

Welsh Government

M4 Corridor around Newport

Environmental Statement Volume 1

Chapter 6: Legislative and Policy
Context

M4CaN-DJV-EGN-ZG_GEN-RP-EN-0032

At Issue | March 2016

Contents

	Page
6	Legislative and Policy Context 6-1
6.1	Introduction 6-1
6.2	Legislation 6-1
6.3	National Planning Policy 6-8
6.4	Other Relevant Documents at National Level 6-12
6.5	Local Planning Policy 6-20

6 Legislative and Policy Context

6.1 Introduction

6.1.1 The purpose of this chapter is to provide an overarching and strategic legislative and policy context for the Scheme from an environmental perspective. As such it briefly describes key legislation and the main planning policies, which are relevant to the Scheme, at European, UK and Welsh levels. In addition, it lists the development planning policies of the local planning authorities whose administrative areas the Scheme runs through and, where relevant, those of the authorities that are adjacent to the Scheme.

6.1.2 Topic specific policies are set out in the assessment topic chapters (Chapters 7 – 16).

6.2 Legislation

Well-being of Future Generations Act (Wales) 2015

6.2.1 In order to strengthen the sustainable development framework in Wales, a pilot National Conversation was launched in February 2014, to define the 'Wales We Want', led by a Commissioner for Sustainable Futures. The "Wales We Want" Report (Welsh Government and Sustain Wales, 2015), set out the seven foundations for the well-being of future generations. This resulted in the enactment of the Well-Being of Future Generations (Wales) Act 2015, in May 2015, which requires '*public bodies to do things in pursuit of the economic, social, environmental and cultural well-being of Wales in a way that accords with the sustainable development principle*'.

6.2.2 The Act defines sustainable development as '*the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals*', and defines seven 'well-being' goals, as set out in Table 6.1 below.

Table 6.1: Well-being Goals

Goal	Description of the Goal
A prosperous Wales	An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.
A resilient Wales	A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).
A healthier Wales	A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.

Goal	Description of the Goal
A more equal Wales	A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances).
A Wales of cohesive communities	Attractive, viable, safe and well-connected communities.
A Wales of vibrant culture and thriving Welsh language	A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts and sports and recreation.
A globally responsible Wales	A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

6.2.3 The Well-Being of Future Generations Act 2015 places a duty on public bodies in Wales, including Welsh Government, to work towards achieving these goals, in order for actions to align to the Welsh Government's principles of sustainable development.

6.2.4 The Act identifies the following five things that public bodies must take account of when acting in accordance with the sustainable development principle.

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

6.2.5 Following the next National Assembly for Wales election, each public body is required under the Act to publish a set of well-being objectives '*designed to maximise their contribution to achieving each of the well-being goals*'. The well-being goals will form the framework of these objectives, as well as indicators to be used to measure well-being, which the Welsh Government recently consulted on ("How do you measure a nation's progress?" (Welsh Government, 2015a)).

6.2.6 When publishing its well-being objectives each public body must publish a statement explaining why it considers that meeting the objectives will contribute to the achievement of the well-being goals and how it has applied the sustainable development principle. Following the initial statement public bodies are required to publish an annual report showing the progress they have made in meeting their objectives.

Active Travel (Wales) Act 2013

6.2.7 The Active Travel (Wales) Act gained royal assent on 4 November 2013. It legislates for the provision of travel routes designed for cycling and walking and in particular makes provision:

- for approved maps of existing active travel routes and related facilities in a local planning authority's area;
- for approved integrated network maps of the new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in a local authority's area;
- requiring local planning authorities to have regard to integrated network maps in preparing transport policies and to secure that there are new and improved active travel routes and related facilities;
- requiring the Welsh Ministers to report on active travel in Wales;
- requiring the Welsh Ministers and local planning authorities, in the performance of functions under the Highways Act 1980, to take reasonable steps to enhance the provision made for walkers and cyclists and to have regard to the needs of walkers and cyclists in the exercise of certain other functions, and
- requiring the Welsh Ministers and local planning authorities to exercise their functions under the Act so as to promote active travel journeys and secure new and improved active travel routes and related facilities.

6.2.8 The Act created new duties for local authorities in Wales and the Welsh Ministers. It also gives the Welsh Ministers the power to issue guidance on the location, nature and condition of active travel routes and facilities to ensure they are suitable for use. Such guidance has been published in the form of guidance notes.

6.2.9 Both Newport City Council and Monmouthshire County Council have addressed the requirements of the Act in their respective statutory Local Transport Plans (LTPs).

6.2.10 Welsh ministers have identified those built-up areas with a population greater than 2,000 people in which the Active Travel Act will apply. Within the Newport unitary authority area three settlement areas are named: Marshfield; Newport; and Caerleon. Newport City Council has begun to consider the requirements of the new duties through the development of the Newport Active Travel Network Study 2014, further details of which are provided in Chapter 14 (All Travellers).

6.2.11 In Monmouthshire the following settlement areas are named: Undy, Caldicot, Chepstow, Usk, Monmouth, Abergavenny and Gilwern.

Wildlife and Countryside Act 1981 (as amended)

6.2.12 For more than three decades the Wildlife and Countryside Act 1981 (as amended) (WCA) has been, and remains, the principal mechanism for the protection of wildlife in the UK. The Wildlife and Countryside Act comprises four parts. Part 1 covers the protection of wildlife, including birds, their nests and eggs; wild animals, mammals and wild plants. Part 2 makes provision for the countryside, national parks, the designation of protected areas including Sites of Special Scientific Interest (SSSIs), limestone pavements, National Nature Reserves, and grants by the national nature conservation bodies in England and Wales. Part 3 covers public rights of way, including footpaths and bridleways whilst Part IV deals with miscellaneous provisions.

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

6.2.14 Schedule 9 of the Countryside and Rights of Way Act (CRoW, 2000) introduced a new Section to the Wildlife and Countryside Act, section 28G, which places a duty on the Welsh Government *‘in exercising its functions so far as their exercise is likely to affect the flora, fauna or geological or physiographical features by reason of which a site of special scientific interest is of special interest’* to *‘take reasonable steps, consistent with the proper exercise of the authority’s functions, to further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which the site is of special scientific interest’*.

Conservation of Habitats and Species Regulations 2010

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

6.2.16 Screening (the first stage in the Habitats Regulations Assessment process) identified that the Scheme had the potential for significant effects on qualifying features of the following European sites: the River Usk Special Area of Conservation (SAC); Severn Estuary SAC; Severn Estuary Special Protection Area; Severn Estuary Ramsar site; and Wye Valley and Forest of Dean Bat Sites SAC.

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

6.2.18 In accordance with Regulation 61 of the Conservation of Habitats and Species Regulations 2010, an Assessment of Implications on European Sites (AIES) has also been prepared to consider the possible effects of the Scheme on European sites. The findings of the AIES are reported separately.

Natural Environment and Rural Communities Act 2006

6.2.19 The Natural Environment and Rural Communities Act 2006 (NERC Act) was designed to help achieve a rich and diverse natural environment and thriving rural communities through modernised and simplified arrangements for delivering UK Government policy. The Act implemented key elements of the (then) UK Labour Government’s Rural Strategy published in July 2004 (Defra, 2004).

6.2.20 The NERC Act established Natural England and made amendments to both the Wildlife and Countryside Act 1981 and the Countryside and Rights of Way

Act 2000. Section 40 sets out a duty to conserve biodiversity whereby *'every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'*, whilst Section 42 requires the National Assembly of Wales to *'publish a list of the living organisms and types of habitat which in the Assembly's opinion are of principal importance for the purpose of conserving biodiversity'*. *'Conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'* (Section 40(3)).

Planning (Wales) Act 2015

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

- a modernised framework for the delivery of planning services – for example the Act enables planning applications to be made directly to Welsh Ministers in limited circumstances;
- strengthening the plan led approach – by the introduction of a National Development Framework and Strategic Development Plans;
- improved resilience – by enabling the Welsh Ministers to direct local planning authorities to work together and for local planning authorities to be merged;
- frontloading and improving the development management system – by introducing a statutory pre-application procedure for certain planning applications; and
- enabling effective enforcement and appeals – by way of changes to enforcement procedures and increased transparency and efficiency of the appeal system.

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

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

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

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

6.2.26 The Act further introduces two instances where direct planning applications to the Welsh ministers either must or could be made. The first of these is a new category of planning applications known as Developments of National Significance (DNS); these are to be specified in regulations made by Welsh Government and follow a similar procedure to that which applies in the case of Nationally Significant Infrastructure Projects (under the Planning Act 2008). The second instance is a direct application to the Welsh Ministers if the applicant so chooses where the local planning authority has been designated as under-performing and the application meets certain criteria.

6.2.27 Other parts of the Act change the legislative position in Wales in respect of town and village greens and deal with various procedural matters.

Human Rights Act 1998

6.2.28 This Environmental Statement has been submitted alongside the draft Orders for the Scheme. Statutory Orders are prepared by Welsh Ministers and published in draft. Relevant to the draft Compulsory Purchase Order (CPO) for the Scheme is the Human Rights Act 1998. A CPO should only be made where there is a compelling case in the public interest. An acquiring authority, including Welsh Ministers, should be sure that the purposes for which it is making a CPO sufficiently justify interfering with the human rights of those with an interest in the land affected having regard, in particular, to the provisions of Article 1 of The First Protocol to the European Convention on Human Rights and, in the case of a dwelling, Article 8 of the Convention.

Climate Change Act 2008

6.2.29 The Act imposes a duty on the Secretary of State to reduce UK wide greenhouse gas emissions in 2050 to a level which is at least 80% below the level of emissions in 1990. It also obliges the Secretary of State to set carbon budgets for successive five year period and to prepare proposals and policies for meeting those carbon budgets. Part 2 of the Act establishes the Committee on Climate Change.

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

Environment Bill (Wales) 2015

6.2.31 Plenary consideration of amendments to The Environment Bill (Wales) began on 27 November 2015 and it is being scrutinised by the National Assembly for Wales. It is expected to receive Royal assent by spring 2016. The overarching aims of the Bill are to put in place legislation that will enable Wales' resources to be managed in a more proactive, integrated and sustainable way and to establish the legislative framework necessary to tackle climate change.

6.2.32 The Bill complements the Well-being of Future Generations (Wales) Act 2015 and the Planning (Wales) Act (see above). The principle that connects these three pieces of legislation is the commitment to sustainable development as the best way to improve the well-being of Wales now and for future generations.

- 6.2.33** The Well-being of Future Generations (Wales) Act 2015 works towards achieving the well-being goals applying the sustainable development principle. The Environment (Wales) Bill puts in place a modern statutory process to help plan and manage Wales' natural resources in a more joined up way and the Planning (Wales) Act creates an efficient process to ensure the right development is located in the right place.
- 6.2.34** The Bill is divided into seven parts of which the following are directly relevant to the Scheme:
- Part 1: Sustainable management of natural resources;
 - Part 2: Climate change; and
 - Part 7: Flood & Coastal Erosion Committee and land drainage.
- 6.2.35** The specific provisions of the Bill include helping to plan and manage Wales' natural resources at a national and local level through three key features - a State of Natural Resources Report, a National Natural Resources Policy and Area Statements. Collectively, these are designed to ensure that the sustainable management of Wales' natural resources will be a core consideration in decision-making.
- 6.2.36** The first key feature is the requirement for NRW to produce a State of Natural Resources Report every five years before each National Assembly for Wales election that provides an assessment of natural resources and how well they are being managed in a sustainable way.
- 6.2.37** The second key feature is the requirement for the Welsh Government to produce a National Natural Resources Policy that sets out the priorities and opportunities for managing the natural resources of Wales sustainably, taking into account the findings of the State of Natural Resources Report. The policy will take into account other sources of information, such as the Future Trends Report and evidence from progress towards the well-being goals contained within the Well-being of Future Generations (Wales) Act 2015 (see above).
- 6.2.38** Through the National Natural Resources Policy, Welsh Ministers will set priorities and opportunities for the sustainable management of natural resources in Wales, including actions to be taken in relation to climate change.
- 6.2.39** The policy will promote a joined up approach to other/future policies that the Welsh Government develops, as well as supporting the achievement of the well-being goals in the Well-being of Future Generations (Wales) Act 2015 and the National Development Framework in the Planning (Wales) Act (see above). The policy will also set the context for the area statements (see below) to ensure that the national priorities for sustainable management of natural resources in Wales inform the local delivery approach.
- 6.2.40** The third key feature is the preparation of Area Statements by NRW which set out the priorities, risks and opportunities for managing the natural resources of Wales sustainably and outline what action needs to be taken at a local level. Area Statements will consider the evidence from the State of Natural Resources Report and implement the priorities and opportunities identified by the National Natural Resources Policy for the sustainable management of natural resources at the local level. NRW can also use the Area Statements to help deliver any of its

functions, for example rationalising, where appropriate, any plans, programmes or strategies.

6.2.41 The Bill will replace the existing duty in Section 40 of the NERC Act 2006 (see above) in relation to Wales, with a duty on public authorities to seek to maintain and enhance biodiversity.

6.2.42 The Bill will also introduce statutory emission reduction targets and carbon budgeting to support their delivery. The first budgetary period will be for 2016-2020 and then every five years up until 2050. Each carbon budget will be set in advance, with the first and second carbon budgets set before the end of 2018.

Historic Environment (Wales) Bill 2015

6.2.43 The Historic Environment (Wales) Bill forms part of a suite of legislation, policy, advice and guidance that makes important improvements to the existing systems for the protection and sustainable management of the Welsh historic environment. In broad terms, the Bill gives more effective protection to listed buildings and scheduled monuments, enhances existing mechanisms for the sustainable management of the historic environment, and introduces greater transparency and accountability into decisions taken on the historic environment.

6.2.44 The current framework for the protection and management of the Welsh historic environment comprises two pieces of UK legislation. The Ancient Monuments and Archaeological Areas Act 1979 provides for the designation and protection of scheduled monuments of national importance and the Planning (Listed Buildings and Conservation Areas) Act 1990 gives the Welsh Ministers powers to designate listed buildings of special architectural or historic interest. These will be amended by the Bill.

6.2.45 A number of the Bill's provisions depend upon subordinate legislation or statutory guidance for implementation. A policy paper is being prepared that will be published alongside the Bill to outline detailed implementation matters. The Bill will also be complemented by policy, advice and guidance that will reflect the Bill's measures and make additional improvements to the existing systems for the protection and sustainable management of the Welsh historic environment. These include the revised historic environment chapter of Planning Policy Wales (see below) and a new technical advice note for the historic environment.

6.3 National Planning Policy

6.3.1 Current national planning policy is contained within the Welsh Spatial Plan, Planning Policy Wales (PPW8) and is supplemented by various Technical Advice Notes (TANs).

The Wales Spatial Plan (Update 2008)

6.3.2 When published, the Wales Spatial Plan will be replaced by the National Development Framework, which is provided for in the Planning (Wales) Act 2015 (see above).

6.3.3 The Wales Spatial Plan – People, Places, Futures was originally adopted by the Welsh Government in November 2004 and was updated in July 2008 (Welsh

Assembly Government, 2008a). The overall role, purpose and principles of the Wales Spatial Plan are set out at paragraph 1.2. They include the following.

- Making sure that decisions are taken with regard to their impact beyond the immediate sectoral or administrative boundaries and that the core values of sustainable development govern everything the Welsh Government does.
- Setting the context for local and community planning.
- Influencing where money is spent by the Welsh Government through an understanding of the roles of and interactions between places.
- Providing a clear evidence base for the public, private and third sectors to develop policy and action.

6.3.4 It is a principle of the Wales Spatial Plan that development should be sustainable. Sustainable development is about improving well-being and quality of life by integrating social, economic and environmental objectives in the context of more efficient use of natural resources.

6.3.5 The Scheme is located in the ‘South East Wales – Capital Region’ as defined by Chapter 19 of the Wales Spatial Plan. The vision for the South East of Wales is that it is; ‘*An innovative skilled area offering a high quality of life – international yet distinctively Welsh. It will compete internationally by increasing its global visibility through stronger links between the Valleys and the coast and with the UK and the rest of Europe; helping to spread prosperity within the area and benefiting other parts of Wales*’ (Wales Spatial Plan, 2008, p 98).

6.3.6 Although the Wales Spatial Plan prioritises the need for a fully integrated high quality transport system ‘*measures to alleviate congestion around Newport, and investment to tackle bottlenecks on other parts of the M4 are essential*’ (paragraph 20.25).

Planning Policy Wales (Edition 8, January 2016)

6.3.7 Planning Policy Wales (Welsh Government, 2016) sets out the land use planning policies of the Welsh Government. It seeks to promote resource efficient settlement patterns that minimise land take and urban sprawl, especially through preferences for the full and effective re-use of previously developed land and buildings.

6.3.8 Chapter 8 of PPW8 refers to the Welsh Government’s aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel and minimising the need to travel. Paragraph 8.1.1 of PPW8 states that this will be achieved through integration:

- within and between different types of transport;
- between transport measures and land use planning;
- between transport measures and policies to protect and improve the environment; and
- between transport measures and policies for education, health, social inclusion and wealth creation.

6.3.9 The main change between PPW8 and the previous version of Planning Policy Wales published in July 2014 (PPW7) is that Chapter 4 (Planning for Sustainability) has been updated to take into account the Well-being of Future Generations (Wales) Act 2015 and that Chapter 8 (Transport) has been updated to take into account the Active Travel (Wales) Act 2013.

6.3.10 With respect to the Well-being of Future Generations (Wales) Act 2015 the amendments insert information on the provisions of the Act, including the seven well-being goals and the sustainable development principle. The description of legislative requirements for sustainable development in the planning system has also been updated. The changes also illustrate how the Welsh Government's planning policy objectives link to the well-being goals.

Technical Advice Note 12: Design (July 2014)

6.3.11 TAN 12 (Welsh Government, 2014a) is aimed principally at promoting sustainability through good design, planning for sustainable buildings and Design and Access Statements. In so doing it takes a holistic view of design and explains how, for example, environmental sustainability, through achieving efficient use and protection of natural resources, enhancing biodiversity, and designing for change, can be integrated into the design process.

6.3.12 Referring back to PPW (see above) it defines design as "the relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings".

Technical Advice Note 18: Transport (March 2007)

6.3.13 TAN 18 (Welsh Assembly Government, 2007) encourages an efficient and sustainable transport system as a requirement for modern society. It states that to achieve a more sustainable pattern of development it is necessary to understand the interactions and linkages between land use and transport and devise integrated strategies, objectives and policies at the national, regional and local levels.

6.3.14 PPW8 and the Wales Transport Strategy (at paragraph 2.2) both aim to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities. This includes:

- integration of transport and land use planning;
- integration between different types of transport; and
- integration of transport with policies for the environment, education, social, justice, health, economic development and wealth creation.

6.3.15 TAN 18 continues to state that local planning authorities should identify improvements that need to be made to the existing public transport interchange that could improve their use.

Technical Advice Note 15: Development and Flood Risk (July 2004)

- 6.3.16** TAN 15 (Welsh Assembly Government, 2004a) provides technical guidance which supplements the policy set out in Planning Policy Wales in relation to development and flooding. It advises on development and flood risk as this relates to sustainability principles and provides a framework within which risks arising from both river and coastal flooding, and from additional run-off from development in any location, can be assessed (section 1.2).
- 6.3.17** For proposals located in zone C (the applicable designation for the Scheme) developers need to demonstrate that the development can be justified in that location (section 6) and that the consequences associated with flooding are acceptable, with reference section 7 and Appendix 1 (section 11.1). One of the acceptability criteria under Appendix 1 is that a development should not increase the risk of flooding elsewhere.

Wales Infrastructure Investment Plan 2012

- 6.3.18** The Wales Infrastructure Investment Plan for Growth and Jobs (WIIP) is designed to prioritise, scope and coordinate delivery of the Welsh Government's major infrastructure investments, whilst improving the long term economic, social and environmental well-being of people and communities in Wales.
- 6.3.19** High level investment priorities are set out and include: *'Improving transport links, particularly East-West transport links in both North and South Wales – East-West links have already been prioritised in the National Transport Plan. In addition, larger projects are being examined for feasibility including the strategic enhancement of the M4'*
- 6.3.20** The Annual Report and Project Pipeline 2015 (Welsh Government, 2015b) includes the Scheme, setting out that it is *'due to start on site in 2018 subject to successful completion of statutory procedures'*. It continues to state that the Government is committed to *'access £500 million of direct borrowing, of which the Welsh Government has already announced its intention to use up to £400 million to support the M4 Corridor around Newport.'*

Programme for Government 2011-2016

- 6.3.21** The Programme for Government (Welsh Government, 2011a) maps the Welsh Government's delivery of its policies in terms of the impact that government is having on people's lives, rather than simply accounting for the amount of money spent or the number of policies implemented. It focuses upon the outcomes the Welsh Government is working towards: *'healthy people living productive lives in a more prosperous and innovative economy, safer and more cohesive communities, with lower levels of poverty and greater equality, a resilient environment with more sustainable use of our natural resources and a society with a vital sense of its own culture and heritage'*.
- 6.3.22** Each chapter of the Programme for Government includes a series of commitments and associated indicators that demonstrate how the government is delivering for the people of Wales. Commitment 1/023 is to *'prioritise the objectives of the National Transport Plan to ensure that the existing transport*

funding is used effectively, the level of resources enhanced and that future investment decisions are made against these overarching strategic priorities’.

6.3.23 Chapter 11 is concerned about the environment and sustainability. It includes, *inter alia*, commitments to the following.

- Continue to invest in improving air and water quality, ensuring the highest possible quality for both urban and rural areas (11/008).
- Ensure that we manage our resources of land, water and air over the long term (11/009).
- Continue to protect our beautiful scenery and protected landscapes (11/010 (part)).
- Recognising and living within environmental limits, locally and globally; ensuring that all of our policies take the environment into account, in accordance with our statutory Sustainable Development duty; stimulating and enabling collaboration across the Welsh public sector; working with business and voluntary sector partners; encouraging individual citizens and communities to live in an environmentally sustainable way, and providing leadership by acting now for the future (11/012).
- Continue to take action on climate change, working with the independently-chaired Climate Change Commission for Wales, developing low carbon communities and promoting changes in all aspects of life (11/016).
- Harness available resources and engage with every sector to contribute to Welsh Government's target of a 3 per cent annual carbon emission reduction by 2011 and a 40 per cent reduction by 2020 (11/017).
- Continue to work on addressing the challenge of climate change by bringing our commitments closer to the science and aiming for an even higher carbon emission reduction (11/018).
- Continue to invest in adaptation to climate change, ensuring that we are prepared for the changes that might arise, such as extreme weather and flooding (11/019).
- Continue leading our work on the transition to Low Carbon Regions in each region of Wales, coordinating action on reducing emissions from transport, waste, food, land use, housing and the built environment under the leadership of the Wales Spatial Plan Area teams and key partners (11/022).
- Improve rights of way for cyclists and walkers (11/024 (part)).

6.4 Other Relevant Documents at National Level

6.4.1 Other documents published by Welsh Government of direct relevance to the development and design of the Scheme can be grouped under the general headings of transport, economics, environment, and climate change. However, all have been written within the framework of sustainable development, and as such need to be considered collectively as well as individually.

One Wales: One Planet (May 2009)

6.4.2 One Wales: One Planet (Welsh Assembly Government, 2009a) was first launched by the Welsh Government in May 2009. This document sets out the

objectives to achieving the goal of sustainable development. One Wales: One Planet defines sustainable development as '*enabling all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations.*' (One Wales: One Planet, 2009, page 8).

6.4.3 In Wales this means achieving a better quality of life for this and future generations by:

- promoting social justice and equality of opportunity; and
- enhancing the natural and cultural environment and respect its limits – using only a fair share of the earth's resources and sustaining our cultural legacy.

6.4.4 One Wales: One Planet also sets out sustainable development as a core principle of the Welsh Government's founding statute. The Welsh Government has a statutory duty to set out how it proposes to promote sustainable development.

6.4.5 Within the document, five main chapters demonstrate the actions that will be taken to deliver sustainability. They are set out under the following headings:

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

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

6.4.6 One Wales: Connecting the Nation (Welsh Assembly Government, 2008b) is the Wales Transport Strategy, published in April 2008. The document establishes a national framework for transport planning in Wales and is therefore pertinent to the Scheme.

6.4.7 The main aim of One Wales: Connecting the Nation is '*to promote sustainable transport networks that safeguard the environment while strengthening our country's economic and social life.*' (page i). The One Wales Programme is working towards promoting sustainable transport between communities in different parts of Wales to access services, jobs and facilities where travelling is both easy and sustainable, which will support the growth of the economy.

6.4.8 Connecting the Nation endorses the proposition that a good transport system is central to achieving a vibrant economy and social justice through equality of access and greater mobility. It sees transport as having a leading role to play in adapting to the impacts of climate change. Fundamentally, economic prosperity is at the forefront of Connecting the Nation in order to connect people with businesses for employment and businesses with their customers and suppliers. Chapter 4 of the strategy provides the focus for the national and regional plans.

6.4.9 The following table sets out the long term outcomes sought from transport within Wales.

Table 6.2: One Wales: Connecting the Nation Long Term Outcome

One Wales: Connecting the nation long-term outcomes		
Social	Economic	Environmental
Improve access to healthcare	Improve access to employment opportunities	Increase the use of more sustainable materials
Improve access to education, training and lifelong learning	Improve connectivity within Wales and internationally	Reduce the contribution of transport to greenhouse gas emissions
Improve access to shopping and leisure facilities	Improve the efficient, reliable and sustainable movement of people	Adapt to the impacts of climate change
Encourage healthy lifestyles	Improve the efficient, reliable and sustainable movement of freight	Reduce the contribution of transport to air pollution and other harmful emissions
Improve the actual and perceived safety of travel	Improve access to visitor attractions	Improve the impact of transport on the local environment
		Improve the impact of transport on our heritage
		Improve the impact of transport on biodiversity

Source: One Wales: Connecting the Nation (2008, pg iii)

Walking and Cycling Action Plan for Wales 2009-2013 (December 2008)

6.4.10 The Walking and Cycling Action Plan for Wales 2009 – 2013 (Welsh Assembly Government, 2008c) has been replaced by the Active Travel (Wales) Act 2013 (see above). It is included here to provide the context for, and to demonstrate Welsh Government's commitment to, walking and cycling during the development of the Plan (see Chapter 4 (Scheme Development and Alternatives Considered)) and the inclusion of walking and cycling friendly infrastructure within the Scheme (see Chapter 2 (Scheme Description)). The plan was designed to encourage more people to walk and cycle more safely and more often. The Action Plan explained how the Welsh Government and their partners were supporting walking and cycling throughout Wales. The key objectives of the plan (page 7) were as follows.

- To improve the health and wellbeing of Wales through increased physical activity.
- To improve the local environment for walkers and cyclists.
- To encourage sustainable travel to combat climate change.
- To increase levels of walking and cycling through promotion of facilities.
- To ensure that walking and cycling are prioritised in policies, guidance and funding.

6.4.11 The plan also contained a range of actions aimed to deliver these objectives and were grouped under the following four themes.

- Changing behaviour.
- Sustainable travel encouraged via better walking and cycling infrastructure.

- Policy objectives.
- Evaluation.

Trunk Road Forward Programme (November 2009)

6.4.12 The Trunk Road Forward Programme (National Assembly for Wales, 2009) is a Research Paper that shows to what degree the existing Welsh trunk roads are over capacity. Just 5% in length of the total road network in Wales is currently trunk road, however these roads carry 50% of the total traffic. This is becoming a greater problem as the amount of cars on Welsh roads increases year-on-year, particularly in rural areas where access is poor and families tend to have more than one car available. The document makes the case for expanding the existing total trunk road length.

6.4.13 The Trunk Road Forward Programme is of relevance to the development of the Scheme, as described in Chapter 4 of this ES (Scheme Development and Alternatives Considered), in that it provides an overview of the 2004 Review of the Trunk Road Forward Programme and a reprioritisation of the Trunk Road Forward Programme in 2008 leading to the National Transport Plan in 2010.

National Transport Plan for Wales (March 2010 and 2015)

6.4.14 The National Transport Plan (NTP) (Welsh Assembly Government, 2010a) was first published in March 2010.

6.4.15 Chapter 4 of the 2010 NTP is concerned about the east-west corridor in South Wales. It notes that *'the M4 between Newport and Swansea is a key corridor for the economy of south Wales. It does however suffer congestion during peak periods and is, in parts, vulnerable to closures without appropriate alternatives being available'*. A key targeted investment during the period of the NTP therefore is to improve reliability, journey times and safety along the east-west road corridor in South Wales (p.27).

6.4.16 The 2010 NTP notes further (p.28) that *'Commuter traffic places the greatest pressure on the network, particularly where local traffic also uses the motorway network for short trips. In a number of locations it is being used for a purpose it was not designed for, which compounds the problem and can cause increased risk of collisions'*.

6.4.17 Intervention 91 of the 2010 NTP commits Welsh Government to deliver a package of measures designed to improve the efficiency of the M4 in South East Wales, including public transport enhancements, making the best possible use of the motorway and improving the resilience of the network.

6.4.18 Consultation on a new National Transport Plan closed on 11th March 2015 following publication of a draft National Transport Plan 2015 in December 2014 (Welsh Government, 2014b). The draft included a commitment to progress improvement to the M4 corridor around Newport through to construction, subject to the business case still justifying the expenditure and obtaining the necessary statutory consents.

6.4.19 Following consultation responses received in support of a streamlined plan with greater focus on supporting the re-focusing of the plan to provide the timescales, budgets and likely sources of financing for schemes being undertaken by Welsh

Government the National Transport Finance Plan was published in July 2015 (Welsh Government, 2015c). The plan sets out in more detail how Welsh Government proposes to deliver the outcomes set out in the Wales Transport Strategy (see above) from 2015 and beyond.

- 6.4.20** Annex A of the Finance Plan provides a delivery schedule. Under new road schemes to be constructed, Scheme Ref: R8 is described as: *'Improvements to the M4 Corridor around Newport - a new section of motorway south of Newport and complementary measures including; reclassification of the existing M4 between Magor and Castleton, a M48-B4245 link and cycling and walking friendly infrastructure'*.

South East Wales Transport Alliance Regional Transport Plan (March 2010)

- 6.4.21** Sewta was the alliance of 10 local authorities in South East Wales (including Newport City Council and Monmouthshire County Council) charged with preparing and co-ordinating regional transport policies, plans and programmes on behalf of its constituent councils.
- 6.4.22** A Regional Transport Plan (RTP) was produced by Sewta and published in March 2010 (SEWTA, 2010). The main aim of the RTP is to improve regional transport in South East Wales and to help deliver the social, economic and environmental objectives of the Wales Spatial Plan and the Wales Transport Strategy.
- 6.4.23** Paragraph 4.15.8 of the RTP notes that the key road links to England are the existing M4 across the Severn Estuary to London and the A40 (M50) to the Midlands. It goes on to say that *'while Sewta does not support the provision of substantial extra capacity to the national motorway system, where there are congestion, safety or maintenance issues these will need to be addressed to improve the efficiency of the trunk road network of South East Wales'*.
- 6.4.24** Sewta has now ceased to operate. Local Transport Plans (LTPs) replaced the RTP in 2015 and have been prepared for Newport and Monmouthshire. The LTPs are an update of schemes and priorities identified in the adopted RTP, and for the specific schemes that are proposed for implementation between 2015 and 2020 is limited to those that are within the council's remit.

TREBAP (2004-2014)

- 6.4.25** The Welsh Government, as the Highway Authority for Wales, has direct responsibility for the maintenance, improvement and development of the trunk road and motorway network for Wales. Under the Countryside and Rights of Way (CRoW) Act 2000, Welsh Government has a duty to have a regard for the conservation of biodiversity in its work. The Welsh Government Transport Directorate is already incorporating biodiversity into its work, and the Trunk Road Estate Biodiversity Action Plan (TREBAP) (Welsh Assembly Government, 2004b) contributes to this ongoing process. The Objectives of the TREBAP, within the constraints of recourses and road safety, are to:
- set practical and realistic actions and targets for the period 2004 – 2014;
 - link with other relevant Biodiversity Action Plan targets for habitats and species;

- increase awareness of the Transport Directorate's staff and contractors, its environmental partners, and the general public, of the biodiversity interest of the trunk road and motorway network;
- encourage the use, and dissemination, of best practice for biodiversity in the management and development of the trunk road and motorway network; and
- reflect the requirements of the Assembly's Sustainable Development Scheme and Action Plan where relevant.

6.4.26 TREBAP sets out a number of Habitat Action Plans and Species Action Plans some of which are directly relevant to the Scheme, further reference to which is provided in Chapter 10 (Ecology and Nature Conservation).

Wales – A Vibrant Economy (November 2005)

6.4.27 Wales – A Vibrant Economy (Welsh Assembly Government, 2005) was published in November 2005 and is the strategic framework for economic development in Wales. The main vision of the document is of; '*a vibrant Welsh economy delivering strong and sustainable economic growth by providing opportunities for all.*' (Page 5).

6.4.28 As part of the aims for economic development set out in Wales – A Vibrant Economy, one important part of allowing businesses to grow and flourish is by investing in networks and other forms of economic infrastructure whilst always ensuring sustainable development.

6.4.29 It is the view of the policy that more and more businesses are depending on fast, safe and reliable transport networks and services. Improving the productivity of Welsh businesses through reducing journey times for individuals and goods and encouraging international trade through larger and more connected markets provides an attractive investment environment.

Economic Renewal, A New Direction (July 2010)

6.4.30 Economic Renewal, A New Direction (Welsh Assembly Government, 2010b) published in July 2010, sets out the role that the Welsh Government can play in providing the best conditions and framework to enable the private sector to grow and flourish.

6.4.31 Part 3 of the document encourages investment in high quality and sustainable infrastructure to underpin economic growth. People, businesses and communities need to be well connected within and beyond Wales and to have access to the right facilities and services where they live and work. Investors and indigenous businesses must be able to count on communications, transport, energy and other infrastructure necessary for 21st century enterprise.

6.4.32 The document continues to state that people cannot work if they are not linked to their jobs, training and public services. Businesses cannot operate without access to the labour forces, materials and markets. Furthermore, faster physical connections, such as an efficient and reliable road network, increase productivity because they save time and therefore lower costs. Excellent infrastructure is also a prerequisite for creating the right conditions to enable businesses to locate and flourish (Economic Renewal, A New Direction, page 10).

Environment Strategy for Wales (2006)

6.4.33 The Environment Strategy for Wales (Welsh Assembly Government, 2006) was published in 2006 and outlines the Welsh Government's long term strategy for the environment of Wales for the next 20 years. It provides a framework within which to achieve an environment, which is clean, healthy, biologically diverse and valued by the people of Wales. The Strategy is supported by a series of regularly updated action plans which detail specific actions aimed at delivering the vision and outcomes set out in the Strategy.

6.4.34 The last Environment Strategy annual report for 2010 – 2011 (Welsh Government, 2011b) was published at the end of 2011 which coincided with the end of the second action plan. The action plan focuses on ten themes, of which seven – biodiversity, access and recreation, flood and water management, ecosystem services, the historic environment, people and the environment, and environmental quality – are relevant to the Scheme. In addition to annual reporting, the Welsh Government published a State of the Environment report in July 2012 (Welsh Government, 2012) which presents data on the indicators monitoring progress against its Environment Strategy. Welsh Government is currently reviewing the Environment Strategy to ensure that it reflects the relevant commitments in the Natural Resource Management Programme which was designed to deliver:

- new policy measures to manage the natural resources of Wales, including the setting of national priorities;
- an Environment Bill for Wales (see above);
- embedding the ecosystem approach,;
- working with Natural Resources Wales and coordinating performance management arrangements; and
- communications and knowledge transfer work to help deliver the new approach.

The UK Low Carbon Transition Plan (July 2009)

6.4.35 The UK Low Carbon Transition Plan (HM Government, 2009) was published in July 2009; it is the UK Government's plan to tackle climate change. The UK Government has a five point plan to tackle climate change by:

- protecting the public from immediate risk;
- preparing for the future;
- limiting the severity of future climate change through a new international climate agreement;
- building a low carbon UK; and
- supporting individuals, communities and businesses to play their part.

6.4.36 Within the Low Carbon Plan a section is dedicated to transport. It highlights that domestic transport in the UK contributes to approximately a fifth of the UK's greenhouse gas emissions. In an effort to combat the increasing emissions the plan states it will:

- continue to improve fuel efficiency of new conventional vehicles;

- support the low carbon vehicles and fuels of the future;
- encourage people to make low carbon travel decisions;
- require international aviation and shipping to reduce emissions; and
- secure oil supplies to the UK by sustaining investment in the North Sea and work to improve the functioning of international oil markets and working with the downstream oil industry to address the issues that sector face.

Climate Change Strategy for Wales (October 2010)

6.4.37 The Climate Change Strategy for Wales (Welsh Assembly Government, 2010c) sets out the Welsh Government's plan to tackle the causes and the consequences of climate change. The Welsh Government's key target is to reduce greenhouse gas emissions by 3% per year from 2011.

6.4.38 Section 8 of the Strategy in particular refers to the transport sector, which is most relevant to the Scheme. In order to reduce transport emissions the Welsh Government sets out the following actions:

- develop sustainable travel centres and supporting 'Smarter Choices';
- promote eco-driving, walking and cycling;
- invest in bus and rail services and improve traffic management; and
- promote infrastructure of electric and hydrogen vehicles.

6.4.39 As the Strategy states (p.52), a fifth of gas emissions are caused by the transport sector and there is no single solution to combat the emissions, it therefore requires a combination of actions as outlined above to reduce carbon emissions and encourage behavioural change within the transport sector.

6.4.40 Within the Strategy the Welsh Government has provided an Adaptation Plan. This will help to recognise our behaviour and how we can adapt to changes that may affect many aspects of our lives in the future.

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

- Strategic Actions;
- Natural Environment;
- Infrastructure;
- Communities;
- Health; and
- Business and Tourism.

6.4.42 In addition to the above, the Climate Change Strategy also includes a Delivery Plan for Emissions Reduction (Welsh Assembly Government, 2010d). To reiterate, the Government intend to reduce greenhouse gas emissions by 3% per annum, therefore the emissions reduction plan sets out the actions that will take place to achieve this target. Progress against the Plan is reported annually in

The Climate Change Annual Report (Welsh Government, 2014c), the most recent being published in December 2014.

6.4.43 The plan outlines the contribution each sector across Wales has to make to achieve the 3% reduction target. The Welsh Government state in the plan: *'At this point, we anticipate that measures implemented by the Welsh Government will deliver emissions savings of 2.71 MtCO₂e [million tonnes of carbon dioxide equivalent] in 2020. This will contribute 0.89% towards our 3% target (or 30% of the total required emission reductions).'* (Delivery Plan, 2010, page 3).

6.4.44 In particular for transport, it is expected that emission reductions from the Welsh Governments actions will contribute to savings of 0.29 million tonnes of carbon dioxide equivalent in 2020, which will contribute 0.10% towards the 3% emission reduction target (or 3.3% of the total required carbon emission reductions).

6.5 Local Planning Policy

6.5.1 The local planning context which the Scheme has regard to is set out within the Local Development Plans (LDP) for the local planning authority areas in which the Scheme is located, namely Newport City Council and Monmouthshire County Council. As noted in Chapter 5 (Approach to Environmental Assessment) the Scheme is being taken forward via the Highways Act (1980) as amended and consequently the Scheme is not governed by local planning policy, but does have regard to it.

Newport City Council

6.5.2 The Newport Local Development Plan 2011-2016 (Newport City Council, 2015) was adopted on 27th January 2015. It sets out ten objectives and a series of strategic (denoted by the prefix SP), general (prefix GP) and topic related policies under a variety of headings. Those of potential relevance to the Scheme are listed below, further details of which are provided in the Legislation and Policy Context sections of the relevant environmental topic chapters (Chapters 7 – 16).

Objectives

- Objective 1: Sustainable Use of Land
- Objective 2: Climate Change
- Objective 3: Economic Growth
- Objective 4: Housing Provision
- Objective 5: Conservation of the Built Environment
- Objective 6: Conservation of the Natural Environment
- Objective 7: Community Facilities and Infrastructure
- Objective 8: Culture and Accessibility
- Objective 9: Health and Well-being
- Objective 10: Waste

Strategic Policies

- SP1 – Sustainability

- SP2 – Health
- SP3 – Flood Risk
- SP4 – Water Resources
- SP5 – Countryside
- SP6 – Green Belt
- SP7 – Green Wedges
- SP8 – Special Landscape Areas
- SP9 – Conservation of Natural, Historic and Built Environment
- SP14 – Transport Proposals
- SP16 – Magor Road Schemes
- SP17 – Employment Land
- SP20 – Waste Management
- SP21 – Minerals

General Development Principles

- GP1 – General Development Principles: Climate Change
- GP2 – General Development Principles: General Amenity
- GP4 – General Development Principles: Highways and Accessibility
- GP5 – General Development Principles: Natural Environment
- GP6 – General Development Principles: Quality of Design.
- GP7 – General Development Principles: Environmental Protection and Public Health

Environment

- CE1 – Routeways, Corridors and Gateways
- CE3 – Environmental Corridors and Spaces
- CE4 – Historic Landscapes, Parks, Gardens and Battlefields
- CE5 – Locally Listed Buildings and Sites
- CE6 – Archaeology
- CE7 – Conservation Areas
- CE8 – Locally Designated Nature Conservation and Geological Sites
- CE9 – Coastal Zone

Employment

- EM1 – Employment Land Allocations
- EM2 – Newport Docks
- EM3 – Alternative Uses of Employment Land

Transport

- T5 – Walking and Cycling
- T6 – Public Rights of Way Improvements
- T7 – Public Rights of Way and New Developments
- T8 – All Wales Coast Path

Community Facilities and Other Infrastructure

- CF1 – Protection of Playing Fields, Land and Buildings Used for Leisure, Sport, Recreation and Play
- CF2 – Outdoor Play Space Requirements
- CF5 – Usk and Sirhowy Valley Walks
- CF6 – Allotments
- CF8 – Tourism
- CF12 – Protection of Existing Community Facilities

Monmouthshire County Council

6.5.3

The Monmouthshire Local Development Plan 2011–2021 (Monmouthshire County Council, 2014) was adopted on 27th February 2014. Strategic LDP policies (denoted by the prefix S) and development management policies (indented) potentially relevant to the Scheme include the following.

- S5 – Community and Recreation Facilities
- CRF2 – Outdoor Recreation
- CRF3 – Safeguarding Existing Recreational Facilities and Public Open Space
- S8 – Enterprise and Economy
- S12 – Efficient Resource Use and Flood Risk
- SD2 – Sustainable Construction and Energy Efficiency
- SD3 – Flood Risk
- SD4 – Sustainable Drainage
- S13 – Landscape, Green Infrastructure and the Natural Environment
- LC1 – New Built Development in the Open Countryside
- LC3 – Brecon Beacons National Park
- LC5 – Protection and Enhancement of Landscape Character
- LC6 – Green Wedges
- NE1 – Nature Conservation and Development
- EP1 – Amenity and Environmental Protection
- EP2 – Protection of Water Sources and Water Environment
- EP3 – Lighting
- S14 – Waste

- W1 – Waste Reduction
- S16 – Transport
- MV1 – Proposed Developments and Highway Considerations
- MV2 – Sustainable Transport Access
- MV3 – Public Rights of Way
- MV4 – Cycleways
- S17 – Place Making and Design
- DES1 – General Design Considerations
- DES2 – Areas of Amenity Importance
- HE1 – Development in Conservation Areas

Other Local Authorities

6.5.4 In addition to having regard to the policies of Newport City Council and Monmouthshire County Council, some areas and/or assets in adjoining or neighbouring local planning authority areas could be affected by their proximity to the Scheme, (for example by changes in air quality, noise, visual impact, or setting). Those local planning authorities potentially affected include:

- Cardiff City Council;
- Vale of Glamorgan County Borough Council;
- Rhondda Cynon Taff County Borough Council;
- Caerphilly County Borough Council;
- Torfaen County Borough Council;
- Brecon Beacons National Park Authority;
- South Gloucestershire Council;
- Bristol City Council; and
- North Somerset Council.

6.5.5 Where appropriate, the key LDP policies of the above local planning authorities to which the Scheme has regard are set out in the Legislation and Policy Context sections of the relevant environmental topic chapters (Chapters 7 – 16).