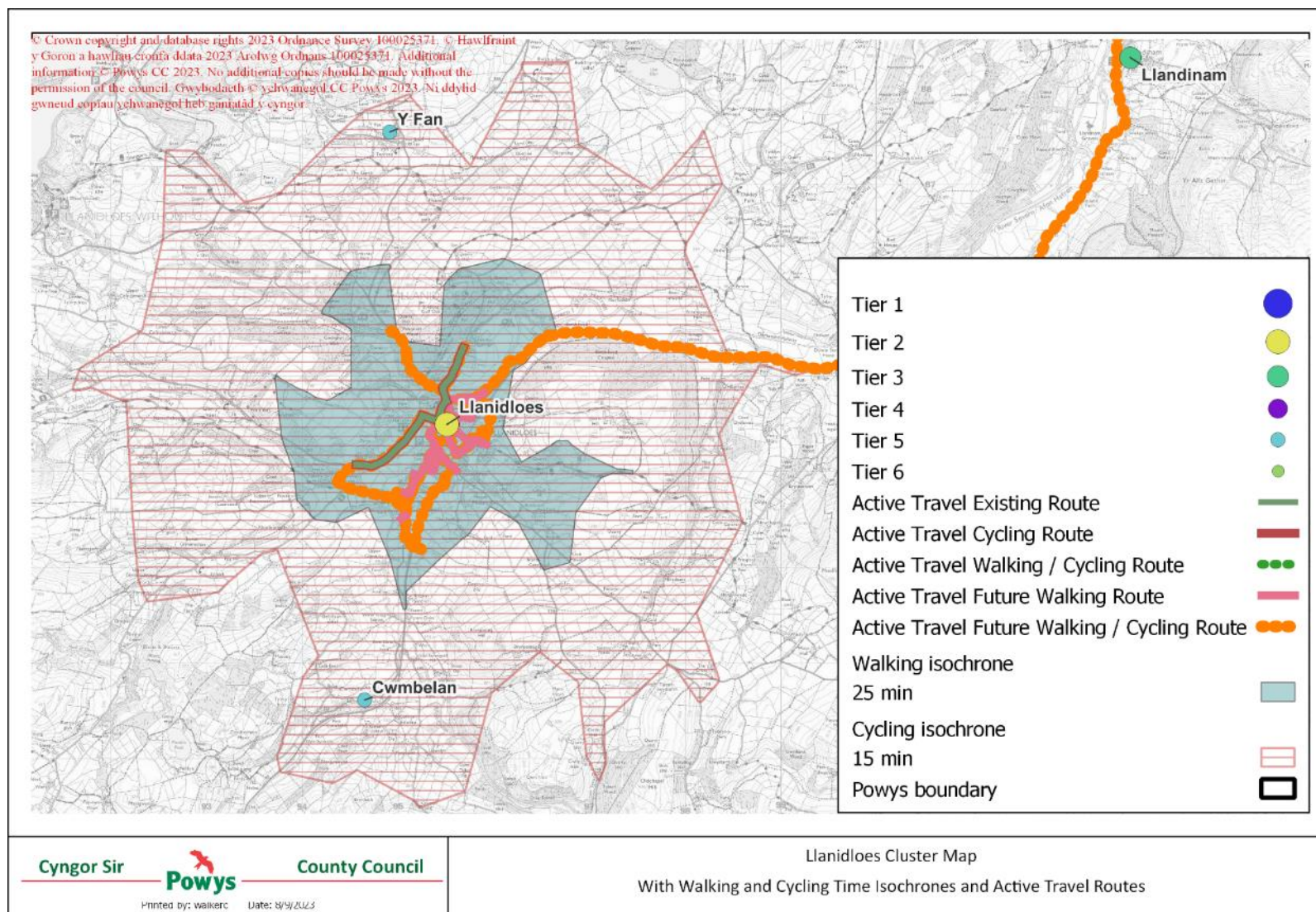
Bus services to Llanrhaeadr-ym-Mochnant and Penybontfawr are aimed at taking users to Oswestry rather than Llanfyllin – no regular timetable between these settlements and Llanfyllin.

# Llanidloes

## Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement



## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement



## Llanidloes Cluster

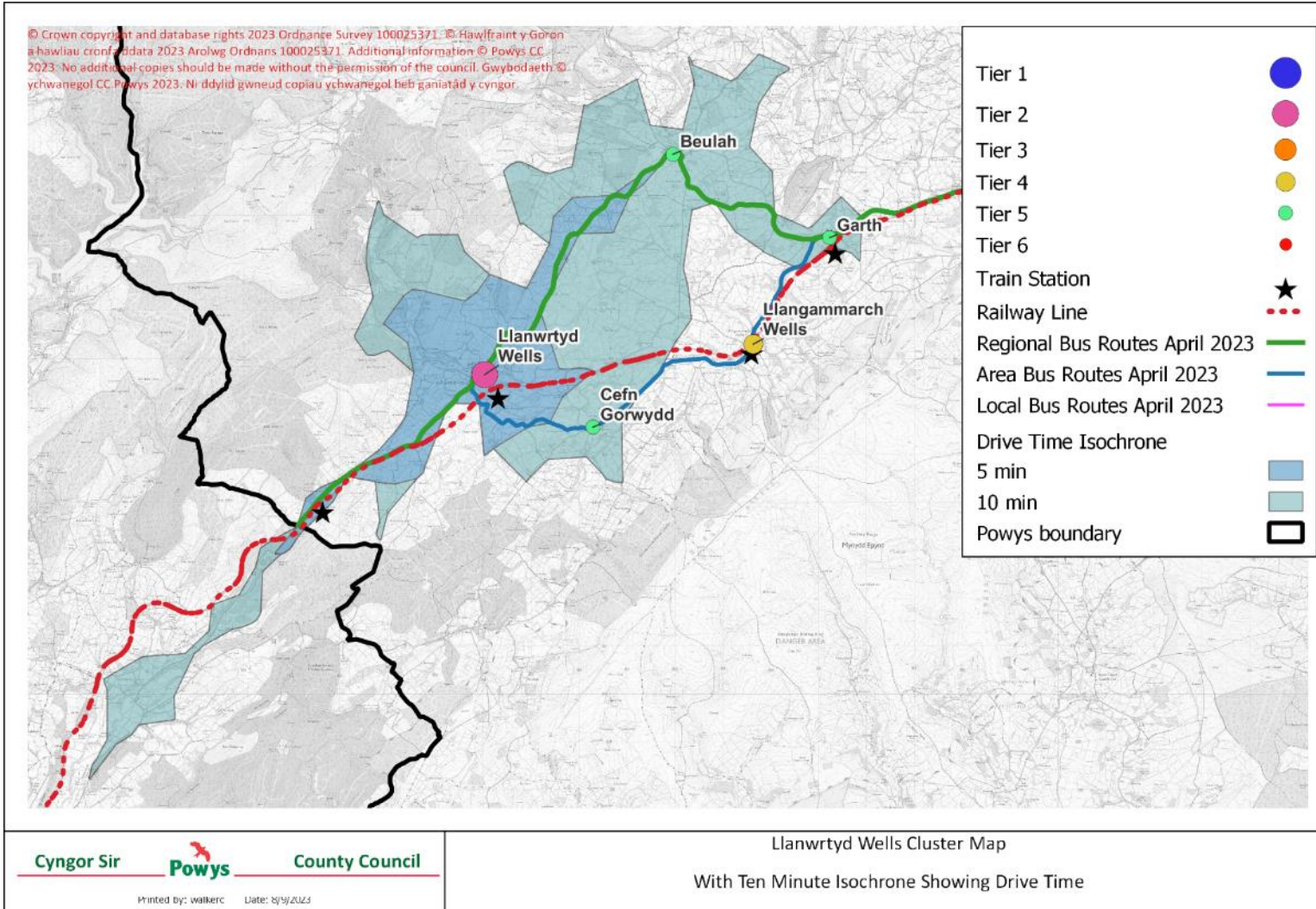
Settlements within Llanidloes Cluster

	<b>Settlements</b>
<b>Tier 1</b>	
<b>Tier 2</b>	<b>Llanidloes</b>
<b>Tier 3</b>	Llandinam, Llangurig
<b>Tier 4</b>	
<b>Tier 5</b>	Cwmbelan

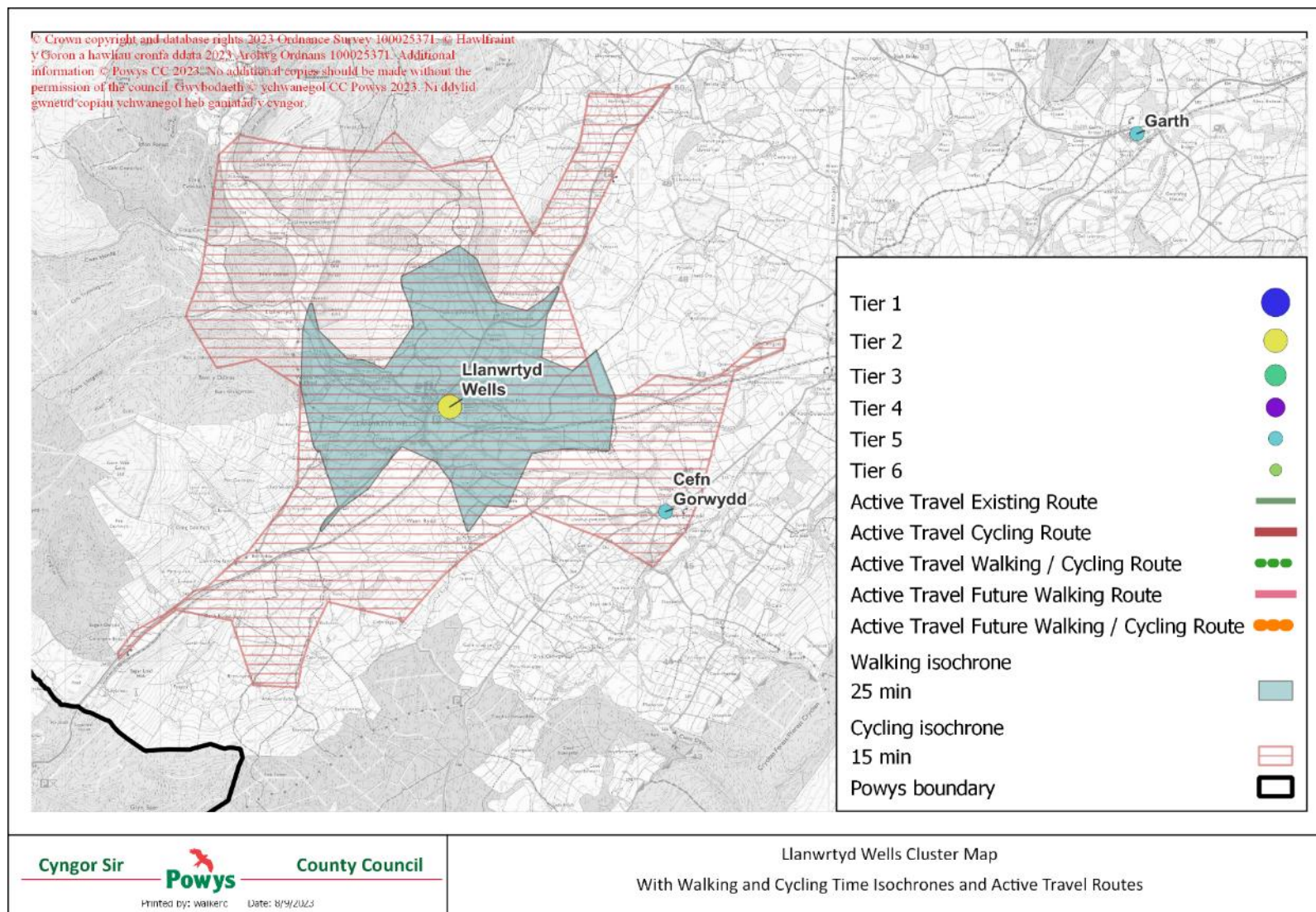


# Llanwrtyd Wells

## Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement



## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement



## Llanwrtyd Wells Cluster

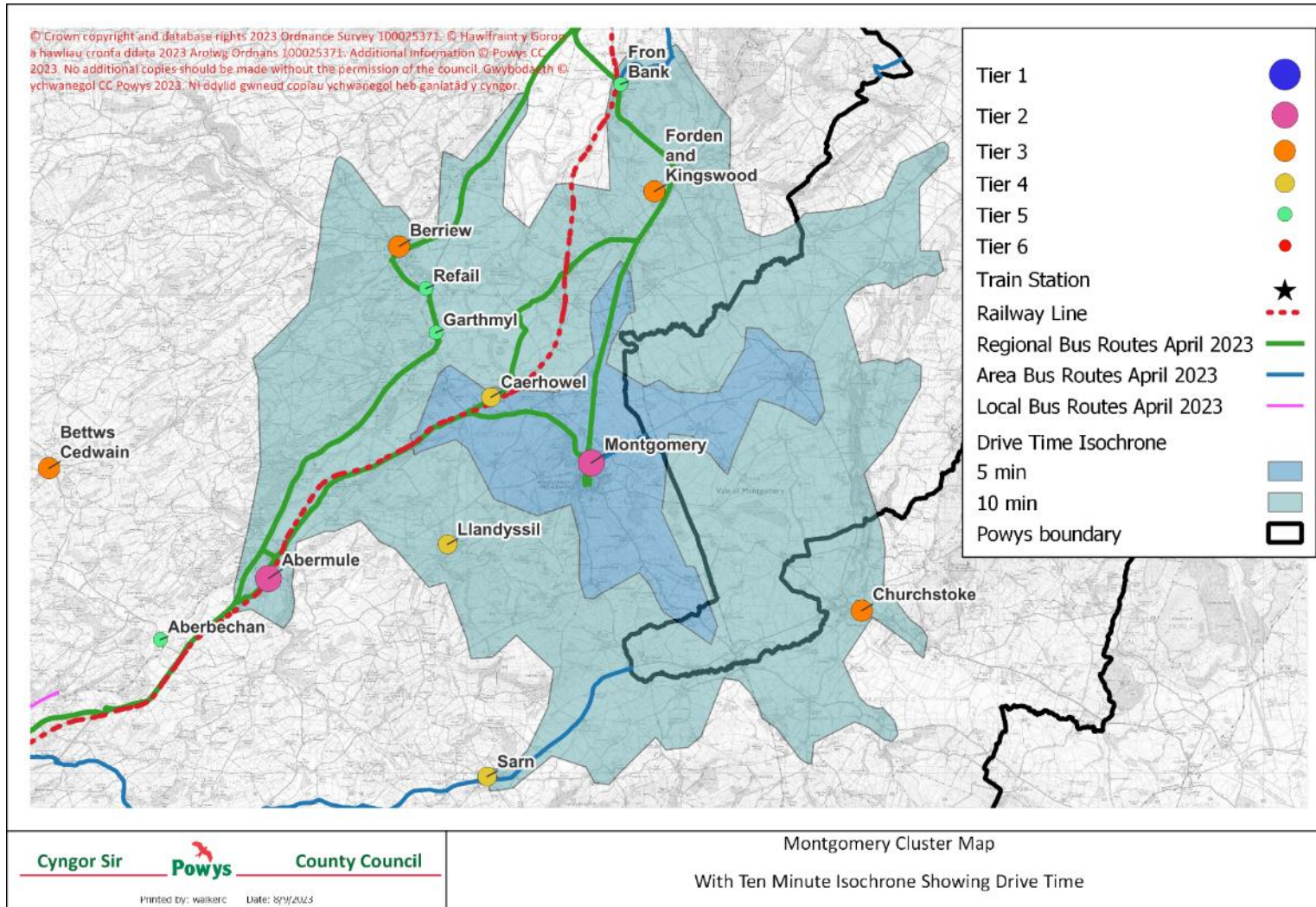
Settlements within Llanwrtyd Wells Cluster

	<b>Settlements</b>
<b>Tier 1</b>	
<b>Tier 2</b>	<b>Llanwrtyd Wells</b>
<b>Tier 3</b>	
<b>Tier 4</b>	Beulah, Llangammarch Wells, Garth
<b>Tier 5</b>	Cefn Gorwydd

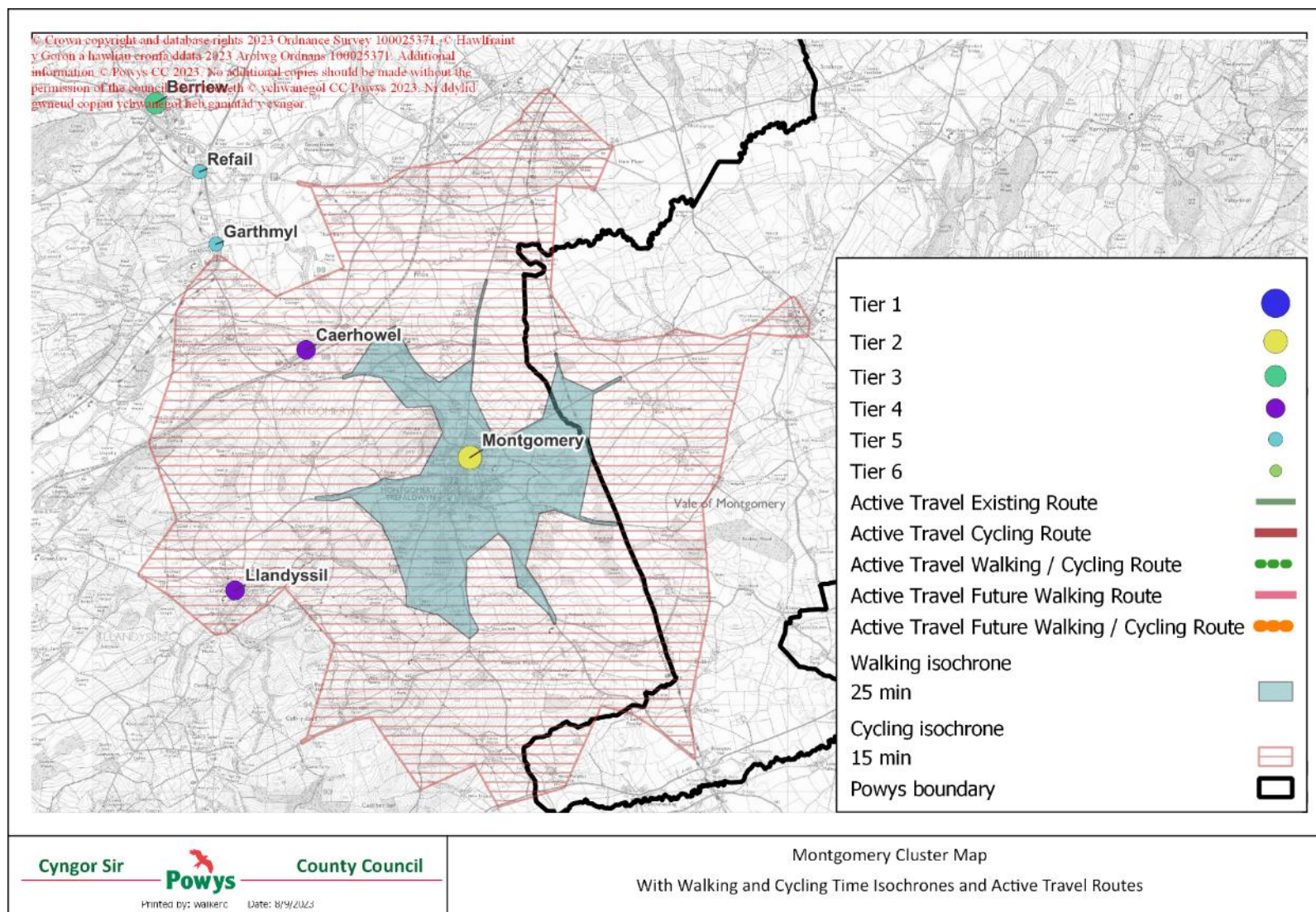
Notes: Llangammarch Wells connected to Llanwrtyd Wells via train line

# Montgomery

## Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement



## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement



## Montgomery Cluster

Settlements within Montgomery Cluster

	Settlements
<b>Tier 1</b>	
<b>Tier 2</b>	<b>Montgomery, Abermule</b>
<b>Tier 3</b>	Forden and Kingswood, Churchstoke
<b>Tier 4</b>	Caerhowel
<b>Tier 5</b>	

Notes:

Bus services to Berriew, Refail and Garthmyl are aimed at taking users to Welshpool rather than Montgomery – no regular timetable between these settlements and Montgomery.

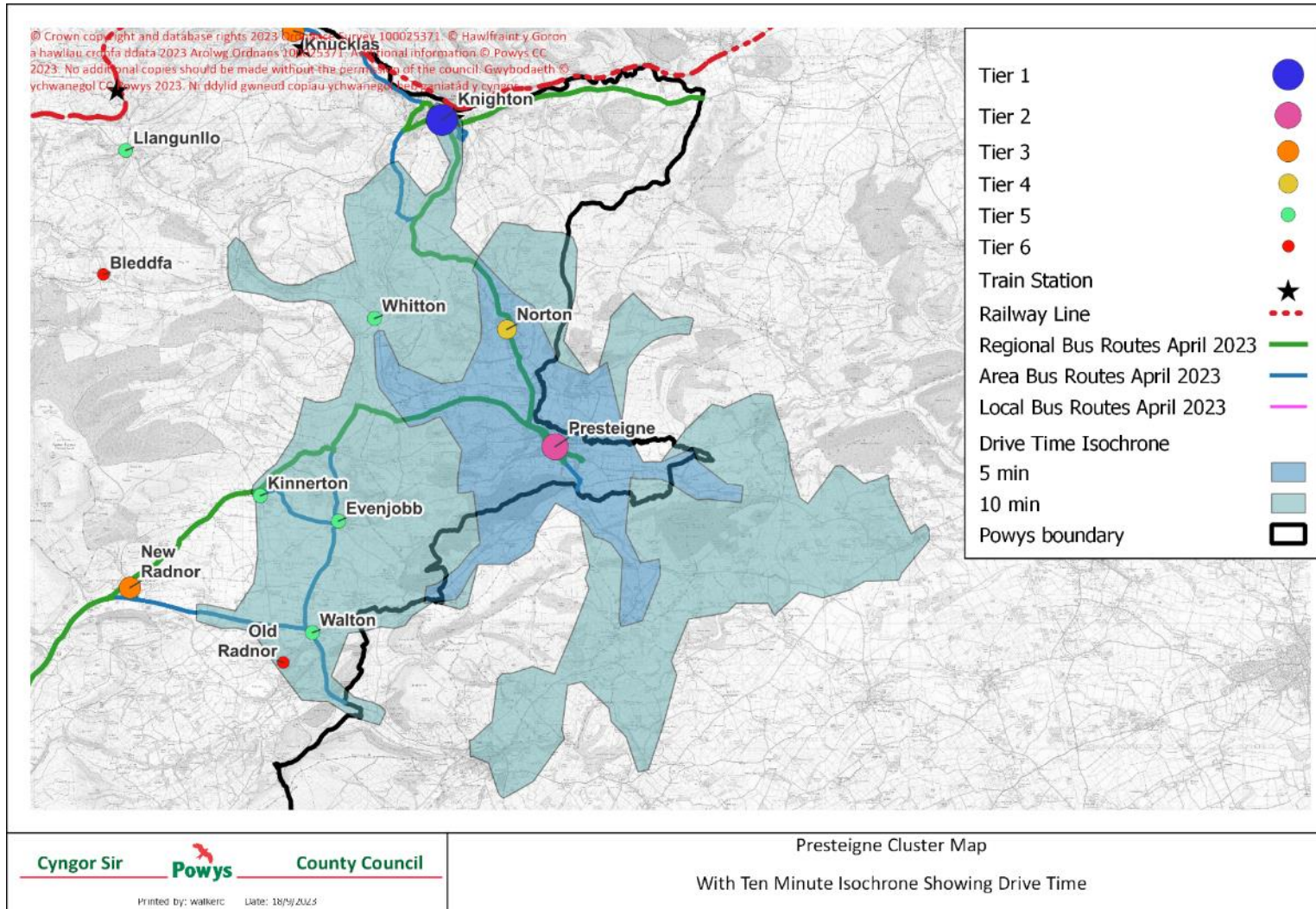
Churchstoke bus route not clearly shown due to part of the journey being in England.

Fron Bank – no official bus stop so not included.

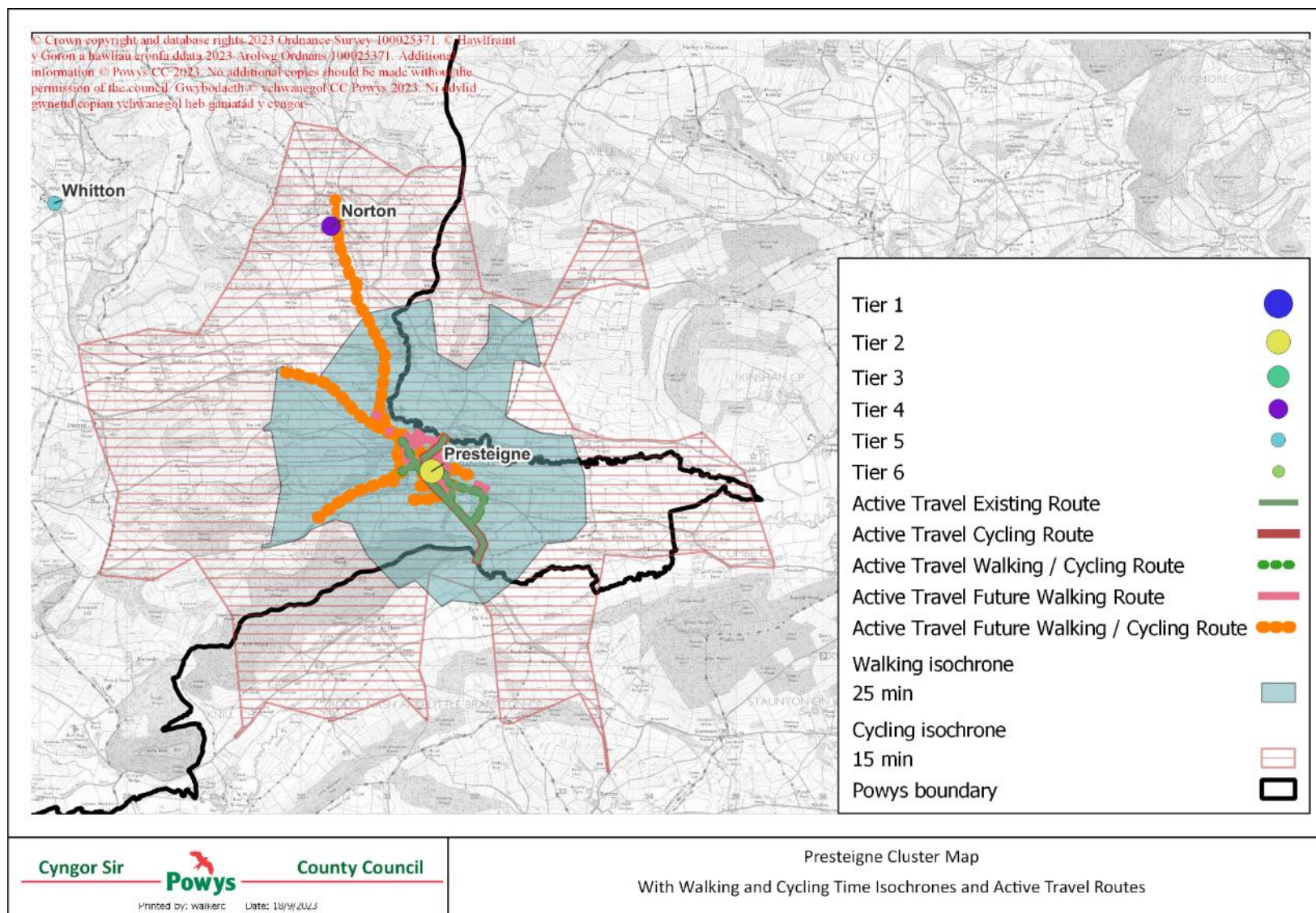
Sarn – bus journey takes 20 minutes so not included.

# Presteigne

## Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement



## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement





## **Presteigne Cluster**

Settlements within Presteigne Cluster

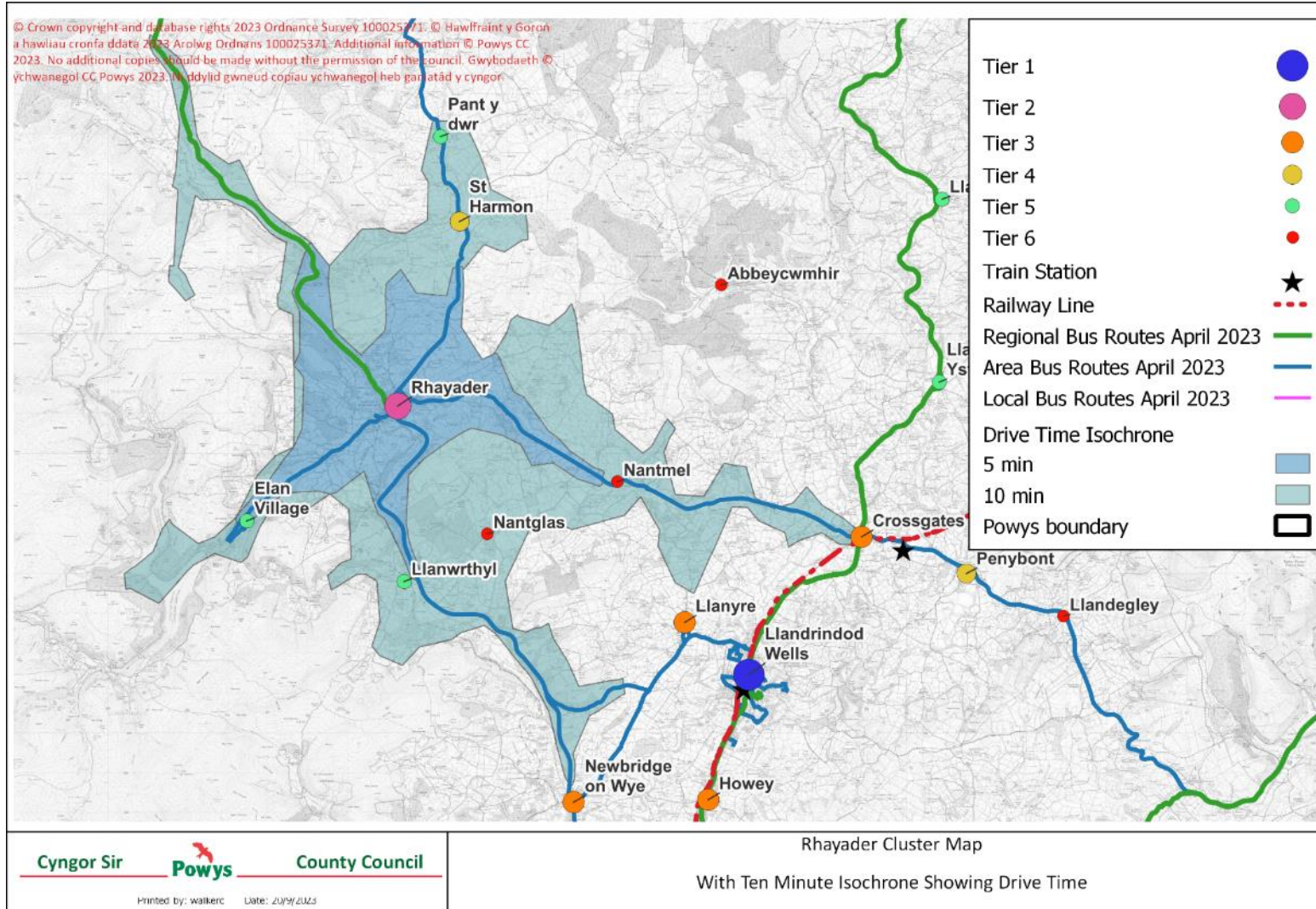
	<b>Settlements</b>
<b>Tier 1</b>	Knighton
<b>Tier 2</b>	<b>Presteigne</b>
<b>Tier 3</b>	
<b>Tier 4</b>	Norton
<b>Tier 5</b>	Kinnerton

Notes:

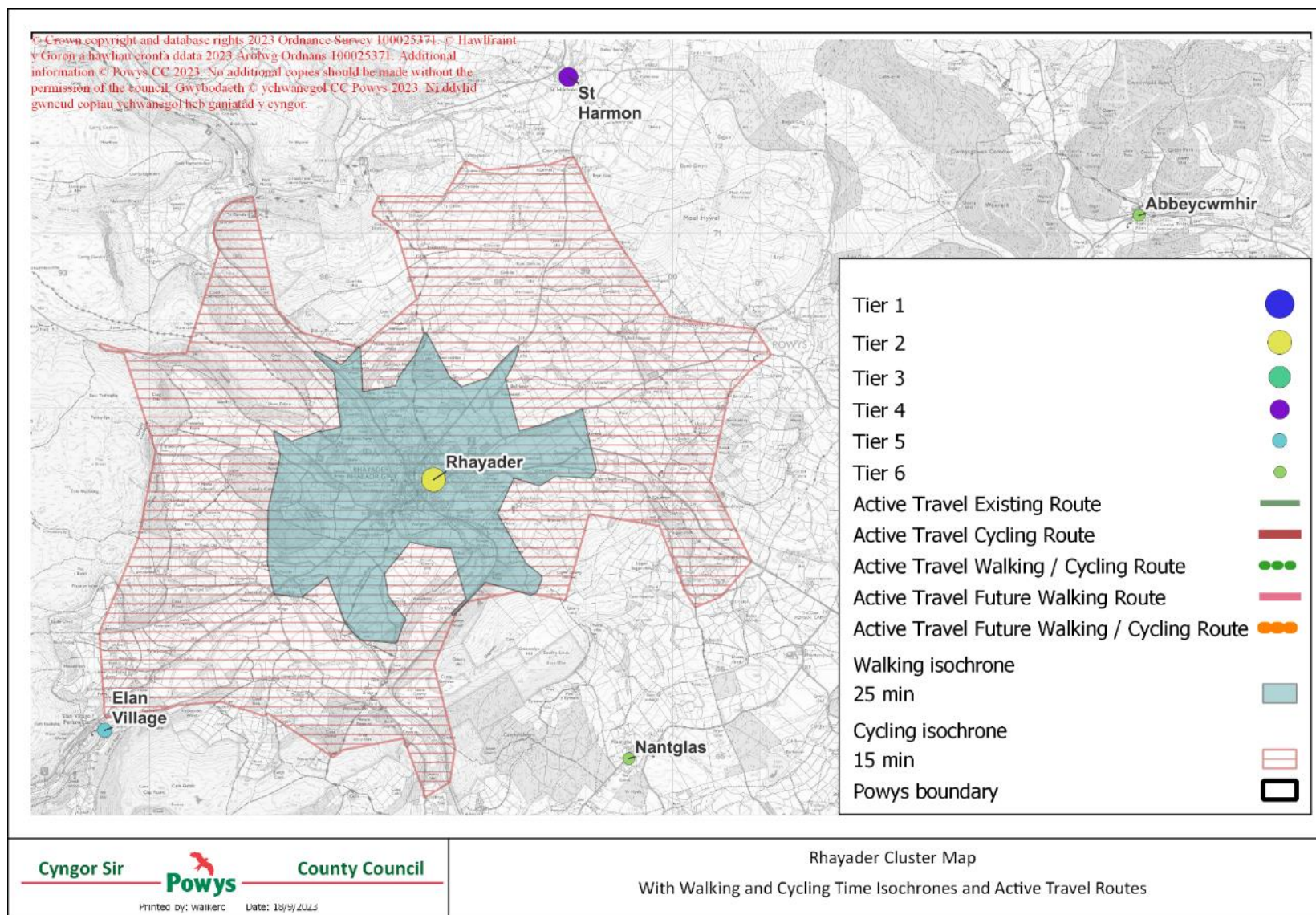
Evenjobb and Walton – Bus routes connect with Llandrindod Wells not Presteigne.

# Rhayader

## Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Settlement



## Map Showing Active Travel Routes, 25 Minute Walking and 15 Minute Cycling Isochrones from Centre of Settlement



## Rhayader Cluster

Settlements within Rhayader Cluster

	<b>Settlements</b>
<b>Tier 1</b>	
<b>Tier 2</b>	<b>Rhayader</b>
<b>Tier 3</b>	Crossgates
<b>Tier 4</b>	St Harmon
<b>Tier 5</b>	Pant y dwr, Llanwrthyl

Notes:

Newbridge on Wye outside of Drive Time isochrone

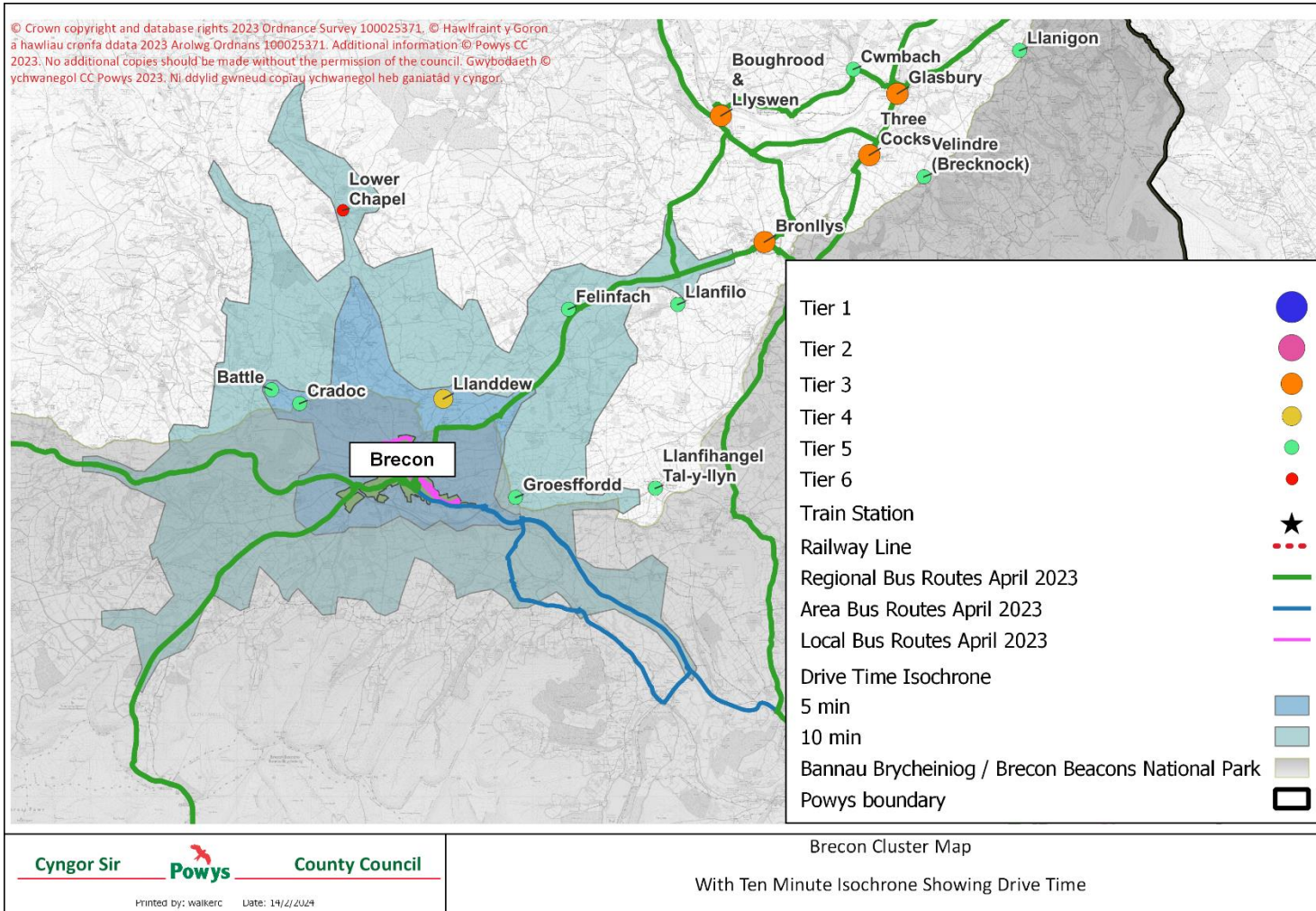
Elan Village – buses are Monday, Wednesday and Friday only.

## Appendix 2

### **Settlement Clusters with Tier 1 and 2 Settlements in Bannau Brycheiniog / Brecon Beacons National Park**

# Brecon

## Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Brecon to Powys Replacement LDP Settlements



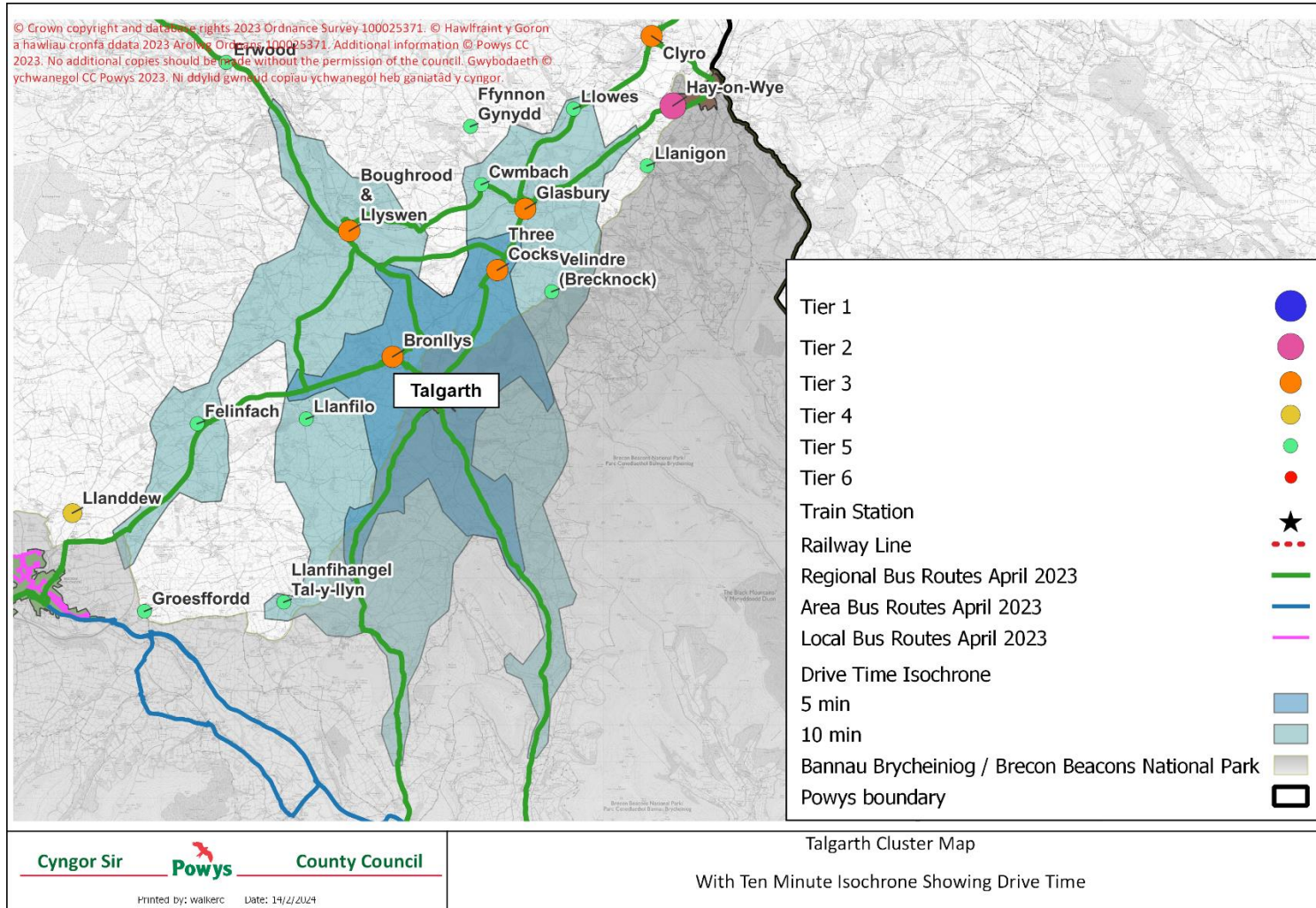
## Brecon Cluster

Powys Replacement LDP Settlements within Brecon Cluster

	<b>Settlements</b>
<b>Tier 1</b>	<b>Brecon (BBNP)</b>
<b>Tier 2</b>	
<b>Tier 3</b>	
<b>Tier 4</b>	
<b>Tier 5</b>	Felinfach

# Talgarth

## Map Showing Public Transport Routes and Ten-Minute Drive Time Isochrone from Centre of Talgarth to Powys Replacement LDP Settlements





## Talgarth Cluster

Powys Replacement LDP Settlements within Talgarth Cluster

	<b>Settlements</b>
<b>Tier 1</b>	
<b>Tier 2</b>	<b>Talgarth (BBNP)</b>
<b>Tier 3</b>	Boughrood and Llyswen, Bronllys, Glasbury, Three Cocks,
<b>Tier 4</b>	
<b>Tier 5</b>	Felinfach, Llowes

Notes: No direct bus route between Cwmbach and Talgarth