



Neath Port Talbot County Borough Council

# Local Development Plan 2011 - 2026

## Baglan Energy Park Development Framework Supplementary Planning Guidance (October 2016)





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### Note to Reader

This document supplements and explains the policies in the Local Development Plan (LDP). The LDP was adopted by the Council on 27th January 2016 and forms the basis for decisions on land use planning in the County Borough up to 2026.

This Supplementary Planning Guidance (SPG) has been prepared following a public consultation exercise that was undertaken in the Summer of 2016 and the guidance was adopted by the Council's Economic and Community Regeneration Cabinet Board on 28th October 2016.

While only policies in the LDP have special status in the determination of planning applications, the SPG will be taken into account as a material consideration in the decision making process.

This SPG is also available in Welsh, either to download or by request. Should you need this document in another format, then please contact the LDP team at [ldp@npt.gov.uk](mailto:ldp@npt.gov.uk) or **[01639] 686821**.

# Note to Reader

Supplementary Planning Guidance: Baglan Energy Park Development Framework (October 2016)

## 1 Introduction

**1.0.1** This Development Framework Supplementary Planning Guidance (SPG) is intended to set out the overall vision, aims and objectives for the further development of the whole Baglan Bay employment area (Baglan Energy Park) and to guide its future form and character.

**1.0.2** 'Baglan Energy Park' includes the following sub areas:

- The first stage Baglan Energy Park development (including the northern and southern areas, now connected by the new Baglan Energy Park link bridge);
- Seaway Parade Industrial Estate;
- Endeavour Close Industrial Estate; and
- The former Baglan Bay chemical works site (including the GE Power Station and Baglan Solar Park).

**1.0.3** Figure 1.1 defines the boundary of Baglan Energy Park and the geographical extent of this SPG.

Figure 1.1 Baglan Energy Park Boundary



# 1 . Introduction

**1.0.4** The Development Framework provides a guide that sets out how the Council envisages the future evolution of the site, and aims to secure integrated high quality development for the area. The Neath Port Talbot Local Development Plan (LDP)<sup>(1)</sup> identifies the area under Policy EC1 (Employment Allocations) and EC2 (Existing Employment Areas), and this SPG should be read in the context of the LDP policies and explanatory text.

**1.0.5** The SPG outlines the priorities for regeneration up to 2026, setting out the way in which development across the regeneration area is expected to come forward. This includes the phasing of development to ensure that it takes place in a logical and coherent manner taking into account environmental and other constraints.

**1.0.6** It is accepted that priorities and projects may change during delivery of the development, as economic conditions change and new opportunities arise. Accordingly, the SPG will continue to be reviewed periodically to ensure that it remains responsive to changes in circumstances.

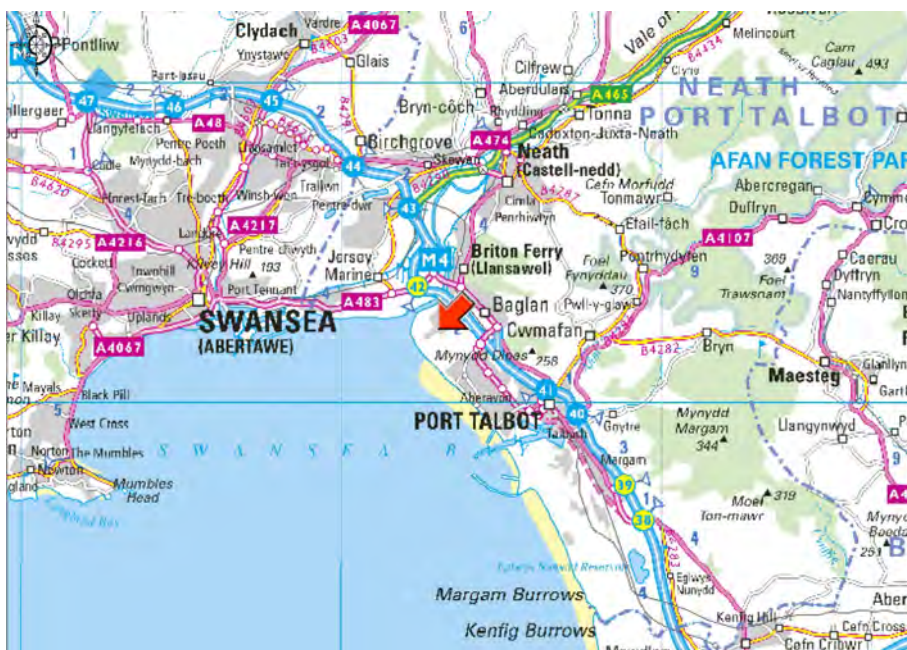


## 2 Context

### 2.1 Location

**2.1.1** Baglan Bay is situated in a prominent coastal location mid way between Port Talbot, Neath and Swansea, with excellent transport connections locally, regionally and nationally.

Figure 2.1 Baglan Bay Location Plan



**2.1.2** Baglan Bay is potentially of strategic significance to the Welsh economy as a whole, taking into account its central location within the south Wales commercial and industrial belt and its proximity to older established industrial centres such as the Port Talbot steelworks, the Swansea Bay region and the City of Swansea and new emerging high tech sectors exemplified by the expanding universities and renewable energy sectors.

### 2.2 National Policy Context

**2.2.1** The strategic framework to guide future policy and development is set by **People, Places, Futures - Wales Spatial Plan (2008)**. The Wales Spatial Plan vision for Swansea Bay – Waterfront and Western Valleys Spatial Plan area is: ‘*A network of independent settlements with Swansea at its heart which pulls together effectively as a city-region with a modern, competitive, knowledge based economy designed to deliver a high quality of life, a sustainable environment, a vibrant waterfront and excellent national and international connections*’.

**2.2.2** The Welsh Government's **Economic Renewal: A New Direction (2010)** stresses the importance of building the Welsh economy on the strengths and skills of its people and natural environment, while **Green Growth Wales** stresses the need to foster economic growth, development and social equity while ensuring that natural assets can continue to provide vital resources and environmental services.

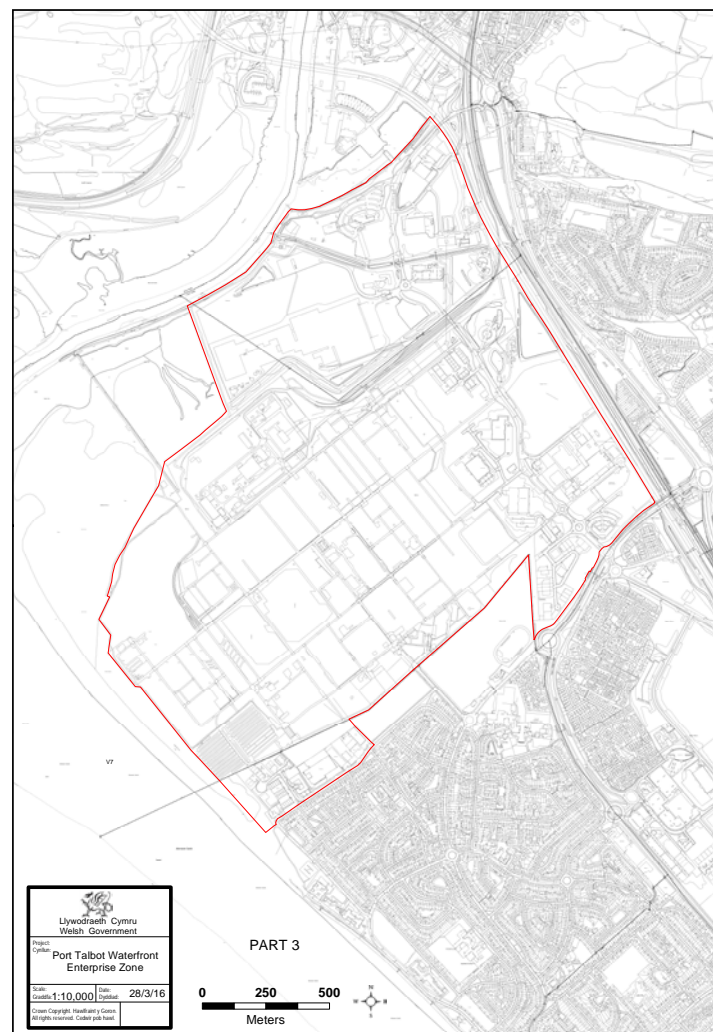
## 2 . Context

**2.2.3** The Welsh Government's Department for Business, Enterprise, Technology and Science has identified *Energy & Environment; Construction; Creative Industries; Advanced Materials & Manufacturing; Financial & Professional Services; Food & Farming; Information & Communication Technologies (ICT); Life Sciences; and Tourism* as **priority sectors** which are, or have the potential to be, key to the economy of Wales.

**2.2.4** In terms of planning policy, this is set out in *Planning Policy Wales (2016)*, with more specific advice contained in Technical Advice Notes including *TAN 12 Design (2016)* and *TAN 23 Economic Development (2014)*.

**2.2.5** *Port Talbot Waterfront Enterprise Zone* is a new Enterprise Zone established in March 2016. The Enterprise Zone encompasses the whole of Baglan Energy Park, other established employment sites in Port Talbot such as Baglan Industrial Estate and Port Talbot Habourside and potential development sites such as those made accessible by the opening of Harbour Way. The boundary of the Enterprise Zone at Baglan Energy Park is illustrated in Figure 2.2 below.

Figure 2.2 Baglan Energy Park Enterprise Zone



**2.2.6** Businesses located within the Enterprise Zone are able to take advantage of a range of incentives to stimulate economic growth and develop new employment opportunities, including Business Support, a Business Rates Scheme and Enhanced Capital Allowances:

- **Business Support** - Port Talbot Waterfront Enterprise Zone has a private-sector led Board to help to ensure that business needs are met while benefiting from full support and advice from Welsh Government and local government. The Welsh Government Business Support Team and local authority officers can provide guidance and advice about access to financial incentives, finance and guidance for innovation, international trade links, workforce training, excellent ICT infrastructure and e-business support.
- **Business Rates Scheme** - financial assistance is available for business rates liabilities incurred by businesses located within the Enterprise Zone. The scheme is focussed on small and medium sized enterprises, with priority given to businesses that are new starts or are expanding and increasing the size of their permanent workforce. Further information is available from the Business Wales website<sup>(2)</sup>.
- **Enhanced Capital Allowances** - Enhanced Capital Allowances may be available to support capital investment. Further information can be found on the Business Wales Website<sup>(3)</sup>.

## 2.3 Regional Policy Context

**2.3.1** In July 2013, Swansea Bay was launched as Wales' first 'City Region', to boost investment and job opportunities. The **Swansea Bay City Region (SBCR)** includes the Local Authority areas of Pembrokeshire, Carmarthenshire, the City and County of Swansea and Neath Port Talbot. **SBCR: A City Deal (2016-2035)** sets out the aims of developing *The Internet of Energy*: to integrate the region's renewable and conventional energy production; *The Internet of Health and Well-being*: to deliver a network of health science "Medi-parks", Wellness Centres and other assets and *The Internet of Economic Acceleration*: to provide a new Swansea Bay international internet gateway between London and North America and establish Swansea and its hinterland as a 'City of Innovation'.

**2.3.2** **SBCR Economic Regeneration Strategy (2013-2030)** comprises five complementary strategic aims: *Business Growth, Retention and Specialisation; Skilled and Ambitious for long-term success; Maximising job creation for all; Knowledge Economy and Innovation* and *Distinctive Places and Competitive Infrastructures*.

**2.3.3** Also of relevance is the **Shoreline Management Plan (2012) (SMP)** covering the area of coastline within the County Borough. This provides an overview of the risks associated with coastal erosion and establishes policies to help manage these risks. Adjacent to the Baglan Energy Park site, the banks of the River Neath fall within the 'hold the line' policy area where existing defences will be maintained and upgraded as necessary,

2 [www.businesswales.gov.wales](http://www.businesswales.gov.wales)

3 [www.businesswales.gov.wales](http://www.businesswales.gov.wales)

## 2 . Context

while the beach and sand dunes to the west of the site fall within the 'managed realignment' policy area where encroachment by the sea and the natural movement and realignment of the dunes will be allowed and managed.

### 2.4 Local Policy Context

**2.4.1** Within the Neath Port Talbot ***Waterfront Regeneration Strategy (2011)***, Baglan Bay has been identified as a major strategic development site to attract major new investment, create employment opportunities and spread prosperity to surrounding communities. It also has the goal of developing existing and major new employment sites within the area of Port Talbot that meet the needs of modern business, strengthen the local economy and ensure the provision of employment opportunities.

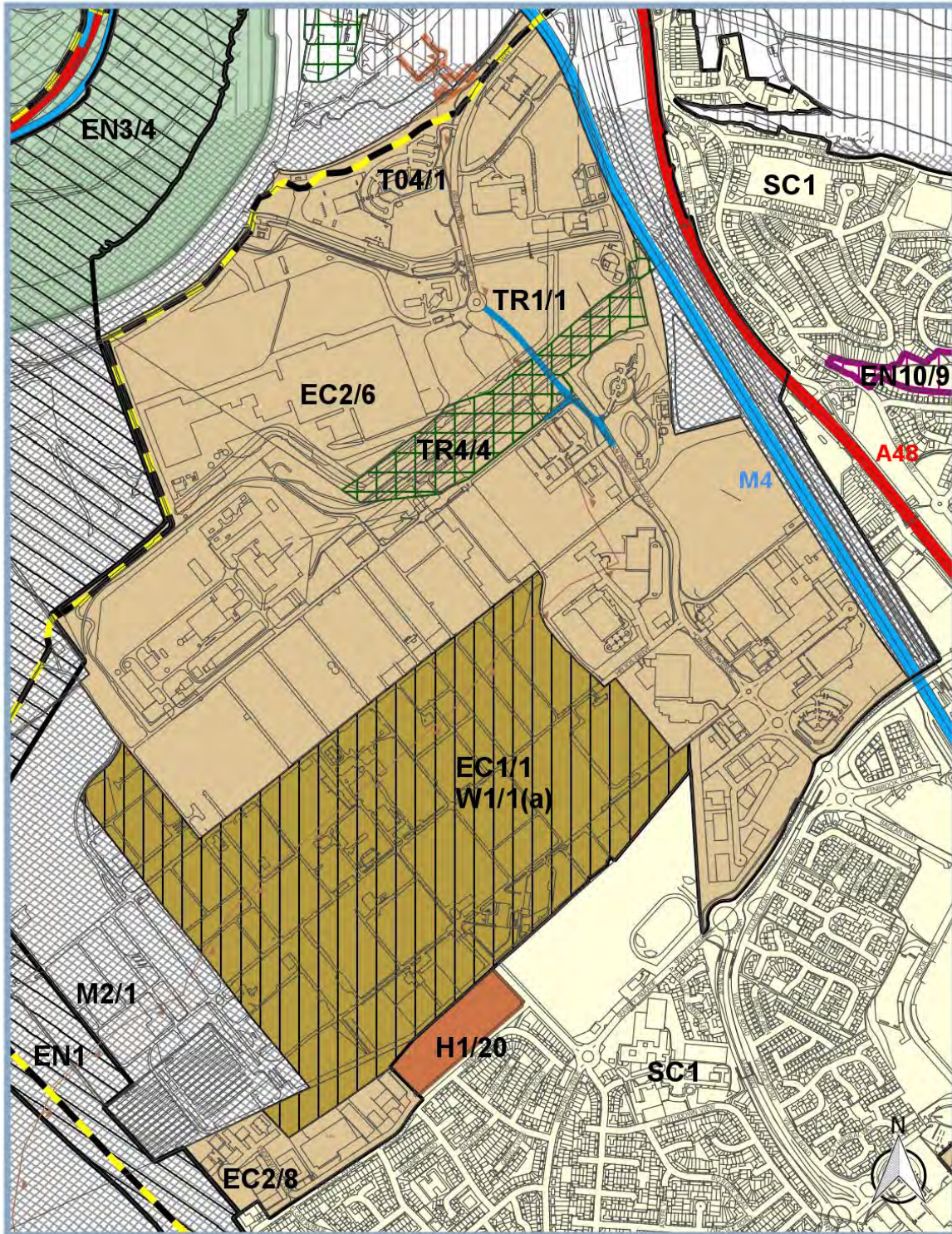
**2.4.2** The ***Neath Port Talbot Local Development Plan (2011-2026)*** has a number of policies relating to the Baglan Bay area. The extract from the LDP Proposals Map below shows the policies applicable in the area.

**2.4.3** The main relevant policies are:

- Policy EC1/1 - which allocates 75 hectares of land for employment uses including land to meet the needs of the energy sector and ancillary facilities and services, of which 15 hectares is allocated specifically for uses in classes B1, B2 and B8;
- Policies EC2/6 & EC2/8 - which identify the areas indicated as being safeguarded for employment uses (as defined in Policy EC3);
- Policy W1/1 - which identifies Baglan Bay as a preferred site for in-building waste treatment;
- Policies TR1 & TR4 - which concern transportation issues; and
- Policy BE1 - which relates to design.

**2.4.4** This SPG document aims to expand upon these policies and give guidance on how they will be implemented. Full details of all relevant LDP policies are given in Appendix B.

Figure 2.3 LDP Proposals Map Extract



# 2 . Context

### 3 Analysis

#### 3.1 History

**3.1.1** Port Talbot's economic history is based on the traditional heavy industries of coal, iron, steel, tinplate and petro-chemicals. Currently, Port Talbot remains an industrial town with the port and steel industry dominating the local economy and remaining the largest industrial employer. With the contraction of the traditional industries however, the local economy has seen a gradual transition towards light manufacturing and service related activities, leading to a diversification of the local economy and a move towards a more balanced local job market.

**3.1.2** Until the 1960s, the majority of what is now Baglan Energy Park was beach and sand dunes, backed by Baglan Moors, an area of low lying marshy farmland. The only developed part was the northern part of the area adjacent to the Brunel Dock which was the site of the Albion steelworks and Whitford Panel works.

**3.1.3** Construction of the Sandfields estate started in the early 1950s, being developed on areas of sand dune throughout the 1950s and '60s. The British Hydrocarbon Plant (later BP Chemicals) opened in 1963.

**3.1.4** The chemical works was for decades both a key source of employment and a major feature in the landscape before its closure in 2004. Following the decision to progressively close the complex, BP carried out a three year programme of remediation works between 2006-2009 before the land was purchased by St Modwen Developments Limited (SMDL). SMDL in conjunction with the Council, has subsequently embarked on a major regeneration project that will transform the disused brownfield site, measuring a total of approximately 425 hectares, into a strategic employment site.

## 3 . Analysis

### 3.2 Extent and Character of Existing Development

Picture 3.1 One Talbot Gateway

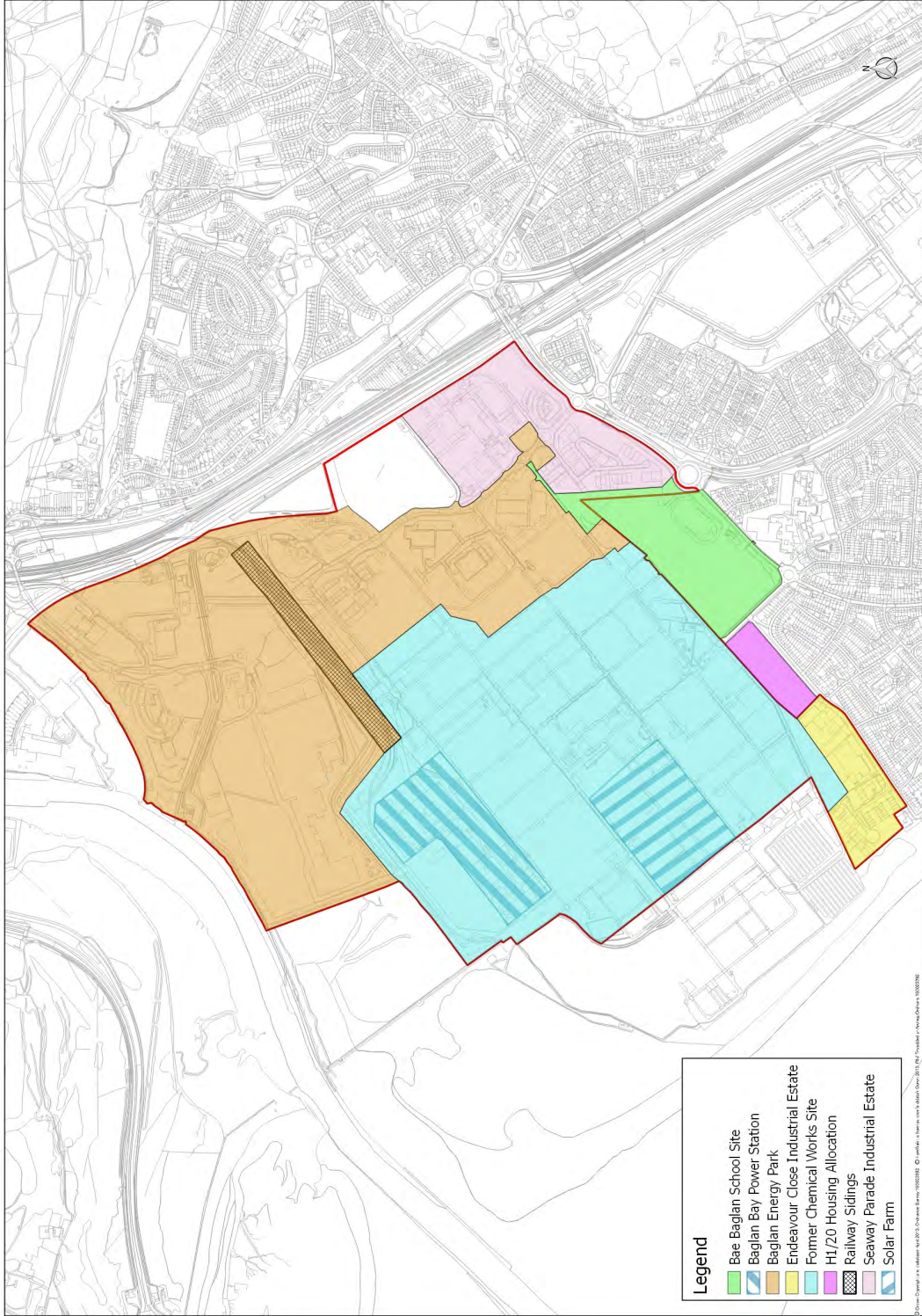


**3.2.1** Baglan Energy Park comprises a number of distinct areas that are at different stages of development / redevelopment and have their own individual characters. These areas, illustrated in Figure 3.1, include:

- Two established industrial estates at the southern / south eastern end of the employment area, namely Endeavour Close and Seaway Parade Industrial Estates;
- The first stage Baglan Energy Park development which encompasses a large part of the north and east part of the employment area; and
- The remainder of the site of the BP Chemical Works which is currently largely vacant brownfield land, but is partly developed with the GE combined-cycle gas turbine power station and the first phase of a solar farm.



Figure 3.1 Baglan Bay Character Areas



## 3 . Analysis

### Seaway Parade Industrial Estate

**3.2.2** Seaway Parade Industrial Estate is an established employment area at the south eastern corner of Baglan Energy Park (refer to Figure 5.1). Existing businesses located in this area include auto services, recycling, flooring, steel and timber construction and engineering companies. The "One Talbot Gateway" building is within this area, conceived as a distinctive landmark 'gateway' building at the entrance to Baglan Energy Park.

Picture 3.2 Seaway Parade Industrial Estate



**3.2.3** There are currently several undeveloped plots of land available within this area of the site. Away from the Central Avenue frontages, this industrial estate is more conventional in appearance without the emphasis on design and landscaping that is evident within the main Baglan Energy Park development.

### Endeavour Close Industrial Estate

**3.2.4** At the south end of the Baglan Bay area is the established Endeavour Close Industrial Estate, which comprises a number of conventional industrial units including warehousing and distribution, engineering and manufacturing and the Sandfields Business Centre which is home to 30 start-up and established local businesses.

Picture 3.3 Endeavour Close Industrial Estate



Figure 3.2 Land Available for Development - Endeavour Close Industrial Estate



**3.2.5** Land is available for development within/adjacent to Endeavour Close Industrial Estate as part of the larger Baglan Energy Park allocation (shown edged yellow in Figure 3.2), but which may be most appropriately developed as an extension to the Endeavour Close estate with access from the south.

## 3 . Analysis

### Baglan Energy Park (First Stage)

**3.2.6** A significant part of the original Baglan Energy Park site has now been developed, and the northern and southern sections which were formerly divided by railway lines/sidings have now been connected by the new Baglan Energy Park link bridge. This retains the rail freight connection while allowing traffic, services and bus routes to traverse both parts of the site between the main access points at Seaway Parade in the south and the A48 Briton Ferry roundabout in the north.



**3.2.7** The site is now a well established modern industrial / business estate with a wide range of companies in operation on the site including Intertissue, Council offices and a number of smaller workshops and units. Companies based at the Baglan Bay Innovation Centre include Npower Renewables, Netalouge Ltd and Vishay Electronics, together with the Sustainable Product Engineering Centre for Innovative Functional Industrial Coatings (SPECIFIC).

**3.2.8** Other companies based at the Park include Hi-Lex Cable Systems, a company which makes components for the automotive industry and Montagne Jeunesse a company marketing cosmetic products. A number of plots within the original energy park however remain available or undeveloped.



**3.2.9** The Energy Park was designed and developed in accordance with the Baglan Energy Park Urban Design Framework of 2003<sup>(4)</sup> and includes extensive areas of landscaping and planting giving a spacious and attractive appearance, enhanced by a number of buildings of a high design standard.



## 3 . Analysis

**3.2.10** The highway network is organised around the central spine road. Within the southern section of the Energy Park, access is provided on to existing intermediate service roads, from which most of the individual plots are accessed. This principle continues within the northern area along Brunel Way, although more developments (including the Neath Port Talbot Council offices and Intertissue) being accessed directly.

**3.2.11** Cycle ways and footpaths are located along the main Central Avenue / Brunel Way corridor and link with adjacent communities and development. The routes are separated from the carriageway and have a sinuous alignment through structured planting blocks, providing visual interest and character.

**3.2.12** The Baglan Energy Park design approach is considered in more detail in Section 5.1 below.

**3.2.13** The GE combined-cycle gas turbine power station is to the south west of the developed part of the Energy Park, and to the south of this is a large area of vacant brownfield land that was the main part of the chemical works site. Most of this area lies within the LDP employment allocation EC1/1 which comprises 75 hectares of land. Within the southern part of this area, phase one of a proposed solar farm has been constructed. The remainder of the area is a largely flat, clear area with no significant structures remaining.

### Adjacent Land

**3.2.14** The majority of Baglan Energy Park is adjacent to undeveloped areas such as the riverside or sand dune areas, the M4 or other road links. Adjacent to the beach and river there are extensive areas of important habitats including the dunes and areas of salt marsh, and areas set aside for Lapwing as mitigation for previously developed sites. Parts of these areas are designated as 'undeveloped coast' under LDP Policy EN1 (see Appendix B), and the allocation boundaries have been set back from these areas in order to take into account the Shoreline Management Plan (SMP) policy of 'Managed Realignment' in this location (refer to Section 2.3 above).

**3.2.15** Part of the south western boundary of the site is adjacent to the new Bae Baglan School campus and to a LDP housing allocation at Purcell Avenue (H1/20). These sites are also shown in Figure 3.1.

**3.2.16** The northern boundary of the site abuts the southern wall of the historic Brunel Dock. The dock and associated accumulator tower is a scheduled monument and the accumulator tower is also a listed building. Any developments in the locality of these heritage assets will need to take into account impacts on the scheduled monument/listed building and their settings.

**3.2.17** Development proposals will need to take into account the presence of these developments and, in particular in the case of the school, the design approach and layout.



Picture 3.4 & 3.5 Bae Baglan School



**3.2.18** The school building rises from single storey to three storey in the central hub area, with a scale that responds to the need to provide a landmark building. The building and landscape design were developed together to provide a visual replication of the surrounding landscape. The building fabric and materials used have been chosen to be robust, attractive, environmentally friendly and durable, using a mix of pastel colours.

**3.2.19** Parts of the allocated employment area directly adjoin the school grounds and the allocated housing site at Purcell Way. Landscaped buffer zones should be provided in these locations to provide screening and separation from the employment developments.

## 3 . Analysis

### 3.3 LDP Allocations

**3.3.1** As outlined above, the LDP specifically allocates part of the Baglan Energy Park for employment development under Policy EC1 (Employment Allocations), with the remainder being safeguarded for employment uses under Policy EC2 (Existing Employment Areas). The relevant policies are set out in full in Appendix B.

#### Background to the LDP Approach

**3.3.2** The 'Economic Assessment and Employment Land Provision Study' (PBA)<sup>(5)</sup> commissioned on behalf of Neath Port Talbot County Borough Council and the City & County of Swansea, identified an anticipated increase of 3,850 jobs over the LDP period with a resultant requirement of 20 hectares of land for class B uses<sup>(6)</sup>, including an anticipated net need of 34,000sqm of B class floorspace.

**3.3.3** The PBA study recognised the importance of Baglan Bay, recommending that the site be allocated in its entirety acknowledging its marketing and future development potential. Furthermore, the report also states '*...it is not considered suitable for alternative use because this will undermine its market attractiveness for employment. The large scale of the site is not considered a weakness since infrastructure and marketing will be required for this site irrespective of whether they are small or large. The focus on this site and other regeneration areas will still avoid dispersing public sector resources and market focus and also safeguard well located future employment space that is less suited to alternative uses*'. (PBA: 105).

#### Allocated Site: EC1/1

**3.3.4** The allocated strategic employment site at Baglan Bay is made up of some 75 hectares of land - the size, location and capacity of Baglan Energy Park are all key advantages. It is anticipated however that only part of the site will be developed within the Plan period and the area will continue to meet the needs for employment uses and needs of the energy sector beyond the life of the LDP. Furthermore, the site cannot be readily subdivided and allocation for other uses would undermine its market attractiveness for employment.

**3.3.5** Taking account of this, the PBA study states that the division of sites in deliverable phases may help to better focus delivery interventions that might need to be secured over the long term and also recognises that non B class sectors will grow more substantially than B class jobs.

**3.3.6** Consequently, and in accordance with the recommendations of the PBA study, the site is allocated in recognition of the longer term aspiration of the Council and in order to aid flexibility. The area is made up of 15 hectares of conventional B Class<sup>(7)</sup> employment

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5 The Economic Assessment and Employment Land Provision for Swansea and Neath Port Talbot (2012) - Peter Brett Associates (PBA).  
6 Town and Country Planning (Use Classes) Order 1987 (as amended).  
7 Uses which fall within B1, B2 and B8 use class.



uses and it is anticipated that a proportion of the site will be developed for ancillary uses to support the wider function of the employment area and to satisfy the needs of the energy sector.

**3.3.7** The extent of the allocation and its relationship to the adjacent environment has also been taken into account. The site is bounded to the west and north by an area which has been set aside as a 'Lapwing Mitigation Site' (refer to Figure 3.3 below) and also the adjacent wider coastal dune system which is considered to be important habitat and ecosystem and designated as a protected area of 'undeveloped coast' in the LDP (Policy EN1).

Figure 3.3 Lapwing Mitigation Site



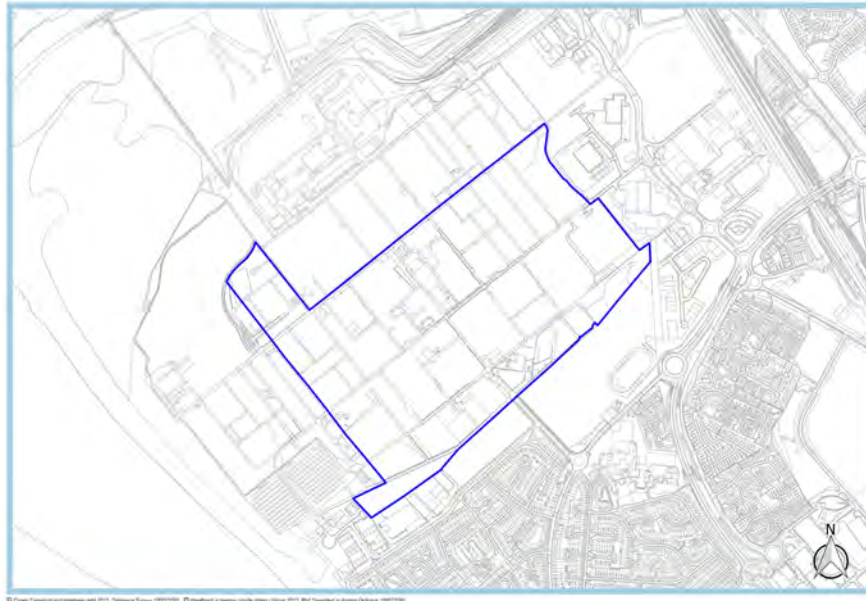
**3.3.8** The land allocated within the LDP has therefore been set back in order to account for allowances that need to be made for the projected sea level rise and sand dune retreat with the excluded land forming part of an area of managed realignment as stipulated in the Shoreline Management Plan<sup>(8)</sup>.

**3.3.9** The following map shows the extent of the LDP allocation under Policy EC1:

8 Shoreline Management Plan: Lavernock Point to St Ann's Head Shoreline Management Plan (2012) - Natural Resources Wales (NRW).

## 3 . Analysis

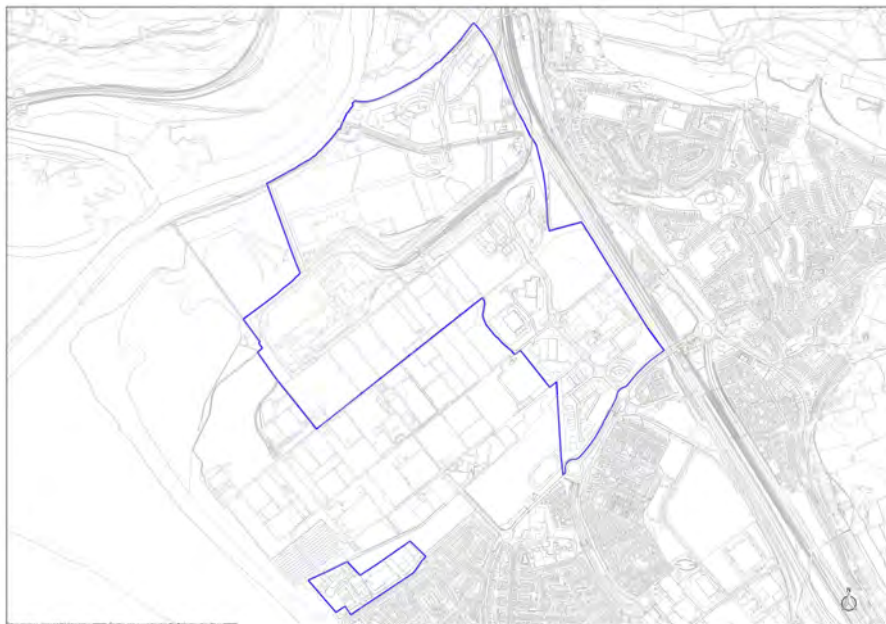
Figure 3.4 Strategic Employment Site (Policy EC1/1)



### Safeguarded Sites: EC2/6 and EC2/8

**3.3.10** The remainder of the Baglan Energy Park is identified as existing employment areas (as shown in Figure 3.5) where uses will be restricted in order to protect their employment function.

Figure 3.5 Existing Employment Areas (Policy EC2)



**3.3.11** These areas are identified in the LDP as EC2/6 (Baglan Energy Park) and EC2/8 (Endeavour Close). The policy indicates that uses will be restricted in accordance with Policy EC3, comprising:

- Uses within classes B1, B2 and B8;
- Ancillary facilities or services which support and complement the wider role and function of the primary employment use;
- Commercial services unrelated to class B.

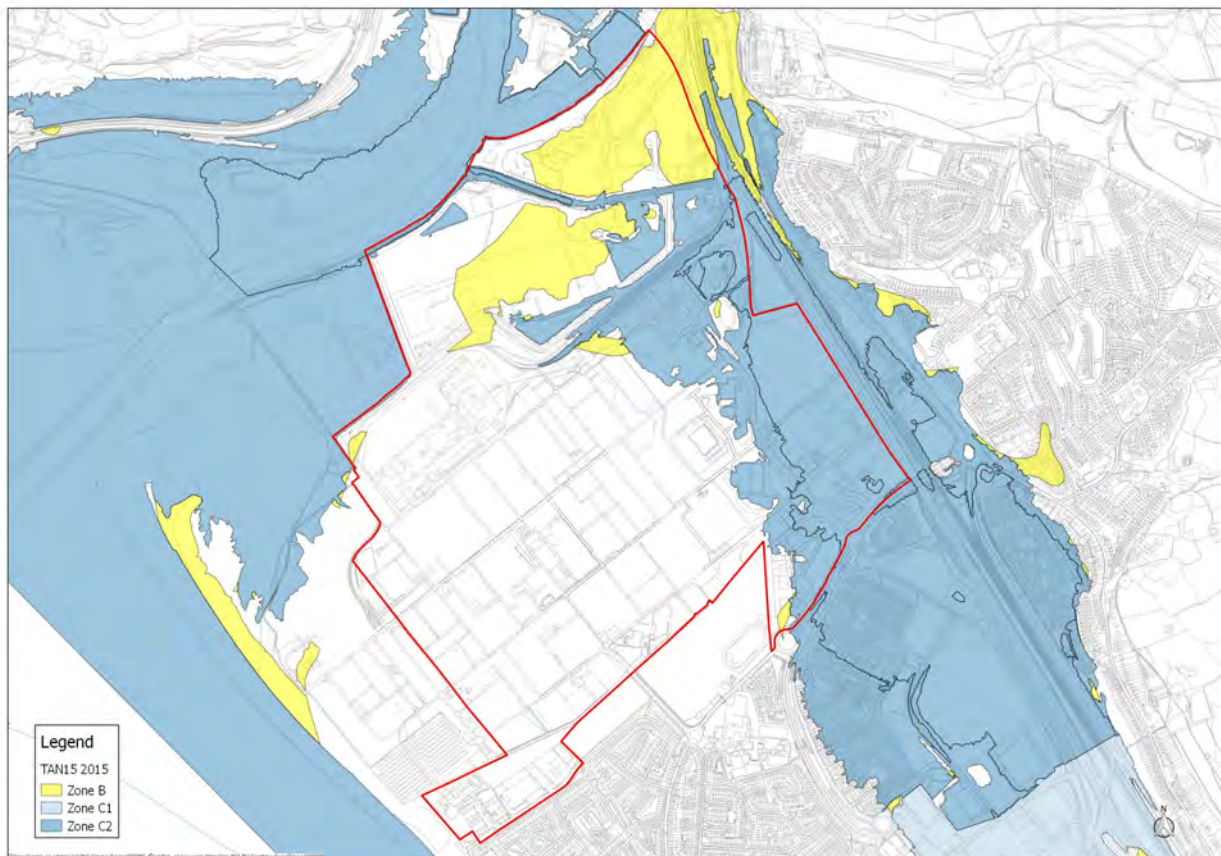
**3.3.12** This policy covers all vacant land and premises within the employment areas. Proposals for uses that do not fall within the categories listed above will therefore be resisted in order to protect the employment function of the areas.

### 3.4 Constraints

#### Flood Risk

**3.4.1** Part of Baglan Energy Park is affected by flood risk. Planning policy for addressing flood risk is set out in Technical Advice Note (TAN) 15<sup>(9)</sup>. For the purposes of TAN 15, Development Advice Maps (DAM) set out the areas where flood risk will need to be taken into consideration. Figure 3.6 illustrates the DAM flood zones in the vicinity of Baglan Bay.

Figure 3.6 TAN15 Development Advice Map Flood Zones



## 3 . Analysis

**3.4.2** The main issue to be noted is that a significant part of the site lies within DAM Zone C2. Zone C2 is defined as '*...areas of floodplain without significant flood defence infrastructure*'. In terms of planning policy, this means that 'highly vulnerable' development (such as residential premises including hotels and public buildings) would not be allowed in these areas, but 'less vulnerable development' including industrial, employment and commercial development would normally be acceptable subject to the proposal being justified in accordance with the requirements set out in the TAN. Within Zone C, proposals will therefore need to take account of flood risk accordingly.

**3.4.3** The Natural Resources Wales Flood Map is updated more frequently than the Welsh Government Development Advice Maps. Prospective developers may wish to contact Natural Resources Wales for advice and up-to-date information on a case-by-case basis.

### Ground Conditions

**3.4.4** Baglan Energy Park largely comprises previously developed land that was formerly the site of heavy industries including steelworks, other metal working and chemical industries. Extensive remediation works have been undertaken across the area to prepare sites for redevelopment, but additional investigation and remedial works may be required in certain areas, depending on the nature of the proposed new uses. Further advice is set out in the Pollution SPG<sup>(10)</sup>, and developers are encouraged to use the Council's pre-application service so that such matters can be discussed at an early stage.

### Ecology

**3.4.5** Extensive surveys undertaken in recent years (in part to inform previous development proposals) have identified extensive areas of important habitat to the north and west of the Baglan Energy Park allocations including watercourses, estuarine habitat, saltmarsh and sand dunes. Within the Energy area there are pockets of important habitats that have either developed from the naturalisation of previously developed land or are remnant coastal habitats, such as dune grassland. Such important areas of habitat are protected by LDP policies, in particular Policy EN1 (The Undeveloped Coast), Policy EN6 (Important Biodiversity and Geodiversity Sites) and Policy EN7 (Important Natural Features).

**3.4.6** Sites that have national or international biodiversity or geodiversity designations are protected by national and international policy and legislation. Crymlyn Burrows, to the north of the Neath Estuary is designated as a Site of Special Scientific Interest (SSSI), while Crymlyn Bog and Pant Y Sais Fen to the north of this is a Special Area of Conservation (SAC) and Ramsar site.

**3.4.7** The majority of sites that have biodiversity/geodiversity designations or have been identified as meeting the criteria for local designation lie outside the LDP employment allocations and the Baglan Energy Park employment area boundary. There is however an area identified as a candidate Site of Importance for Nature Conservation (SINC) in the southern part of the site adjacent to Endeavour Close.

**3.4.8** Developments not requiring planning permission that could damage a SSSI would require consent from NRW under section 28E of the Wildlife and Countryside Act 1981. It should also be noted that the sand dune system at Baglan Burrows is likely to be of nationally important conservation value and is considered to be a potential SSSI.

**3.4.9** The Habitats Regulations Appraisal (HRA) undertaken in respect of the LDP<sup>(11)</sup> identified in particular that developments at Baglan Bay could potentially have significant effects on Crymlyn Bog SAC as a result of increased levels of nitrogen deposition. It is therefore likely that some types of development proposal at Baglan Energy Park will need to be subject to further HRA prior to any approval. Further information on this is provided in Section 6.

**3.4.10** In addition to these specific sites, there are other areas of important habitat and areas supporting important species within the development plots themselves, in particular breeding birds, reptiles and rare plant species that also form an important part of the ecosystem. The species recorded in the Baglan Energy Park are either mobile or are species that are associated with early colonisation of previously developed land and therefore can be found throughout the site. Of particular note is a nationally important breeding population of Lapwing.

**3.4.11** All of these important sites, habitats and species, their functioning and connectivity contribute towards the local ecosystem at Baglan Bay. Existing networks of linked habitat should be protected and expanded wherever possible to allow movement of species and expansion of biodiversity across the site. Proposals for new development will be expected to incorporate measures to ensure that the potential impacts upon such ecosystems, including habitats and species, are avoided wherever possible and mitigation and/or compensation provided to fully address any residual adverse effects. This is likely to require developer contributions for off-site mitigation, which in respect of Lapwing is anticipated to include enhancements to, or extension of, the existing Lapwing Mitigation Site if practicable, or the provision of a further mitigation area either on or off-site<sup>(12)</sup>. The design and creation of green corridors or ecological areas connecting throughout the currently undeveloped parts of the site will be encouraged to ensure that any impacts upon important habitats can be replaced and enhanced, and species can be re-located and continue to move through the site.

**3.4.12** Indicative proposals for these green corridors/eco areas are shown on the Masterplan (Figure 5.2). This approach aims to maintain and improve the resilience of the local ecosystem in-between development. Through the creation of these green corridors along with standard ecological mitigation techniques, landscaping and innovative design (e.g. green/brown roofs), new developments will be expected to ensure that effects upon biodiversity is appropriately addressed.

11 Habitats Regulations Appraisal for the Neath Port Talbot Local Development Plan (NPTCBC 2013).

12 More information on developer contributions is available in the Council's Planning Obligations SPG (October 2016).

## 3 . Analysis

### Highways Issues

**3.4.13** Road access to the site is either via the A48 dual carriageway and Seaway Parade or the roundabout at Briton Ferry or via Harbour Way and Seaway Parade. The highway impacts of individual new developments will depend upon their nature and size, and it is therefore likely that specific Transport Assessments (TAs) will be required for specific proposals in order for this to be fully taken into account. Depending on the findings of the TA, off-site improvements to the highway network may be necessary to enable the development to proceed, for which developer contributions may be required. More information on developer contributions is available in the Council's Planning Obligations SPG<sup>(13)</sup>.

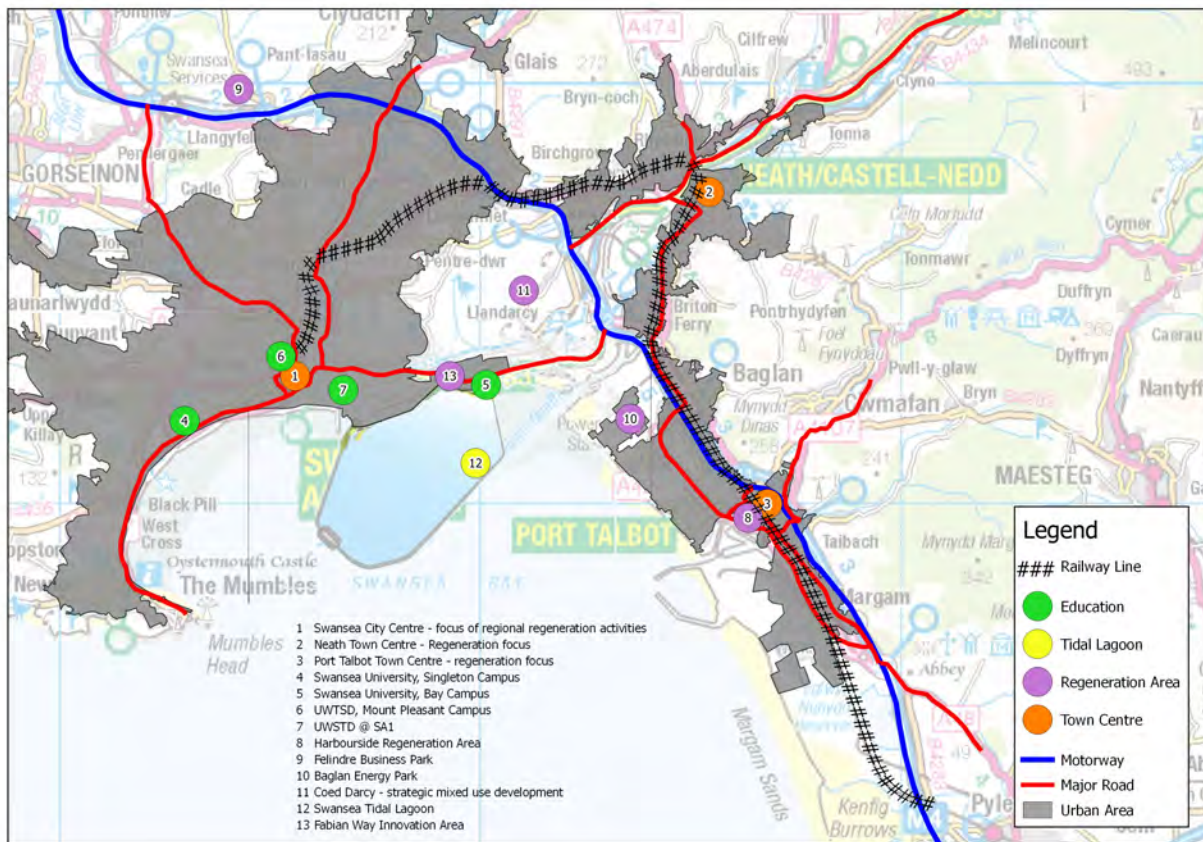
### Archaeology

**3.4.14** It is possible that unknown historic maritime features and terrestrial archaeological features could be located within the Baglan Bay area and given the marshy nature of the underlying soils, organic materials could be preserved in this area. There is also the possibility of encountering significant prehistoric palaeoenvironmental evidence which could impact on the nature, extent and feasibility of any development. Consequently, depending on the nature of a proposed development it may be necessary for an archaeological evaluation to be carried out prior to the determination of any planning application.

## 3.5 Opportunities

**3.5.1** Baglan Bay is strategically located in close proximity to major transport routes and is readily accessible by road and rail, including public transport. The site is centrally located within the Swansea Bay City Region, and its proximity to other key regeneration sites and economic centres make it a prime location for new employment development. Figure 3.7 illustrates the location of the site in relation to transport links and other significant centres and sites.

Figure 3.7 Swansea Bay Key Sites



## Transport and Accessibility

**3.5.2** Located in an area of high market demand, the site has good access to the strategic road and freight networks, including the mainline railway, the A48 and M4 corridor with the completion of Harbour Way in Port Talbot bringing further improvements. More locally, road access is from the B4286 (Seaway Parade) which connects to the A48 in the south and directly from the A48 dual carriageway at Briton Ferry in the north. Railway sidings linked to the main line at Briton Ferry are located centrally within the site, giving potential for new developments to be connected to the rail network.

**3.5.3** The site is well served by public transport links, with frequent bus services along Central Avenue / Brunel Way, and railway stations at Baglan to the south of the site and Briton Ferry to the north.

## Infrastructure

**3.5.4** The entire site is already served by necessary infrastructure including water, sewerage, electricity, gas and telecommunications services with the first stage of Baglan Energy Park having the full range of services needed to undertake its operations.

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### University and College Links

**3.5.5** The new Swansea University Bay Campus at Fabian Way and the proposed University of Wales Trinity St Davids (UWTSD) campus at SA1 in Swansea, together with linkages with other local colleges, bring the opportunity for commercial linkages and spin-off businesses, some of which are already established at Baglan Bay (refer below).

**3.5.6** The Economic Assessment and Employment Land Provision Study (PBA)<sup>(14)</sup> gives the following overview of the economy of Neath Port Talbot: *'With better skills there are likely to be shifts in the economy to higher knowledge based sectors. Further potential drivers of growth are coming in the form of a new Swansea University campus locating in the borough, employment sites at Baglan Bay, and the Energy Park, plus improved access to employment sites, with the imminent completion of the PDR (Harbour Way) [now complete]. The take-up of space at Baglan Innovation Centre at Baglan Energy Park provides encouragement that public sector intervention the higher value knowledge based jobs can be supported in the area...'*

**3.5.7** Swansea University's Science and Innovation Campus is now established at Fabian Way. The development is seen as significant in terms of attaining the aspirations and key principles of socio-economic growth in the region, acting as a major contributor to the knowledge economy in providing an innovation campus where higher education and research can be fully integrated.

**3.5.8** The new campus, which opened in 2015, contains a number of facilities including a Manufacturing Facility and Innovation Hub. The concept behind this is for existing businesses such as Tata Steel and Rolls Royce to have presence on the site. In addition to this there is a Business and Economics building and a number of 'supporting' academic facilities such as the Great Hall (lecture and conference venue) and a Learning and Resource Centre. The University also has funding for a dedicated Energy Safety Research Institute (ESRI), which will also accommodate its SPECIFIC Project – a joint venture (on photovoltaic cells) that the University has with Tata Steel.

**3.5.9** It is predicted that the University Campus will trigger spin off demand for B class<sup>(15)</sup> space, and this has already started with the new Baglan Bay Innovation Centre and R&D development at Harbourside. Allocating adequate land for B and non B uses within Baglan Energy Park will allow the site and the area as a whole to capitalise from the benefits the University development can bring. The site can also build on a number of other current and proposed initiatives including the University of South Wales' existing research facility and Neath Port Talbot's College School of Construction and Built Environment. Links to other significant local employers and to the neighbouring Coed Darcy project will also be encouraged.

14 The Economic Assessment and Employment Land Provision for Swansea and Neath Port Talbot (2012) - Peter Brett Associates.  
15 Town and Country Planning (Use Classes) Order 1987 (as amended).



### Target Sectors

**3.5.10** Evidence highlights that there have been low levels of economic activity and high unemployment rates among the working age population within Neath Port Talbot in recent years, indicating a relatively untapped labour force. The LDP strategy therefore looks to reverse this trend and increase economic activity rates and reduce unemployment levels in line with the Council's wider planned interventions. This, combined with younger generations obtaining higher education standards than previous generations, provides potential for growth in higher knowledge-based sectors.

**3.5.11** Neath Port Talbot also has a skilled, largely blue collar workforce with a significant number of jobs in the declining manufacturing sector. Linking with the research and development element of the Swansea and Glamorgan University campuses to encourage a diversification in skills and growth in the advanced manufacturing and materials sector is therefore advised. It is considered that this can stem and even reverse the loss of jobs within the manufacturing sector and create highly skilled manufacturing jobs particularly within the advanced engineering sector.

**3.5.12** The energy sector's importance will also increase during the Plan period as the economy strives to meet the challenge of the low carbon agenda and achieve greater energy security. The South West Wales region has a significant amount of natural resources which have been and will continue to be exploited. The focus on a low-carbon economy along with significant renewable energy projects within the region such as the Swansea Bay Tidal Lagoon can help secure investment and growth in this sector.

**3.5.13** It is important therefore that both sufficient and suitable land for B use space and non-B use space is provided for within the Baglan Energy Park allocation to enable such sectors to thrive.

### Waste Treatment

**3.5.14** Advances in technology and the introduction of new legislation, policies and practices mean that many modern waste management / resource recovery facilities on the outside look no different to any other industrial building, and on the inside contain industrial processes or energy generation activities that are no different to many other modern industrial processes in terms of their operation or impact. For this reason, many existing land use class B2 'general industrial' employment sites are considered suitable locations for the new generation of in-building waste treatment facilities.

**3.5.15** Whilst there is potential for waste related development to occur on any B2 employment sites listed under Policies EC1 and EC2 of the LDP, Baglan Bay has been identified as one of three preferred locations where proposals for new in-building waste treatment facilities will be directed.

**3.5.16** In-building facilities may include in-vessel composting, thermal treatment including incineration with energy recovery, pyrolysis, gasification, anaerobic digestion, mechanical and biological treatment and materials recycling facilities.

## 3 . Analysis

**3.5.17** The site offers available land, good site infrastructure, proximity to the M4 / strategic road network and the potential for co-locating energy from waste facilities with other energy consuming land uses. The available land provides a potential range of different sized plots which together will be sufficient to cater for both the estimated future in-building waste treatment needs and the needs of all other forms of anticipated employment growth over the Plan period.

### **Port Talbot Waterfront Enterprise Zone**

**3.5.18** The establishment of the Port Talbot Waterfront Enterprise Zone has resulted in a number of important benefits being available for businesses locating at Baglan Energy Park (refer to Section 2.2).

### 4 Vision and Strategy

#### 4.1 LDP Vision and Objectives

**4.1.1** The LDP Vision sets out the Council's aspirations for the whole County Borough for the Plan period (2011-2026). The Vision incorporates aspirations for the Baglan Bay site and indicates how this fits in and informs the approach taken to the whole area.

##### **The LDP Vision**

The natural beauty and environmental importance of Neath Port Talbot's waterfront and coastal corridor area will be protected and conserved while previously developed, underused and unsightly former industrial and commercial areas are redeveloped, transforming the function and appearance of the whole coastal belt.

Key sites at central Port Talbot, Baglan Bay, Coed Darcy and the Swansea University Science and Innovation Campus, coupled with the area's good and improving transport and communication links will help deliver a competitive, knowledge-based economy. New and expanded settlements will provide sustainable housing and employment to meet the needs of local communities and the wider area.

The County Borough's rural areas and valley communities will be supported and revitalised through encouragement of new and expanded economic activity through provision for sustainable small scale employment, including tourism initiatives capitalising on existing successes such as the strategic tourism destinations at Margam Park and the Afan Valley.

Benefits from natural resources will be maximised and the cultural, historic and natural heritage will be supported and enhanced. Economic growth and community cohesion will be promoted by concentrating development in key areas to provide benefits to a wider hinterland.

**4.1.2** The key elements of the LDP vision relevant to Baglan Bay are:

- The aspiration to transform the function and appearance of the coastal belt through redeveloping former industrial areas while protecting and conserving areas of natural beauty and environmental importance;
- The aspiration to deliver a competitive, knowledge-based economy through developing key sites including Baglan Bay, taking advantage of good transport and communication links; and
- The aspiration to maximise the benefits derived from natural resources while supporting and enhancing the cultural, historic and natural heritage.

## 4 . Vision and Strategy

### LDP Objectives

**4.1.3** The LDP vision has been translated into a range of objectives in order to ensure that the Plan strategy and policies work towards its delivery. The LDP objectives most relevant to Baglan Bay are:

**OB 11:** To promote and protect a diverse portfolio of employment land and employment opportunities to meet the needs of residents and businesses and stimulate economic growth.

**OB 12:** Improve and strengthen the economic base of Neath Port Talbot to increase economic activity, reduce the unemployment rate in line with the Welsh average and negate some of the impacts of a reduced working age population.

**OB 15:** Conserve Neath Port Talbot's important landscapes, countryside, undeveloped coast, important wildlife, habitats and geodiversity sites, ensuring that developments throughout the County Borough respect all landscapes and minimise adverse impacts.

### LDP Strategy

**4.1.4** Consideration of the vision and objectives led to the overall LDP Development Strategy to:

**Facilitate growth within Neath Port Talbot, with a focus on the coastal corridor whilst reinvigorating the valley communities.**

**4.1.5** The County Borough is therefore divided spatially, with Baglan Bay located within the 'Coastal Corridor Strategy Area'. In relation to the coastal corridor, the strategy means:

- **Focusing development along the coastal corridor and in the urban areas of Neath and Port Talbot, in recognition of the important role these settlements play in the wider context;**
- **Maximising the benefit of market interest along the coastal corridor and stimulating growth through the delivery of strategic employment sites and strategic regeneration areas.**

**4.1.6** Baglan Bay is consequently identified as a Strategic Employment Site in the LDP as being a major development that is of paramount importance in delivering the LDP vision. As such it is seen as having a wider role in enhancing economic prosperity for the region as a whole through acting as a catalyst for future growth.

### 4.2 Vision for Baglan Bay

**4.2.1** Following on from the LDP vision and objectives, the following is identified as the vision for Baglan Bay:

#### **Vision for Baglan Bay**

Transform the function and appearance of the Baglan Bay area, while conserving its natural beauty and features of environmental importance, attracting businesses that will help to deliver a competitive, knowledge-based regional economy.

**4.2.2** This vision gives rise to the following objectives for Baglan Bay:

- Redevelop the remaining brownfield areas at Baglan Bay to a high standard of design, landscaping and appearance;
- Safeguard existing natural areas of beach, sand dune, salt marsh and other habitats; and
- Develop a high value, knowledge-based, high-tech, competitive local economy.

### 4.3 Strategy for Baglan Bay

**4.3.1** In order to deliver the objectives outlined above, the overall strategy can be expressed as follows:

#### **Strategy for Baglan Bay**

To develop a sustainable, well-integrated strategic employment site which includes high quality business accommodation and employment opportunities to enhance the economic growth of the wider City Region.

**4.3.2** The guiding principles of the Development Framework are therefore to:

- Regenerate all remaining brownfield areas at Baglan Bay;
- Create an attractive, regionally important, employment-led site aimed at supporting a knowledge-based economy;

## 4 . Vision and Strategy

- Create an accessible, sustainable development integrated with the existing access and infrastructure network;
- Provide sufficient and suitable B class space and non B class land to cater for a wide range of employment uses;
- Create a development designed to accommodate a range of types and sizes of employment units to meet a regional need;
- Broadly segregate land uses on the site while keeping sufficient flexibility to develop with changing circumstances and market forces; and
- Ensure sufficient space to accommodate identified need for in-building waste treatment facilities.

**4.3.3** These guiding principles complement the Swansea Bay City Region Economic Regeneration Strategy (2013-2030) which aims to grow the innovation and knowledge-based sectors of the economy within the region with Baglan Bay a key site for delivery. It is also linked to the Welsh Government vision for a *'Welsh economy built upon the strength and skills of its people'*<sup>(16)</sup> that focuses on the knowledge-based economy with close links with universities and research infrastructure. Research and Development will play an important role in stimulating innovation which is a key driver of economic growth.

### 5 Development Framework

**5.0.1** Taking into account the various areas available for development and the constraints that exist in different areas of the site, a new development framework has been developed to apply to the whole Baglan Energy Park, setting out the sub areas, the types of development envisaged and the design parameters that will be applied. This draws upon the Baglan Energy Park Urban Design Framework<sup>(17)</sup>, the Baglan Bay Development Framework prepared on behalf of SMDL<sup>(18)</sup> and previous iterations of this SPG<sup>(19)</sup>.

#### 5.1 Design Principles



**5.1.1** Overall, as described above, Baglan Energy Park has been subject to a variety of design, layout and architectural approaches as a result of the historic circumstances of the separate areas. However, the main overall character for the area is set by the design approach taken at the first stage Baglan Energy Park development, which has resulted in a coherent and attractive

employment park development having high quality environment with excellent transport and access links. The Energy Park was developed in accordance with design principles set out in the Urban Design Framework (2003)<sup>(20)</sup>.

**5.1.2** The overall character of the Energy Park is set by the spatial framework centred on Central Avenue. The strategic planting associated with the spine road extends into the development plots to form a generous, attractive, landscape belt that runs through the site linking the plots together. The



The landscape belt widens within the southern section of the park to incorporate the attenuation ponds adjacent to the Innovation Centre and Solar Centre and link with the M4 structure landscaping. Variation is provided in the northern section where Baglan Brook crosses the site and the strategic and plot landscape form an attractive visual link to the River Neath.

17 Baglan Energy Park Urban Design Framework: Wyn Thomas Gordon Lewis (March 2003).

18 Baglan Bay Development Framework (Savills 2013).

19 Supplementary Planning Guidance: Baglan Bay Development Framework (DRAFT - March 2016).

20 Baglan Energy Park Urban Design Framework: Wyn Thomas Gordon Lewis (March 2003).

## 5 . Development Framework

**5.1.3** In the southern section of the park the building lines are set to terminate views, provide focal points and create a strong spatial character along the road. This creates a rhythm of spaces through the site. Prominent frontages are formed at key locations. Along Central Avenue the buildings are set within the landscape, creating a low density appearance. On plots further away from the spine road, the building line is set to provide closer frontages to terminate views from the spine road giving a denser development.

**5.1.4** In broad terms, it is proposed to continue to apply the design approach adopted for the Energy Park to the remaining undeveloped areas of Baglan Bay, taking into account the varying requirements for these areas and their existing constraints and character. The Masterplan (Figure 5.2) shows road accesses, pedestrian and cycle routes and associated green corridors. These are indicative alignments only: final route alignments, widths and landscape design parameters will be dependent upon site constraints and the nature of detailed development proposals that come forward.

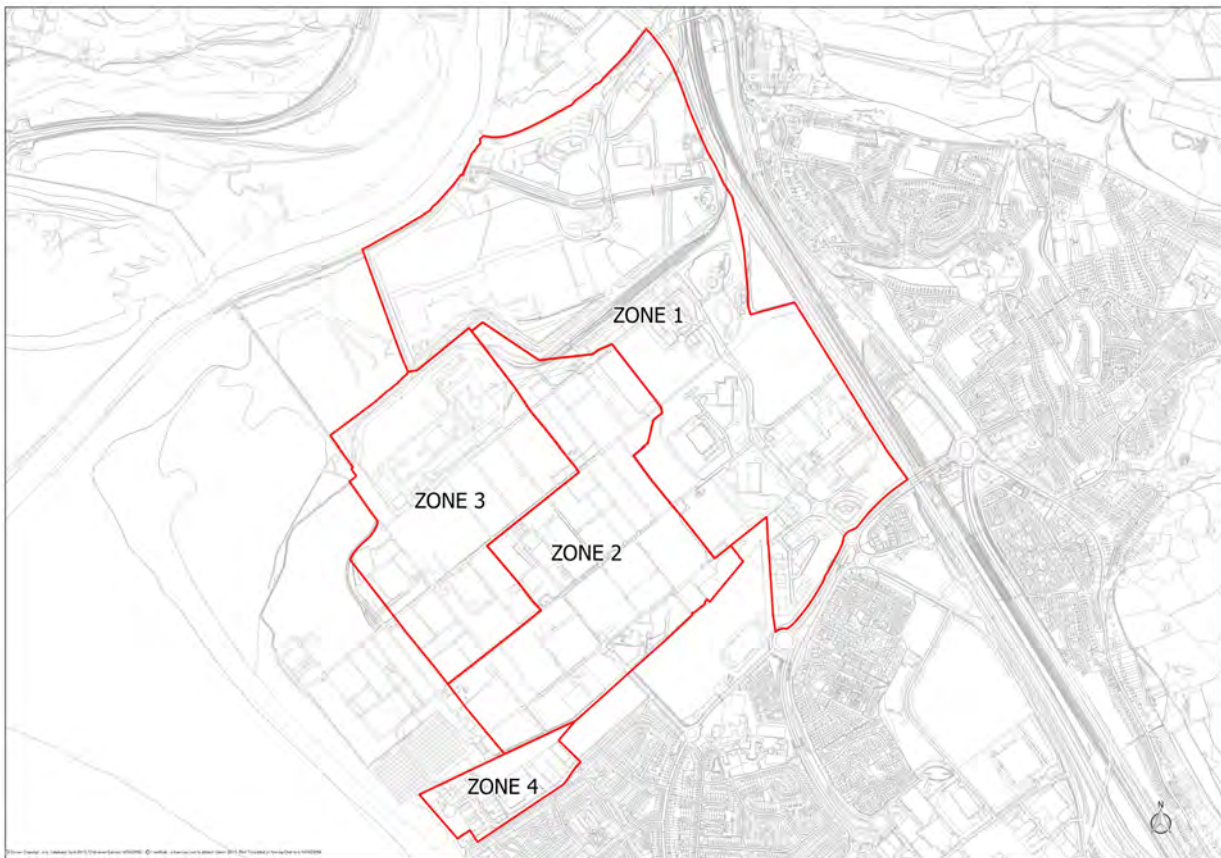
### 5.2 Zoned Approach

**5.2.1** The Baglan Energy Park has been divided into four zones for the purposes of the Development Framework (refer to Figure 5.1). The identified boundaries are not intended to be definitive and will potentially move as progress is made. At this stage however, the boundaries illustrate how uses on the site could be organised. The Council will adopt a flexible approach with each application considered on its merits as and when brought forward by the market.

**5.2.2** It is considered that this sectoral approach gives sufficient scope and opportunity to ensure an adequate supply of B class and non-B class employment land to achieve the overall strategy and objectives of the LDP. There is also sufficient land and flexibility incorporated into the allocation to meet the needs of the energy sector and any ancillary facilities and services which support and complement the wider role and function of B Class Uses within and beyond the life of the LDP.



Figure 5.1 Baglan Energy Park Development Framework Zones



### Development Framework: Zone 1

#### Appropriate Uses

**5.2.3** Zone 1 is considered to be an appropriate location for high value business development and knowledge and innovation-based industries. It is considered that this area can deliver growth in the life sciences sector, including pharmaceuticals, biotechnology and medical technology businesses.

#### Constraints

- **Flooding** - a significant part of this development zone lies within DAM flood zone C meaning that industrial, employment and commercial development would normally be acceptable subject to the proposal being justified in accordance with the requirements set out in the TAN (refer to Section 3.4).
- **Ground Contamination** - may be an issue on some plots, requiring site mitigation works prior to development.
- **Biodiversity** - there are areas and species of biodiversity interest within this zone which will need to be taken into account in any development. In addition to these, it is specifically noted that there are important habitats in areas of undeveloped land in the eastern part of the zone alongside the M4 and rare plant species particularly within

## 5 . Development Framework

this eastern section along with plots in the northern part of the zone. Reptiles, birds and other species may be found throughout the area. New development proposals will need to be supported by up to date information to inform new development design and incorporate measures to ensure that the potential impacts upon the biodiversity interest are avoided wherever possible and mitigation and/or compensation provided to fully address any residual effects. The design and creation of green corridors or ecological areas [as indicated on the Masterplan (Figure 5.2)] connecting throughout the currently undeveloped parts of the site will aid in the provision of such mitigation / compensation.

- **Highways Issues** - developers may be required to produce a Transport Assessment to analyse the impact of their proposals on the highway network. In some cases, off-site improvements to the highway network may be necessary, for which developer contributions may be required.
- **Archaeology** - unknown archaeological features could be located within the area. Early consultation with Neath Port Talbot's archaeological planning advisors the Glamorgan Gwent Archaeological Trust is strongly recommended.
- **Heritage Assets** - the historic Brunel Dock and associated accumulator tower are designated as a scheduled monument (the accumulator tower is also a listed building). Any developments in the northern part of Zone 1 in the locality of these heritage assets will need to take into account impacts on the scheduled monument/listed building and their settings.

### Design Approach

**5.2.4** As set out in Section 3.2 above, the first stage of Baglan Energy Park has been developed with a careful consideration for design issues in accordance with the Urban Design Framework<sup>(21)</sup>. These principles will continue to be applied within Zone 1 in accordance with the Design Principles set out in Appendix A. A high standard of site layout, design, landscaping and provision for biodiversity will be expected within this zone in accordance with these requirements.

**5.2.5** Access to development plots in Zone 1 is likely to be via Central Avenue / Brunel Way (main entrance points at Access Points A and B on the Masterplan: Figure 5.2). Existing roads off Central Avenue give access to vacant plots and premises, and these should be upgraded as appropriate to incorporate generous landscaping belts and cycle / pedestrian routes as a continuation of the approach taken along Central Avenue / Brunel Way. This approach should result in the provision of clear accessible public routes leading through to Zones 2 and 3 and providing linking routes to National Cycle Network (NCN) Route 4 and the Wales Coast Path beyond. Indicative routes are illustrated on the Masterplan.

### Development Framework: Zone 2

#### Appropriate Uses

**5.2.6** Zone 2 is considered suitable for large and medium sized B2/B8 uses including very large and mobile investment projects. A focus on advanced engineering, manufacturing and material, construction and logistics businesses is considered appropriate here. This section of the allocation can provide space for larger scale activity and investment including that which may be triggered by proximity and links to the Universities and Colleges.

#### Constraints

- **Ground Contamination** - development on this zone will need to take into account the need to remediate contamination.
- **Biodiversity** – limited information is currently available concerning the biodiversity interest of zone 2 but it is noted that important habitats are associated with the northern part of the zone close to the railway line plus breeding birds, such as Lapwing, have been recorded using development plots throughout the zone. New development proposals will need to be supported by up to date information to inform new development design and incorporate measures to ensure that the potential impacts upon the biodiversity interest are avoided wherever possible and mitigation and/or compensation provided to fully address any residual effects. The design and creation of green corridors or ecological areas [as indicated on the Masterplan (Figure 5.2)] connecting throughout the currently undeveloped parts of the site will aid in the provision of such mitigation / compensation.
- **Highways issues** - developers may be required to produce a Transport Assessment to analyse the impact of their proposals on the highway network. In some cases, off-site improvements to the highway network may be necessary, for which developer contributions may be required.
- **Archaeology** - unknown archaeological features could be located within the area. Early consultation with Neath Port Talbot's archaeological planning advisors the Glamorgan Gwent Archaeological Trust is strongly recommended.

#### Design Approach

**5.2.7** The larger scale developments anticipated within the more open and expansive setting of Zone 2, coupled with the existing grid pattern road and services pattern established on this part of the site, has suggested a slightly different approach to site layout being considered appropriate in this location. Building design, materials and finishes and the approach to biodiversity should reflect the existing established design parameters within Zone 1. Access roads should again be enhanced to include footpaths / cycleways within extensively landscaped areas to provide permeability through the area via green corridors linking to the Wales Coast Path and NCN Route and giving enhanced access to the dunes, beach areas and riverside.

## 5 . Development Framework

**5.2.8** Main road access to Zone 2 is likely to be via the former main access to the chemical works (i.e. Access Point C on the Masterplan: Figure 5.2), with secondary access points possible from Central Avenue via Helios Drive (Road No. 2) or Road No. 3.

### Development Framework: Zone 3 (Energy Sector)

#### Appropriate Uses

**5.2.9** Zone 3 is already the location of energy generation projects and also may have potential for other large investment projects. The GE power plant and a Solar PV farm is already located within this area, while a further power station has been proposed here. The site is suitable to support the energy sector including energy generation and use and renewable energy, as well as businesses promoting emerging low carbon energy and technologies and environmental goods and services. Many energy generating proposals will not fall within any use class, for example, photovoltaic schemes. Proposals for such uses do not therefore contribute to the LDP projected need of B Class uses.

#### Constraints

- **Ground Contamination** - development on this zone will need to take into account the need to remediate contamination.
- **Biodiversity** - there are areas and species of biodiversity interest particularly immediately adjacent to this zone that will need to be taken into account in any development. Of particular note is a nationally important breeding population of Lapwing that also occurs within and adjacent to this zone. This species has been recorded to utilise some the plots within this zone in the past along with habitats immediately outside of the zone to the west and north. Reptiles, birds and other species may be also be found throughout the area. New development proposals will need to be supported by up to date information to inform new development design and incorporate measures to ensure that the potential impacts upon the biodiversity interest are avoided wherever possible and mitigation and/or compensation provided to fully address any residual effects. The design and creation of green corridors or ecological areas [as indicated on the Masterplan (Figure 5.2)] connecting throughout the currently undeveloped parts of the site will aid in the provision of such mitigation / compensation.
- **Highways Issues** - developers may be required to produce a Transport Assessment to analyse the impact of their proposals on the highway network. In some cases, off-site improvements to the highway network may be necessary, for which developer contributions may be required.
- **Archaeology** - unknown archaeological features could be located within the area. Early consultation with Neath Port Talbot's archaeological planning advisors the Glamorgan Gwent Archaeological Trust is strongly recommended.

### Design Approach

**5.2.10** It is recognised that the nature of some types of development envisaged within this zone may limit design options, but buildings should conform with the overall design code where feasible. Provision should be made for the access routes shown in an indicative form on the Masterplan to continue through Zone 3 to provide public walking / cycling routes to link to the beach / dunes / riverside as outlined for Zone 1 and 2 above. Biodiversity issues as set out above will need to be taken into account in the design of developments, particularly along the western boundary where height may be an issue. Main road access to this area is likely to be via the former main access to the chemical works (i.e. Access Point C on the Masterplan: Figure 5.2).

### Development Framework: Zone 4 (Endeavour Close)

#### Appropriate Uses

**5.2.11** There is a further small amount of vacant land within Zone 4 which is likely to be suitable for B1 uses in keeping with the existing developments on the Endeavour Close Industrial Estate.

#### Constraints

- **Ground Contamination** - there may again be some remaining contamination issues within this area that will need to be addressed.
- **Biodiversity** - there are areas and species of biodiversity interest within and immediately adjacent to this zone that will need to be taken into account in any development. The northern part of the zone has been identified as a candidate Site of Importance for Nature Conservation (SINC) which supports remnant coastal grassland, a large reptile population and breeding birds. Any new development will need to be carefully and sensitively designed to minimise damage to the candidate SINC and is likely to require mitigation and compensation for habitat losses along with translocation of the reptile population. Reptiles, birds and other species may be also be found elsewhere in the zone. New development proposals will need to be supported by up to date information to inform new development design and incorporate measures to ensure that the potential impacts upon the biodiversity interest are avoided wherever possible and mitigation and/or compensation provided to fully address any residual effects. Compensation for any SINC habitat losses are likely to require measures above and beyond these standard approaches. Further details of a habitat compensation scheme will be set out in the Council's Biodiversity SPG.
- **Archaeology** - unknown archaeological features could be located within the area. Early consultation with Neath Port Talbot's archaeological planning advisors the Glamorgan Gwent Archaeological Trust is strongly recommended.

## 5 . Development Framework

### Design Approach

**5.2.12** The smaller scale available plots within Zone 4 should be developed to be in keeping with the existing Endeavour Close employment area development in design terms, reflecting the established businesses including the Sandfields Young Business Centre. Biodiversity issues as set out above will need to be taken into account in the design of developments. The most appropriate road access to this area is likely to be via Purcell Avenue / Endeavour Close (i.e. Access Point D on the Masterplan: Figure 5.2).

### 5.3 Baglan Energy Park Masterplan

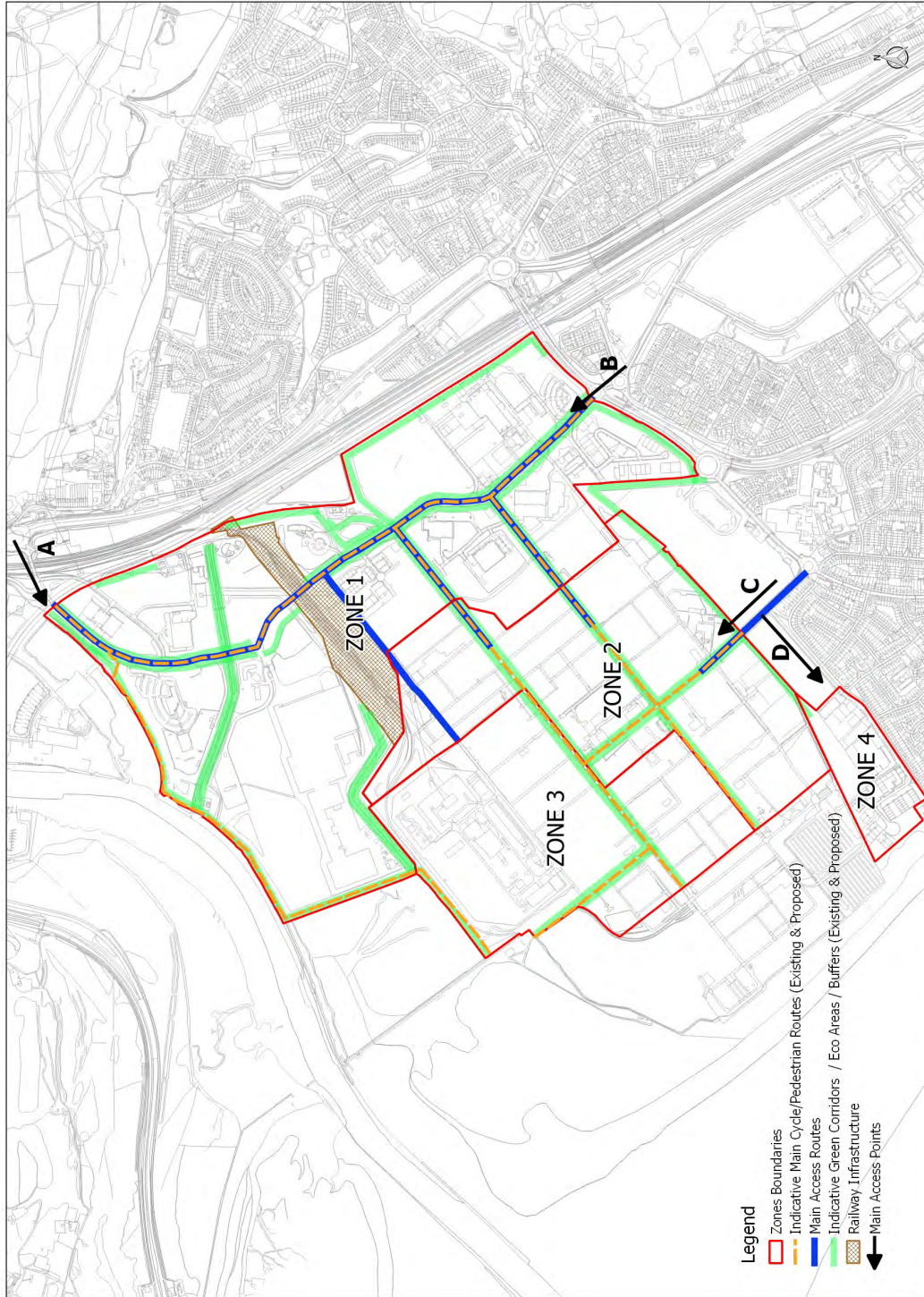
**5.3.1** The overall Masterplan incorporates the above approach and identifies:

- The four development zones;
- Main access points and routes;
- Green corridors, ecology areas/buffers; and
- Proposed and existing pedestrian and cycle routes.

**5.3.2** The Masterplan builds on the site's assets and is designed to establish the area as a major strategic employment-led mixed use development including a full range of business uses and activities, sustainable industries, leisure, recreation and community uses together with associated facilities services and infrastructure. The site is sufficiently flexible to accommodate specific established sectors, industries or services, or broad spectrum economic activity or sectors and activities that have yet to be identified.

**5.3.3** Furthermore, the Masterplan is designed to provide for a broad range of development sizes and specialities, from very small sized starter or incubator units for small, new businesses to established users with the largest land and property requirements. It is intended to form the context for the development proposals that come forward on the site.

Figure 5.2 Baglan Energy Park Masterplan



## 5 . Development Framework

### 5.4 Phasing

**5.4.1** The scale of the site together with its accessibility and proposed, existing or surrounding uses means that the site lends itself to a whole range of occupiers and activities. The presence of existing and future improvements to substantial infrastructure will also be a key benefit in attracting market interest in growing economic sectors.

**5.4.2** The successful development of Baglan Energy Park demonstrates the viable and commercial attractiveness of the site. It is expected that development at Baglan Bay will extend beyond the Plan period with an anticipated 15 hectares of B space land developed by 2026. This equates to 37,500 sqm of floorspace when calculated using a 0.25 plot ratio.

**5.4.3** The anticipated phasing of the site is set out in the following table:

Years 1 to 3	Years 4 to 6	Years 7 to 9	Years 10 to 12	Years 13 to 16
2011/2014	2014/2017	2017/2020	2020/2023	2023/2026
0	9,375 sqm	9,375 sqm	9,375 sqm	9,375 sqm



### 6 Habitats Regulations Assessment

**6.0.1** Under the Habitats Regulations<sup>(22)</sup>, any proposal that could affect a Natura 2000 site ('European Site') must be subject to Habitats Regulations Assessment (HRA) in order to ensure that no adverse effects are caused.

**6.0.2** Natura 2000 sites are sites designated under the Habitats Directive either as Special Areas of Conservation (SACs) for their habitats and species or Special Protection Areas (SPAs) for the protection of birds. Welsh Government policy also requires sites listed under the 1971 Ramsar Convention (wetlands of international importance) to be treated in the same way.

**6.0.3** There are three SACs partly within the boundaries of Neath Port Talbot and a range of others in the region that could be affected by proposals in Neath Port Talbot. There is the potential for new developments within Neath Port Talbot to impact on the SACs, in particular through causing additional air pollution.

#### LDP Habitats Regulations Appraisal

**6.0.4** The LDP was itself subject to a HRA<sup>(23)</sup> which concluded that while the majority of the Plan policies would have no negative effects on any Natura 2000 site, the development allocation at Baglan Bay has the potential to give rise to increased levels of nitrogen deposition as a result of air pollution at Crymlyn Bog SAC. Since the allocation includes general industrial uses (Use Class B2) that could lead to industrial or waste developments that would be point sources of air pollution, this has the potential to increase nitrogen and acid deposition at Crymlyn Bog. The critical load for nitrogen is currently exceeded at Crymlyn Bog and any significant increase in deposition could ultimately prevent the development proceeding.

**6.0.5** Proposals relating to development at Baglan Bay are therefore likely to need a detailed application stage HRA depending on the nature of the proposal, and will be required not to cause any detriment to any designated site. Developers proposing schemes in these locations, or others in proximity to any SAC should contact the planning department at an early stage to discuss HRA requirements.

22 Conservation of Habitats and Species Regulations 2010 (EC Habitats Directive 92/43/EEC).

23 Habitats Regulations Appraisal for the Neath Port Talbot Local Development Plan (NPTCBC 2013).

# 6 . Habitats Regulations Assessment

### 7 Low and Zero Carbon Energy

**7.0.1** In accordance with national policy guidance, in 2012 the Council completed a 'Renewable Energy Assessment' (REA) which examined the potential within Neath Port Talbot to generate renewable energy.

**7.0.2** The conclusion of the REA outlined that the percentage of renewable electricity generation in Neath Port Talbot greatly exceeds the UK-wide target. Heat demand potentially met by renewable energy sources however, is substantially below the 12% target. In response to this LDP Policy RE2 (Renewable and Low Carbon Energy in New Development) seeks to encourage new schemes to connect to existing sources of renewable energy, district heating networks and to incorporate on-site zero / low carbon technology (including microgeneration technologies).

**7.0.3** In March 2010, Ove Arup & Partners produced a 'Heat Mapping & District Heating Feasibility Study' for the Council which provided a high level feasibility study to establish an estimation of waste heat availability in and around Port Talbot and the potential for a district heating network to be established. The Study identified that GE Gas fired Power Plant located in Baglan Energy Park has a surplus of heat energy that has the potential to be connected to a district heating network to serve nearby developments. It also identified that further development on Baglan Energy Park has the potential to feed into any district heating networks that are established. Some of the companies within the Energy Park currently benefits from the power plant offering a more sustainable energy supply.

**7.0.4** Accordingly and where relevant, development proposals put forward on Baglan Bay will need to be accompanied by an Energy Assessment in accordance with LDP Policy RE2. The Assessment will need to investigate the potential to incorporate on-site zero and low carbon equipment and establish connections to existing sources of renewable energy. Opportunities for linking with district heating networks and where appropriate sharing renewable energy with the wider public should also be explored. Further information on what is expected from these Energy Assessments will be available from the Council's Renewable and Low Carbon Energy SPG.

# 7 . Low and Zero Carbon Energy

### 8 Implementation and Monitoring

**8.0.1** Implementation of the provisions of this SPG will depend upon the provision of gap funding and the collaboration of landowners, developers and partners to deliver appropriate development. The SPG is intended to provide guidance and information for residents, the community, developers, businesses and the Local Planning Authority and will be a material consideration when planning proposals within the area are considered. Proposals for development which do not contribute towards achieving the objectives of comprehensive development of the area will therefore not be acceptable.

**8.0.2** All new buildings and developments are expected to be of a high standard of design, where appropriate following the Design Principles set out in Appendix A of this document. TAN 12 'Design' provides guidance and LDP Policy BE1 also sets out the approach that will be taken by the Council. Further advice will also be available from the Council's Design SPG.

**8.0.3** The employment floorspace allocated within the LDP will be subject to monitoring to ensure that the underlying LDP objectives are being met. To this end, it is considered that interim targets at points throughout the Plan period are an effective means of tracking progress. The LDP monitoring framework<sup>(24)</sup> has established interim targets at 3 year intervals up to 2026 which will allow the impact of potentially fast-moving economic circumstances to be assessed against the LDP requirements, with any economic upturn, or indeed downturn, accounted for accordingly.

**8.0.4** The Annual Monitoring Report (AMR) will provide the means by which employment land and floorspace data will be placed into context with a comprehensive analysis of economic and labour market indicators to establish the successful implementation of the LDP. Where the targets for delivering employment development have not been achieved, a further assessment of the constraints and market conditions will be undertaken to determine the likely causes. The progress of the employment floorspace at Baglan Bay will be considered during this monitoring process ensuring that if the anticipated demand for the site were to change, this could be addressed through a review of the Plan.

**8.0.5** Furthermore, priorities and projects may change during delivery of the development, as economic conditions change and new opportunities arise and accordingly this SPG will continue to be reviewed periodically to ensure that it remains responsive to changes in circumstances.

# 8 . Implementation and Monitoring

### Appendix A Design Principles

#### A.1 Sustainability

**A.1.1** The Welsh Government has a statutory duty in relation to sustainable development, and this is reflected in the *Well-being of Future Generations (Wales) Act 2015* which places a duty on all public bodies in Wales to carry out sustainable development. 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*'. The sustainable development principle is defined as ensuring that the needs of the present are met without compromising the ability of future generations to meet their own needs.

**A.1.2** The original Baglan Energy Park development aimed to set the highest standards in design and construction in line with the sustainable development principle, in order to deliver a distinctive development for the 21st Century. The intention is to embody this approach in the future expansion of the Energy Park across the wider Baglan Bay area through careful design and construction and the use of practicable and cost effective methods of meeting these aims.

#### A.2 Building Siting and Design

**A.2.1** In order to ensure that new developments address sustainability issues and tackle the causes of climate change and adapt to the current and future effects of climate change, effective mitigation and adaptation measures will be required. Developments should be designed to mitigate the causes of climate change by minimising carbon and other greenhouse gas emissions associated with their design, construction, use and eventual demolition. Similarly, features that provide effective adaptation to, and resilience against, the future predicted effects of climate change should be incorporated.

**A.2.2** This section provides further advice on these requirements, with more detailed information available in 'Practice Guidance – Planning for Sustainable Buildings'<sup>(25)</sup>.

## Appendix A . Design Principles



### Building Siting

**A.2.3** When designing the optimum site layout for a development plot, existing features and site topography need to be taken into account. The whole of the Baglan Bay employment area is broadly flat, and within Zone 2 (refer to Masterplan - Figure 5.2) has been almost entirely cleared of any existing features. However, site roads and other infrastructure remain, arranged in a grid pattern within this zone, and it is likely that this will need to be retained and will set the pattern for new development. Within the other site development zones, existing buildings, roads, paths, green corridors and landscaping will need to be taken into account to set the context for the site layout and building siting within individual plots.

**A.2.4** Due to the area's relatively exposed location close to the beach, river estuary and wider sea, the local micro-climate should be taken into account, in particular the prevalence of strong winds and exposure to extremes of weather. Buildings and other site features should be sited taking into account these factors, including the wind and solar conditions of a site. It may be appropriate to undertake wind analysis of the proposed building forms at the pre-planning stage in order to minimise detrimental effects and provide shelter where possible.

**A.2.5** Appropriate building spacing, scale and orientation play a major role in avoiding overshadowing and achieving sufficient daylighting while limiting unwanted solar heat gains. Careful siting and design can provide significant energy saving benefits and maximise the opportunity for the siting of solar panels as well as improving localised conditions and micro-climates for the benefit of employees and visitors.

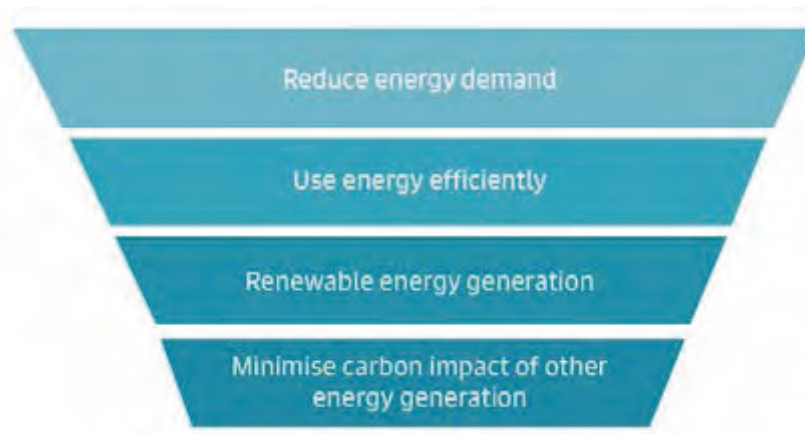


### Building Design

#### Energy Efficiency and Low/Zero Carbon Energy

**A.2.6** TAN 12<sup>(26)</sup> sets out the Welsh Government's aspiration that all new buildings in the future should achieve a zero carbon and nearly zero energy standard for regulated emissions. In order to achieve this, a broad hierarchy is identified to prioritise design solutions, based on the need to reduce demand first (Figure A1):

Figure A.1 The Energy Hierarchy



**A.2.7** A range of low and zero carbon design solutions are available to meet these requirements, including insulation techniques, careful attention to airtightness and ventilation issues, thermal bridging, thermal mass and the provision of building services using passive and active techniques. More detailed advice is given in TAN 12 and Practice Guidance – Planning for Sustainable Buildings.

## Appendix A . Design Principles

### Materials, Colours and Architectural Details



**A.2.8** In terms of architectural style and building appearance, the four indicative development zones outlined in the Masterplan (Figure 5.2) are likely to have different characters, due to the style and design of existing developments and the types of development envisaged. This section has therefore been subdivided accordingly.

#### **Zone 1**

**A.2.9** Zone 1 comprises the first stage Baglan Energy Park development, with additional adjacent areas that are currently awaiting redevelopment. This zone has been developed in accordance with the Baglan Energy Park Urban Design Framework issued in 2003<sup>(27)</sup>, and consequently has a coherent character with a number of notable 'landmark' buildings (refer to Section 3.2).

**A.2.10** Within Zone 1, the existing design approach will be broadly continued to ensure continuity and to maintain an integrated appearance. The detailed requirements have been updated to take into account changing approaches, techniques and materials.

**A.2.11 Building Materials:** The use of cladding systems with panels is the preferred option in order to allow the relationship between the structural grid of the building and panel size to be developed to create rhythms across large expanses of cladding. Of the different methods of cladding available a built up system will be the preferred option for industrial, logistics and energy buildings. A built up system enables the outer sheet of wall panel to be profiled in a variety of styles. Extensions to buildings, car parking and storage areas will need to be in keeping, in terms of scale, style, bulk, design and material, with the original design.

**A.2.12 Colours:** The use of a coordinated palette of building colours helps to reinforce the character of Baglan Energy Park and adds a distinctive quality to the site. However, it is important that monotony is avoided and, therefore, groupings of complementary colours should be considered. Colour can be used to unify the individual developments into a coordinated and carefully planned site. A wide variety of building colours will not be appropriate, different tones and shades of the same colour can create a unified site. The recommended colours are green, blue and white/light grey, and the use of bolder/brighter but complementary shades on key building sections such as entrances or prominent corners is encouraged to create landmark features and focal points. Trims and corporate colours can be used to accent specific areas of buildings.

**A.2.13** The image should be of clean, crisp colours that are associated with hi-tech operations. The majority of the buildings in the industrial park will have external skins of profiled sheet cladding materials. The colour strategy is to exclude light pastel shades and to relate new development to adjacent buildings by utilising the same or a complementary cladding colour approved by the Local Planning Authority.

**A.2.14 Architectural Detail:** Good buildings have many sculptural qualities such as rhythm, pattern, colour or texture. It is these together which give a building its architectural quality. It is also important that the appearance of the buildings is intrinsically related to all other aspects of a building such as function, construction and organisation. Good architecture deals with and integrates all of these issues.

**A.2.15** The Gateway Building, Astral Court and the Solar Centre establish a high quality entrance to the Park. The sculptural forms of the buildings respond to their setting in that the Park is in a prominent location and is overlooked. The night-time view and presence of both buildings have been carefully considered, with lighting being integrated into the design.

### **Zone 2**

**A.2.16** Zone 2 comprises part of the remaining site of the chemical works which has largely been cleared but has not yet been redeveloped. This zone is considered suitable for large and medium sized B2 or B8 uses (further details are given in Section 5.2).

**A.2.17** As a consequence of the nature and larger scale of the development envisaged for this zone, the recommended design approach is slightly different from zone 1. It is anticipated that buildings are likely to be larger in zone 2, and that the overall site layout will be based on the existing grid layout of roads. Within this zone therefore, although the same approach will be applied as outlined for zone 1 above in relation to building materials and colours, it is accepted that in some cases it may not be appropriate to apply the same detailed approach to architectural issues as would be the case for sites nearer to Central Avenue/Brunel Way.

## Appendix A . Design Principles

### Zone 3

**A.2.18** Zone 3 is envisaged for energy generation projects and is already partly developed with a power station and a solar PV farm. Due to the nature of these types of development, the building design requirements outlined for zones 1 and 2 would not be applicable for future developments of this type.

### Zone 4

**A.2.19** Zone 4 comprises the existing established Endeavour Close Industrial Estate, a development with a more traditional industrial estate character (refer to Section 3.2). Within this zone, the detailed requirements set out for zones 1 and 2 would not be applicable, but new developments would be expected to be compatible in form and appearance with the existing buildings within the industrial estate area.

## A.3 Ancillary Areas

### Green Infrastructure and Open Space Requirements

**A.3.1** Green infrastructure describes the network of green spaces which includes areas of water and the sea shore as well as natural and cultivated areas of land. Green infrastructure provides multiple benefits including surface water absorption and reducing flood risk, climate amelioration, pollution reduction, biodiversity benefits and improved well-being.

**A.3.2** LDP Policy OS1 requires employment or commercial development proposals of over 1,000 sqm to provide associated amenity space in order to allow employees to access outdoor amenity space close to the workplace in the interests of health and well-being. All development proposals within the Baglan Energy Park employment area should include the provision of amenity space and green infrastructure, in conjunction with the provision of landscaping and Sustainable Drainage Systems (SuDS) (refer to Sections A4 and A5 below). Further advice on green infrastructure and open space provision is given in Practice Guidance: Planning for Sustainable Buildings<sup>(28)</sup>.

### Car Parking and Service Areas

**A.3.3** The supporting areas to the buildings, such as loading bays, service areas and refuse and recycling storage areas, should where possible be located away from the main building frontages and be screened. Car parking should be interspersed amongst landscape areas to minimise the impact of large areas of hard standing. Separate areas for car and lorry parking should be provided to the Council's adopted standards<sup>(29)</sup>.

**A.3.4** The finishes to car parking areas should include paving as well as tarmac as appropriate and in accordance with SuDS drainage requirements.

28 Practice Guidance: Planning for Sustainable Buildings (July 2014) - Welsh Government.

29 Supplementary Planning Guidance: Parking Standards (October 2016).

### Fencing

**A.3.5** Where required, fencing is to be treated as a background element designed and coloured to blend in with the landscape as far as possible.

### A.4 Landscaping

**A.4.1** Within zones 1 and 2, development plots should be landscaped to complement the general Energy Park treatment, to frame views and mask unsightly areas, such as operational, storage, servicing and parking areas. The landscape strategy should help to protect the buildings from prevailing winds and provide sheltered external areas for use by production / office workers.

**A.4.2** The creation of raised mounds to break up the flat site should be considered. This could also be utilised to assist in the screening of service and storage areas. The use of infill materials from the site to achieve this contouring should be investigated, thereby minimising the expense of transporting waste from the site.

**A.4.3** The area's coastal nature and underlying sand structure will influence the range and diversity of planting available and careful consideration should be given to compatibility with both the site and the maritime climate. The type of planting to be used should:

- Be robust to the climate and particularly the winds;
- Be compatible with the environment;
- Be predominantly indigenous;
- Should not include Sea Buckthorn because of the proximity to the salt marsh and sand dunes;
- Complement the colours used for buildings and structures;
- Be sufficiently vigorous to provide the required effect within 2 years of planting;
- Be sufficiently diverse to maintain the necessary screening and visual appeal throughout all seasons of the year; and
- Require minimal maintenance both during the early years of establishment and continued existence.

**A.4.4** The site Masterplan (Figure 5.2) indicates the locations of green corridors throughout the site area. Some of these are established natural and landscaped areas, while within zones 2 and 3 they are indicative suggested areas along suggested road/pathway alignments. Within zones 2 and 3 such green corridors will need to be newly established along appropriate alignments in accordance with the scale and type of

## Appendix A . Design Principles

developments that come forward. Landscape design and planting within these areas should be in accordance with and continue the character of the established landscaping within the earlier phases of the Energy Park.

**A.4.5** The Masterplan also indicates landscaping belts along the south eastern boundary of the employment area. These areas should be designed to provide a screening buffer between the employment developments on the site and the adjacent new Bae Baglan school site and Purcell Avenue housing allocation.

### Enclosure

**A.4.6** Service areas, loading bays, large vehicle parking and storage areas should be adequately screened with planting areas, in preference to fencing or walls. However, it is recognised that the provision of walls or fences may be necessary in some cases. Fencing to plots should not be prominent on the main building or road frontages. Where possible, secure areas should be located to the rear of employment units.

## A.5 Drainage

**A.5.1** Where practicable, site-wide water management should be through the use of sustainable drainage systems (SuDS) techniques subject to a risk based assessment of the possible level of pollution on the site (based on proposed site use) and the sensitivity of the receptor. SuDS are systems that mimic nature and typically manage rainfall close to where it falls. Systems can be designed to attenuate rates of water flow before it enters streams, rivers and other watercourses, provide areas to store water in natural contours and can be used to allow water to soak (infiltrate) into the ground or evaporate from surface water and be lost or transpired from vegetation (evapotranspiration).

**A.5.2** The use of SuDS will generally involve the reduction in area of external hard surfaces surrounding buildings and the maximisation of areas of soft landscaping. This will include measures such as permeable paving, filter strips and swales. Green roofs should also be considered to aid water management and provide biodiversity benefits.

**A.5.3** The design of SuDS should be integrated with the overall site design including provision of amenity, biodiversity and landscaping areas. Further details on SuDS requirements and techniques are available from Susdrain<sup>(30)</sup>.

### Appendix B LDP Policies

#### B.0.1 Strategic Policy SP5 Development in the Coastal Corridor Strategy Area

##### Development in the Coastal Corridor Strategy Area

In the Coastal Corridor Strategy Area, sustainable growth and development will be promoted to benefit the County Borough as a whole, while protecting and enhancing the area's character and environment. This will be achieved through the following area-specific measures:

1. Making provision for the majority of new residential development along the coastal corridor;
2. Allocating Strategic Regeneration Areas at Coed Darcy (Neath) and Harbourside (Port Talbot);
3. Allocating Strategic Employment Sites at Baglan Bay and Junction 38 (M4) Margam;
4. Safeguarding existing employment uses and sites for employment purposes;
5. Promoting mixed use regeneration schemes at Neath Town Centre, Port Talbot Town Centre and Aberafan Seafront;
6. Developing a University Campus at Fabian Way;
7. Managing urban form and setting through the designation of Green Wedges;
8. Improving public and private transport provision including the following schemes:
  - (a) Highway improvements at Baglan Energy Park, Coed Darcy, Ffordd Amazon, and Harbour Way;
  - (b) New interchange and railway station improvements at Port Talbot;
  - (c) Park and Share scheme at Junction 38 (M4) Margam.

**LDP Objective: OB 5**

#### B.0.2 Strategic Policy SP11 Employment Growth

## Appendix B . LDP Policies

### Employment Growth

Existing employment uses will be supported and safeguarded and new and expanding employment developments will be encouraged through the following measures:

1. 96 hectares of land for employment and business purposes will be allocated for development within the Plan period in the Coastal Corridor Strategy Area to meet economic development and employment needs;
2. Additional employment provision will be made within the Strategic Regeneration Areas as part of mixed use, sustainable development in these locations;
3. Existing employment areas will be safeguarded for employment uses;
4. Premises in existing appropriate lawful employment use will be safeguarded for employment purposes;
5. Employment uses will be encouraged in principle within settlement limits;
6. In the Valleys Strategy Area, a flexible approach will be taken to employment proposals and 'live-work' units within or immediately adjacent to settlement limits.

**LDP Objectives: OB 2, OB 11 and OB 12**

### B.0.3 Policy EC1 Employment Allocations

#### Employment Allocations

The following sites are allocated for employment uses:

Reference	Site	Size	Use Class Permitted
EC1/1+	Baglan Bay	75 ha*, of which 15 ha is allocated for B Use Class	B1, B2 and B8
EC1/2+	Junction 38 (M4), Margam	6 ha	B1, B2 and B8
EC1/3	Land within Coed Darcy SRA	4 ha	B1
EC1/4	Land within Harbourside SRA	7 ha	B1
	<b>Total:</b>	<b>32 ha</b>	

#### **Key:**

+ Preferred Sites for In-Building Waste Treatment Facilities.



\* Employment land to meet the needs of the energy sector and any ancillary facilities and services which support and complement the wider role and function of B Class Uses within and beyond the life of the LDP.

### B.0.4 Policy EC2 Existing Employment Areas

#### Existing Employment Areas

In order to protect the employment function of the County Borough's employment areas, uses on the following sites will be restricted in accordance with Policy EC3:

Reference	Site
EC2/1*	Fabian Way
EC2/2	Lonlas Village Workshops, Neath
EC2/3	Neath Abbey Business Park, Neath
EC2/4	Neath Abbey Wharf, Neath
EC2/5*	Melincryddan CMB / Milland Road Industrial Estate, Neath
EC2/6*	Baglan Energy Park
EC2/7*	Baglan Industrial Estate, Port Talbot
EC2/8	Endeavour Close, Port Talbot
EC2/9+	Kenfig Industrial Estate, Port Talbot
EC2/10*	Llewellyn's Quay, Port Talbot
EC2/11*	Tata Steelworks, Margam
EC2/12	Croeserw Industrial Estate, Afan Valley
EC2/13*	Glyncorwg Workshops, Afan Valley
EC2/14*	Cwmgors Workshops and Industrial Estate, Amman Valley
EC2/15*	Crynant Business Park, Dulais Valley
EC2/16*	Vale of Neath Supplier Park, Neath Valley
EC2/17*	Glynneath Village Workshops, Neath Valley
EC2/18	Alloy Industrial Estate, Pontardawe
EC2/19*	Former Compair / GMF Factory, Ystalyfera, Swansea Valley

#### **Key:**

\* Sites which lie within areas of flood risk identified in TAN 15.

+ Preferred Sites for In-Building Waste Treatment Facilities.

## Appendix B . LDP Policies

### B.0.5 Policy EC3 Employment Area Uses

#### Employment Area Uses

Within allocated and existing employment areas, unless otherwise specified and where appropriate, uses will be restricted as follows:

- Uses within classes B1, B2 and B8;
- Ancillary facilities or services which support and complement the wider role and function of the primary employment use;
- Commercial services unrelated to class B.

Developments will be required to demonstrate that proposals do not cause any adverse impacts on the overall function of the employment area and neighbouring commercial and residential properties, the proposal can be sustainably justified in this location and is appropriate in scale and form to the role and function of the employment area.

### B.0.6 Policy EC4 Protection of Existing Employment Uses

#### Protection of Existing Employment Uses

Proposals which would result in the loss of existing land or buildings in employment use as defined in Policy EC3 and/or within the existing employment areas identified in Policy EC2, will only be permitted where the following criteria are satisfied:

1. It is demonstrated that employment uses are no longer viable or appropriate in this location; or
2. Continued use for employment purposes would have unacceptable impacts on the environment, local amenity or adjacent uses; or
3. The existing space can be redeveloped for employment uses that achieve an increased level of employment combined with other appropriate uses.

### B.0.7 Strategic Policy SP14 The Countryside and the Undeveloped Coast

#### The Countryside and the Undeveloped Coast

The countryside and undeveloped coast, including landscapes, seascapes and agricultural land, will be protected and where feasible enhanced through the following measures:

1. The protection of the open countryside through the control of inappropriate development outside settlement limits;
2. The protection of the undeveloped coast through the control of inappropriate development;
3. The designation and protection of Special Landscape Areas;
4. The designation and protection of Green Wedges.

**LDP Objective: OB 15**

### **B.0.8 Policy EN1 The Undeveloped Coast**

#### **The Undeveloped Coast**

Development proposals within the undeveloped coast will only be permitted where it is demonstrated that a coastal location is necessary, the development cannot be accommodated on the developed coast and the proposal relates to:

1. The management and/or maintenance of coastal or flood defences or coastal processes; or
2. The management and/or maintenance of shipping channels / port access and other associated infrastructure; or
3. The provision of appropriate recreational, leisure, access or other necessary infrastructure.

### **B.0.9 Strategic Policy SP18 Renewable and Low Carbon Energy**

#### **Renewable and Low Carbon Energy**

A proportionate contribution to meeting national renewable energy targets and energy efficiency targets will be made while balancing the impact of development on the environment and communities. This will be achieved by:

1. Encouraging where appropriate, all forms of renewable energy and low carbon technology development;

## Appendix B . LDP Policies

2. Encouraging energy conservation and efficiency measures in all new major development proposals;
3. Ensuring that development will not have an unacceptable impact on the environment and amenity of local residents.

**LDP Objective: OB 19**

### **B.0.10 Policy RE2 Renewable and Low Carbon Energy in New Development**

#### **Renewable and Low Carbon Energy in New Development**

Schemes that connect to existing sources of renewable energy, district heating networks and incorporate on-site zero / low carbon technology (including microgeneration technologies) will be encouraged.

The following proposals will be required to submit an Energy Assessment to determine the feasibility of incorporating such a scheme and where viable, would be required to implement the scheme:

- (a) Residential development for 100 or more dwellings;
- (b) Development with a total floorspace of 1,000 sqm or more.

### **B.0.11 Strategic Policy SP19 Waste Management**

#### **Waste Management**

Provision will be made for the delivery of an integrated network of waste management facilities through the following measures:

1. Continuation of the treatment of waste arisings at the Materials Recovery and Energy Centre;
2. Identification of preferred sites for in-building waste treatment capacity;
3. Continuation of the disposal of residual non-hazardous waste and inert waste at Pwllfawtkin landfill site;
4. Ensuring that provision is made for the sustainable management of waste in all new developments.

**LDP Objective: OB 20**

**B.0.12 Policy W1 In-Building Waste Treatment Facilities****In-Building Waste Treatment Facilities**

1. Provision for new in-building waste treatment facilities will be preferred at the following sites:

Reference	Site
W1/1(a)	Baglan Bay
W1/1(b)	Junction 38 (M4) Margam
W1/1(c)	Kenfig Industrial Estate, Port Talbot

2. Proposals for the treatment, processing, storage and distribution of waste will only be permitted where all of the following criteria, where relevant, are satisfied:

- (a) The proposal reflects the priority order of the waste hierarchy as far as possible;
- (b) The proposal is carried out within a purpose built or appropriately modified existing building, unless it can be demonstrated that part or all of the proposed operation can only be carried out in the open;
- (c) It can be demonstrated that the development would not compromise highway safety;
- (d) It is demonstrated that measures can be taken to reduce, and where possible avoid, damage or disturbance to the environment and the amenity of neighbouring land uses or individual properties to acceptable levels;
- (e) Appropriate, acceptable site management proposals are submitted for the duration of the development;
- (f) The proposal is supported by an appropriate Waste Planning Assessment.

## Appendix B . LDP Policies

### B.0.13 Policy TR1 Transport Proposals

#### Transport Proposals

The following key transport schemes are identified:

#### Highway Network Enhancements

Reference	Site
TR1/1	Baglan Energy Park Link Road
TR1/2	Coed Darcy Southern Access Road
TR1/3	Ffordd Amazon (Stage 2)
TR1/4	Junction 43, M4 Improvements
TR1/5	Harbour Way (PDR)

#### Public Transport Station Improvements

Reference	Site
TR1/6	Integrated Transport Hub (Port Talbot)

#### Walking and Cycling Routes

Reference	Site
TR1/7	Amman Valley Cycle Way
TR1/8	Afan Valley Trail (Port Talbot - Afan Valley)

#### Park and Share Site

Reference	Site
TR1/9	Junction 38 (M4) Margam

Any proposals that would prevent, or have an adverse impact on the implementation of the schemes, will be resisted.

### B.0.14 Policy TR4 Safeguarding Freight Facilities

#### Safeguarding Freight Facilities

The following will be safeguarded for the transportation of freight:

Reference	Site
TR4/1	Port Talbot Tidal Harbour
TR4/2	Port Talbot Docks
TR4/3	Existing & Potential Wharves
TR4/4	Existing Rail Connections & Sidings

Proposals that would inhibit the use of the above for transport purposes will be resisted, unless it can be demonstrated that the use of the route for movement of freight is not realistic or necessary.

### B.0.15 Policy BE1 Design

#### Site BE 1

##### Design

All development proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places.

Proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

1. It complements and enhances the character and appearance of the site, building or area in terms of siting, appearance, scale, height, massing and elevation treatment;
2. It respects the context of the site and its place within the local landscape, including its impact on the important arterial gateways into the County Borough, its effects on townscape and the local historic and cultural heritage and it takes account of the site topography and prominent skylines or ridges;
3. It utilises materials appropriate to its surroundings and incorporates hard and soft landscaping and screening where appropriate;
4. It would not have a significant adverse impact on highway safety, the amenity of occupiers of adjacent land or the community;
5. Important local features (including buildings, amenity areas, green spaces and green infrastructure, biodiversity and ecological connectivity) are retained and enhanced as far as possible;

## Appendix B . LDP Policies

6. It achieves and creates attractive, safe places and public spaces, taking account of 'Secured by Design' principles (including where appropriate natural surveillance, visibility, well lit environments and areas of public movement);
7. It plays a full role in achieving and enhancing an integrated transport and communications network promoting the interests of pedestrians, cyclists and public transport and ensures linkages with the existing surrounding community;
8. It uses resources, including land and energy, as efficiently as possible through:
  - (a) Making the best and most efficient use of the land available through being of appropriate density taking into account the character and appearance of the area, normally a minimum of 35 dwellings per hectare in the Coastal Corridor Strategy Area or a minimum of 30 dwellings per hectare in the Valleys Strategy Area;
  - (b) The layout and form of the development does not preclude the reasonable use of other adjacent land;
  - (c) Developing brownfield land in preference to greenfield land where possible;
  - (d) Minimising building exposure while maximising solar gain.
9. Its drainage systems are designed to limit surface water run-off and flood risk and prevent pollution;
10. The layout and design of the development achieves inclusive design by ensuring barrier free environments, allowing access by all and making full provision for people with disabilities.







Neath Port Talbot  
Castell-nedd Port Talbot  
County Borough Council Cyngor Bwrdeistref Sirol



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Local Development Plan  
Cynllun Datblygu Lleol