



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

# Replacement Local Development Plan

2023-2038

Key Sites

December 2024





## **1.0 Introduction**

### **1.1. Context:**

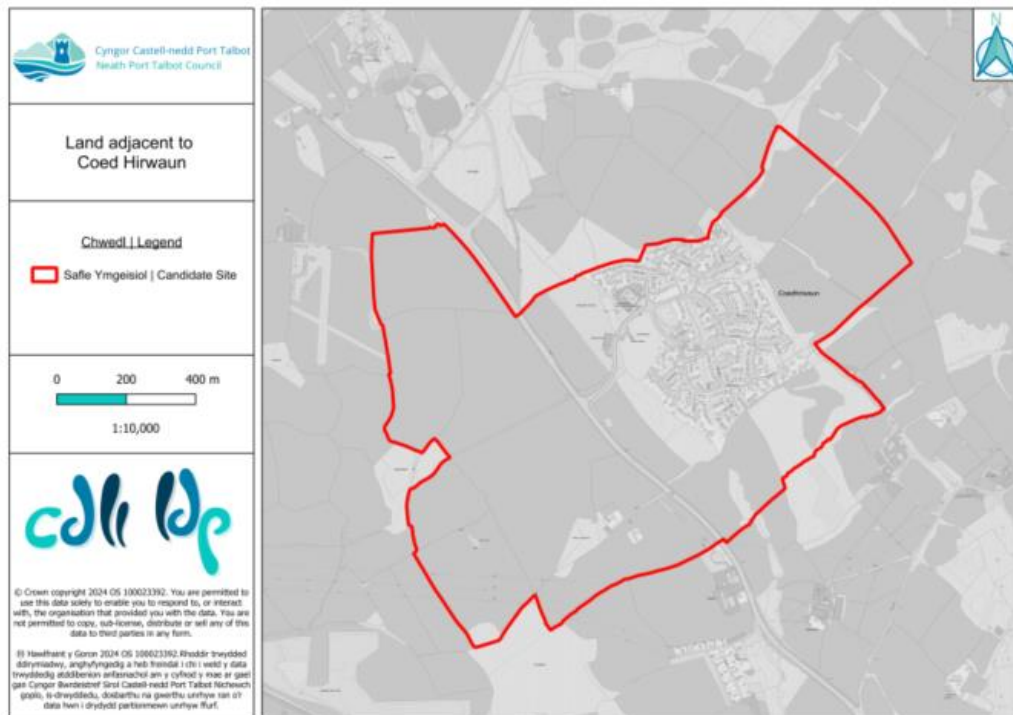
- 1.1.1. This Background Paper is one of a range of papers prepared to offer more detailed information and to provide an explanation of the approach taken in the Replacement Local Development Plan (RLDP). This paper specifically discusses the Key Sites identified within Chapter 9 of the Preferred Strategy (December 2024).
- 1.1.2. This Document should be read alongside the Candidate Sites Register and Preferred Strategy Document.

## **2.0    Key Sites**

- 2.0.1. To inform the Preferred Strategy Consultation, the Council has identified a number of potential key sites.
- 2.0.2. The boundaries identified in the Preferred Strategy document are the boundaries that have been submitted as part of the Call for Sites. These are the boundaries that have been assessed as part of the Candidate Sites work. The boundaries to the sites will be defined as part of further work and refined in the Deposit Plan.
- 2.0.3. Please note that whilst these areas have been identified as potential key sites, further work is still required to be undertaken. Following this work, sites may not feature as Key Sites in the Deposit Plan.
- 2.0.4. Please note that other sites will also be allocated for development in the Deposit Plan.

## 2.1. Coed Hirwaun, Margam

Figure 1: Coed Hirwaun Potential Key Site



### Site Information

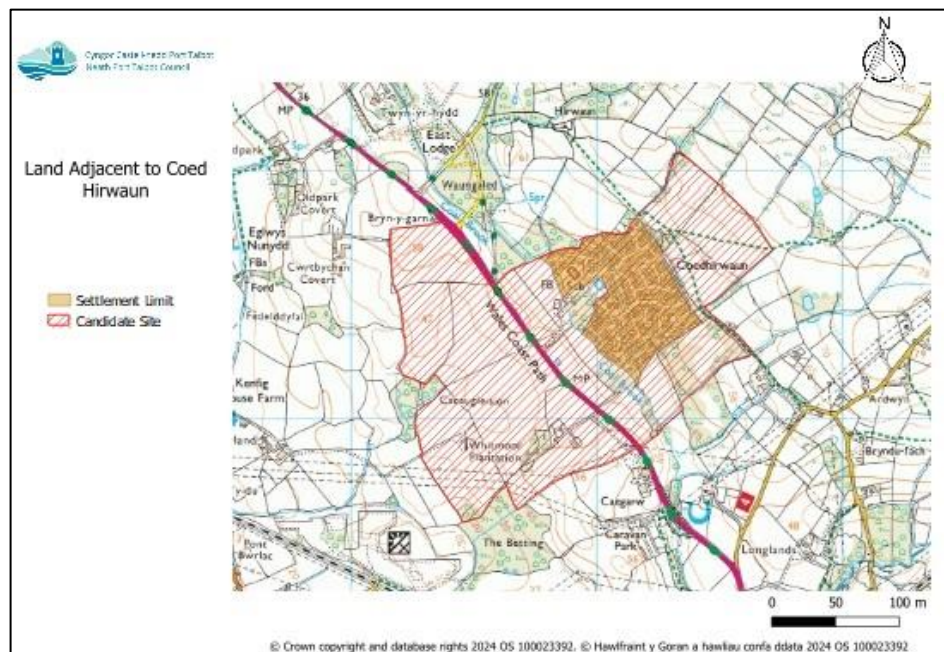
- 2.1.1. Coed Hirwaun is located in the southeast of the Authority within close proximity of the TATA Steelworks and Celtic Freeport designation. The existing settlement includes approximately 500 homes, a school, playing fields, and a convenience store.
- 2.1.2. The site has been identified as a potential key site within the Port Talbot spatial planning area to enable the sustainable co-location of jobs and homes associated with the development of Freeports and Tata transition.
- 2.1.3. The development of the site will enhance the sustainability of the existing community. Whilst the existing community benefits from the provision of a school, playing fields, convenience retail, good active travel linkages to Margam and Pyle, and is within close proximity (approx. 1 mile) from the wider facilities Pyle offers. The development of the site will provide the critical mass of housing to enable the provision of additional small-scale retail, community, employment, recreational space, enhanced active travel, and the provision of a Welsh medium primary school which will enhance the sustainability of



existing settlement. This will be in line with the original intention of the development of the settlement.

- 2.1.4. The site was originally granted planning permission in December 1996 (95/10238) to enable the provision of homes for managers to attract workers such as those in the steelworks to live and work in Port Talbot rather than commute from neighbouring authorities. As part of the planning permission, it was envisaged that a wider range of facilities would be provided as part of the new development than are currently on site. These uses included retail (Class A1, A2, A3), doctor's surgery, offices and places of worship.
- 2.1.5. Following discussions between the site promoter and the Council, planning permission (P2007/1787) was granted in December 2008 for 16 dwellings and a retail unit with land set aside for the construction of a community facility (for example community hall building). The community facility has subsequently not been developed. With the development of additional housing, there will be a greater critical mass to support the development of facilities in this location.
- 2.1.6. The potential key site is located to, and contains, the existing residential development of Coed Hirwaun.

*Figure 2: Site Location*



2.1.7. The following Candidate Site/ Urban Capacity Sites have been promoted for development.

Figure 3: Candidate Site RLDP/PT/0042

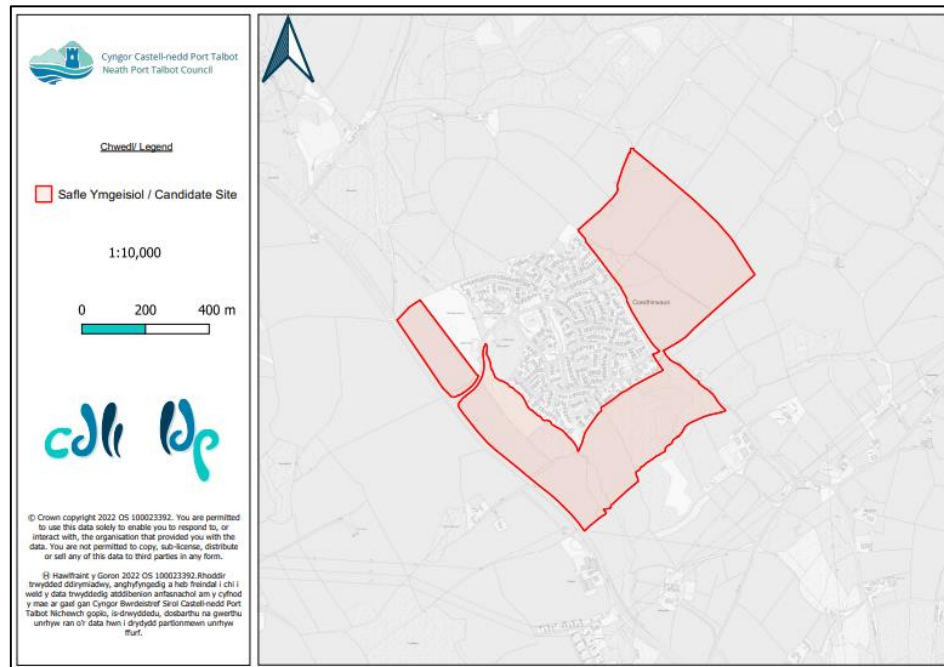


Figure 4: Candidate Site RLDP/PT/2015

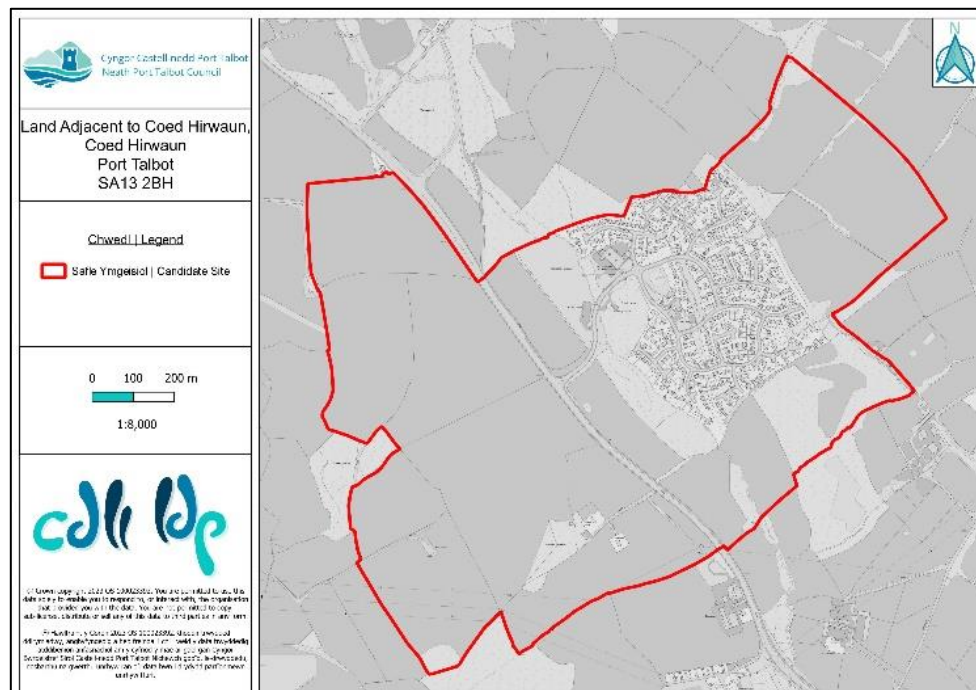
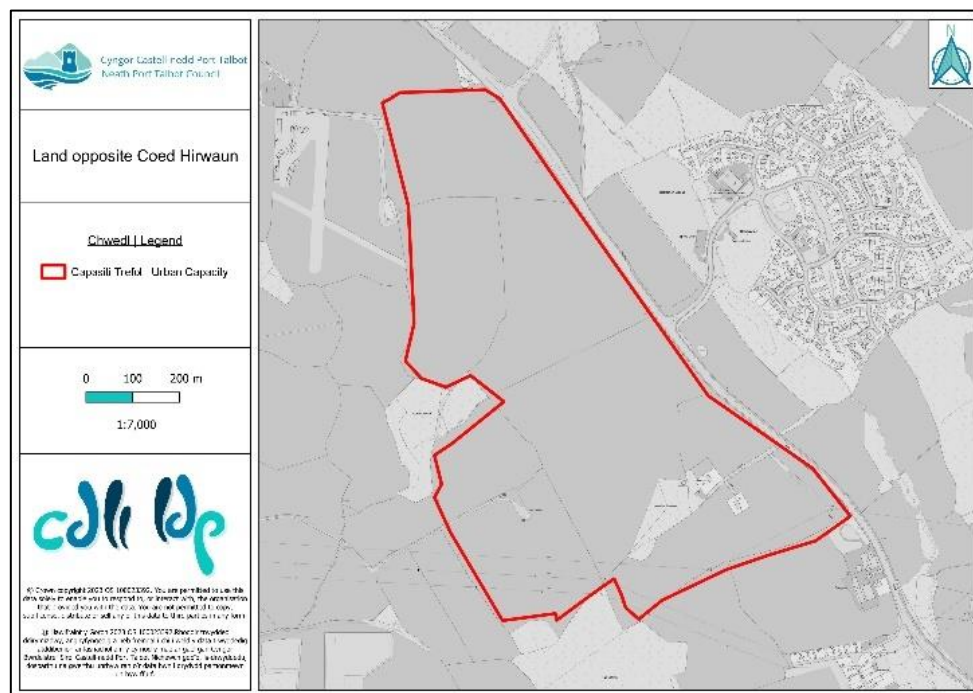


Figure 5: Candidate Site RLDP/PT/UC024



- 2.1.8. It is proposed that the wider Candidate Site boundary (RLDP/PT/2015) is identified as a potential key site as this is the most comprehensive site boundary. As noted in the introduction to the Chapter and the Preferred Strategy boundary, the site boundaries will be refined ahead of the Deposit Plan consultation.
- 2.1.9. The site is currently located within the Green Wedge, however, the Council's Green Wedge Assessment (December 2024) has concluded that the site should be released for development. Further information is contained within this document.

### Proposed Development

- 2.1.10. It is proposed that the site is identified as a potential key site for 900 dwellings (400 within the RLDP plan period) and a new Welsh Medium Primary School.
- 2.1.11. The existing development includes a convenience store, recreational space and school, with development of the wider site able to support the provision of small-scale retail, employment and community facilities. Additional SuDS, green infrastructure and recreational space would be provided as would a range of housing sizes and tenure of accommodation. It is envisaged that this would enhance the sustainability of the existing development.



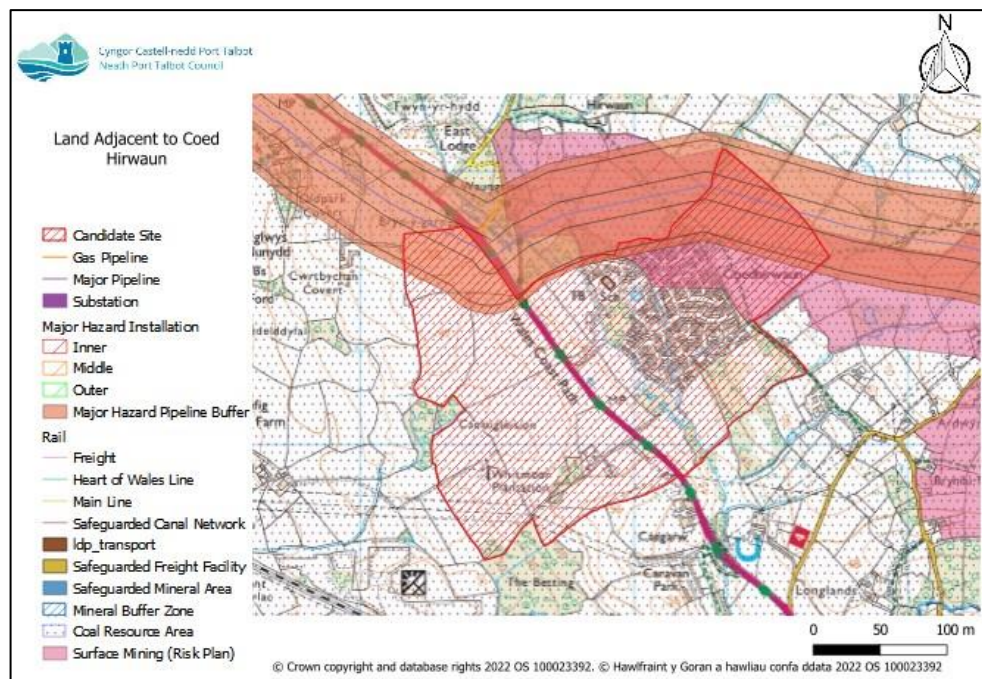
2.1.12. Ahead of the Deposit Plan, the Council will engage with the landowner and a masterplan will need to be prepared taking into consideration the following constraints, infrastructure requirements and placemaking principles:

### Constraints

2.1.13. The following constraints to development have been identified:

2.1.14. Major Pipeline and Major Hazard Pipeline Buffer: As can be seen from the Map below, a Major Pipeline and Major Pipeline Buffer traverse the northern parts of the site.

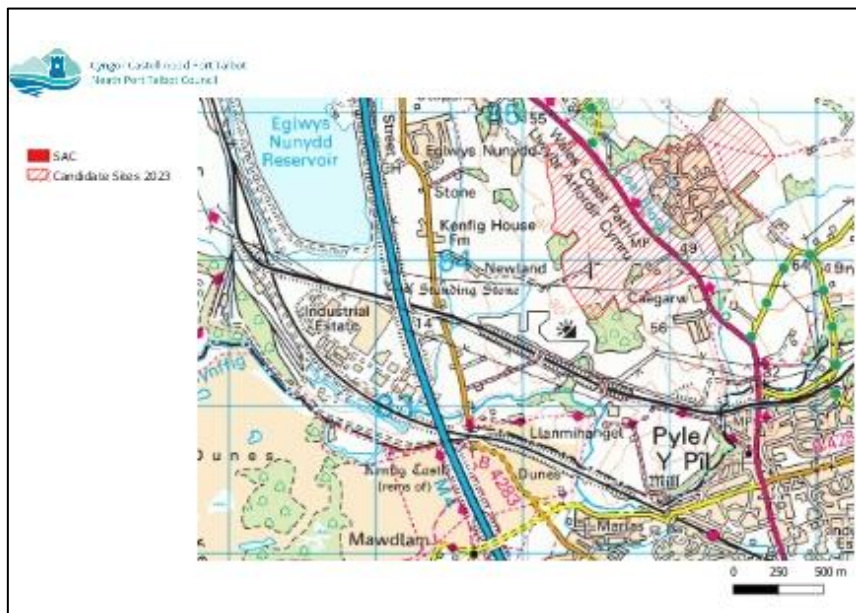
*Figure 6: Major Hazard Pipeline and Major Hazard Pipeline Buffer*



2.1.15. Minor watercourse west of site hydrologically connected to Kenfig SSSI/ SAC:

The minor watercourse has been identified as being hydrologically connected to the Kenfig SSSI/ SAC approx. 950m away.

Figure 7: SAC



- 2.1.16. Biodiversity constraints: Biodiversity colleagues have appraised the site. They have noted that the site is a large site containing a mix of arable and grazing land, as well as an area of mature (partly ancient, partly wet) woodland and well-connected scrub.
- 2.1.17. The site includes an important hedgerow network, protected species, S7 habitat, irreplaceable trees, and European Protected Species.
- 2.1.18. Potential species include badger, reptiles, nesting birds and bats.

Figure 8: Biodiversity Constraints

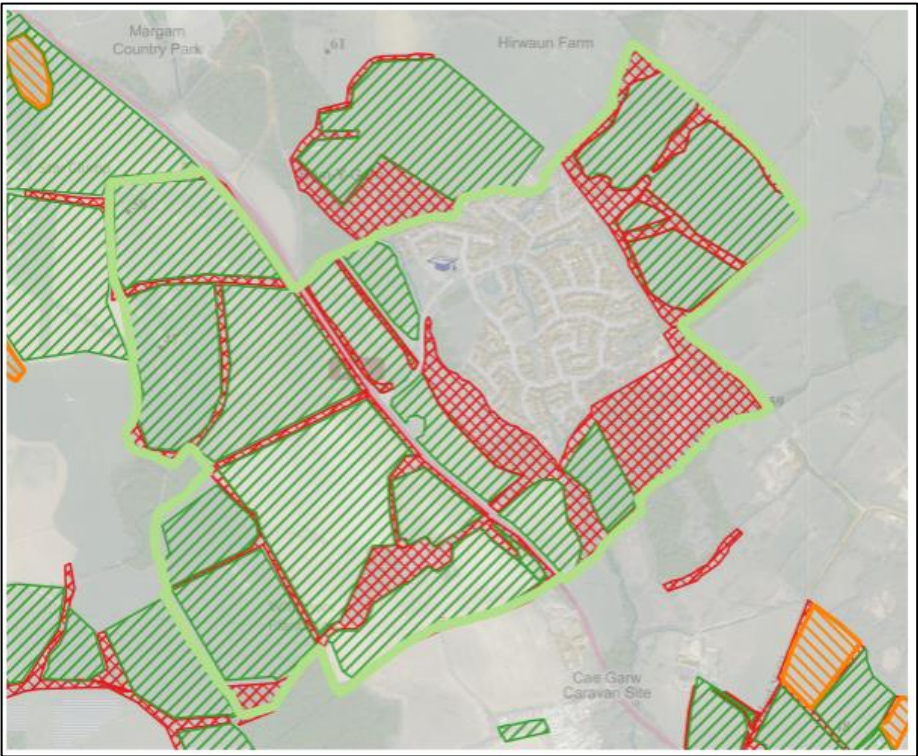


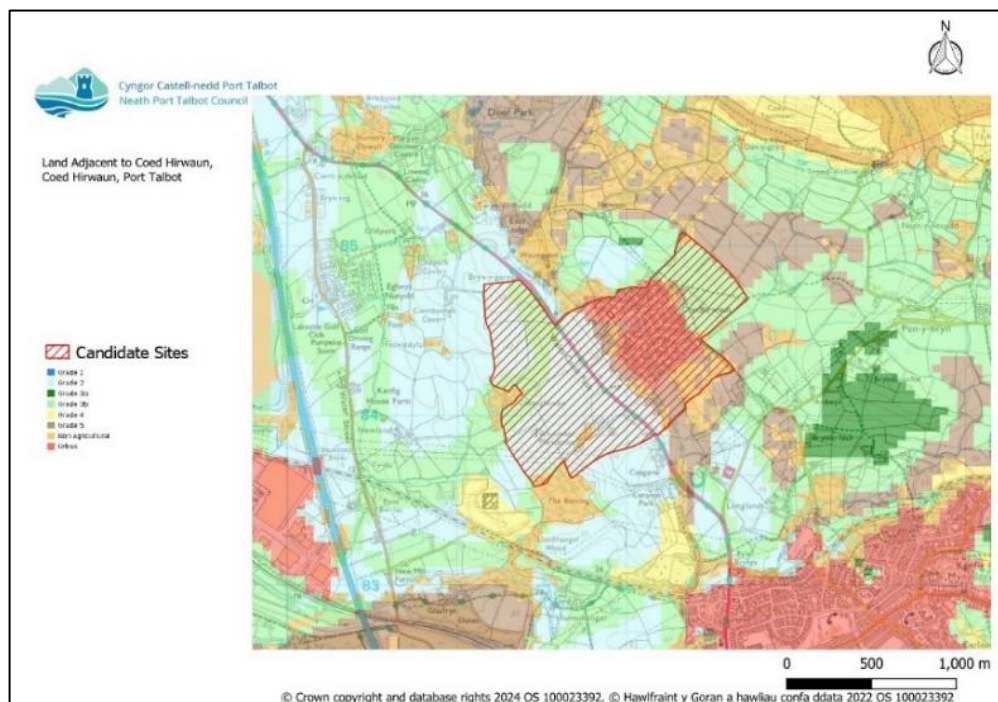
Figure 9: Biodiversity Assessment

Constraint level	Features	Ecological value
Green	Arable land, neutral grassland, built up areas	Farmland birds, brown hare
Amber		
Red	Woodland, scrub	S7 habitat, connectivity

2.1.19. Agricultural Land Classification: Parts of the parcel to the west of the A48 are classified as Grade 2 agricultural land classification. Further information is available in the Best and Most Versatile Background Paper (December 2024).

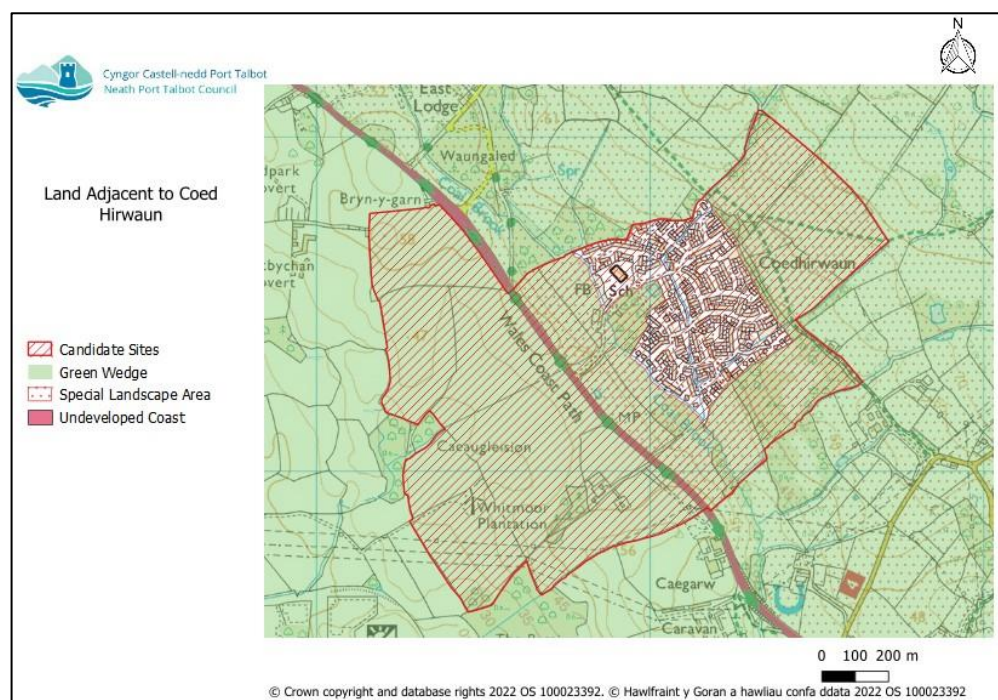


Figure 10: Agricultural Land Classification



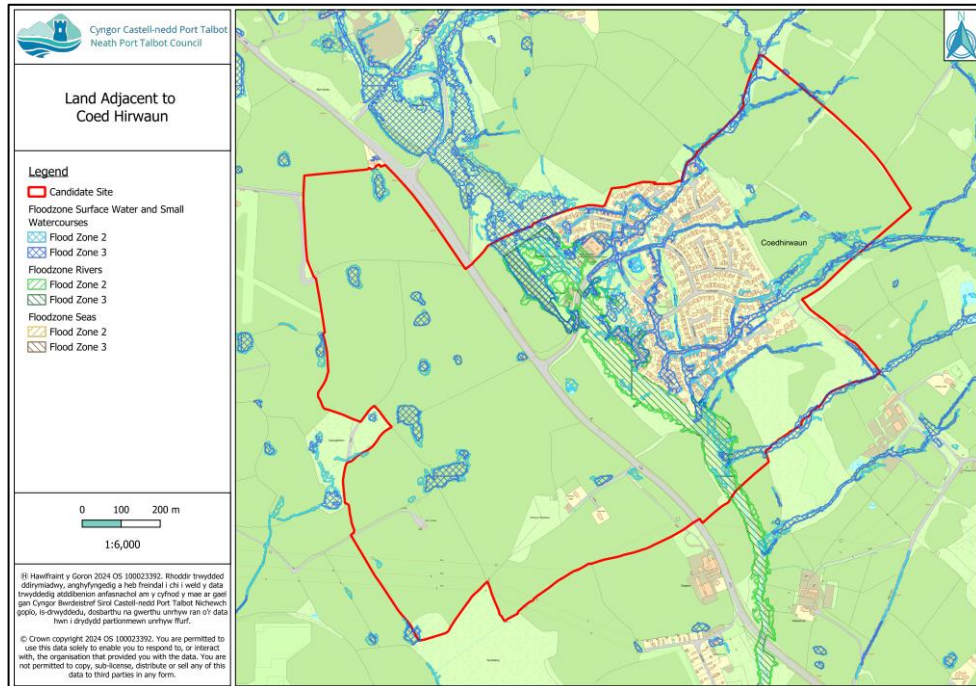
2.1.20. Special Landscape Area: Part of the parcel to the east of the A48 is located within a Special Landscape Area. A Special Landscape Area paper has been produced for the Preferred Strategy and further work will be undertaken for the Deposit Plan.

Figure 11: Special Landscape Area



2.1.21. Flooding: Main river (Cole Brook) traverses the site. There are a number of ordinary watercourses running throughout the site. The Flood Map for Planning identifies a small central part of the eastern parcel as Flood Zone 3 (Rivers).

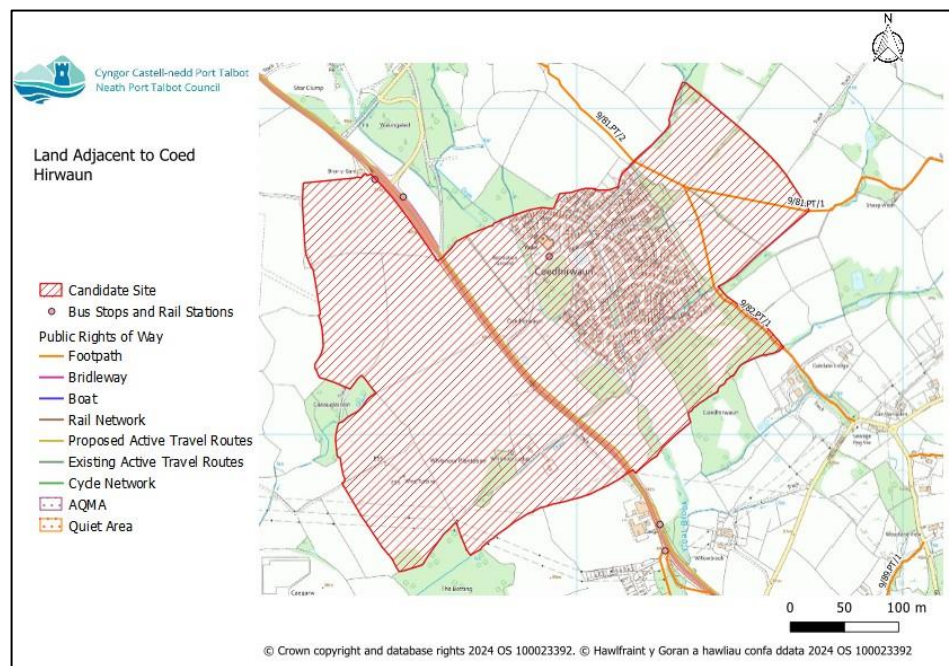
*Figure 12: Flood Risk*



2.1.22. Public Rights of Way: The Map below shows that there are public rights of way passing through the site.



Figure 13: Public Rights of Way



### Infrastructure Requirements

- 2.1.23. Following engagement as part of the detailed assessment it has been identified that the following infrastructure requirements are needed in order to bring the site forward for development:
- 2.1.24. Education: Following discussion with the Council's education colleagues, the need for the provision of a Welsh language primary school has been identified on this site.
- 2.1.25. Highways: In order to understand what measures are required to reduce impacts on roads, safety, operation or capacity of the highway network a Transport Assessment is required.
- 2.1.26. Highways have identified that they would expect measures to reduce the speed along this section of the A48; an additional vehicular point of entry to the eastern parcel, dependent on the scale of development; a new right turn lane within the carriageway of the A48 to facilitate access to the western parcel and at least one new access point to the western parcel.
- 2.1.27. Footways and cycleways: In addition to highway improvements, improvements and extensions to existing and proposed footways and active travel including the provision of a new/ enhanced existing footway/ combined

footway along the site frontage; active travel route along the A48 connecting the site to Pyle and Margam; and measures to encourage pedestrian crossings from the eastern to western parcel.

- 2.1.28. In addition to external linkages, the site will need to provide an internal road network built to highways standards and conform with Manual for Streets and cycle ways and shared use routes.
- 2.1.29. Agricultural Landscape Classification: An Agricultural Land Survey will be required in order to assess the extent of land Grade 1-3a. Further information is available in the Best and Most Versatile Background Paper (December 2024).
- 2.1.30. Landscape Impact: A Landscape and visual impact assessment will be required. This will need to take into consideration (including long range views) the SLA, proximity of Margam Park and Garden and Margam Mountain Landscape of Special Historic Interest.
- 2.1.31. Water and Sewerage: Welsh Water have advised that a Hydraulic Modelling Assessment is required in order to identify any necessary site-specific measures to improve water and sewerage infrastructure.
- 2.1.32. District Heat Network: In line with national policy (Future Wales Policy 16 – Heat Networks), the site will need to explore the potential for a District Heat Network.
- 2.1.33. Green Infrastructure Network: A Green Infrastructure network will need to be created across the site to maintain the existing ecosystem connectivity through the site through the retention of hedgerows and trees. This will need to be incorporated into the design of the scheme.
- 2.1.34. Flood Risk: Flood Risk Assessment will be required.
- 2.1.35. Kenfig SSSI/ SAC: Full appraisal of the potential impacts on the Kenfig SSSI/ SAC required.
- 2.1.36. Ecological Surveys: Further surveys are required for planning to include badger, reptile, bat, ecosystem resilience and woodland ground flora. This will

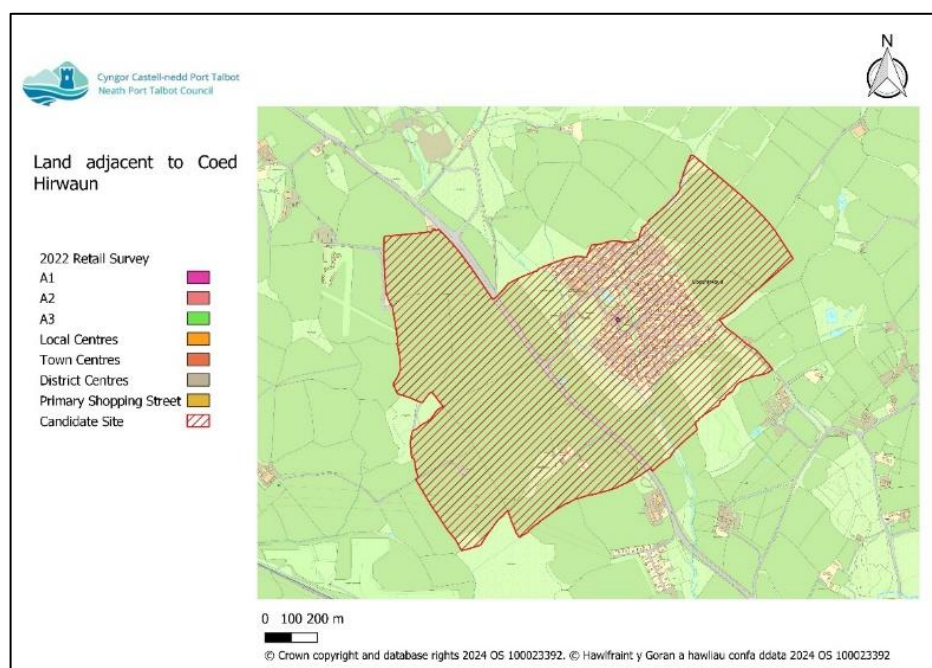
need to be used to help to inform the strategy to deliver biodiversity net benefit across the site.

### Placemaking Principles

- 2.1.37. Following engagement as part of the detailed assessment, it is considered that the following placemaking principles are required in order to bring the site forward for development:
- 2.1.38. A range of housing types and sizes are provided at an appropriate density: Ahead of the Deposit Plan the Council will finalise the requirements for Key Sites taking into consideration the Local Housing Market Area Assessment and identified needs across the Authority. The Council will also finalise a density policy for developments and sites will be expected to be designed in order to take into consideration neighbouring environments when determining an appropriate density for the site.
- 2.1.39. A range of housing tenures is provided: Ahead of the Deposit Plan the Council will finalise its viability evidence and identify affordable housing targets. The site will need to be designed in order to meet these targets.
- 2.1.40. Recreational Space is provided: Ahead of the Deposit Plan the Council will prepare a Recreational Space Assessment this will form recreational space policies in the Deposit Plan. Recreational space will need to be provided in accordance with policies and targets when identified.
- 2.1.41. The site is designed to take into consideration that the A48 passes through the site: The A48 currently passes through the site boundary and development of the site would see the creation of new development on the other side of the A48. Measures will be required to ensure the site is developed as an extension to the existing settlement with the eastern and western parcels tied together to create a single sense of place. It will not be appropriate to just develop the new community on the other side of the A48 without measures to integrate the site into one. Development of this site presents a unique opportunity to comprehensively manageably extend the existing settlement and enhance the provision of existing services and facilities for local residents.

- 2.1.42. Complementary retail, community and employment facilities are provided. The Map below details the location of existing retail facilities. As part of the development of the site, complementary retail, community and employment facilities will need to be provided.

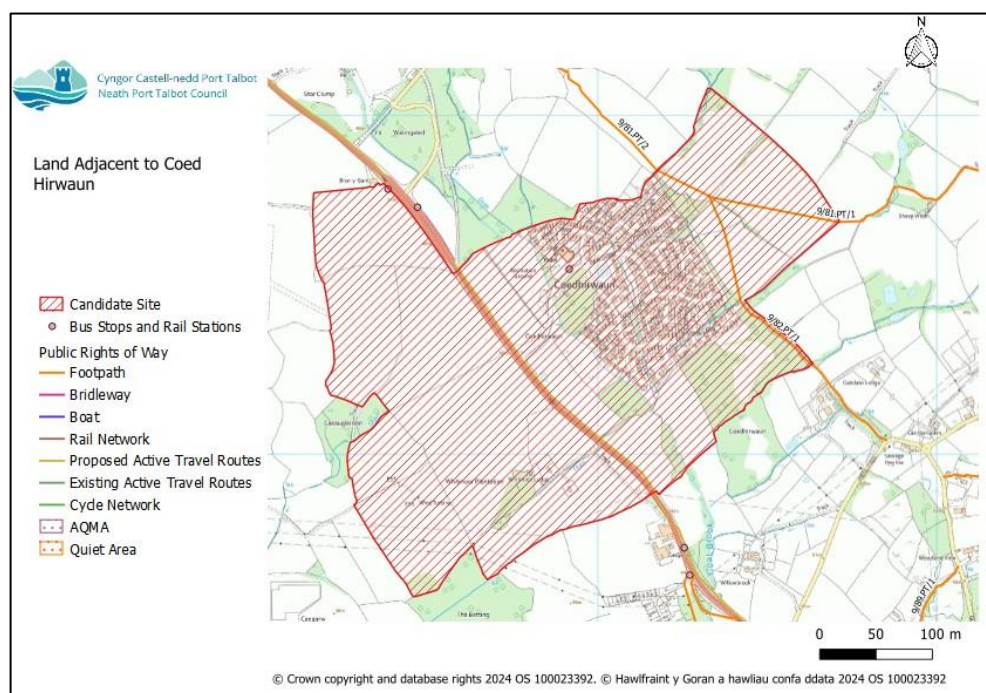
*Figure 14: Retail Facilities*



- 2.1.43. Education provision: A Welsh medium primary school will need to be provided. This will enhance the sustainability of the site and will provide complementary Welsh medium primary school provision to the existing English medium school.
- 2.1.44. The existing primary school is located on the eastern parcel adjacent to the residential accommodation. It is therefore proposed that the Welsh medium primary school should be provided on the western parcel.
- 2.1.45. Design measures to ensure biodiversity net benefit and SuDS, important trees, the hedgerow network, green infrastructure, and the existing ecology of the site are incorporated into the design of the site.
- 2.1.46. Design measures to ensure the protection of the Major Pipeline and Major Hazard Pipeline Buffer which traverses the northern parts of the east and west parcels.

- 2.1.47. Design measures to take into consideration the findings of the Flood Risk Assessment, Agricultural Land Survey, and ecological surveys.
- 2.1.48. Design measures to protect and enhance landscape quality (including long range views) taking into consideration the SLA designation, proximity of Margam Historic Park and Garden, Margam Mountain Landscape of Special Historic Interest, and Cae Garw Milepost Listed Building.
- 2.1.49. Modal shift: The site will need to be designed to encourage walking and cycling both within the site and outside of the site to include links to Margam and Pyle. The Map below details existing bus stop and active travel linkages.

*Figure 15: Active Travel Linkages*



- 2.1.50. Design measures and layout to ensure biodiversity net benefit.

### Delivery

- 2.1.51. The site has been promoted by a number of landowners and viability information has been provided.
- 2.1.52. In order for the site to be brought forward, the landowners will need to work together as the site will be required to be delivered in a comprehensive manner.



- 2.1.53. Ahead of the Deposit Plan, the Council will work with the site promoters to prepare a masterplan.
- 2.1.54. Planning conditions and obligations will be used to control the delivery of the development.

## 2.2. Land East of Rhos

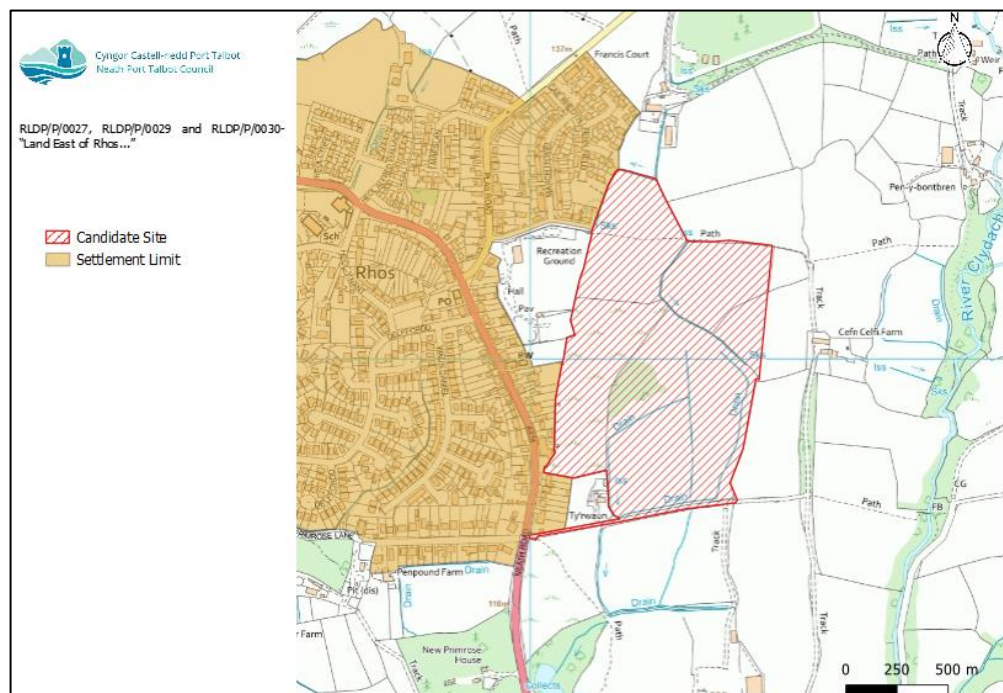
Figure 16: Land East of Rhos



### Site Information

- 2.2.1. Land East of Rhos adjoins the settlement of Rhos which forms part of the Pontardawe Hub in the Valleys Opportunity Area. The site adjoins existing community facilities within Rhos. The site provides the opportunity to provide affordable housing within the Valleys Opportunity Area.

*Figure 17: Site Location*

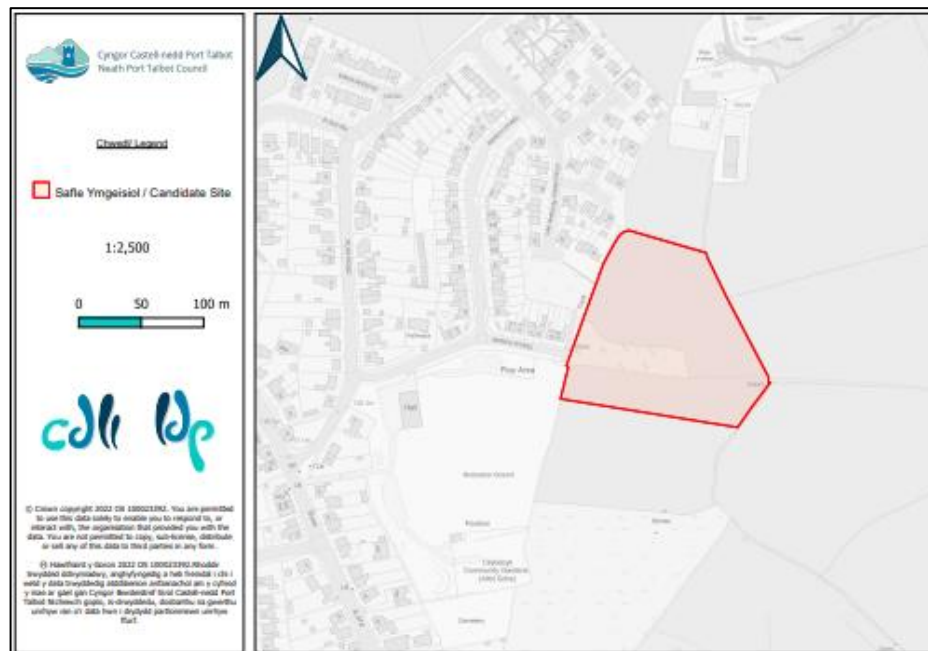


2.2.2. The following Candidate Site/ Urban Capacity Sites have been promoted for development:

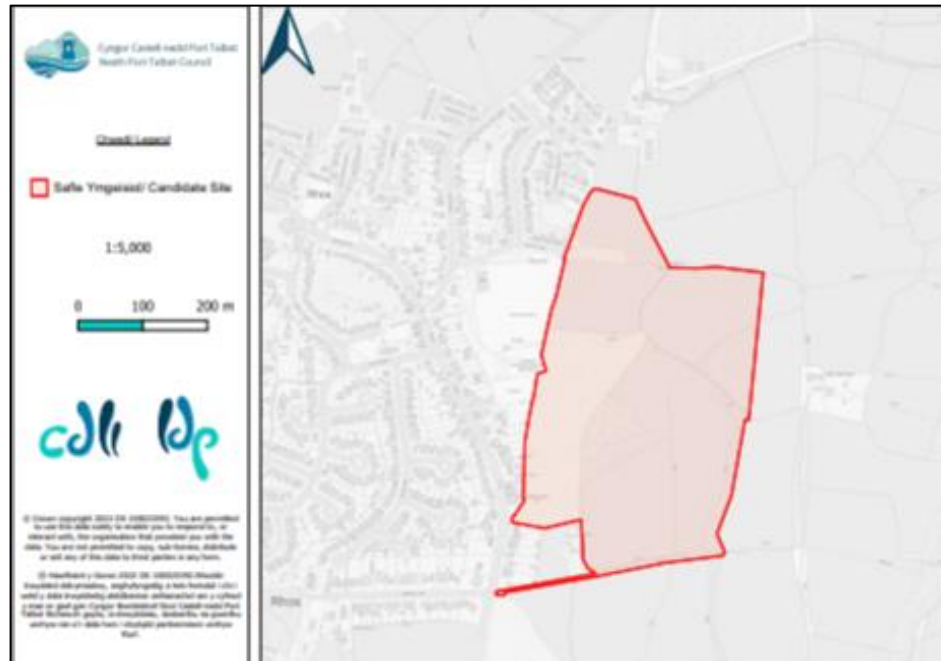
Figure 18: RLDP/P/0027: Land to the east of Rhos



*Figure 19: RLDP/P/0029: Land adjoining 11-14 March Hywel And 32/42 Cae Rhedyn & Land Adjacent To March Hywel Rhos & Land Adjacent to The Smiths Arms and to the Rear of 70-114 Neath Road*



*Figure 20: Land Adjoining 11-14 March Hywel And 32/42 Cae Rhedyn & Land Adjacent To March Hywel Rhos & Land Adjacent to The Smiths Arms And To The Rear Of 70-114 Neath Road Rhos Pontardawe (Including Adjoining Third Party Owned Site)*



### Proposed Development

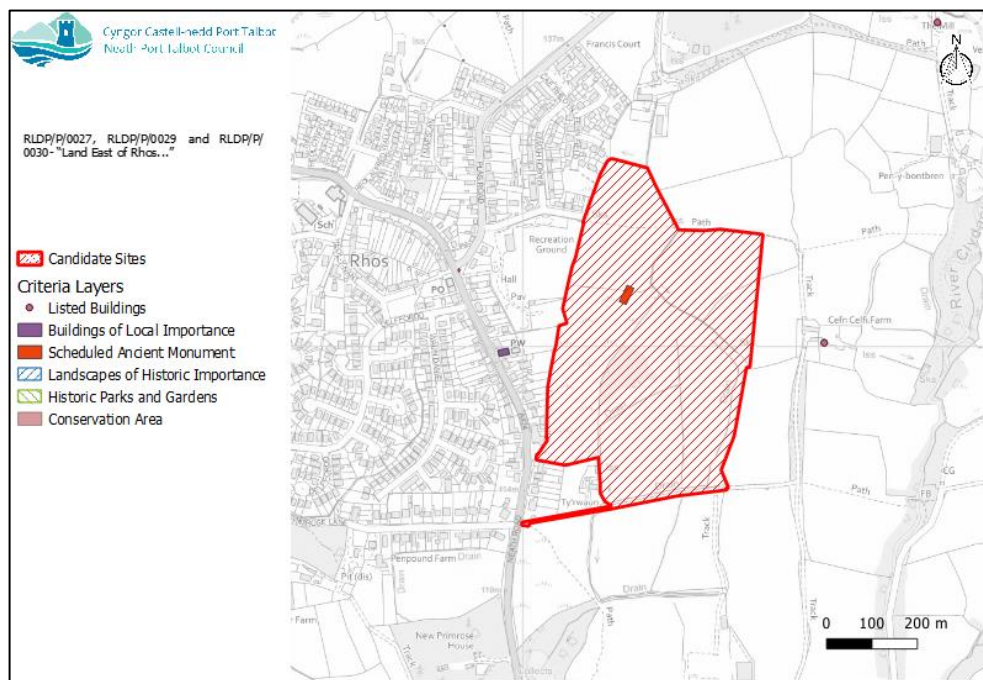
- 2.2.3. It is proposed that the site is identified as a potential key site for 400 homes and a Welsh medium primary school.
- 2.2.4. The site is currently located within the Green Wedge, but the Council's Green Wedge Assessment (2024) has concluded that the site should be released for development. Further information is contained within this document.
- 2.2.5. To inform the Deposit Plan, a masterplan will be produced taking into consideration the following constraints, infrastructure requirements and placemaking principles:

### Constraints

- 2.2.6. The following constraints to development have been identified:
- 2.2.7. Scheduled Ancient Monument: There is a Scheduled Ancient Monument within the northern central part of the site.



Figure 21: Scheduled Ancient Monument



2.2.8. Frondeg SSSI: The site is located approx. 75m from the Frondeg SSSI with potential linkages between sites. Full appraisal of the potential impacts on Frondeg SSSI required.

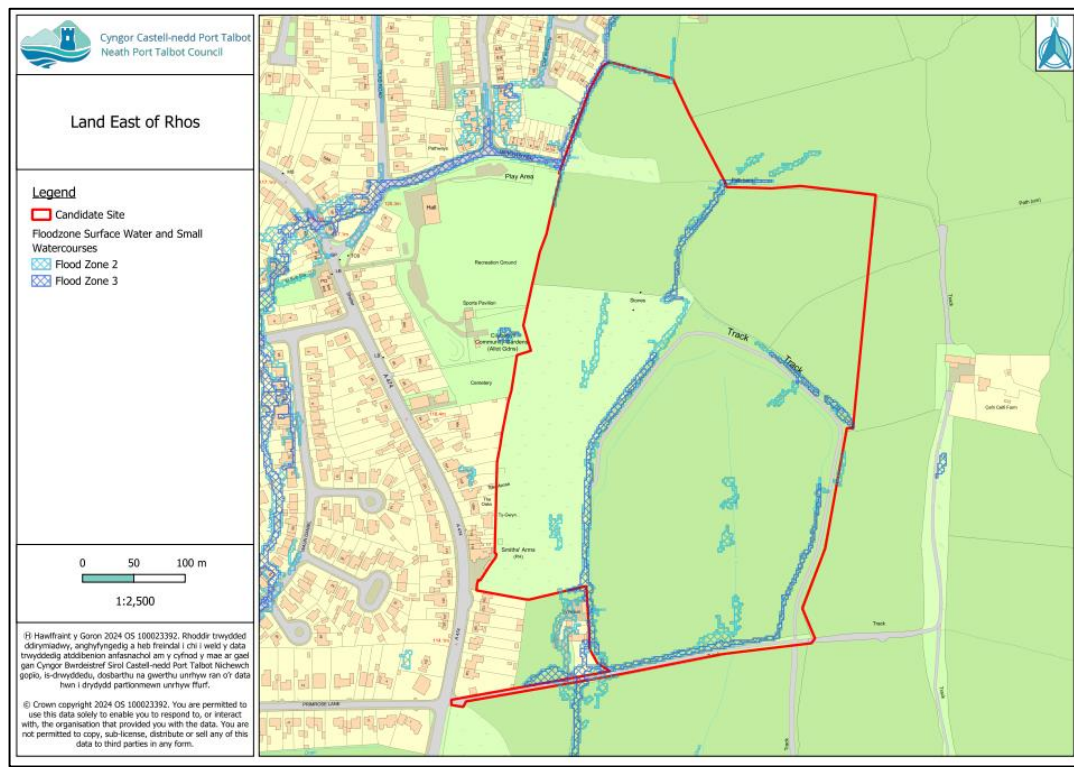
Figure 22: SSSI





2.2.9. Watercourses: There are a number of watercourses on the site. The Map below shows the location of these watercourses.

*Figure 23: Minor Watercourses*



2.2.10. Biodiversity: The site is comprised of large fields separated by hedgerow network. Access to the northwest parcel is limited due to dense tree network. Western and southern fields contain marshy grassland with ant hills.

*Figure 24: Biodiversity Constraints*



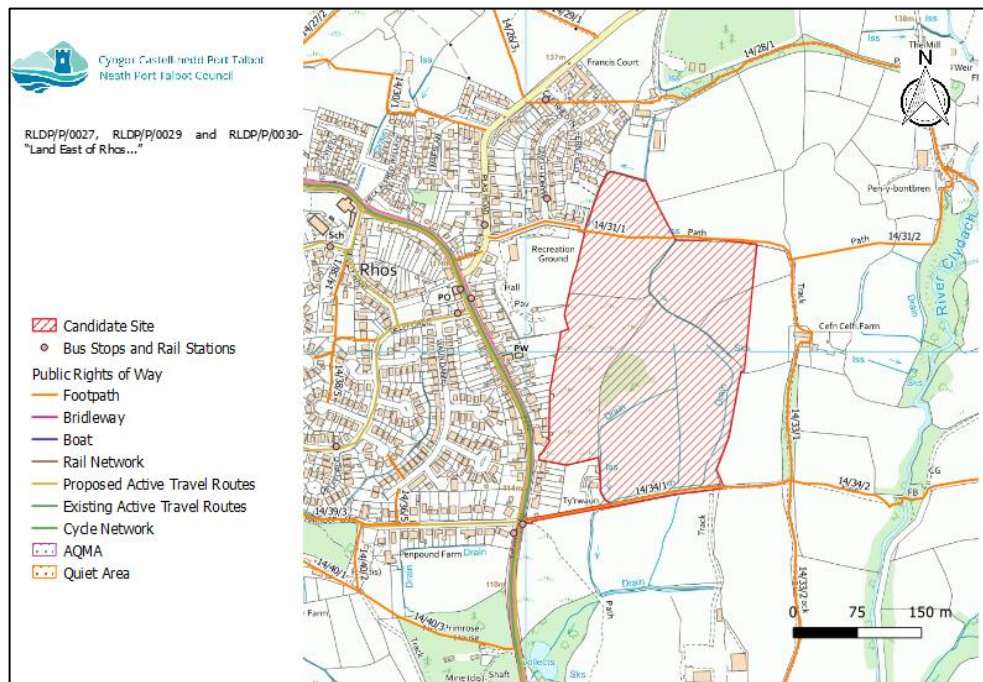
*Figure 25: Biodiversity Assessment*

Constraint level	Features	Ecological value
Green	Neutral grassland	
Amber	Marshy grassland	S7 habitat
Red	Hedgerow, trees	S7 habitat, connectivity

2.2.11. Public Rights of Way: There is a PRow passing through the site. There is also a PRow adjacent to the site.



Figure 26: Public Rights of Way



## Infrastructure Requirements

- 2.2.12. Following engagement as part of the detailed assessment it has been identified that the following infrastructure requirements are needed in order to bring the site forward for development:
- 2.2.13. Education: Following discussion with the Council's education colleagues, the need for the provision of a Welsh medium primary school has been identified on this site.
- 2.2.14. Highways: To inform measures to reduce impacts on roads, safety, operation or capacity of the highway network a Transport Assessment is required.
- 2.2.15. Highways have advised that two points of access will be required. Initial biodiversity appraisal suggests that it is not possible to obtain road access from March Hywel. The potential for a road access in this location should be explored. If possible, highways have advised that off-site improvements to March Hywel would likely be required.
- 2.2.16. Access opposite Primrose Lane junction has been identified as being potentially problematic and will need to be addressed as part of the Transport Assessment and Road Safety Audit due to possible conflict and junction design with two access points being directly opposite one another without

being able to achieve junction spacing criteria. The existing access opposite Primrose Lane would need to be widened. This may require additional third party land.

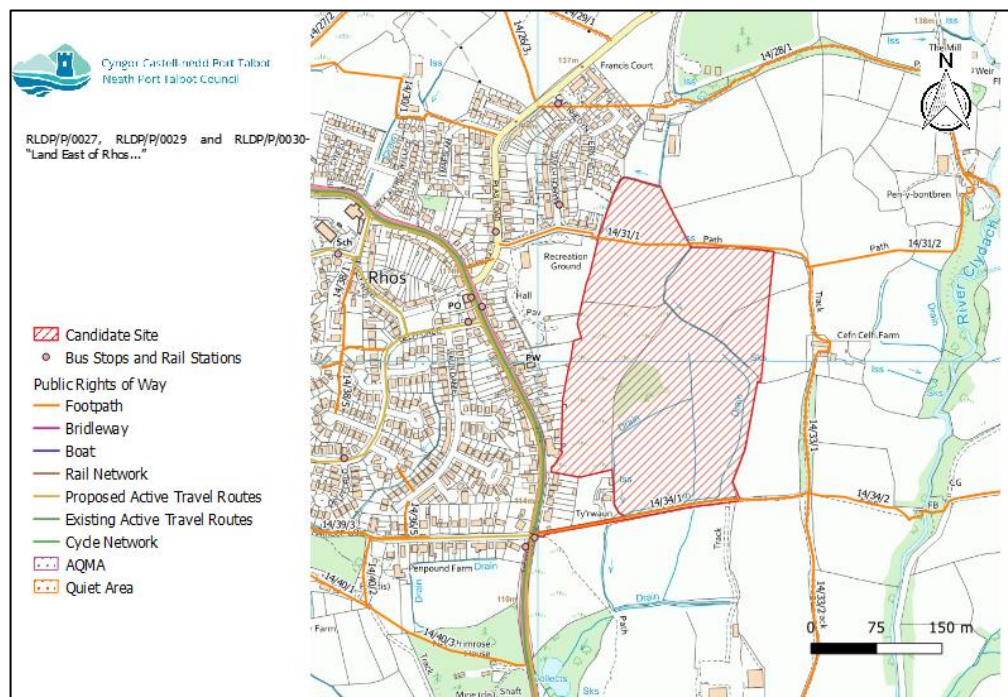
2.2.17. Another potential for access to the site would be adjacent to the Smiths Arms. This may require third party land ownership.

2.2.18. As identified in the Strategic Highway Assessment (December 2024), to accommodate the development, improvements to the Pen Y Wern junction will be required. Further detail is provided within the Transport Topic Paper, Strategic Highway Assessment and Infrastructure Delivery Plan.

2.2.19. Active travel: Active travel improvements will be required as part of the development, including improved linkages between Neath and Rhos.

2.2.20. The Map below details current active travel linkages. Improvements will be needed to link into NCN43 from Rhos and link Rhos with Neath. Widening and the provision of new footways/ combined footway cycle way along March Hywel will also be required.

*Figure 27: Active Travel Linkages*



2.2.21. Cycle ways and shared use routes will need to be incorporated on site.



- 2.2.22. Water and Sewerage: Welsh Water have advised that a Hydraulic Modelling Assessment is required in order to identify any necessary site-specific measures to improve water and sewerage infrastructure.
- 2.2.23. District Heat Network: In line with national policy (Future Wales Policy 16 – Heat Networks), the site will need to explore the potential for a District Heat Network.
- 2.2.24. Biodiversity surveys: for reptile and bats will need to be undertaken.
- 2.2.25. Green Infrastructure Network: A Green Infrastructure network will need to be created across the site to maintain the existing ecosystem connectivity through the site through the retention of hedgerows and trees. This will need to be incorporated into the design of the scheme.

#### Placemaking Principles

- 2.2.26. Following engagement as part of the detailed assessment, it is considered that the following placemaking principles are required in order to bring the site forward for development:
- 2.2.27. A range of housing types and sizes are provided at an appropriate density: Ahead of the Deposit Plan the Council will finalise the requirements for Key Sites taking into consideration the Local Housing Market Area Assessment and identified needs across the Authority. The Council will also finalise a density policy for developments and sites will be expected to be designed in order to take into consideration neighbouring environments when determining an appropriate density for the site.
- 2.2.28. A range of housing tenures is provided: Ahead of the Deposit Plan the Council will finalise its viability evidence and identify affordable housing targets. The site will need to be designed in order to meet these targets.
- 2.2.29. Recreational Space is provided: Ahead of the Deposit Plan the Council will prepare a Recreational Space Assessment this will form recreational space policies in the Deposit Plan. Recreational space will need to be provided in accordance with policies and targets when identified.

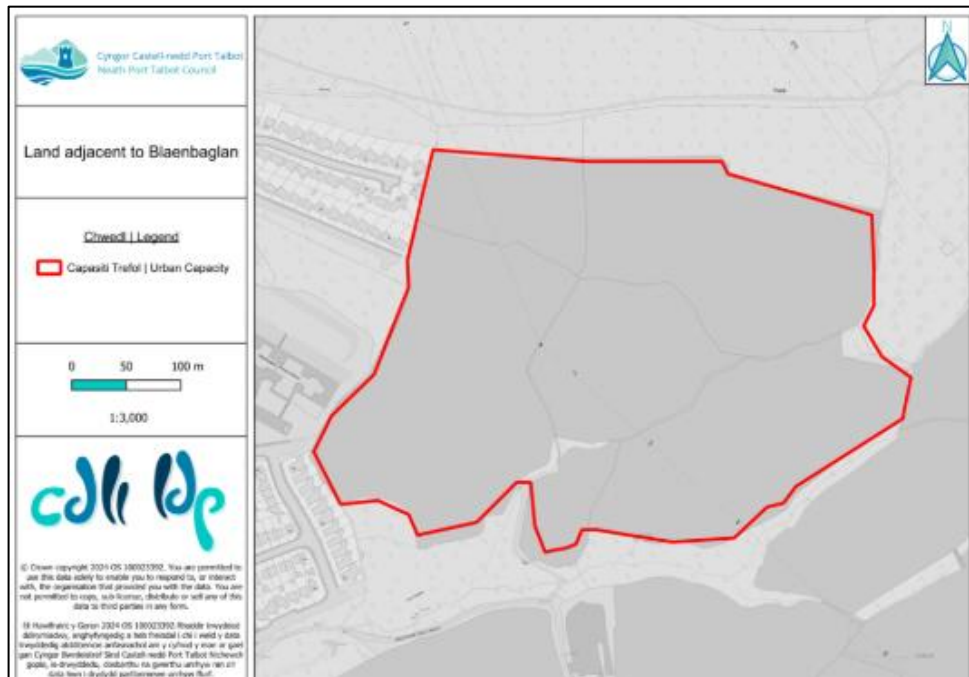
- 2.2.30. Design measures to ensure the incorporation of a network of SuDS and Green Infrastructure on site.
- 2.2.31. Design measures to take into consideration the Scheduled Ancient Monument within the central part of the site.
- 2.2.32. Design measures to protect, and where possible enhance access to, the PRoW passing through the site and PRoW adjacent to the site.
- 2.2.33. Design measures to be sensitive to the existing residential accommodation, countryside and community sports facilities.
- 2.2.34. Modal shift: The site will need to be designed to encourage walking and cycling both within the site and outside of the site to include links to Neath. Figure 27 above provides the location of existing and proposed active travel linkages.
- 2.2.35. Design measures and layout to ensure biodiversity net benefit.

#### Delivery

- 2.2.36. The site is owned by the Council and a private landowner and there is developer interest. All three parties are working together to bring the site forward and viability information has been provided.
- 2.2.37. To ensure comprehensive development, the site promoters will need to continue to work together to bring the site forward for development.
- 2.2.38. The site will need to be developed comprehensively.
- 2.2.39. Highways have advised that land outside of the Candidate Site submission may be required in order for the site to be brought forward for development. The site owners/ promoters will need to explore this prior to Deposit consultation.
- 2.2.40. Ahead of the Deposit Plan, the Council will work with the site promoters to prepare a masterplan.
- 2.2.41. Planning conditions and obligations will be used to control the delivery of the development.

## 2.3. Land adjacent to Blaenbaglan

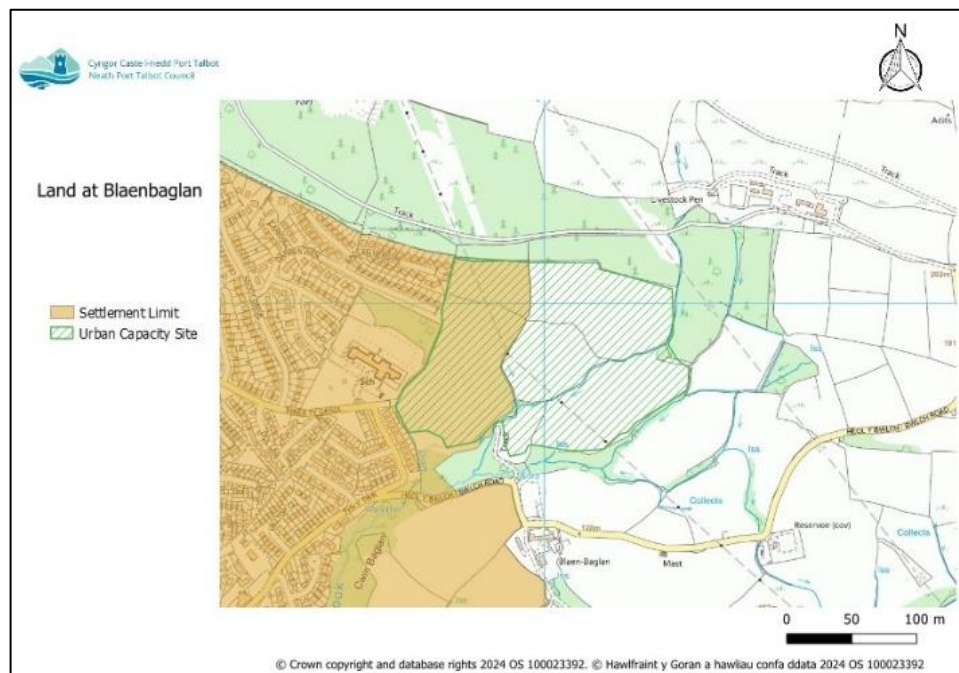
Figure 28: Land adjacent to Blaenbaglan



### Site Information

2.3.1. Land adjacent to Blaenbaglan is located partly within the settlement of Baglan.

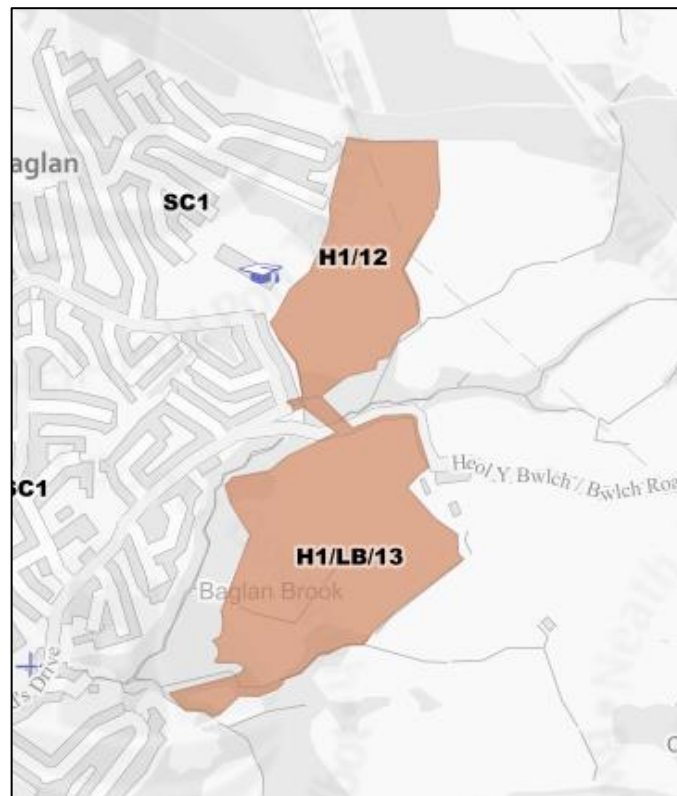
Figure 29: Settlement Location



2.3.2. The site is located adjacent to Blaenbaglan Primary School.

- 2.3.3. The site boundary includes the existing site location in the current LDP for 141 homes.
- 2.3.4. The current LDP also includes an allocation to the south of this site (Land at Blaenbaglan Farm) which has an extant planning permission dating back to the 1980s. As part of the preparation of the RLDP, the site promoters of the land to the south have indicated that they no longer wish to promote the site for housing development. It is therefore proposed that this allocation is not carried forward into the RLDP. Instead, it is proposed that the new area of land to the east of the existing allocation is allocated for housing development.

*Figure 30: Current LDP Housing Site Allocations*



- 2.3.5. Both the existing Candidate Site and this wider site have been promoted for development.

Figure 31: Candidate Site RLDP/PT/0010

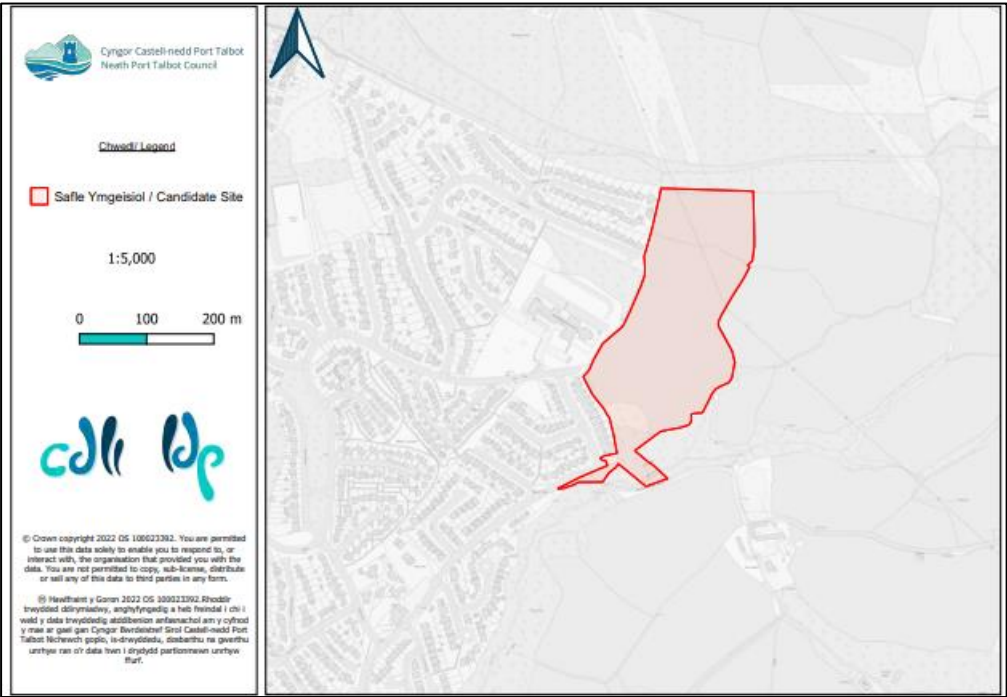


Figure 32: Candidate Site RLDP/PT/0011

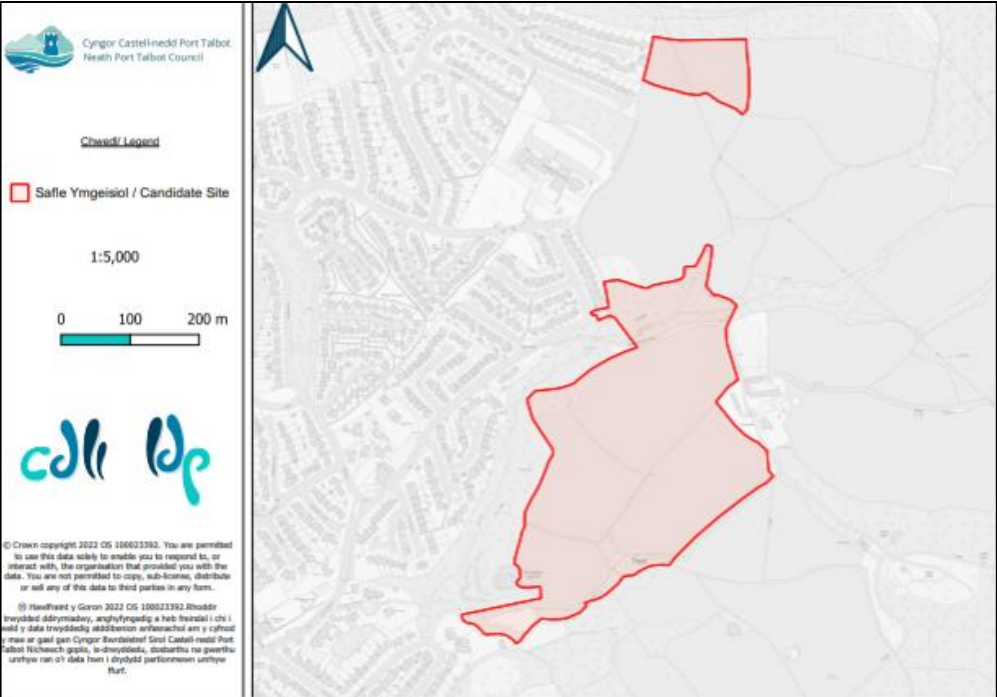
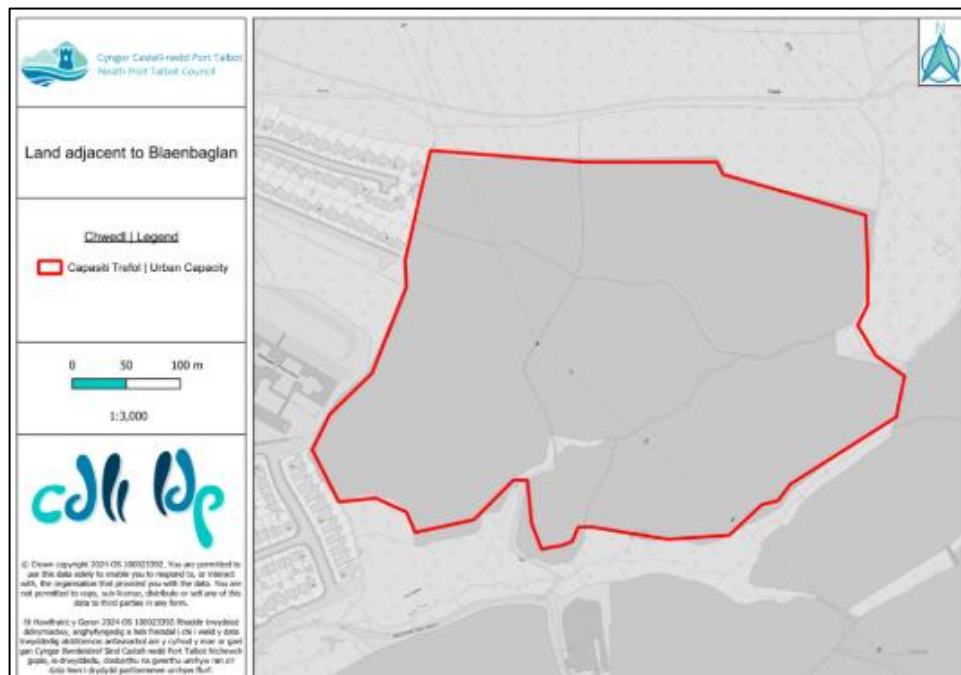




Figure 33: RLDP/PT/UC003



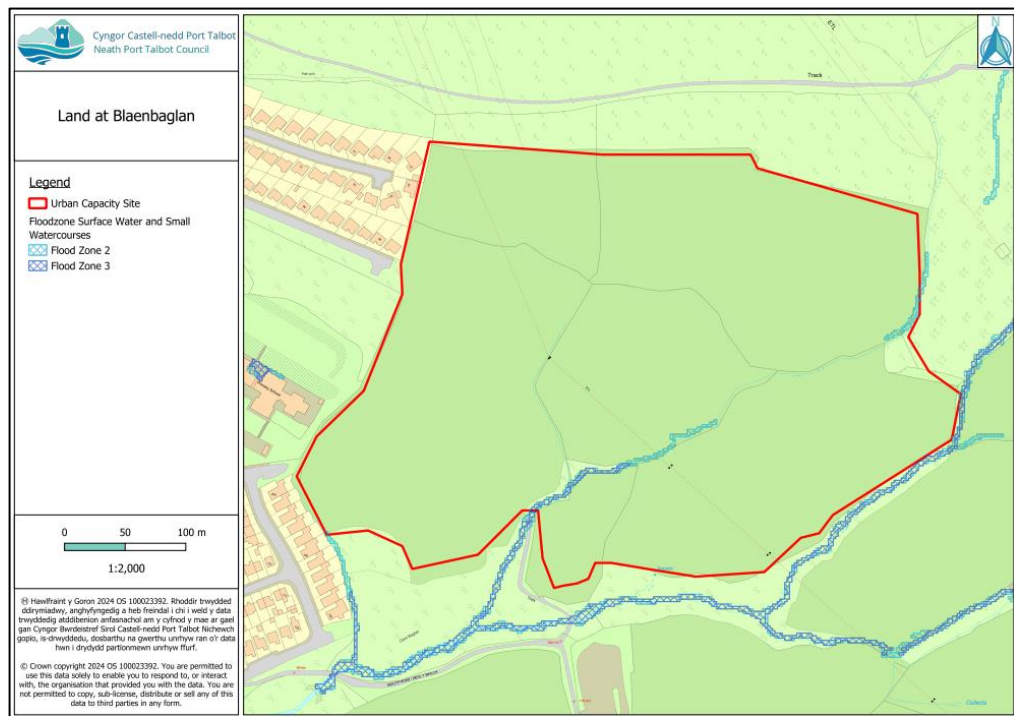
### Proposed Development

- 2.3.6. It is proposed that the site is identified as a potential key site for 341 dwellings including the 141 existing allocation.
- 2.3.7. To inform the Deposit Plan, a masterplan will be produced taking into consideration the following constraints, infrastructure requirements, placemaking principles:

### Constraints

- 2.3.8. The following constraints to development have been identified:
- 2.3.9. Minor watercourse: The Map below shows that there is a minor watercourse passing through the centre of the site.

Figure 34: Minor Watercourses



2.3.10. **Biodiversity:** The site is comprised of two fields containing semi-improved grassland bordered by hedgerows and ancient woodland. Areas of biodiversity constraint include woodland, hedgerow, watercourse, S7 habitat, connectivity. There is a Watercourse SINCE within the site. Species potential on site include brown hare, bats, and nesting birds.

Figure 35: Biodiversity Constraints



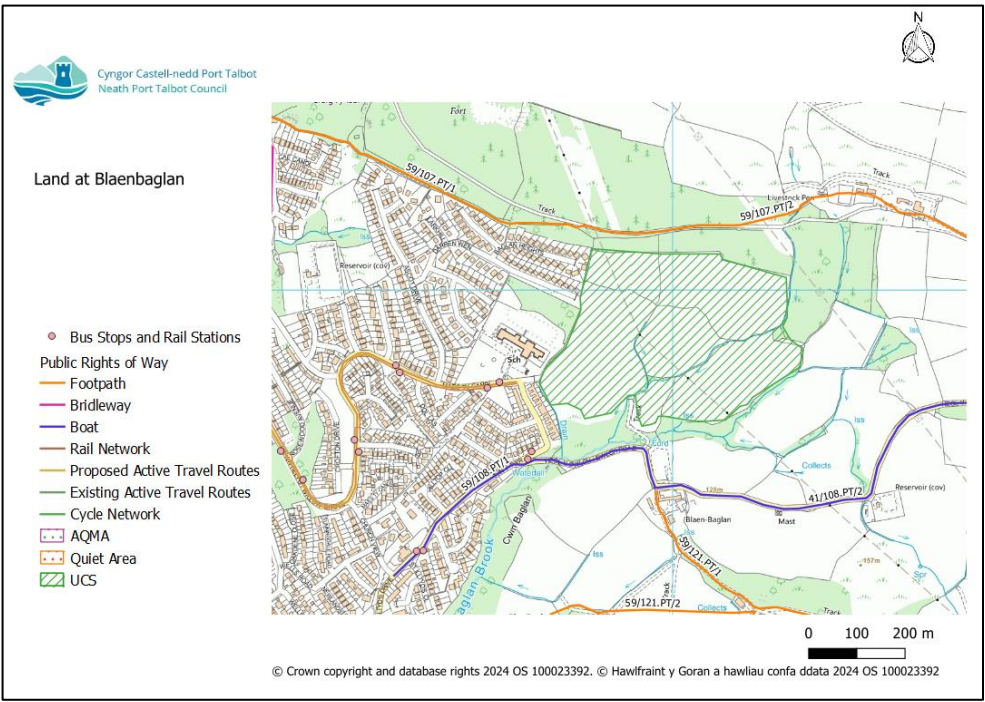
Figure 36: Biodiversity Assessment

Constraint level	Features	Ecological value
Green	Semi-improved grassland	
Amber		
Red	Woodland, hedgerow, watercourse	S7 habitat, connectivity

2.3.11. Public Rights of Way The Map below shows that there is a Public Right of Way to the north and south of the site.

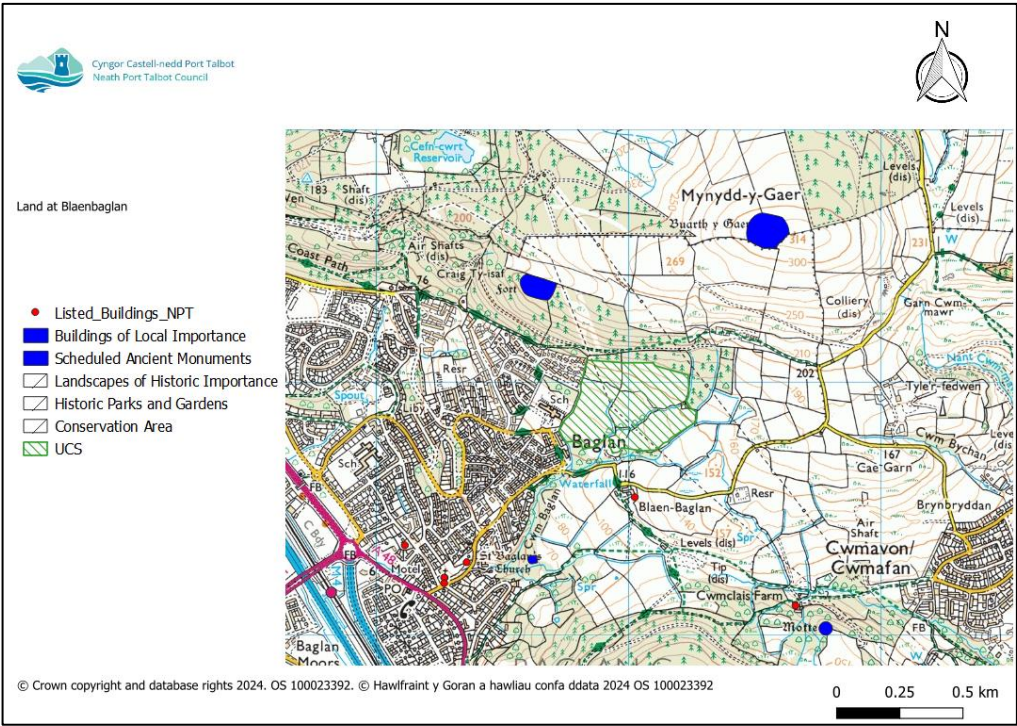


Figure 37: Public Rights of Way



2.3.12. Heritage: Blaenbaglan Farmhouse Listed Building to the south of the site and Craig Isf Tump Scheduled Monument to the north of the site.

Figure 38: Heritage Constraints

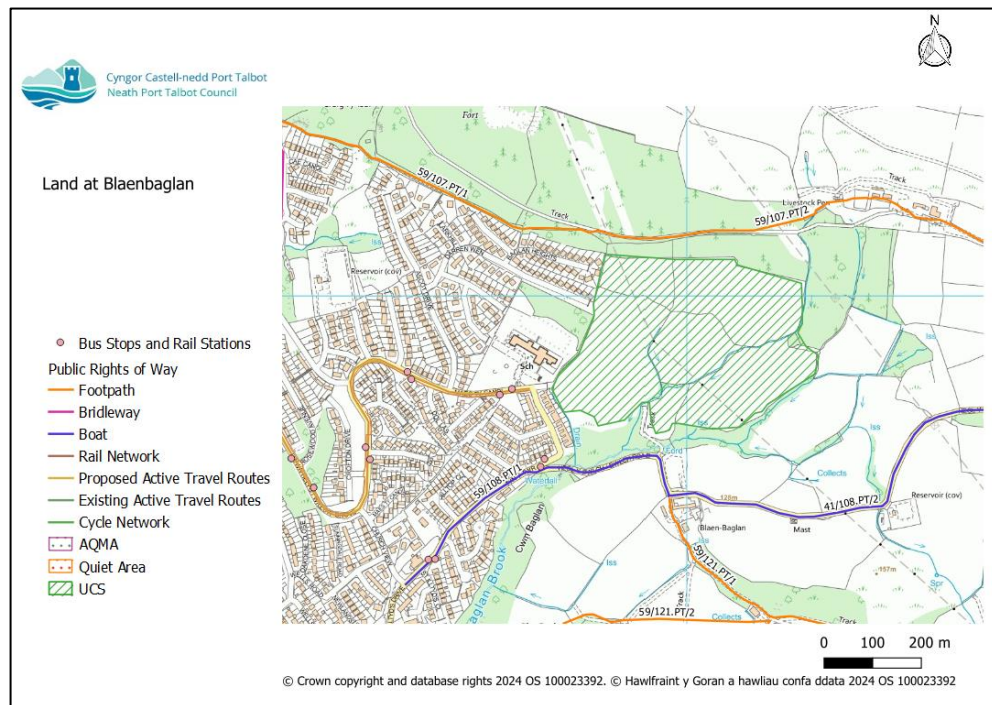


### Infrastructure Requirements

- 2.3.13. Following engagement as part of the detailed assessment it has been identified that the following infrastructure requirements are needed in order to bring the site forward for development:
- 2.3.14. Education contributions: Education contributions will be required. The level of education contributions will be determined as part of the preparation of the Deposit Plan. This will then be incorporated into the detailed viability assessment of the site.
- 2.3.15. Water and Sewerage: Welsh Water have advised that a Hydraulic Modelling Assessment is required in order to identify any necessary site-specific measures to improve water and sewerage infrastructure.
- 2.3.16. District Heat Network: In line with national policy (Future Wales Policy 16 – Heat Networks), the site will need to explore the potential for a District Heat Network.
- 2.3.17. Highways: Transport Assessment required to inform measures to reduce impacts on roads, safety, operation or capacity of the highway network.
- 2.3.18. Highways have advised that the principal points of access into the site will need to be continuous of the existing highway at Darren Wen and Maes Ty Canol.
- 2.3.19. An internal road network built to highways standard and conform with Manual for Streets
- 2.3.20. Active Travel: There is a proposed active travel link along Maes Ty Canol. Active travel linkages will be required. This may include improvements to existing/ proposed routes and linkages to existing/ proposed routes. The Map below details the location of Active Travel routes.



Figure 39: Active Travel Linkages



2.3.21. Cycle ways and shared use routes to be incorporated on site.

2.3.22. Green Infrastructure Network: A Green Infrastructure network will need to be created across the site to maintain the existing ecosystem connectivity through the site through the retention of hedgerows and trees. This will need to be incorporated into the design of the scheme.

2.3.23. Biodiversity Surveys: Full up-to-date ecological surveying to inform species conservation and any compensations for habitat loss.

### Placemaking Principles

2.3.24. Following engagement as part of the detailed assessment, it is considered that the following placemaking principles are required in order to bring the site forward for development:

2.3.25. A range of housing types and sizes are provided at an appropriate density: Ahead of the Deposit Plan the Council will finalise the requirements for Key Sites taking into consideration the Local Housing Market Area Assessment and identified needs across the Authority. The Council will also finalise a density policy for developments and sites will be expected to be designed in

order to take into consideration neighbouring environments when determining an appropriate density for the site.

- 2.3.26. A range of housing tenures is provided: Ahead of the Deposit Plan the Council will finalise its viability evidence and identify affordable housing targets. The site will need to be designed in order to meet these targets.
- 2.3.27. Recreational Space is provided: Ahead of the Deposit Plan the Council will prepare a Recreational Space Assessment this will form recreational space policies in the Deposit Plan. Recreational space will need to be provided in accordance with policies and targets when identified.
- 2.3.28. Design measures to ensure the incorporation of a network of SuDS and Green Infrastructure on site.
- 2.3.29. Design measures to protect, and where possible enhance access to the Public Rights of Way to the north and south of the site.
- 2.3.30. Design measures to take into consideration the biodiversity constraints on site, watercourse SINC and minor watercourse on the site; and the adjacent ancient woodland.
- 2.3.31. Incorporate a layout and design which respects and complements the surrounding landscape, including the setting of the nearby listed building and scheduled ancient monument.
- 2.3.32. Design measures to take into consideration the proximity of the existing primary school.
- 2.3.33. Modal shift: The site will need to be designed to encourage walking and cycling both within the site and outside of the site to include links to the existing residential development in Baglan. Figure 39 above provides the location of existing and proposed active travel linkages.
- 2.3.34. Design measures and layout to ensure biodiversity net benefit.

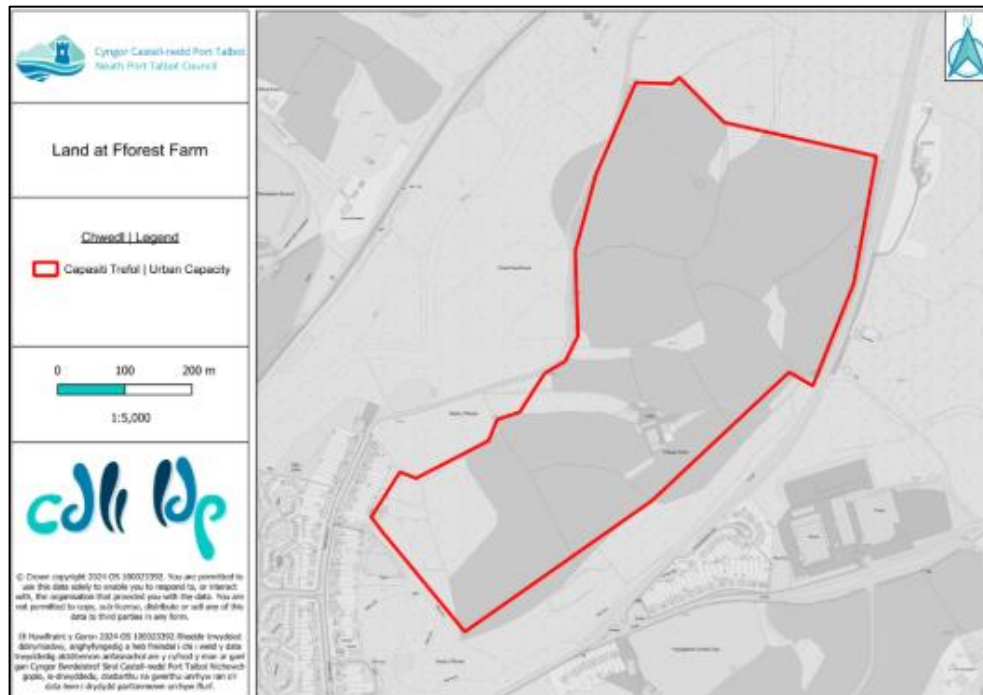
#### Delivery

- 2.3.35. The site has been promoted by two landowners, one of which includes the Council. A national house builder also has an interest in the site.

- 2.3.36. The Council's part is the existing allocation. The Council is currently in the process of disposing the site, having recently marketed the site. It is anticipated that this part of the site will be brought forward shortly.
- 2.3.37. In accordance with the current LDP Policy BE1 'Design' criterion 8(b), the site should be designed to ensure that the layout and form of the development does not preclude the reasonable use of other adjacent land.
- 2.3.38. Ahead of the Deposit Plan, the two landowners will need to work together to ensure the wider site can be developed comprehensively.
- 2.3.39. Ahead of the Deposit Plan, the Council will work with the site promoters to prepare a masterplan.
- 2.3.40. Planning conditions and obligations will be used to control the delivery of the development.

## 2.4. Fforest Farm, Aberdulais

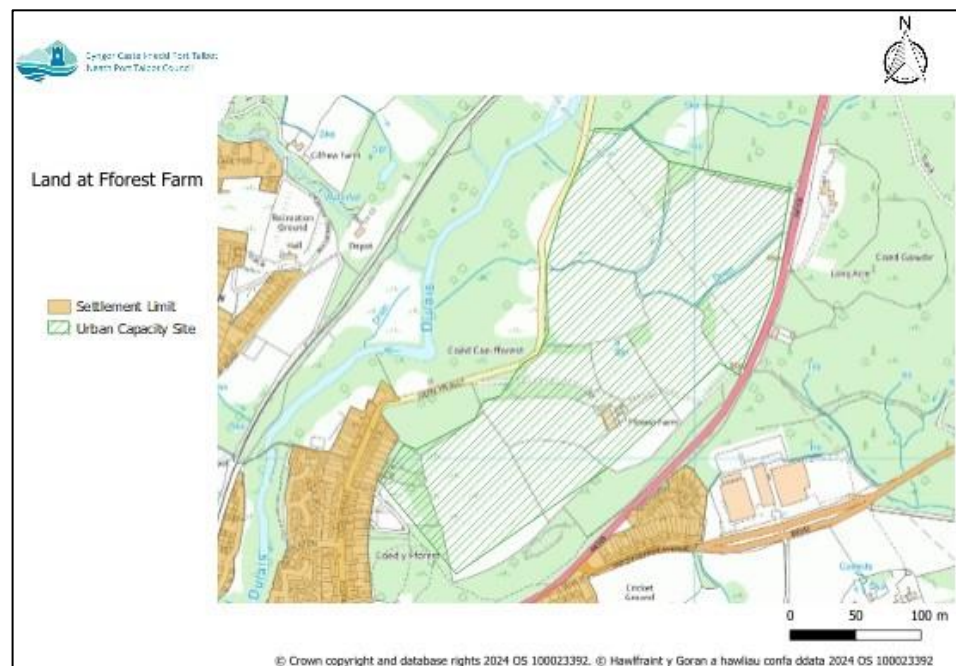
Figure 40: Fforest Farm, Aberdulais



### Site Information

2.4.1. Fforest Farm adjoins the existing settlement of Aberdulais.

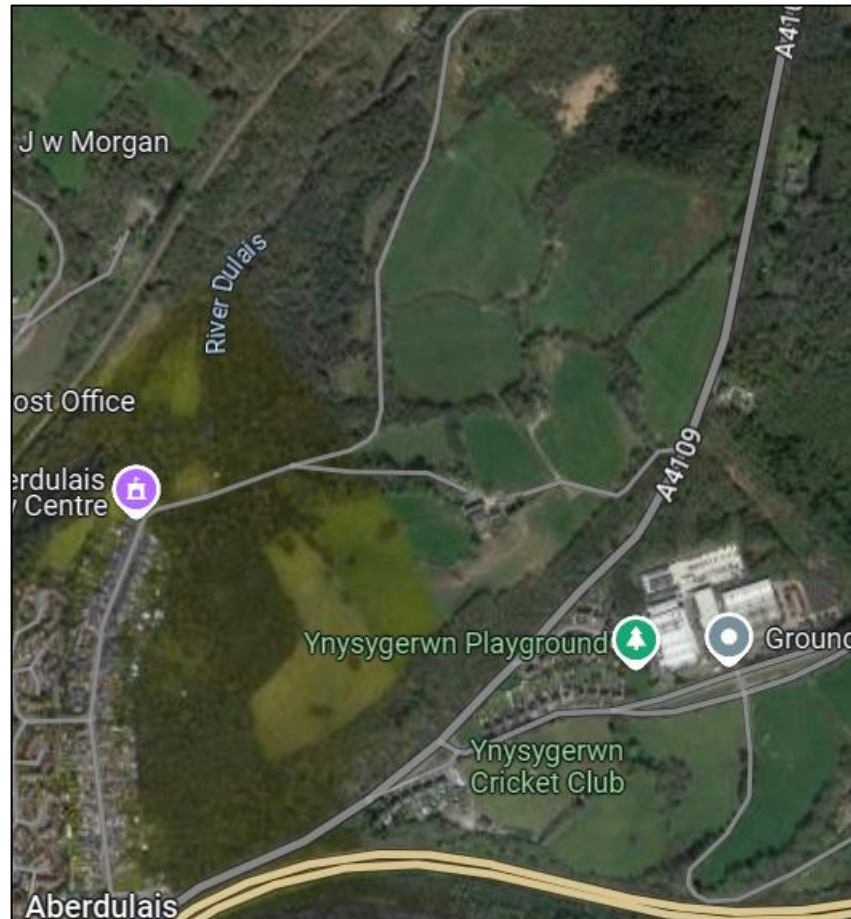
Figure 41: Settlement Location





- 2.4.2. There is a dense belt of trees between the existing settlement and the site boundary. This area has been excluded from the site boundary but in effect the site adjoins the existing urban area.

*Figure 42: Google Aerial View of the Site*



- 2.4.3. This area will need to be incorporated into the design of the site. Footpaths and cycle linkages will need to be provided to link the site to the existing settlement.
- 2.4.4. The following Candidate Site/ Urban Capacity Sites have been promoted for development. These include the northern and southern parcels either side of the farmhouse and the entirety of the site including the farmhouse.

Figure 43: RLDP/N/0005

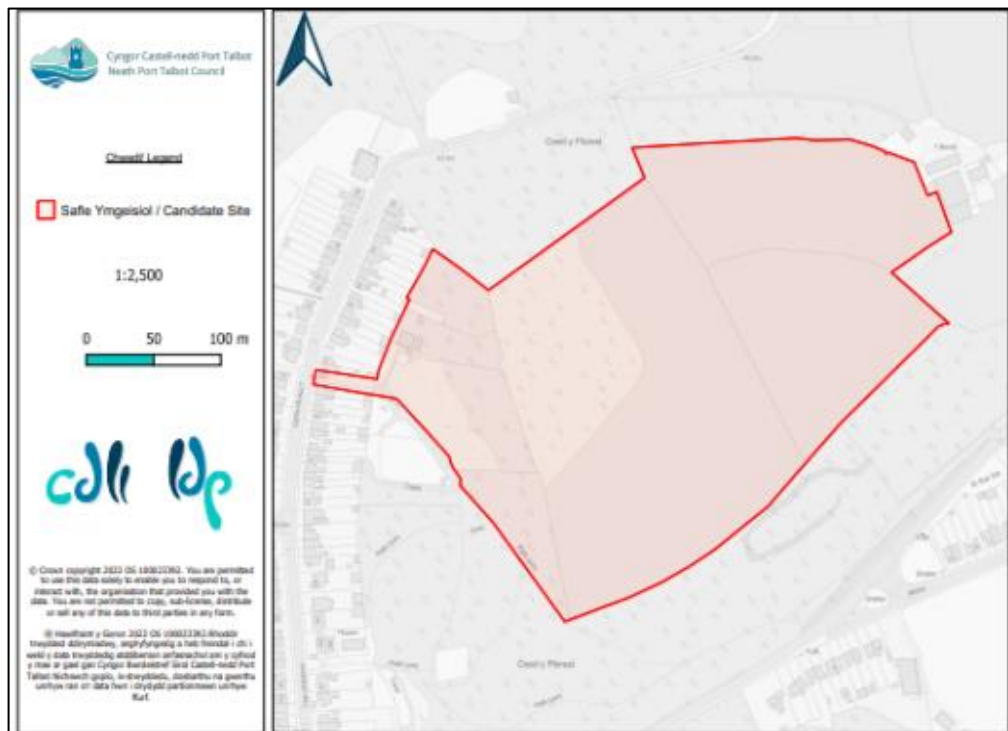


Figure 44: RLDP/N/0006

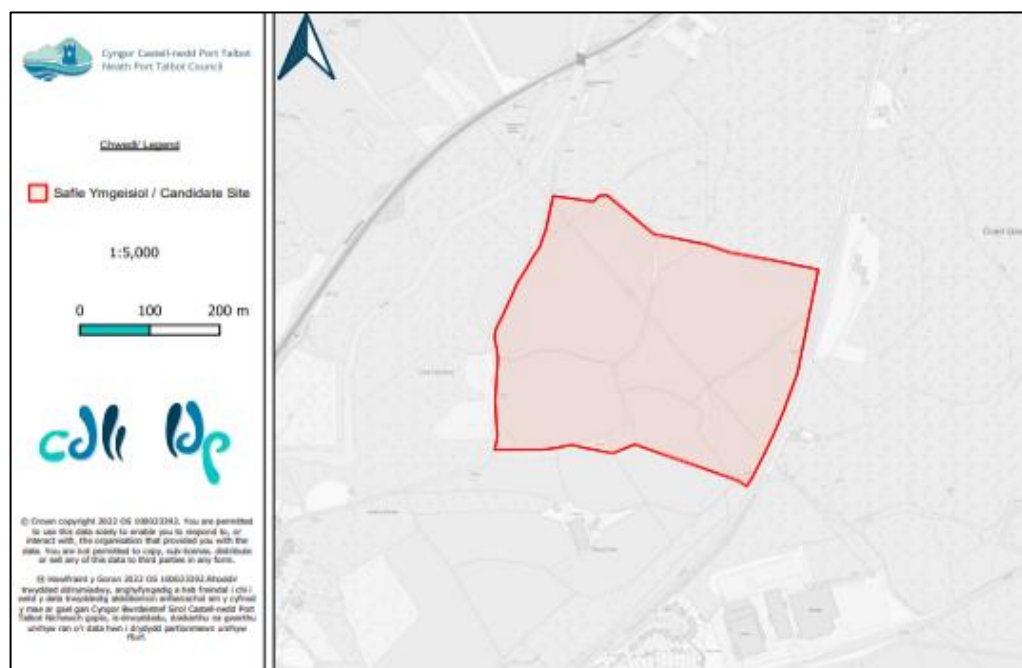
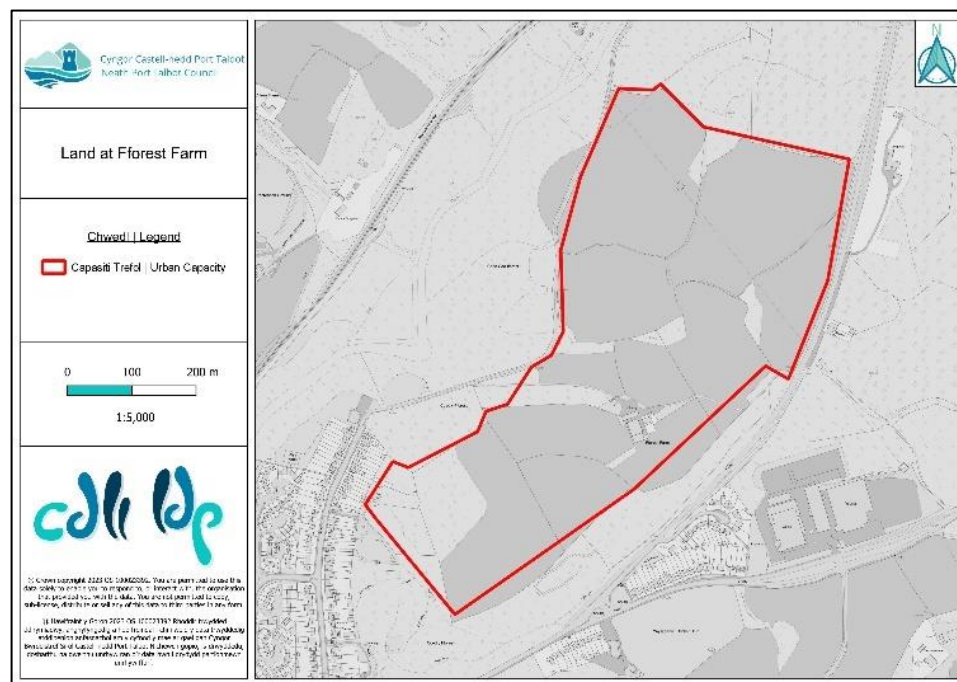


Figure 45: RLDP/N/UC007



### Proposed Development

- 2.4.5. It is proposed that the site is identified as a potential key site for a special school (2-3ha) and approximately 250-300 homes.
- 2.4.6. To inform the Deposit Plan, a masterplan will be produced taking into consideration the following constraints, infrastructure requirements and placemaking principles:

### Constraints

- 2.4.7. The following constraints to development have been identified:
- 2.4.8. Biodiversity: The site includes grazed pasture, areas of mature woodlands, well-connected scrub, wet areas of marshy grassland, open water running through the site, ancient woodland along the northern boundary, and species rich hedgerows running through the site. Part of the site is identified as SINC woodland.
- 2.4.9. The northern parcel of the site is considered to not be developable due to biodiversity constraints and it is considered that it would not be possible to break through the red area of hedgerow. This therefore limits the development opportunities to the central and southern parts of the site (areas adjoining the existing settlement). The development would therefore not extend as far out

2.4.10. The site provides the following ecosystem services: carbon sequestration, water attenuation, pollinator habitat, and habitat.

2.4.11. Potential species on site include nesting birds, reptiles, badgers, bats, otter, and nesting birds.

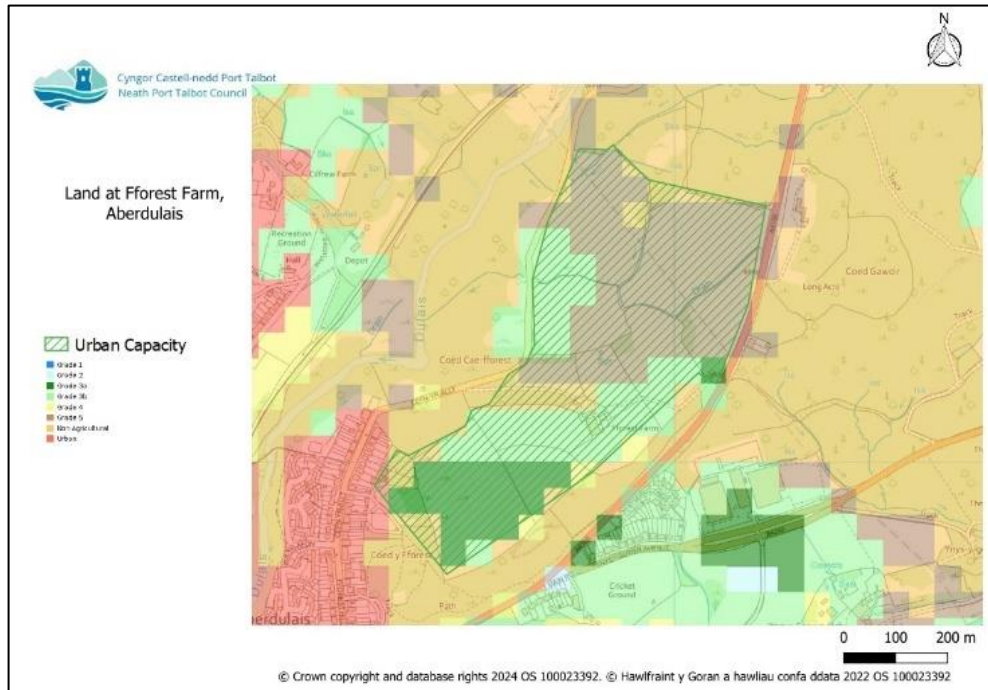
Constraint level	Features	Ecological value
Green	Farmland	None
Amber	Lowland meadow	S7 habitat
Red	Woodland	Irreplaceable habitat

44



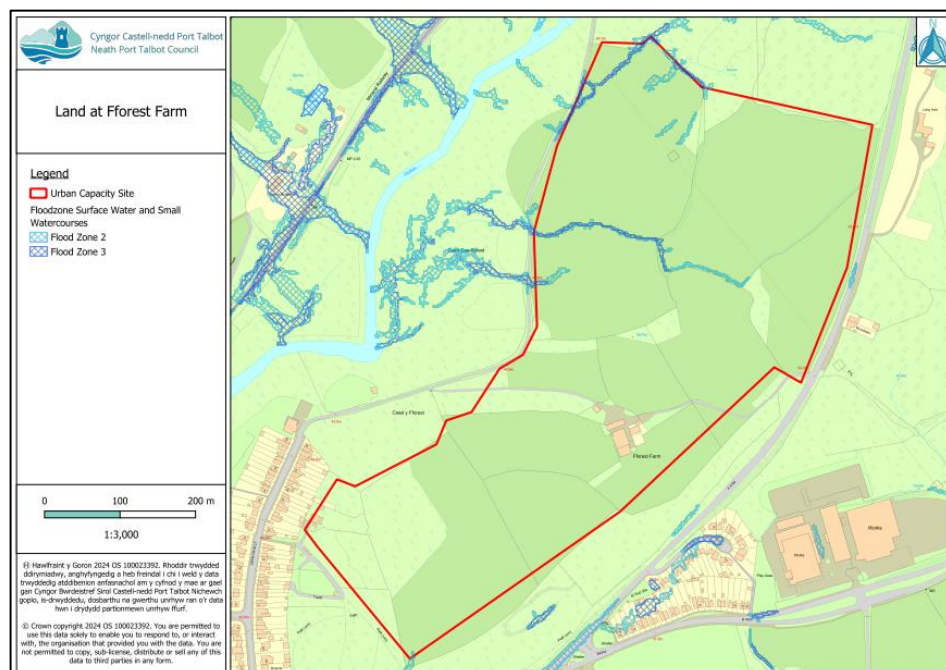
- 2.4.13. Agricultural Land Classification: Part of the site has been identified as Agricultural Land Classification Grade 3a. Further information is available in the Best and Most Versatile Background Paper (December 2024).

*Figure 48: Agricultural Land Classification*



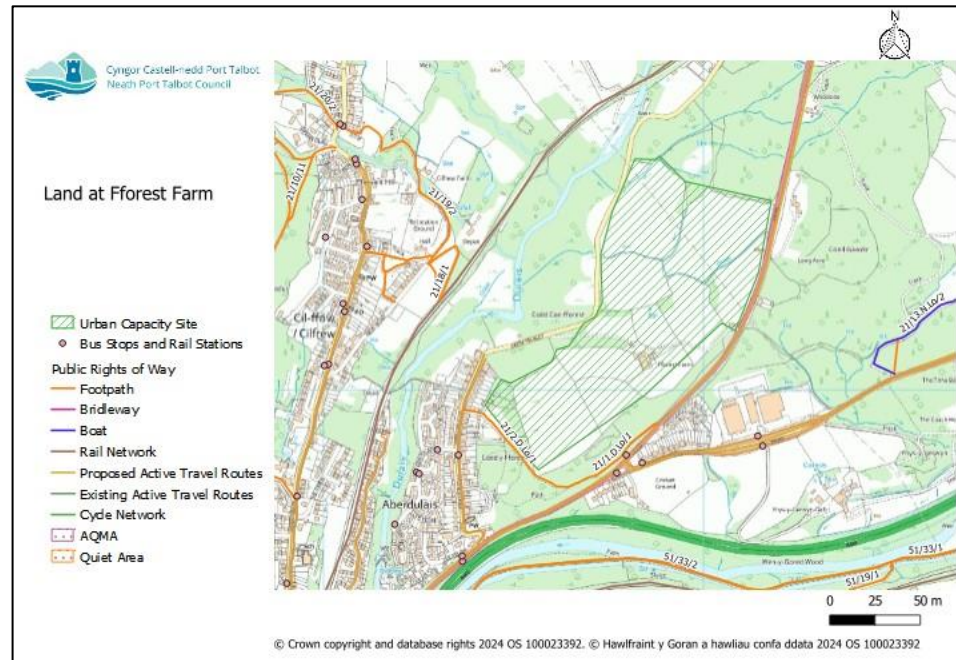
- 2.4.14. Minor watercourse: Minor watercourse passes through north of the site.

*Figure 49: Watercourses*



- 2.4.15. Public Rights of Way: There is a Public Right of Way to the west/ southwest of the site.

*Figure 50: Public Rights of Way*



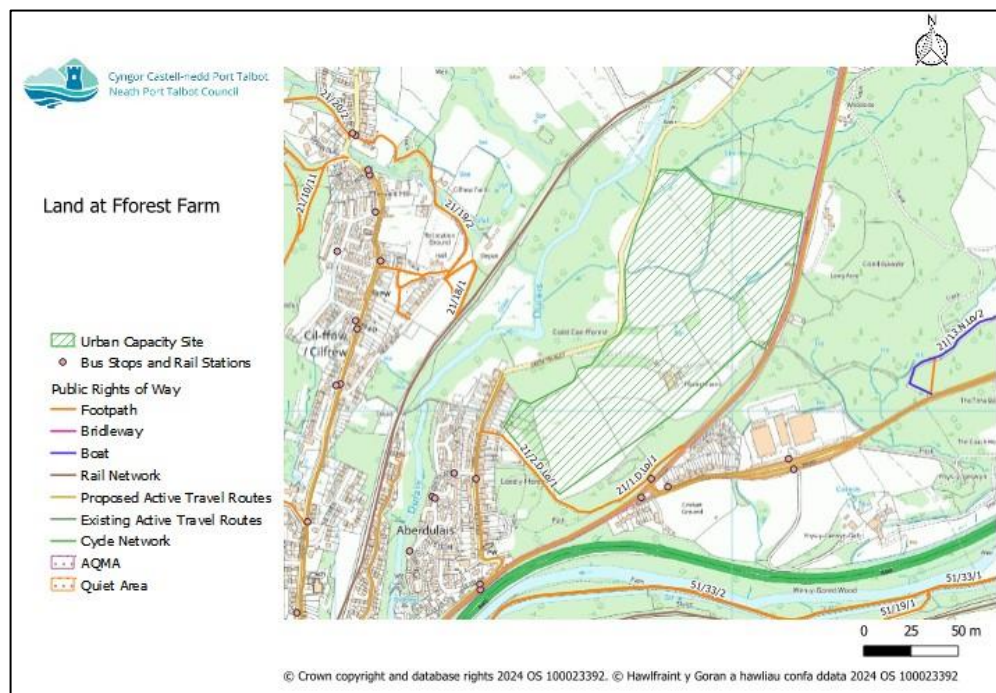
### Infrastructure Requirements

- 2.4.16. Following engagement as part of the detailed assessment it has been identified that the following infrastructure requirements are needed in order to bring the site forward for development:
- 2.4.17. Land for a special school: The Council's Education Team have identified the need to develop a special school. Having reviewed all sites submitted as part of the Calls for Sites and looking at land areas more generally as part of a detailed search for sites to meet their size requirements (2-3ha) with good road access, this site has been identified to develop a special school. It is therefore considered that the need for the school in this location provides the justification for developing this site.
- 2.4.18. Ahead of the Deposit Plan further detailed discussions will take place between the site promoter and the Council (including Education and Architecture colleagues) and the outcomes of discussions incorporated into a masterplan for the scheme. These discussions will also take into consideration the mechanisms for the delivery of the school, funding and proposed infrastructure

contributions. The site will need to be developed comprehensively to include the school.

- 2.4.19. Water and Sewerage: Welsh Water have advised that a Hydraulic Modelling Assessment is required in order to identify any necessary site-specific measures to improve water and sewerage infrastructure.
- 2.4.20. District Heat Network: In line with national policy (Future Wales Policy 16 – Heat Networks), the site will need to explore the potential for a District Heat Network.
- 2.4.21. Highways: A transport assessment will need to be undertaken to inform measures to reduce impacts on roads, safety, operation or capacity of the highway network.
- 2.4.22. Dependent on the outcome of the Transport Assessment, it is expected that off-site works such as possible speed reduction measures of the A4109 and possible implementation of a right turn lane will be required.
- 2.4.23. The primary point of access will be via a shared access along the A4109 utilising the existing farm access point.
- 2.4.24. It is expected that the site will provide good pedestrian and cycle links to the existing settlement via Cefn yr Allt and that pedestrian and cycle improvements will be made along the A4109.
- 2.4.25. Improved footway and cycle access to the existing settlement via Cefn yr Allt and A4109 will be required.
- 2.4.26. The potential to develop a secondary emergency vehicular access point via Cefn yr Allt will need to be explored prior to the Deposit Plan.
- 2.4.27. The site will need to include an internal road network built to highways standard and conform with Manual for Streets.
- 2.4.28. Active Travel: The Map below details the current active travel linkages.

Figure 51: Active Travel



- 2.4.29. There is a proposed active travel link along the A4109 to the south/ running along the south of the site. This was identified as having a critical failure due to traffic speed, not overlooked, poor lighting, and no evasion room in parts.
- 2.4.30. As part of the development of the site there will be a need to improve existing/ proposed/ link to/ create active travel linkages.
- 2.4.31. Improvements to proposed active travel route along A4109 will be required.
- 2.4.32. The site will need to be designed to incorporate cycle ways and shared use routes.
- 2.4.33. Agricultural Land Survey: An Agricultural Land Classification Survey will be required in order to understand the extent to which the site includes Grade 3a land. Further information is available in the Best and Most Versatile Background Paper (December 2024).
- 2.4.34. Green Infrastructure Network: A Green Infrastructure network will need to be created across the site to maintain the existing ecosystem connectivity through the site through the retention of hedgerows and trees. This will need to be incorporated into the design of the scheme.



- 2.4.35. Biodiversity surveys: Further surveys required for planning include reptile, badger, bat, otter, birds and ecosystem resilience.

#### Placemaking Principles

- 2.4.36. Following engagement as part of the detailed assessment, it is considered that the following placemaking principles are required in order to bring the site forward for development:
- 2.4.37. A range of housing types and sizes are provided at an appropriate density: Ahead of the Deposit Plan the Council will finalise the requirements for Key Sites taking into consideration the Local Housing Market Area Assessment and identified needs across the Authority. The Council will also finalise a density policy for developments and sites will be expected to be designed in order to take into consideration neighbouring environments when determining an appropriate density for the site.
- 2.4.38. A range of housing tenures is provided: Ahead of the Deposit Plan the Council will finalise its viability evidence and identify affordable housing targets. The site will need to be designed in order to meet these targets.
- 2.4.39. Recreational Space is provided: Ahead of the Deposit Plan the Council will prepare a Recreational Space Assessment this will form recreational space policies in the Deposit Plan. Recreational space will need to be provided in accordance with policies and targets when identified.
- 2.4.40. Design measures to ensure the incorporation of a network of SuDS and Green Infrastructure on site.
- 2.4.41. Site design and layout to enhance the connectivity of the site to the existing settlement. The site needs to be designed to ensure the site has good linkages with the existing settlement and to encourage people to move between the site and the existing settlement. Footpaths and cycle ways should be provided.
- 2.4.42. Design measures to take into consideration the overhead cables.
- 2.4.43. Design measures: to take into consideration biodiversity constraints, watercourse, watercourse SINC, ensure the retention of the important

hedgerow network and important trees across the site and the protection of the adjoining woodland.

- 2.4.44. Design measures to protect, and where possible enhance access to the Public Right of way to the west/ southwest of the site.
- 2.4.45. Incorporate a layout and design which respects and complements the surrounding landscape.
- 2.4.46. Modal shift: The site will need to be designed to encourage walking and cycling both within the site and outside of the site to include links to the existing residential development in Aberdulais. Figure 52 above provides the location of existing and proposed active travel linkages.
- 2.4.47. Design measures and layout to ensure biodiversity net benefit.
- 2.4.48. Design measures to take into consideration the findings of the Agricultural Land Survey.
- 2.4.49. Design measures and layout to ensure biodiversity net benefit.

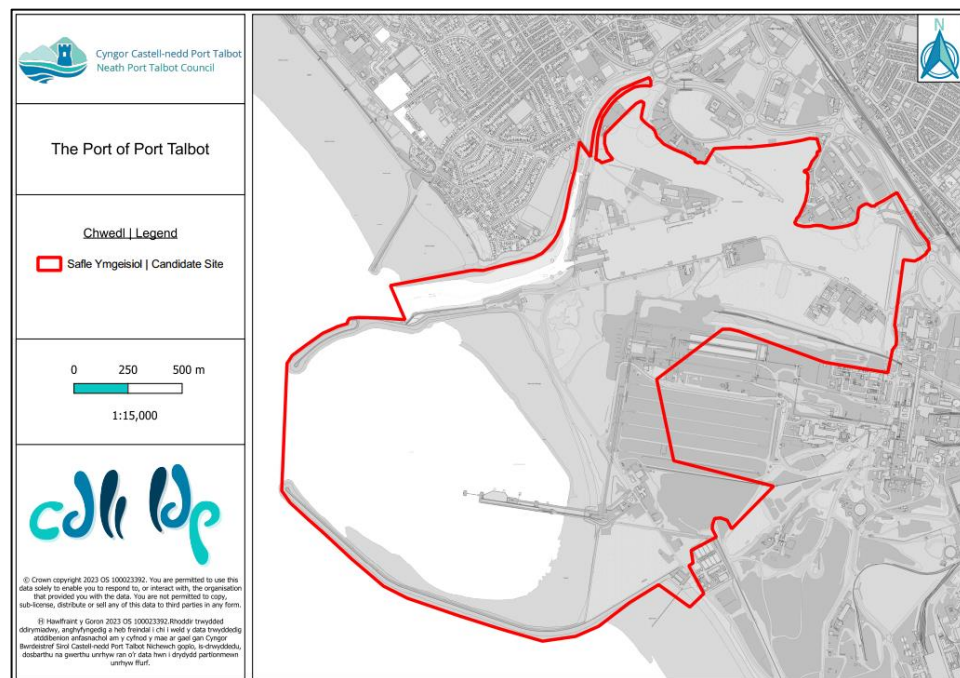
#### Delivery

- 2.4.50. The site will need to be brought forward comprehensively.
- 2.4.51. The site is currently being promoted by the landowner and a national developer.
- 2.4.52. Ahead of the Deposit Plan consultation, the site promoter and the Council's Education and Architecture teams will need to engage to ensure the site can be developed comprehensively. These discussions will need to take into consideration the design of the scheme, financial mechanisms, and delivery mechanisms.
- 2.4.53. Updated viability information/ deliverability information will need to be provided to take into consideration the special school.
- 2.4.54. The possibility of providing a secondary emergency access from Cefn y Allt should also be explored ahead of the Deposit Plan.

- 2.4.55. The Council will work with site promoter and Education and Architecture colleagues in order to develop a masterplan for the site ahead of the Deposit Plan.
- 2.4.56. In order to bring the site forward for development, planning conditions and obligations will be used to control the delivery of the development.

## 2.5. Port Talbot Port

Figure 52: Port Talbot Port



## Site Information

2.5.1. The Port is located within Port Talbot.

*Figure 53: Settlement Location*



2.5.2. A slightly different site boundary was submitted as part of the first Call for Sites, this was subsequently replaced with the above site boundary.



### Proposed Development

- 2.5.3. It is proposed that the site is identified as a potential key site for employment, transport infrastructure and renewable energy.
- 2.5.4. In 2023, the UK and Welsh Governments announced the designation of the Celtic Freeport focused on sites in and around Milford Haven and Port Talbot ports. Whilst the boundary for the Freeport has not been finalised it is expected to include areas of the Port. The Celtic Freeport is intended to create a 'green investment and innovation corridor' with key opportunities including floating offshore wind, hydrogen, carbon capture and storage and innovative fuels. Across these technologies there is an emphasis on attracting investment in research and development, advanced manufacturing and innovation.
- 2.5.5. The Port is a large previously developed brownfield site within the National Growth Area, as defined by Future Wales. The site is located in a key strategic location with direct access to the M4 via the newly developed Harbour Way Peripheral Distributor Road (PDR). The site is within walking distance of Port Talbot Town Centre and bus and railway stations.
- 2.5.6. The Port site forms part of the Future Port Talbot programme which sees the Port become a major hub for floating offshore wind (FLOW) and green energy development. As part of FLOW, the Port will become the central location for the manufacturing, assembly and integration of FLOW for projects in the Celtic Sea. The Port will also become a critical hub for sustainable energy development, starting with the development of LanzaTech's sustainable aviation fuel production facility which has secured planning permission, and expanding to potentially include the establishment of onshore wind turbines, advanced hydrogen and carbon capture utilisation and storage facilities. It is envisaged that the Port will become a premier green energy hub in Wales, driving jobs, prosperity and sustainability in the region.
- 2.5.7. Plans for Future Port Talbot have been advanced to the primary phase of the UK Government's Floating Offshore Wind Manufacturing Investment Scheme (FLOWMIS), one of only two locations in the UK to have been recognised in this way. FLOWMIS provides grant funding to support the delivery of critical port infrastructure that will enable the delivery of floating offshore wind. It is

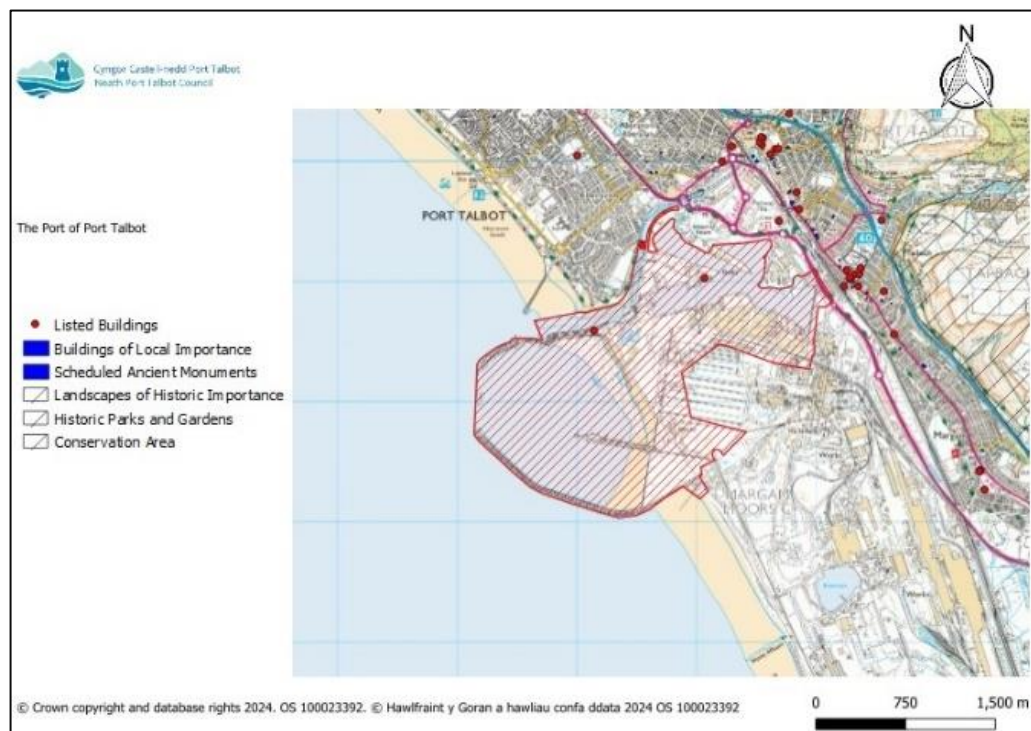
understood this awarded, alongside ABP's investment, will begin to unlock a projected £1 billion of investment in Port Talbot.

- 2.5.8. The site has been identified as a potential key site to be developed to recognise its key national, regional and local role at the forefront of floating offshore wind and green energy development.
- 2.5.9. It is envisaged that the site will be brought forward for employment and renewable energy development with supporting complementary facilities to serve and facilitate these uses.
- 2.5.10. Whilst the site is 389.6ha, this includes an area of the sea. It is proposed that the site is allocated for 30ha of employment use (B Class). This is reflective of the nature of the employment and renewable energy development proposed, including the large space requirements for lay down facilities and storage of wind turbine blades. This does not mean that only 30ha of the site will be developed within the Plan period but that as part of the comprehensive redevelopment of the entirety of the site only 30ha of traditional B1, B2 and B8 floorspace will be provided.
- 2.5.11. A comprehensive masterplan will be prepared taking into consideration the following constraints, infrastructure requirements and placemaking principles:

#### Constraints

- 2.5.12. The following constraints to development have been identified:
- 2.5.13. Listed Buildings: There are a number of listed buildings within the site including Former Harbour House, plate-grinder bridge, and harbour watch tower. Magistrates Listed Building is within close proximity.

Figure 54: Heritage



2.5.14. Biodiversity: The site has complex biodiversity including open mosaic, sand dune, shoreline and marine habitats. Japanese Knotweed coverage across the site. SINC 0009 Lower Rifer Afan Estuary. Mitigation/ compensation will be required and there have been ongoing discussions taking place to outline the scale and nature of such mitigation/ compensation.

Figure 55: Biodiversity Constraints

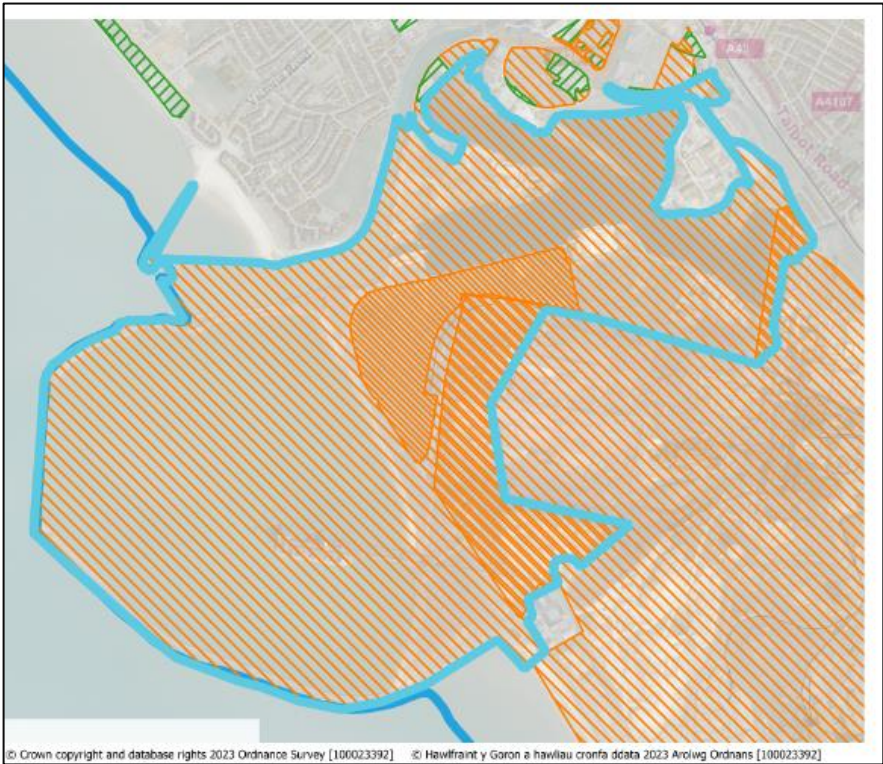


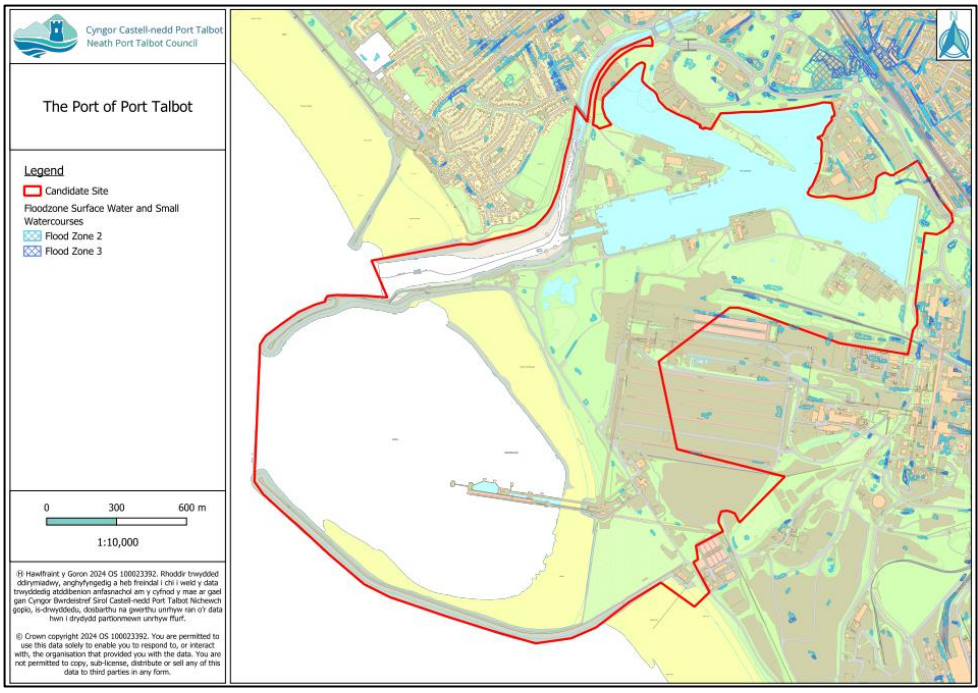
Figure 56: Biodiversity Assessment

Constraint level	Features	Ecological value
Green		
Amber	Complex site	
Red		

2.5.15. Watercourse: The Map below shows that there is a watercourse on the site.

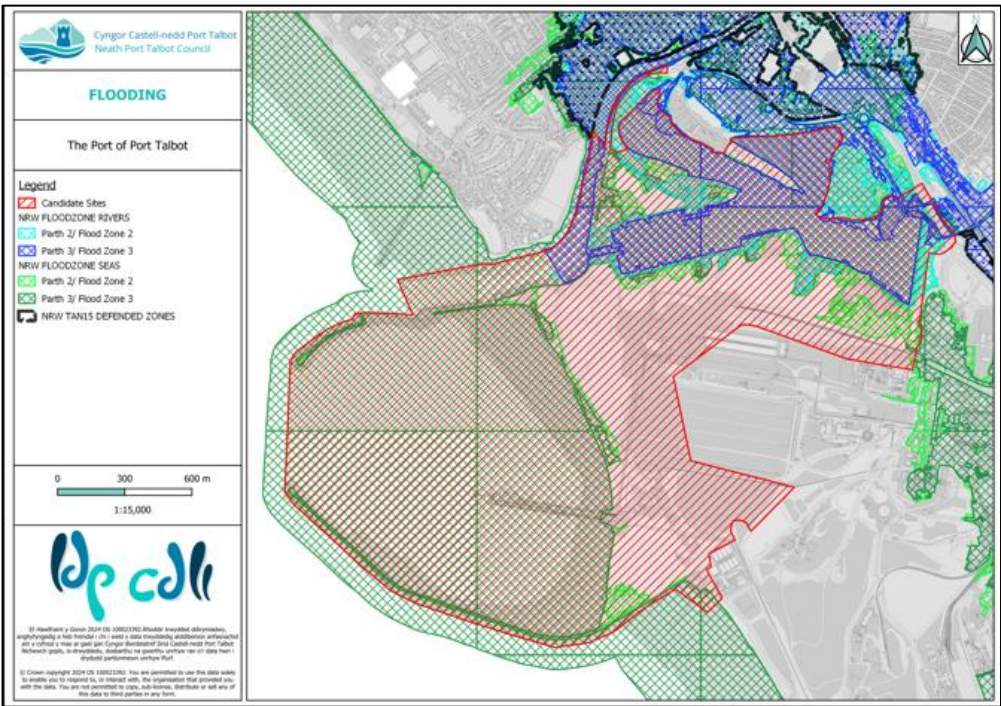


Figure 57: Minor Watercourses



2.5.16. Flooding: Flood Map for Planning identifies parts of the site as Flood Zone 2 and Flood Zone 3.

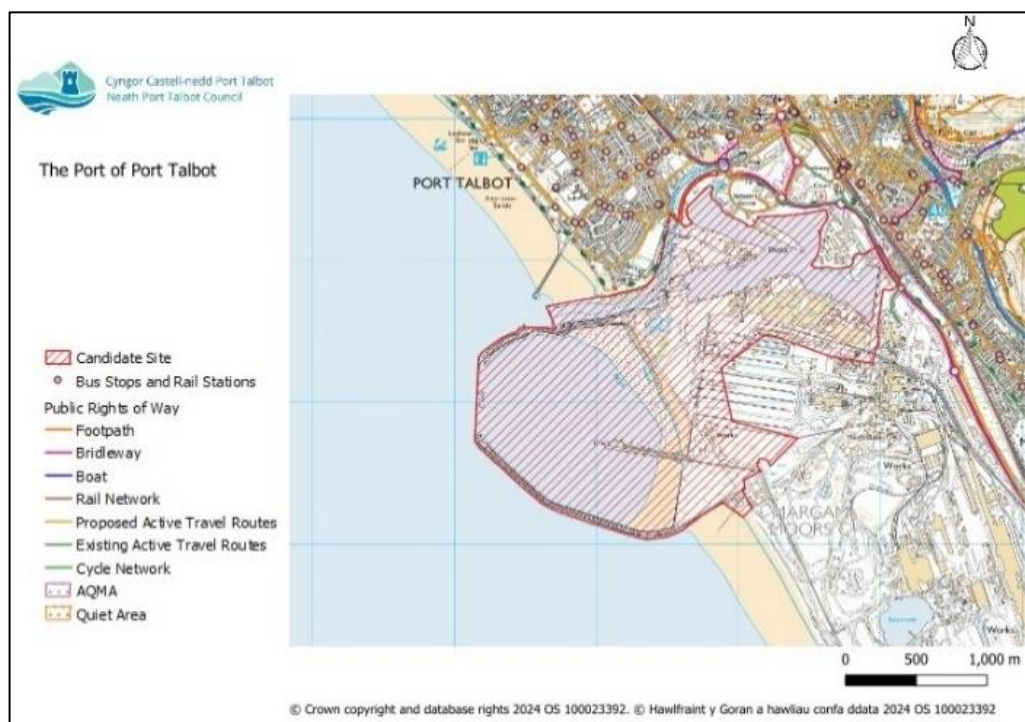
Figure 58: Flood Risk



## Infrastructure Requirements

- 2.5.17. Following engagement as part of the detailed assessment it has been identified that the following infrastructure requirements are needed in order to bring the site forward for development:
- 2.5.18. Water and Sewerage: Welsh Water have advised that a Hydraulic Modelling Assessment is required in order to identify any necessary site-specific measures to improve water and sewerage infrastructure.
- 2.5.19. Highways: A transport assessment will be required in order to inform measures to reduce impacts on roads, safety, operation or capacity of the highway network. Dependent on the outcome of the Transport Assessment, it is likely that improvements would be required to Helibron Way Junctions.
- 2.5.20. An internal road network built to highways standard and conform with Manual for Streets.
- 2.5.21. Active travel: The Map below details the current existing and proposed active travel linkages.

*Figure 59: Active Travel Linkages*



- 2.5.22. Improvements and extensions to existing and proposed active travel routes will be required.

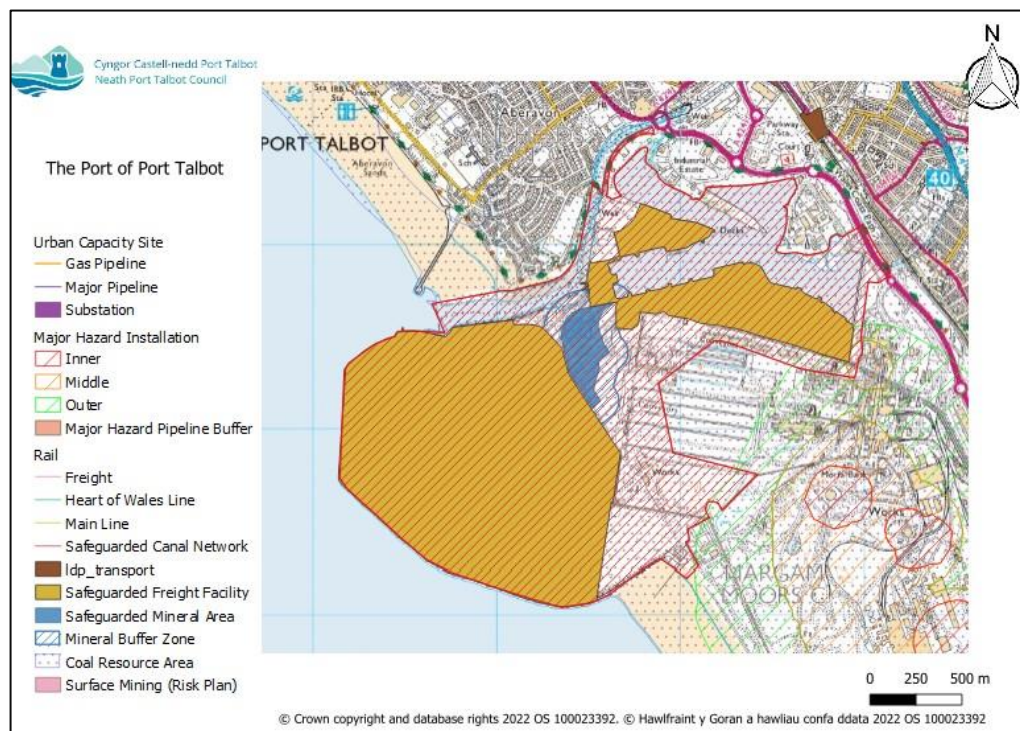
- 2.5.23. The site will need to develop/ extend/ improve existing/ provide connections to existing and proposed active travel routes to link the site to the town centre and bus and railway stations.
- 2.5.24. Cycle ways and shared use paths should be incorporated into the design of the site.
- 2.5.25. Environmental Health Engagement: Engagement with the Council's Environmental Health Department regarding potential odour issues for occupiers of future development.
- 2.5.26. Land Contamination: Land contamination survey should be undertaken and land remediation measures as appropriate provided.
- 2.5.27. Green Infrastructure Network: A Green Infrastructure network will need to be created across the site to maintain the existing ecosystem connectivity through the site. This will need to be incorporated into the design of the scheme.
- 2.5.28. Further biodiversity surveys required for planning as discussed with the site promoter and the Council's biodiversity team.
- 2.5.29. Flood Risk Assessment: A Flood Risk Assessment will need to be undertaken, and appropriate mitigation incorporated into the scheme.

#### Placemaking Principles

- 2.5.30. Following engagement as part of the detailed assessment, it is considered that the following placemaking principles are required in order to bring the site forward for development:
- 2.5.31. Design measures: will need to ensure the existing freight facilities are safeguarded in recognition of the important role they play in supporting the local economy and allowing goods to be transported by means other than road, reducing congestion and emissions.
- 2.5.32. The Map below details the extent of the safeguarded facilities in the current LDP:



Figure 60: Safeguarded Freight Facilities

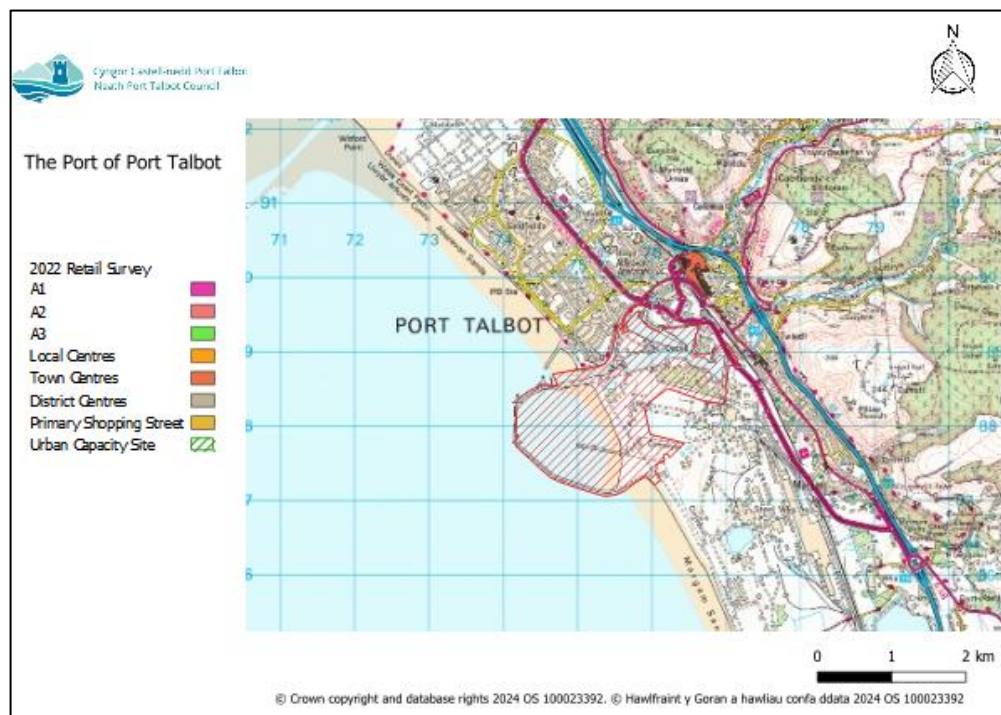


2.5.33. Complementary Facilities: will need to be provided to serve and facilitate the main employment use of the site but not at a scale likely to significantly divert trade from the wider area or to detract from the prime focus of the site for employment and renewable energy development.

2.5.34. The Map below details the location of retail facilities:



Figure 61: Current Retail Provision



- 2.5.35. The scale of the retail needs will be determined through a retail needs assessment.
- 2.5.36. Recreational Space is provided: Ahead of the Deposit Plan the Council will prepare a Recreational Space Assessment this will form recreational space policies in the Deposit Plan. Recreational space will need to be provided in accordance with policies and targets when identified.
- 2.5.37. Design measures to ensure the incorporation of a network of SuDS and Green Infrastructure on site.
- 2.5.38. Listed Buildings: Design measures will be sensitive to the listed buildings both on site and within close proximity to the site.
- 2.5.39. Design measures: To take into consideration the findings of the Flood Risk Assessment.
- 2.5.40. Design measures: To be sensitive to the complex biodiversity across the site.
- 2.5.41. Design measures: To ensure the site is designed to be pedestrian friendly to encourage walking and cycling and incorporate linkages to the town centre, bus and railway station.

2.5.42. Design measures and layout to ensure biodiversity net benefit.

Delivery

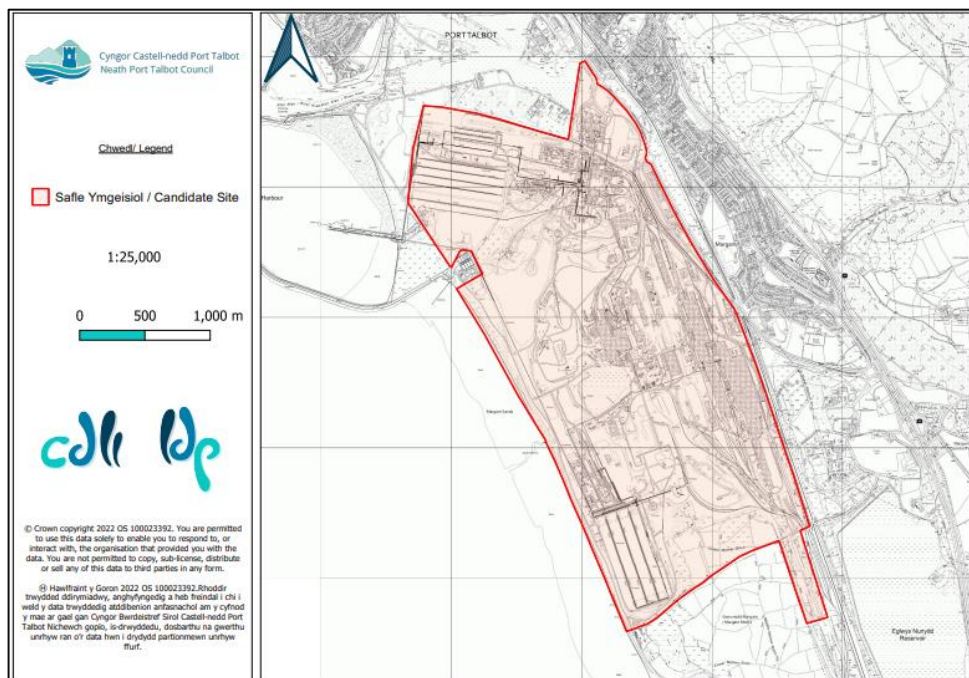
2.5.43. Pre-planning conversations are currently taking place in order to understand the constraints. A planning application is anticipated to be submitted around summer 2025. Subject to the necessary consents being in place, works associated with FLOWMIS are anticipated to take place during 2025/26 and wider FLOW construction commence in 2027.

2.5.44. To enable and control the delivery of the site planning conditions and obligations will be used to manage the use of the site and secure appropriate off-site considerations such as for infrastructure. They may also be used for social commitments such as the use of local labour, local supply chain procurement and similar skills/ capacity support (in conjunction with local education and training providers). Detailed policies will be set out in the Deposit Plan.

2.5.45. The site promoters have prepared a masterplan for the site. Ahead of the Deposit Plan, the Council will work with the site promoters in order to develop a comprehensive masterplan for the site.

## 2.6. Port Talbot Steelworks

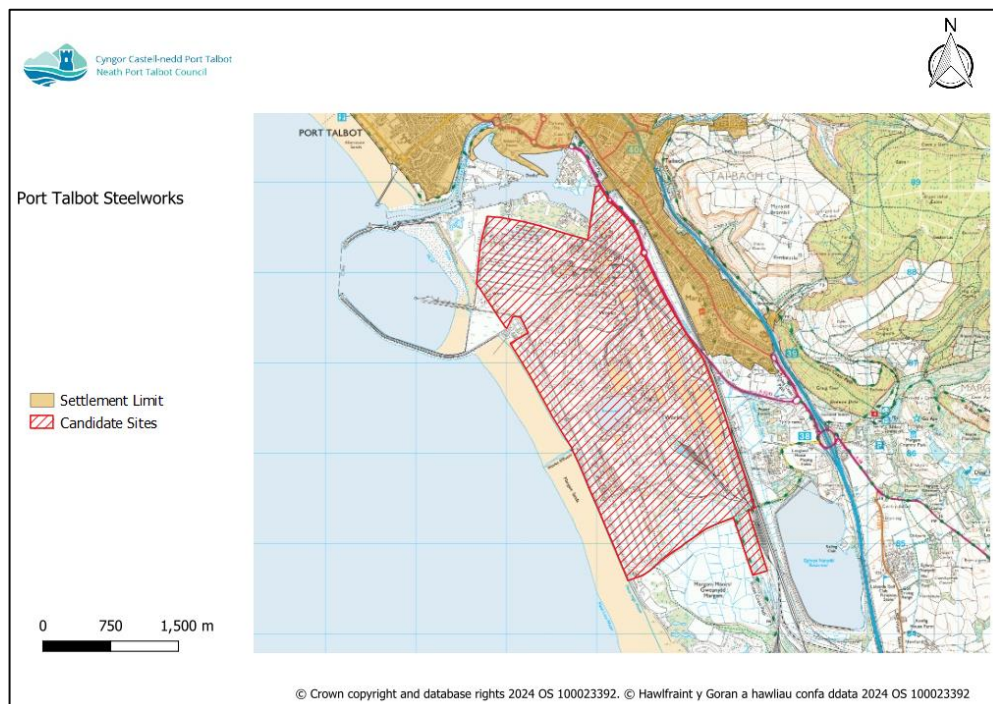
Figure 62: Port Talbot Steelworks



### Site Information

2.6.1. The Port Talbot Steelworks are located within Port Talbot.

Figure 63: Settlement Location



- 2.6.2. There has only been one submission as part of the Call for Sites – RLDP/PT/0041 (as above).

### Proposed Development

- 2.6.3. The Port Talbot Steelworks is an established and strategic scale industrial operation of national importance to the UK steel making industry. The Steelworks is situated next to Margam Moors SSSI, with Port Talbot Docks bordering the site to the north with the town of Port Tabot, motorway, the main line railway and the newly completed Harbour Way Peripheral Distributor Road forming the eastern boundary. To the south of the site is Swansea Bay and Margam Sands. The site is a large previously developed brownfield site within the National Growth Area, as defined by Future Wales.
- 2.6.4. In September 2023, Tata Steel UK announced proposals to replace the existing two blast furnaces at Port Talbot with an electric arc furnace. As part of this, it is understood that the site will be reconfigured with areas no longer being required for steel production.
- 2.6.5. The site has therefore been identified as a potential key site to accommodate the transition, to recognise its key national, regional and local role. Alongside the Port and Baglan Energy Park, it is considered that this site will play a key role in economic recovery.
- 2.6.6. The site is currently safeguarded for employment uses in the current LDP. Given this, it is not proposed that the site will be allocated for employment and renewable uses. Instead, it is proposed that the site will remain a designated employment area but also be identified as a key site in the Deposit RLDP. Ahead of the Deposit Plan, the Council will work with the site promoter to develop a masterplan.
- 2.6.7. It is understood that due to the current use, there is contamination on the site. It is therefore not expected that the entirety of the site will be redeveloped over the RLDP plan period.

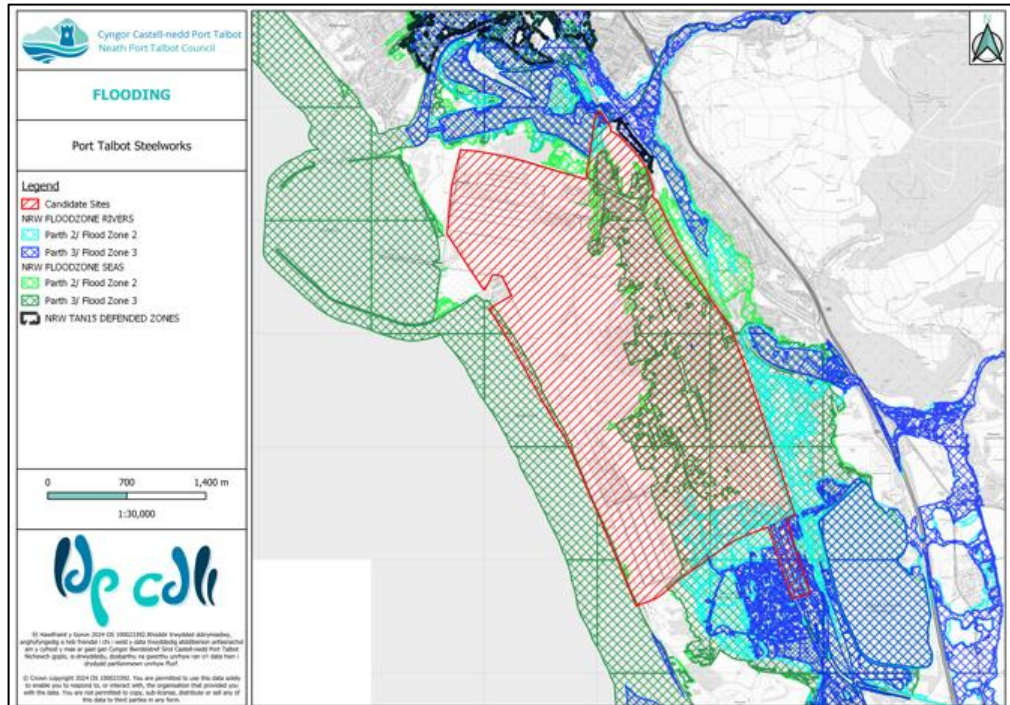
### Constraints

- 2.6.8. The following constraints to development have been identified:



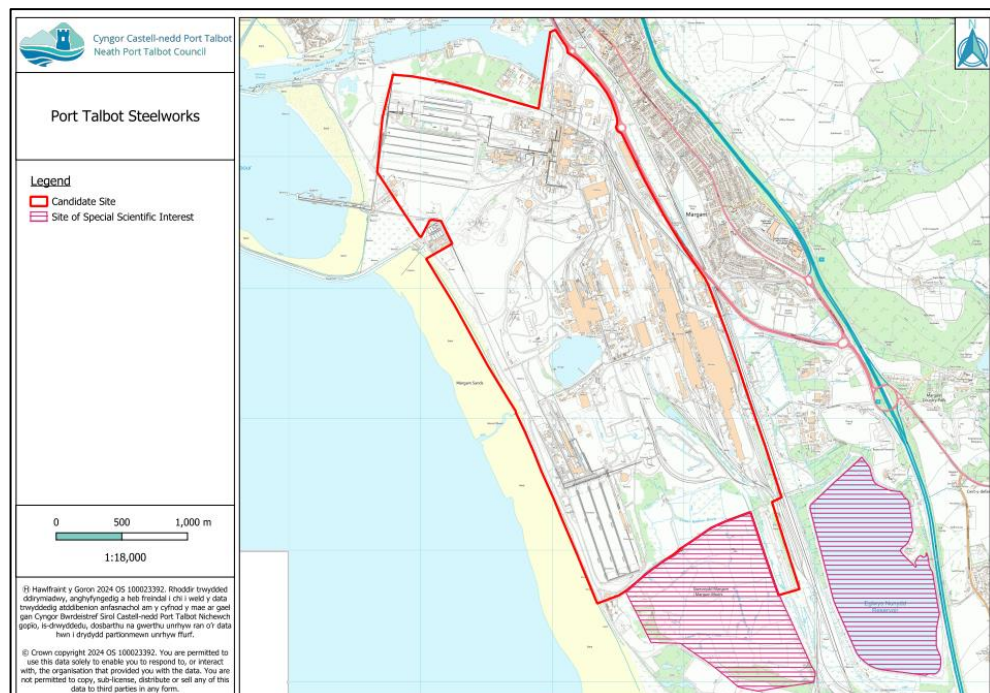
2.6.9. Flood Risk: The Flood Map for Planning identifies part of the site as Flood Zones 2 and 3.

Figure 64: Flood Risk



2.6.10. Margam Moors SSSI: Ditches on site providing direct hydrological link to the Margam Moors SSSI immediately adjacent to the site.

Figure 65: SSSI



- 2.6.11. Land Contamination: GCN record on site. The site is an established COMAH site. The site includes previously developed land with land contamination.
- 2.6.12. Biodiversity: The site is a large complex site containing open mosaic, marsh, sand dune and shoreline habitats. Biodiversity colleagues have advised that biodiversity constraints will vary depending on the nature/ location of the development.
- 2.6.13. Species potential include ground nesting birds, reptiles, water vole, otter, rare invertebrates and plant.
- 2.6.14. SINC watercourse.

*Figure 66: Biodiversity Constraints*

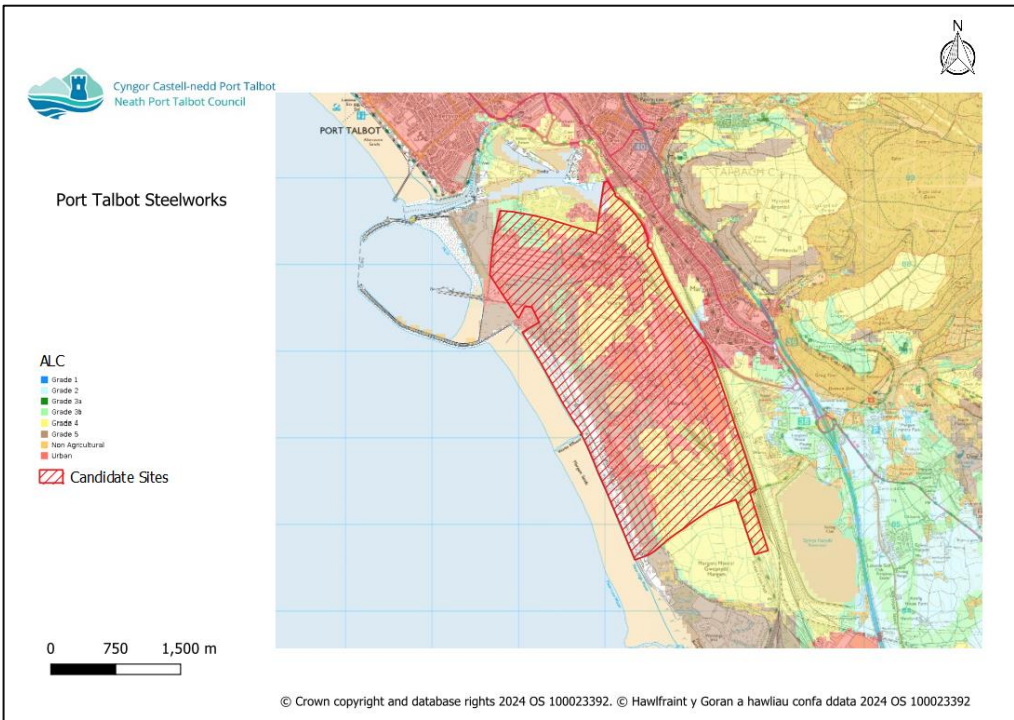


Figure 67: Biodiversity Assessment

Constraint level	Features	Ecological value
Green		
Amber	Complex site	
Red		

2.6.15. Agricultural Land Classification: Parts of the site are identified as Agricultural Land Classification Grade 2.

Figure 68: Agricultural Land Classification



Infrastructure Requirements

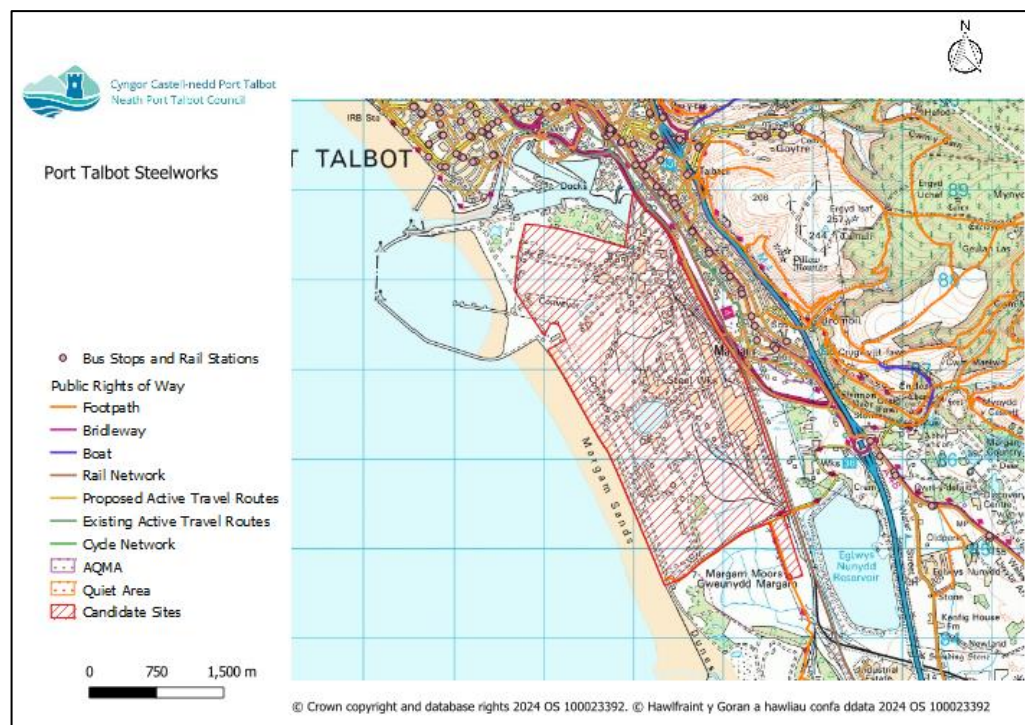
2.6.16. Following engagement as part of the detailed assessment it has been identified that the following infrastructure requirements are needed in order to bring the site forward for development:

2.6.17. Highways: A transport assessment will be required to inform measures to reduce impacts on roads, safety, operation or capacity of the highway network.



- 2.6.18. An internal road network built to highways standard and conform with Manual for Streets.
- 2.6.19. Active Travel: The Map below details the current existing and proposed active travel routes.

*Figure 69: Active Travel Linkages*



- 2.6.20. Improvements and extensions to existing and proposed active travel routes will be required.
- 2.6.21. Cycle ways and shared use routes to be incorporated on site.
- 2.6.22. Linkages to Port Talbot town centre, bus and railway stations will need to be enhanced.
- 2.6.23. Environmental Health Engagement: Engagement with the Council's Environmental Health Department regarding potential odour issues for occupiers of future development.
- 2.6.24. Land Contamination: Land contamination survey should be undertaken and land remediation measures as appropriate provided.
- 2.6.25. Green Infrastructure Network: A Green Infrastructure network will need to be created across the site to maintain the existing ecosystem connectivity



through the site. This will need to be incorporated into the design of the scheme.

2.6.26. Flood Risk Assessment: Flood Risk Assessment required to inform the design of the scheme.

2.6.27. SSSI: Full appraisal of the potential impact on Margam Moors SSSI will be required.

2.6.28. Biodiversity surveys: Further biodiversity surveys will be required for ground nesting birds, reptiles, water vole, otter, rare invertebrates, plants, habitats, and SINCC criteria.

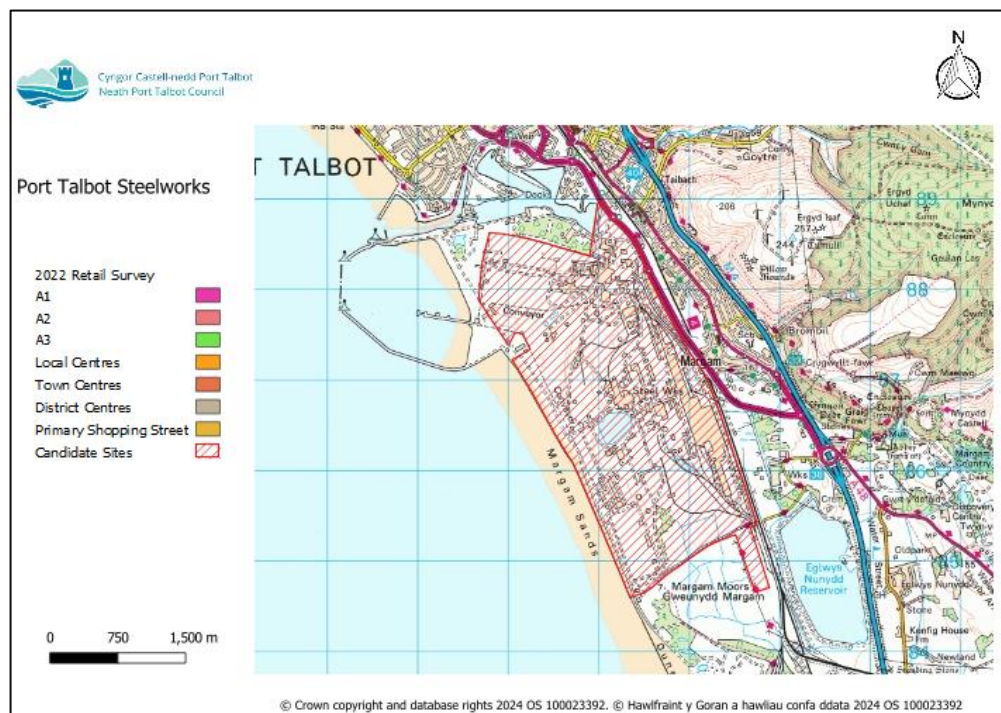
#### Placemaking Principles

2.6.29. Following engagement as part of the detailed assessment, it is considered that the following placemaking principles are required in order to bring the site forward for development:

2.6.30. Complementary Facilities: will need to be provided to serve and facilitate the main employment use of the site but not at a scale likely to significantly divert trade from the wider area or to detract from the prime focus of the site for employment and renewable energy development.

2.6.31. The Map below details the location of retail facilities:

Figure 70: Current Retail Provision



- 2.6.32. The scale of the retail needs will be determined through a retail needs assessment.
- 2.6.33. Recreational Space is provided: Ahead of the Deposit Plan the Council will prepare a Recreational Space Assessment this will form recreational space policies in the Deposit Plan. Recreational space will need to be provided in accordance with policies and targets when identified.
- 2.6.34. Design measures to ensure the incorporation of a network of SuDS and Green Infrastructure on site.
- 2.6.35. Design measures: To take into consideration the findings of the Flood Risk Assessment.
- 2.6.36. Design measures: To take into consideration the findings of the Agricultural Land Classification Survey.
- 2.6.37. Connectivity to the wider area: The site will need to be designed to be pedestrian friendly and incorporate linkages to the town centre, bus and railway station. Pedestrian and cycle links should be provided.

2.6.38. Whilst the site is currently visible, there are limited linkages to the existing town centre due to the existing uses on the site. The development of such connections will help to embed the site within the wider settlement and help to improve the attractiveness of Port Talbot and attract other businesses to help to deliver economic recovery.

2.6.39. Design measures: Design measures to be sensitive to the complex biodiversity across the site and within close proximity to the site, including the Margam Moors SSSI and SINC Watercourse.

2.6.40. Design measures and layout to ensure biodiversity net benefit.

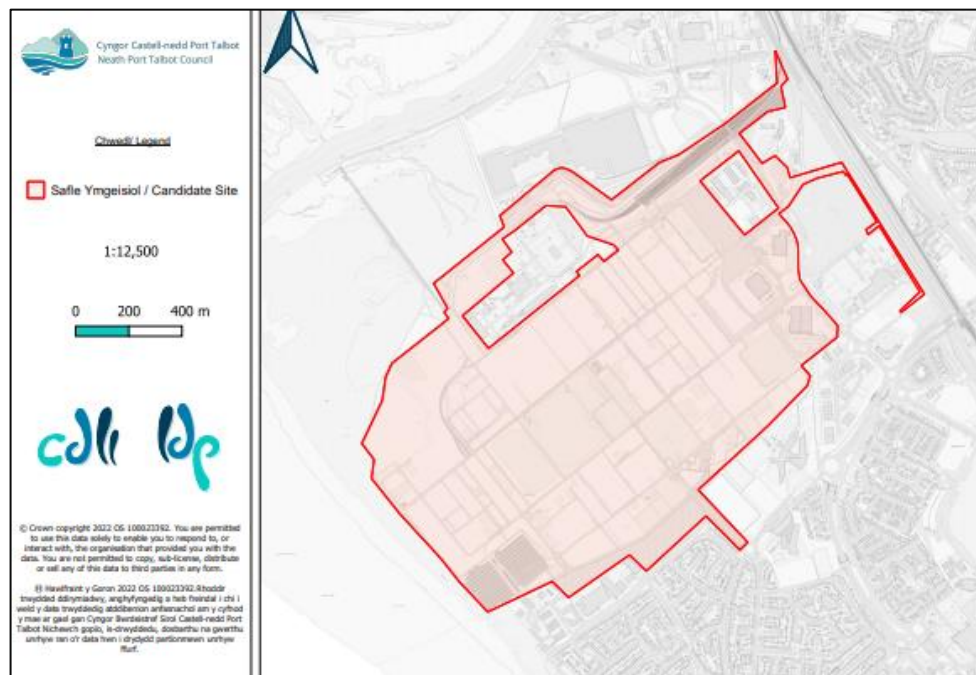
#### Delivery

2.6.41. To enable and control the delivery of the site planning conditions and obligations will be used to manage the use of the site and secure appropriate off-site considerations such as for infrastructure. They may be used for social commitments such as the use of local labour, local supply chain procurement and similar skills/ capacity support (in conjunction with local education and training providers).

2.6.42. Ahead of the Deposit Plan, the Council will work with the site promoter to develop a masterplan for the site.

## 2.7. Baglan Energy Park

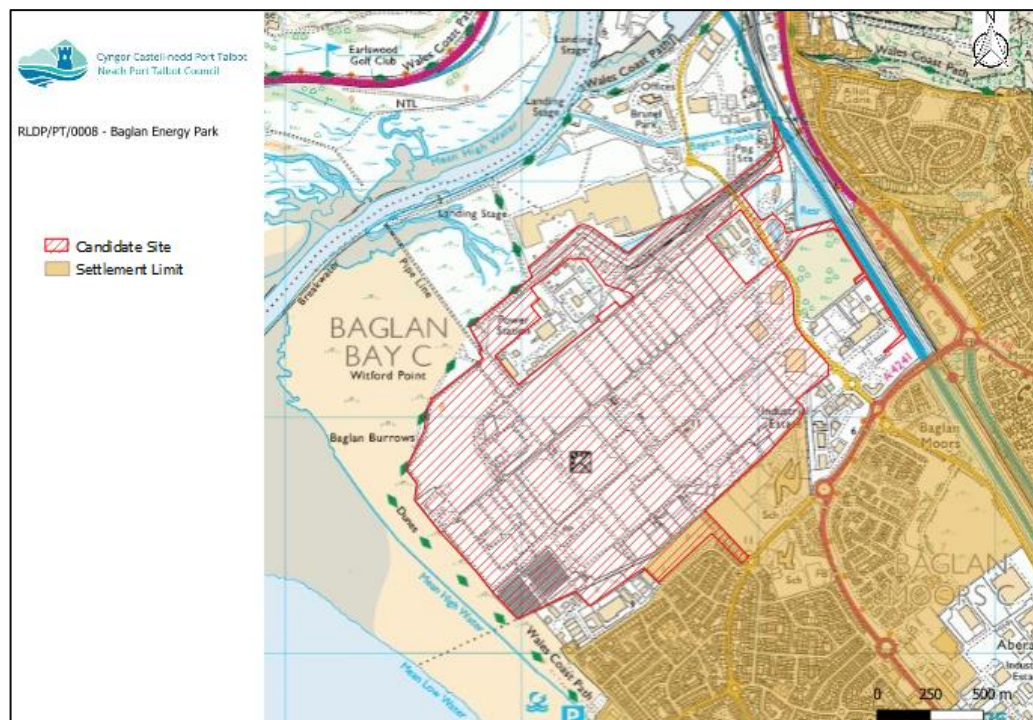
Figure 71: Baglan Energy Park



## Site Information

2.7.1. The Baglan Energy Park is located within Baglan.

*Figure 72: Settlement Location*





- 2.7.2. There has only been one candidate site submission for this site – RLDP/PT/0008.

#### Proposed Development

- 2.7.3. Part of the site is allocated in the current LDP as a strategic employment site. To date there has been limited progress in terms of bringing the site forward for development. WG have however recently purchased the site and are in the process of understanding the extent of constraints in order to masterplan the site for development.
- 2.7.4. Following the acquisition of the site by WG, the site has been identified as a potential key site to be developed to reflect its key role as a large previously developed brownfield site located within the National Growth Area as identified in Future Wales, adjacent to the M4 and within close proximity of the ongoing improvement works to the A465. The site is also located within close proximity to the Freeport/ will potentially include areas of the Freeport (the final boundary has yet to be determined).
- 2.7.5. It is envisaged that the site will be brought forward for employment development with supporting complementary facilities to serve and facilitate this use.
- 2.7.6. Given the existing contamination on the site and the long-term redevelopment of the site it is envisaged that only 20ha of employment development (B class) will be developed within the RLDP Plan period.
- 2.7.7. In line with the current development framework for the site, it is expected that renewable energy developments could be incorporated into the site following the development of the Solar Photovoltaic Farm. The site is considered to be 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 into any use class, for example, photovoltaic schemes. Proposals for such uses will therefore not contribute towards the 20ha of employment (B class).

2.7.8. Alongside the other potential key employment sites, it is envisaged that Baglan Energy Park will play a key role in long-term economic recovery. Following remediation works an initial gateway site is expected to be delivered to provide employment accommodation. Over the Plan period, and beyond, further areas will be remediated, and areas will be made available for investment. Following engagement with the Council's Economic Development/Regeneration team, it is understood that there is a need for purpose-built employment premises, including office accommodation. It is envisaged that this need is partly met through the development of this site.

### Constraints

2.7.9. The following constraints to development have been identified:

2.7.10. Biodiversity: The site is a large complex site containing diverse open mosaic and sand dune habitats.

2.7.11. The site includes the following designations: SINC 130 Marden Park Baglan. SINC 132 Baglan Brownfield Slack. SINC 006 Baglan Bay.

2.7.12. Biodiversity colleagues have advised that the whole site should be master planned to ensure mitigation can be achieved.

*Figure 73: Biodiversity Constraints*

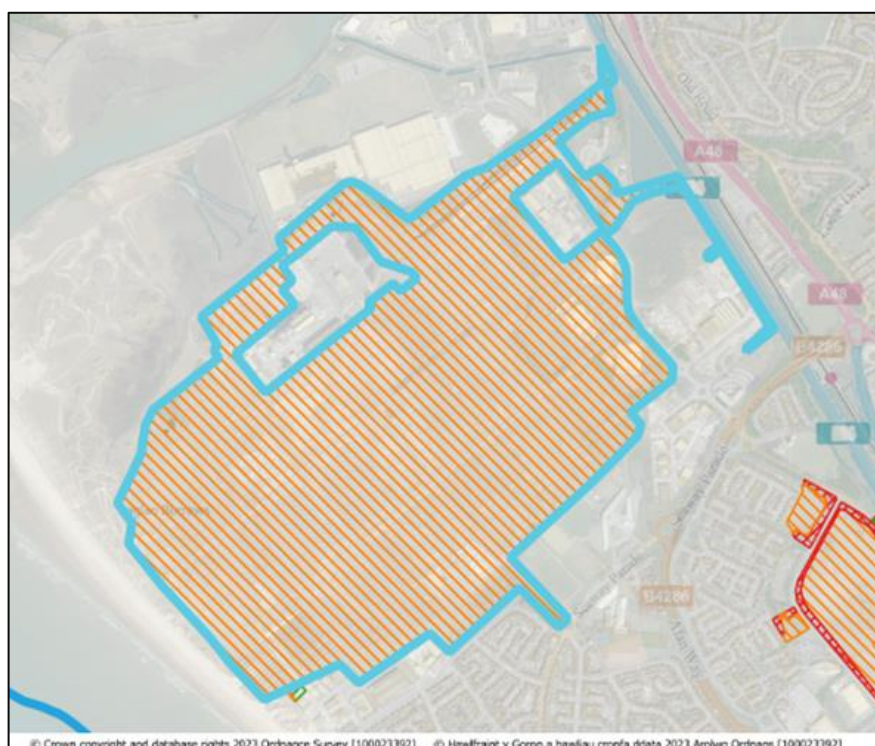


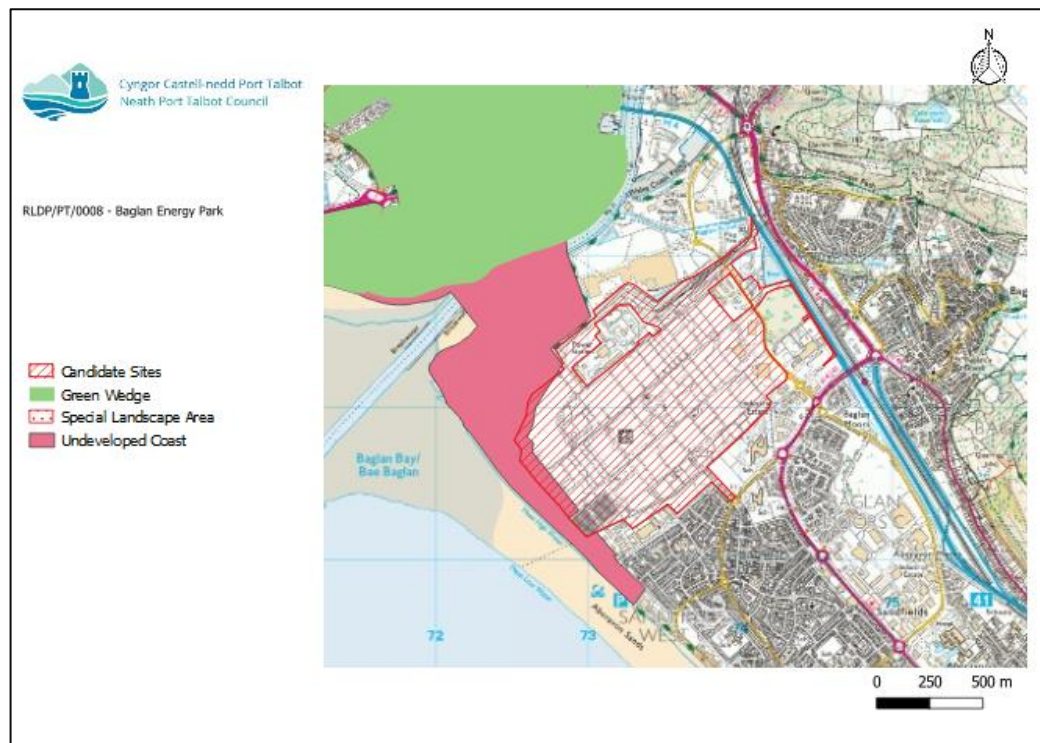
Figure 74: Biodiversity Assessment

Constraint level	Features	Ecological value
Green		
Amber	Lapwing, rare invertebrates, protected plants, lower plants	Protected species, highly specialised habitat
Red		

2.7.13. Land contamination: Given the previous use of the site, the site is heavily contaminated. There is also a historic landfill within the site.

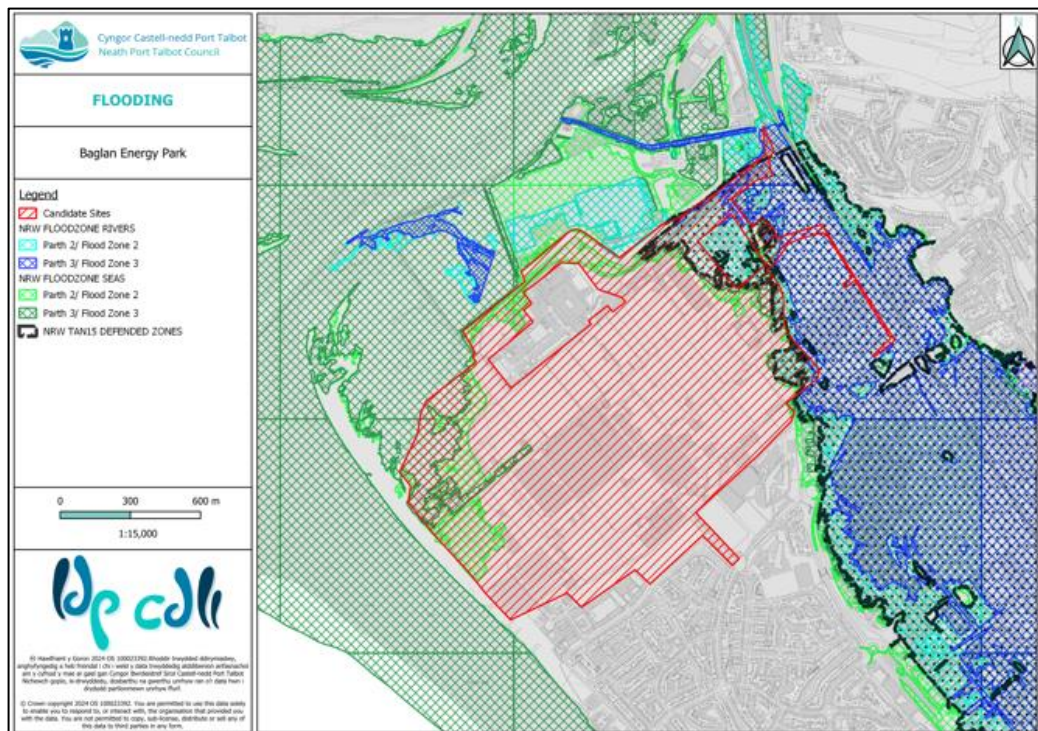
2.7.14. Undeveloped Coast: A small part of the site is undeveloped coast.

Figure 75: Undeveloped Coast



2.7.15. Flooding: The Flood Map for Planning identifies parts of the site falling within Flood Zones 2 and 3. A Flood Risk Assessment will need to be undertaken.

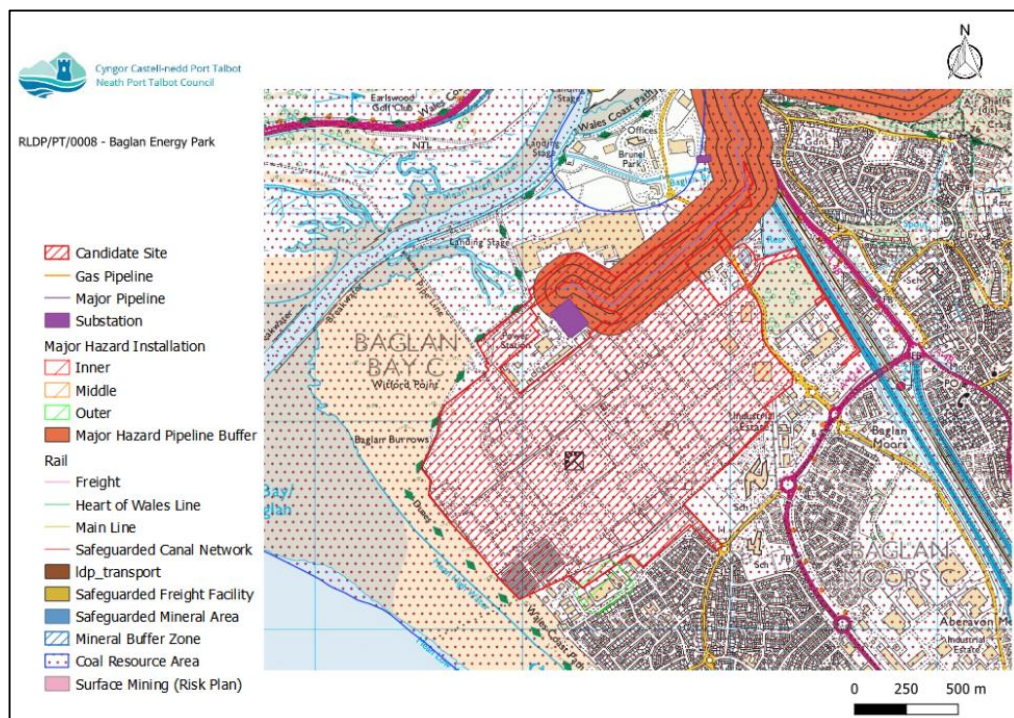
Figure 76: Flood Risk



- 2.7.16. Power Station: The former power station which is also owned by WG has been excluded from the Candidate Site boundary. Further information should be provided as to what is proposed on this area, whether access is required, and how it will be incorporated into the wider comprehensive redevelopment of the site.
- 2.7.17. Major Pipeline and Major Pipeline Buffer: As can be seen on the Map below, a major pipeline and major pipeline buffer covers the northern part of the site.



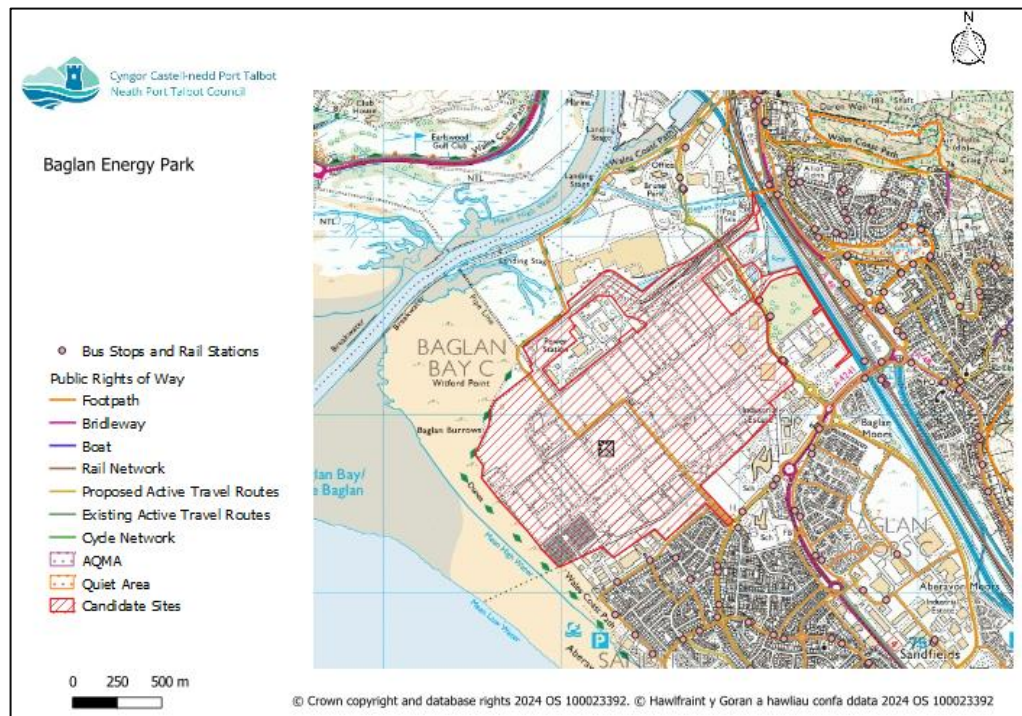
Figure 77: Major Pipeline and Major Pipeline Buffer



## Infrastructure Requirements

- 2.7.18. Following engagement as part of the detailed assessment it has been identified that the following infrastructure requirements are needed in order to bring the site forward for development:
- 2.7.19. Highways: A transport assessment is required in order to identify measures to reduce impacts on roads, safety, operation or capacity of the highway network.
- 2.7.20. An internal road network built to highways standard and conform with Manual for Streets.
- 2.7.21. Active Travel: The Map below details the current existing and proposed active travel linkages.

Figure 78: Active Travel Linkages



- 2.7.22. A number of existing and future active travel routes pass through the site. Improvements and extensions to existing and proposed active travel routes will be required.
- 2.7.23. Linkages to the seafront, Quays and NCN4 will also be required.
- 2.7.24. Cycle ways and shared use routes to be incorporated on site.
- 2.7.25. Land contamination: Given the previous use, a full Land Contamination Survey will be required and appropriate remediation methods.
- 2.7.26. Biodiversity surveys: Further surveys required for planning include ExP1, plants, lower plants, invertebrates, ground nesting birds, brown hare, and reptiles.
- 2.7.27. Green Infrastructure Network: A Green Infrastructure network will need to be created across the site to maintain the existing ecosystem connectivity through the site. This will need to be incorporated into the design of the scheme.

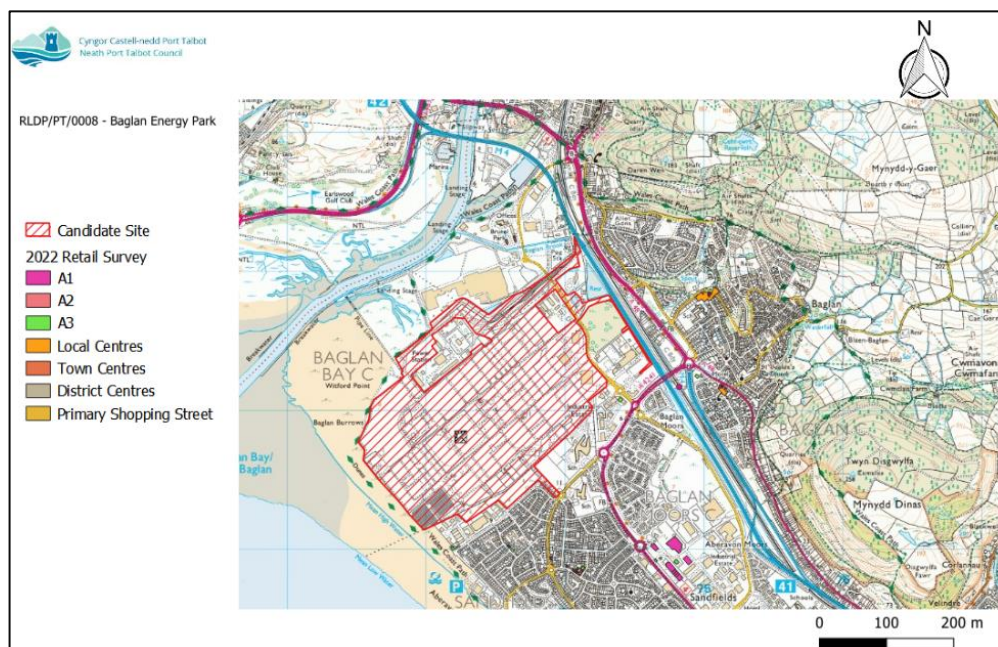
## Placemaking Principles

2.7.28. Following engagement as part of the detailed assessment, it is considered that the following placemaking principles are required in order to bring the site forward for development:

2.7.29. Complementary Facilities: will need to be provided to serve and facilitate the main employment use of the site but not at a scale likely to significantly divert trade from the wider area or to detract from the prime focus of the site for employment and renewable energy development.

2.7.30. The Map below details the location of retail facilities:

*Figure 79: Current Retail Provision*



2.7.31. The scale of the retail needs will be determined through a retail needs assessment.

2.7.32. Recreational Space is provided: Ahead of the Deposit Plan the Council will prepare a Recreational Space Assessment this will form recreational space policies in the Deposit Plan. Recreational space will need to be provided in accordance with policies and targets when identified.

2.7.33. Design measures to ensure the incorporation of a network of SuDS and Green Infrastructure on site.



- 2.7.34. Design measures: To take into consideration the findings of the Flood Risk Assessment.
- 2.7.35. Design measures: To take into consideration the complex biodiversity across the site including SINC designations.
- 2.7.36. Design measures: To take into account the proximity of Bae Baglan School and existing residential accommodation within close proximity of the site.
- 2.7.37. Design measures: To take into consideration land contamination and remediation measures.
- 2.7.38. Design measures: To ensure the site is developed to incorporate the former power station area/ enable development within this area.
- 2.7.39. Design measures: To take into account the findings of the Land Contamination Survey.
- 2.7.40. Design measures: To take into account the Major Pipeline and Major Pipeline buffer.
- 2.7.41. Design and layout measures: To ensure the site is pedestrian friendly and links to the existing residential development adjoining employment uses.
- 2.7.42. Design measures and layout to ensure biodiversity net benefit.

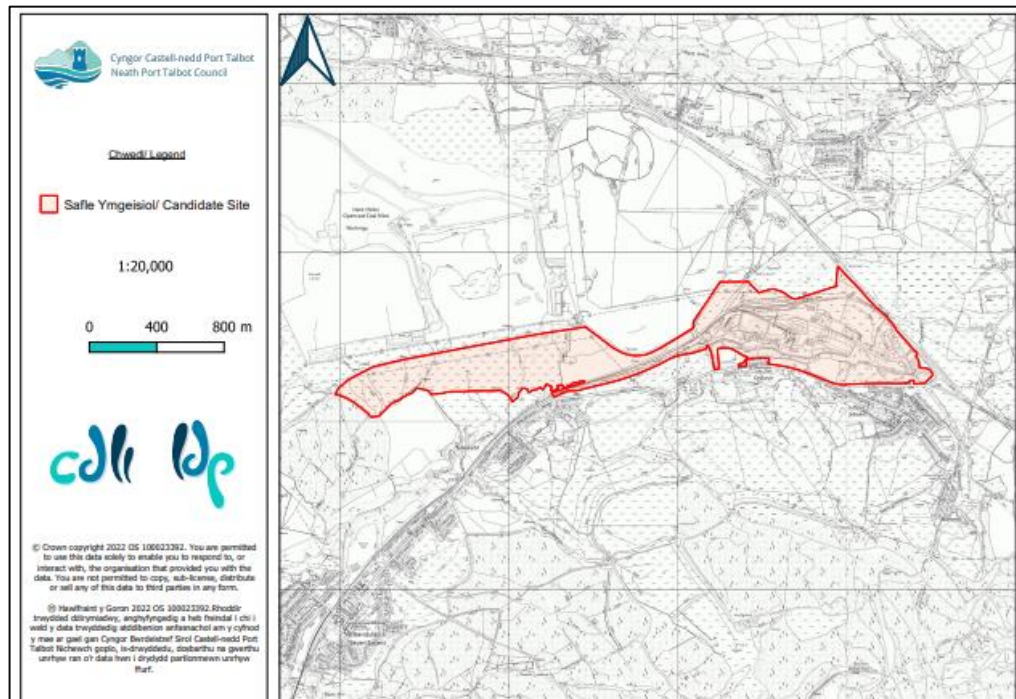
#### Delivery

- 2.7.43. Ahead of the Deposit Plan, the Council will engage with the site promoter and prepare a masterplan for the site.
- 2.7.44. To enable and control the delivery of the site planning conditions and obligations will be used to manage the use of the site and secure appropriate off-site considerations such as for infrastructure. They may be used for social commitments such as the use of local labour, local supply chain procurement and similar skills/ capacity support (in conjunction with local education and training providers).



## 2.8. Global Centre of Rail Excellence, Onllwyn

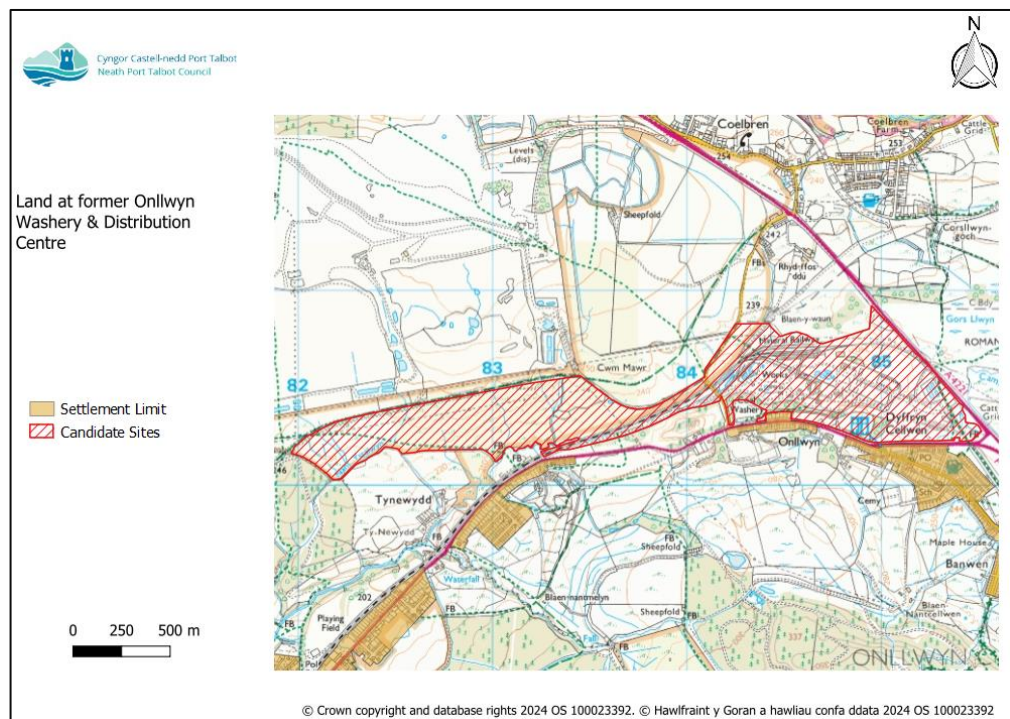
Figure 80: Global Centre of Rail Excellence



## Site Information

- 2.8.1. The Global Centre of Rail Excellence is located at the top of the Dulais Valley and includes land within both NPT's and Powys' administrative boundaries.

Figure 81: Settlement Assessment

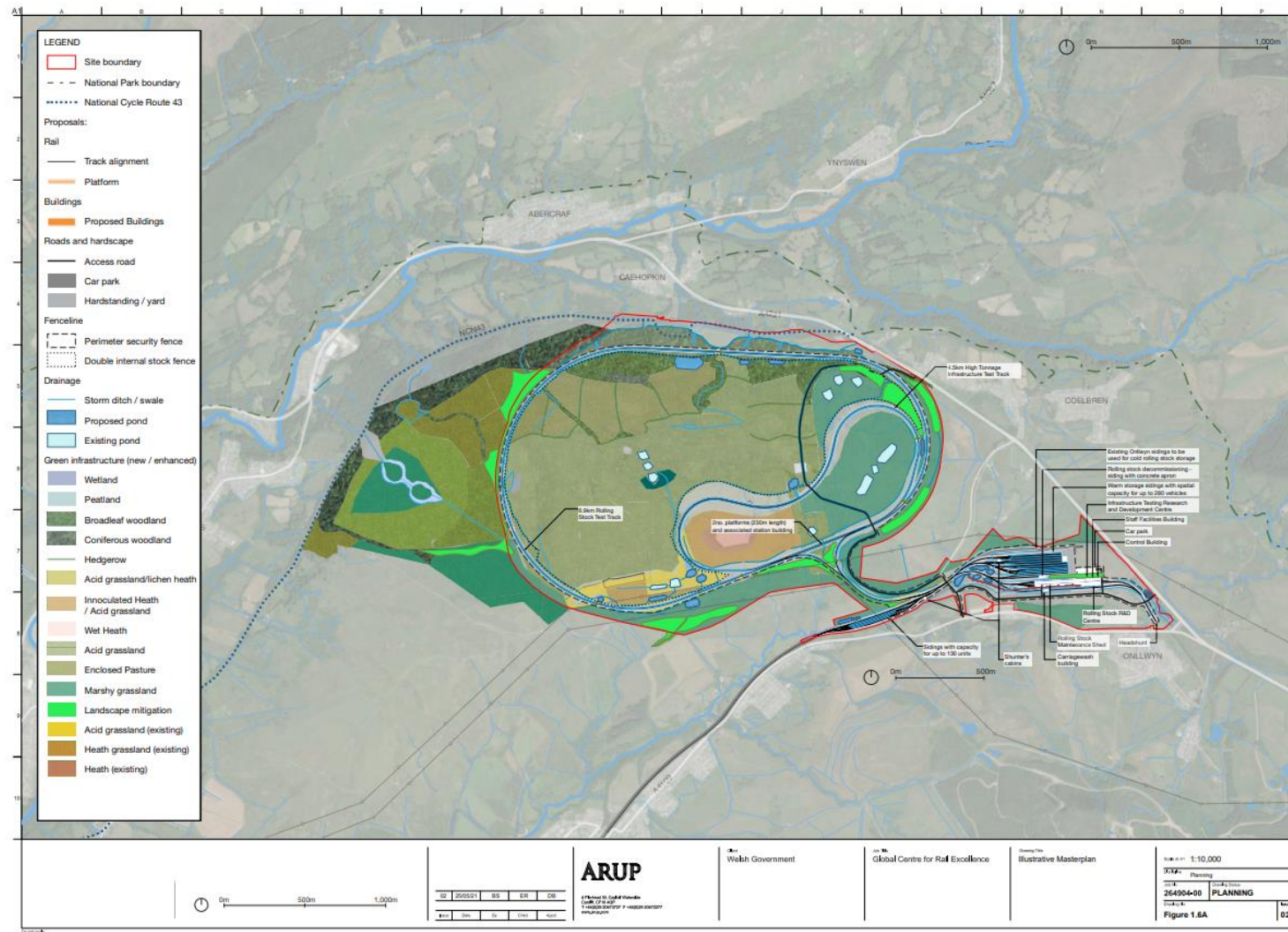


- 2.8.2. As part of the Call for Sites, the landowners promoted the part of the site within NPT for transport infrastructure: This is detailed in the Map above.

#### Proposed Development

- 2.8.3. GCRE has been identified in the Preferred Strategy as a potential key site to be maximised and act as a catalyst for long term improvements in the Valleys Opportunity Area.
- 2.8.4. The site is a former open cast mine, washery and distribution centre. It is therefore a large brownfield previously developed site.
- 2.8.5. It is envisaged that GCRE will become a purpose-built site for world class research, testing and certification of rolling stock, infrastructure and innovative new rail technologies, filling a gap not just in UK rail but across Europe.
- 2.8.6. A cross-boundary outline planning consent (P2021/0327) was granted in July 2021 to enable the development of two test tracks of loop configuration, operations and control offices (including staff accommodation and welfare), shunter cabins, research and development, education and training, rolling stock storage sidings and maintenance/cleaning/decommissioning facilities; and associated development including branch line rail connection.
- 2.8.7. As part of this planning application the following masterplan was produced:

Figure 82: Illustrative Masterplan



- 2.8.8. There have been a number of conditions discharged and non-material amendments. A reserved matters application is currently awaiting determination.
- 2.8.9. The site promoters have produced a subsequent masterplan for the site which expands upon the existing planning permission to include 20,000sqm of research and development in a washery campus, 10-20,000sqm of research and development accommodation on Cwm Mawr Campus, solar farm, hospitality and tourism uses.
- 2.8.10. Ahead of the Deposit Plan NPT Council will work with the site promoter and Powys to develop the site Masterplan.

### Constraints

- 2.8.11. To inform the future development of the site, the following constraints to development have been identified:
- 2.8.12. Biodiversity constraints: The entirety of the site has been identified as having biodiversity constraints. The site contains purple moor grass and rush pasture, open mosaic habitats and qualifies as a SINC for invertebrates and birds. Some areas of deep peat and notable plants.
- 2.8.13. Species potential include invertebrates, reptiles, birds.
- 2.8.14. Designations include SINC 118 Gorsllwyn Meadows, 117 Onllwyn Coal Washery, 116 Dyffryn Cellwen, also qualifies under invertebrates and birds.



Figure 83: Biodiversity Constraints

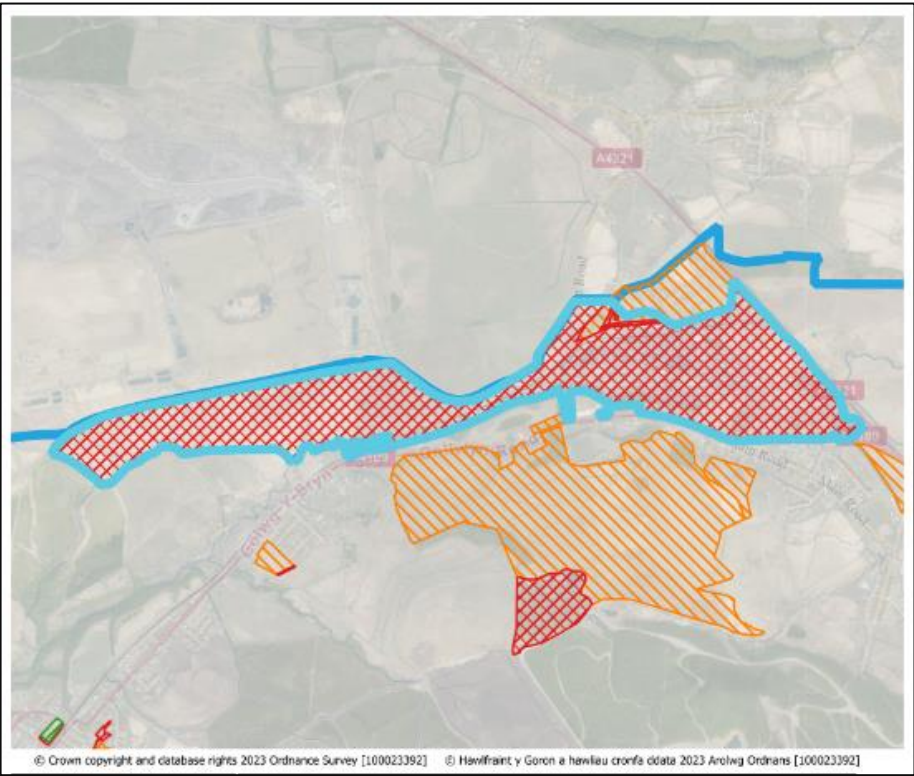
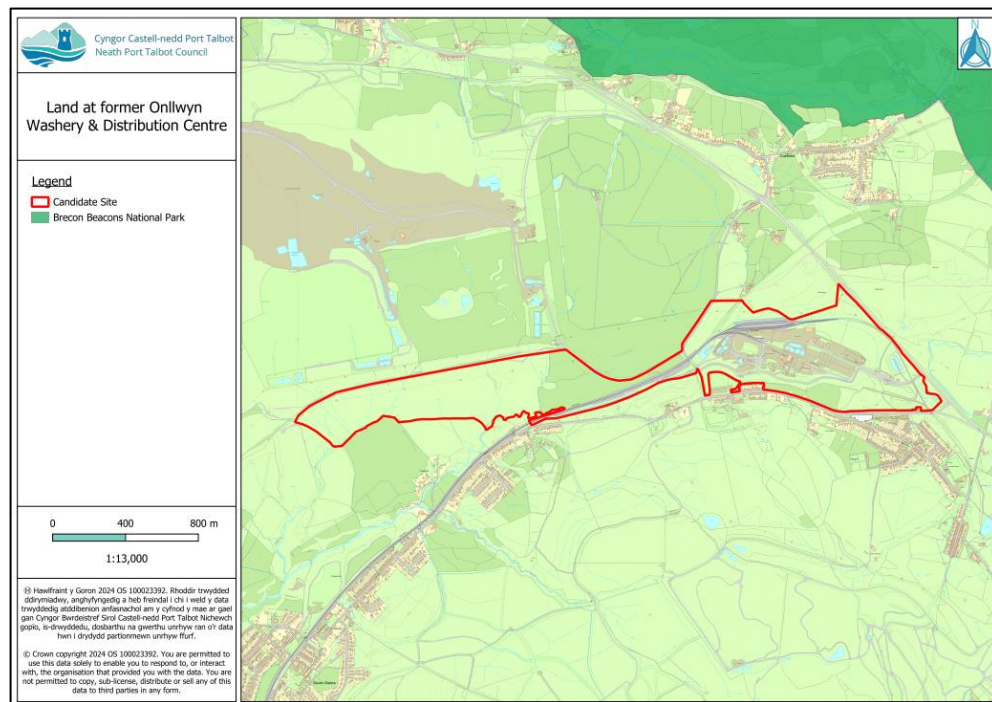


Figure 84: Biodiversity Assessment

Constraint level	Features	Ecological value
Green		
Amber	SINC	S7 habitat, protected species
Red	Deep peat	Carbon sequestration, unreplaceable habitat

2.8.15. Dark skies: The site is located within close proximity to the Brecon Beacons National Park and dark skies area.

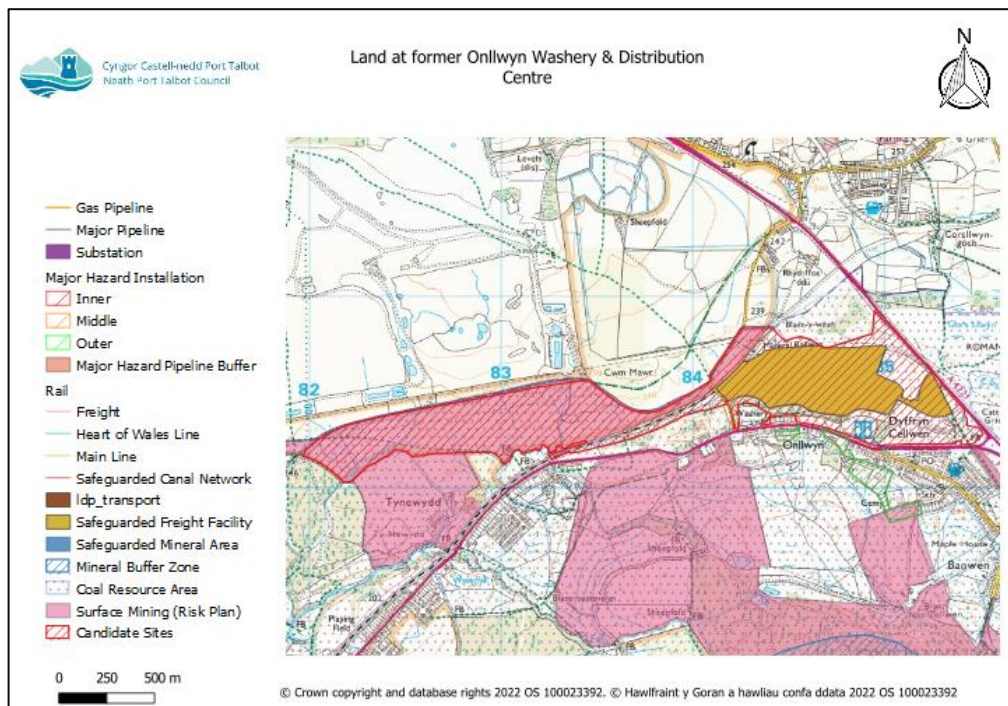
*Figure 85: Brecon Beacons National Park.*



2.8.16. Watercourses: There are ordinary watercourses and ditches on site.

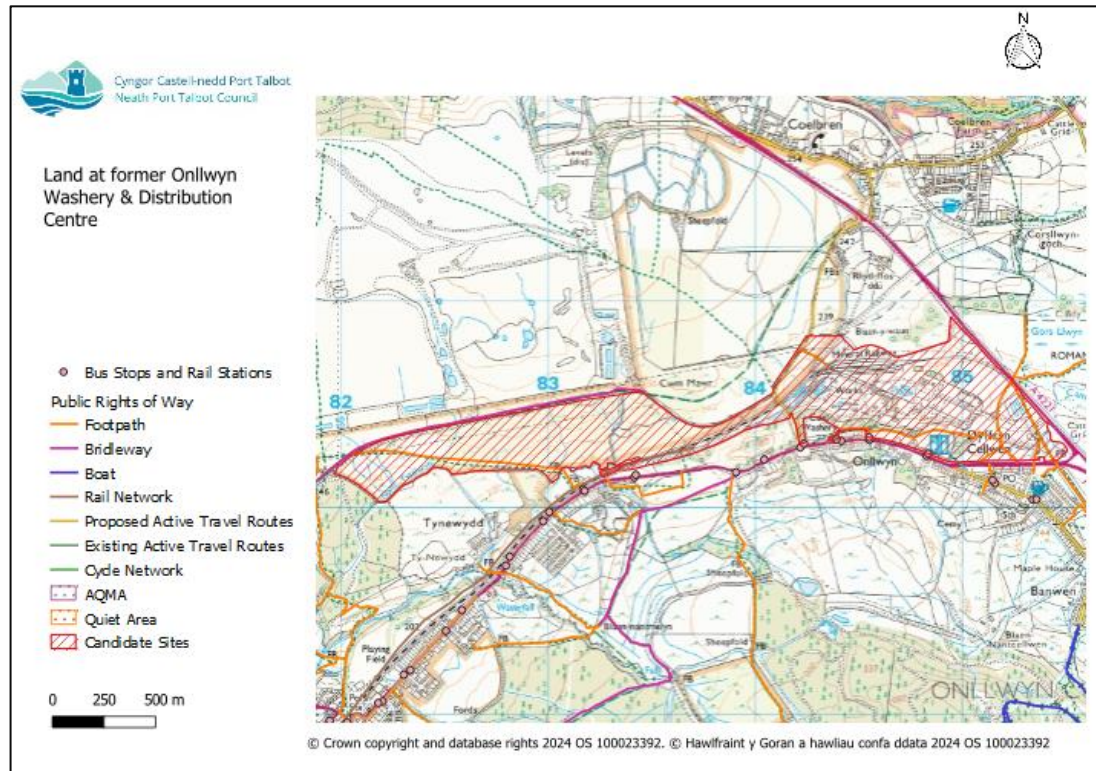
2.8.17. Surface Mining Risk Plan Area: The site within surface mining (risk plan) area.

*Figure 86: Surface Mining Risk Plan Area*



- 2.8.18. Public Rights of Way: There are a number of public rights of way within the site and within close proximity of the site.

*Figure 87: Public Rights of Way*



- 2.8.19. Land Investigation: Given the former coal mining use of the site, potential land instability, mine entries and shallow coal mine workings.
- 2.8.20. Land Contamination: Given the former use of the site there is contamination on site.

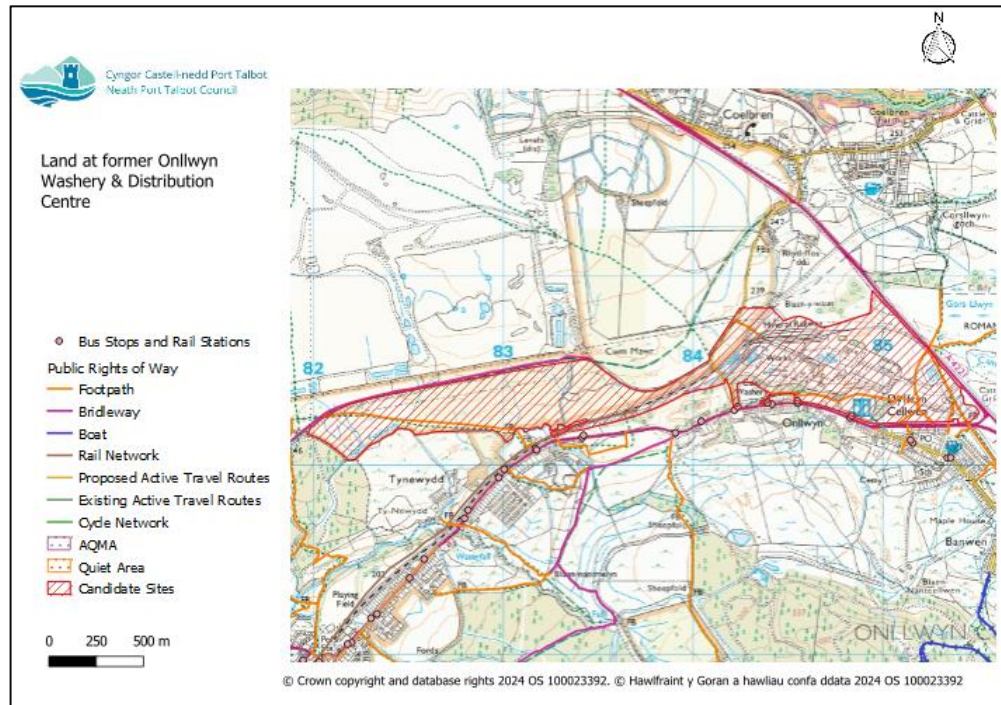
### Infrastructure Requirements

- 2.8.21. Following engagement as part of the detailed assessment it has been identified that the following infrastructure requirements are needed in order to bring the site forward for development:
- 2.8.22. Highways: Measures to reduce impacts on roads, safety, operation or capacity of the highway network to be informed by a Transport Assessment.
- 2.8.23. An internal road network built to highways standard and conform with Manual for Streets.



2.8.24. Active Travel: The Map below details current existing and proposed active travel linkages.

*Figure 88: Active Travel Linkages*



2.8.25. Active travel linkages will need to be made to encourage active travel to/ from the site.

2.8.26. Cycle ways and shared use routes to be incorporated on site.

2.8.27. Water and Sewerage: Limited capacity identified within Crynant Waste Water Treatment Works. Further engagement would need to be undertaken with Welsh Water.

2.8.28. Green Infrastructure Network: A Green Infrastructure network will need to be created across the site to maintain the existing ecosystem connectivity through the site. This will need to be incorporated into the design of the scheme.

2.8.29. Biodiversity Surveys: Further surveys are required for invertebrates, reptiles, birds, and SINC criteria.



### Placemaking Principles

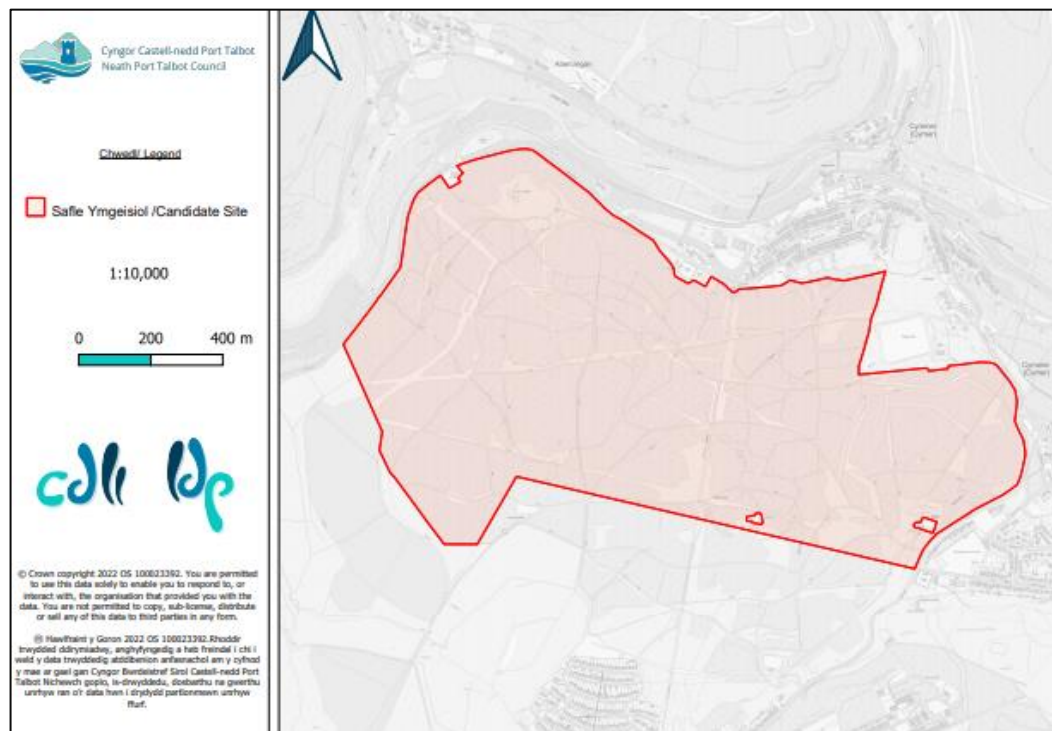
- 2.8.30. Following engagement as part of the detailed assessment, it is considered that the following placemaking principles are required in order to bring the site forward for development:
- 2.8.31. Recreational Space is provided: Ahead of the Deposit Plan the Council will prepare a Recreational Space Assessment this will form recreational space policies in the Deposit Plan. Recreational space will need to be provided in accordance with policies and targets when identified.
- 2.8.32. Design measures to ensure the incorporation of a network of SuDS and Green Infrastructure on site.
- 2.8.33. Design measures to take into consideration the previous use of the site, including land contamination, land stability, mine entries, and shallow mine workings.
- 2.8.34. Design measures to take into consideration biodiversity constraints across the site.
- 2.8.35. Design and layout to ensure the site is pedestrian friendly and incorporates links to the existing settlements.
- 2.8.36. Design measures to ensure the site takes into consideration its surroundings, including proximity to the Brecon Beacons National Park, existing residential development, and the wider landscape.
- 2.8.37. Noise measures: Appropriate noise measures will be required given the proximity of the existing residential development.
- 2.8.38. Complementary facilities: Depending on the scale of any future development, complementary facilities (such as retail) may be required on the site. This would need to be of an appropriate size and not detract from the primary function of the site.
- 2.8.39. Design measures and layout to ensure biodiversity net benefit.

### Delivery

- 2.8.40. Ahead of the Deposit Plan, the Council will work with the site promoter and Powys Council to develop the site Masterplan.

## 2.9. Wildfox Adventure Resort, Afan Valley

*Figure 89: Wildfox Adventure Resort, Afan Valley*



### Site Information

- 2.9.1. Wildfox Adventure Resort is comprised of a former forestry plantation, located on the southern slopes of a deeply dissected 'U' shaped glacial valley of the River Afan and bounded to the north by A4107, Brytwn Road, beyond which is the settlement of Cymmer. To the east the site is bound by Maesteg Road and Pen y Bryn (A4063) beyond which is the settlement of Croeserw. To the south the site boundary follows the County Borough boundary between NPTC and Bridgend. To the west, the Site is defined by the boundary between the former forestry plantation and wider pastureland.

Figure 90: Settlement Location

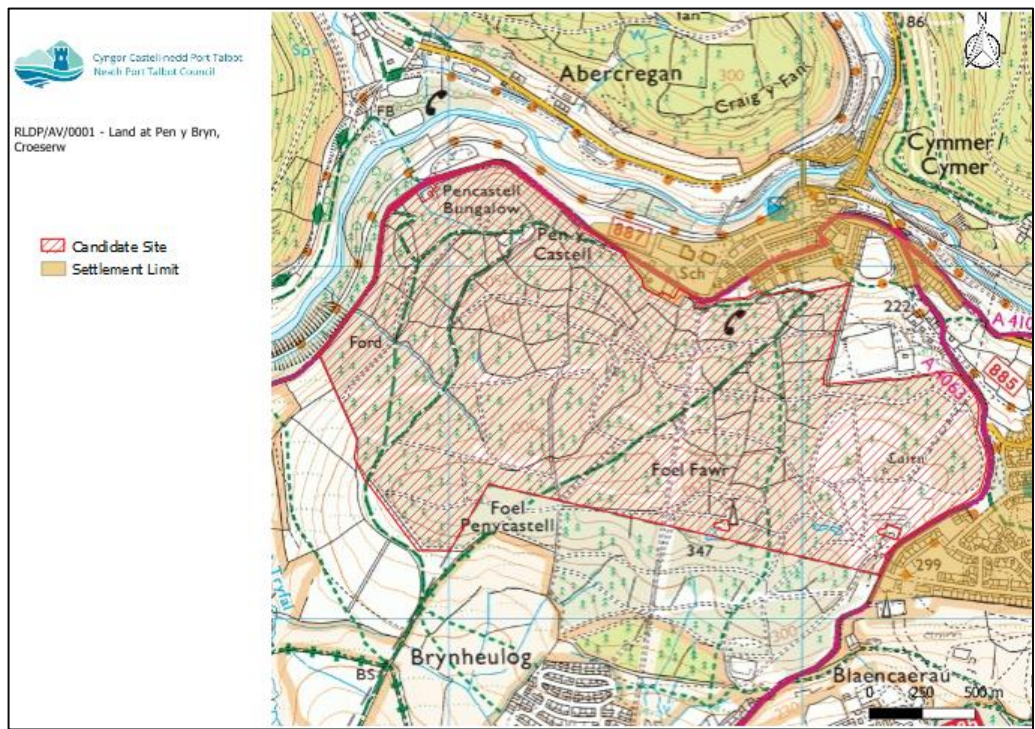
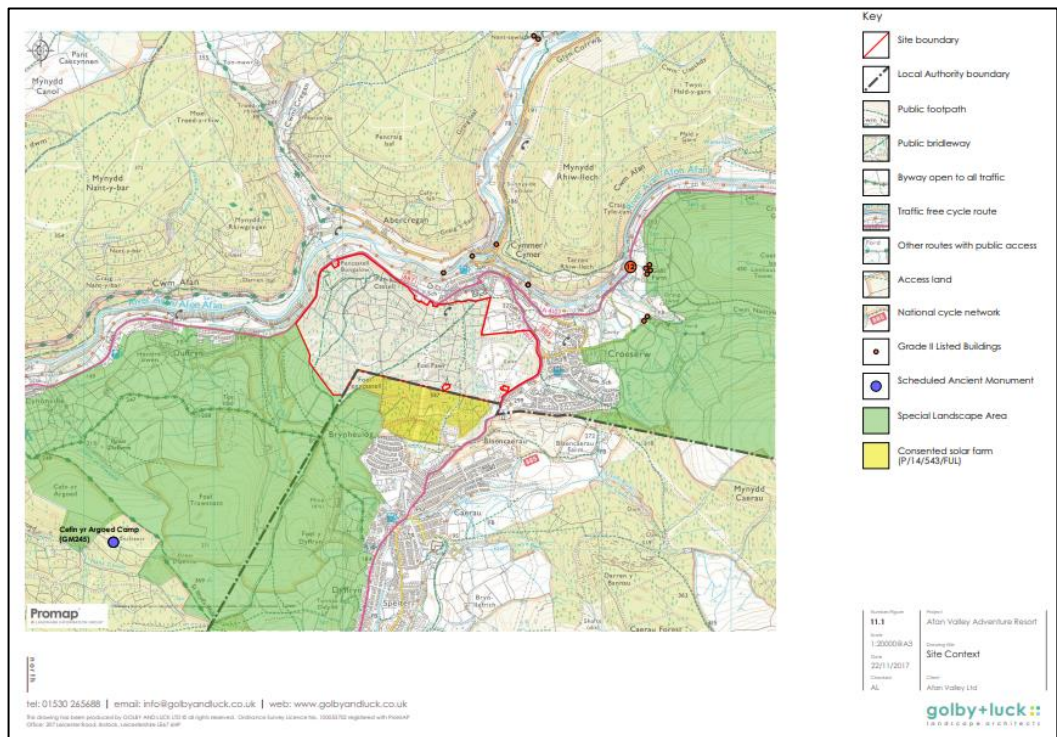


Figure 91: Site Context Map



### Proposed Development

- 2.9.2. The Wildfox Adventure Resort has been identified in the Preferred Strategy as a potential key site to be maximised and act as a catalyst for long term improvements in the Valleys Opportunity Area.
- 2.9.3. Outline planning permission P2018/0493 was granted in January 2022 for the development of 600 lodges/ apartments, 100-bed hotel with associated spa, restaurant, leisure activities and shops, adventure activities and associated buildings and associated development. Subsequent non-material amendments and conditions have been discharged. Reserved matters application P2022/0776 approved November 2022.
- 2.9.4. As part of the outline planning consent the following concept masterplan was submitted and approved:



Figure 92: Concept Masterplan



- 2.9.5. Given that a masterplan has already been submitted and outline and reserved matters approved, there is no need to develop a masterplan for the site. Instead, it is proposed that the site is brought forward as a key site in line with the planning application and approved masterplan. Constraints and mitigation methods have been taken into consideration as part of the planning application and a s.106 agreement has been signed.
- 2.9.6. Local residents are expected to benefit from the scheme. As part of the planning application, it was agreed that a limited amount of Day Visitor passes will be provided to households within a radius of approximately 15 miles of the site which is where the majority of staff are expected to live. Approximately 50 daily passes will be provided to local people except on change over days (Mondays and Fridays).
- 2.9.7. It is expected that the site will act as a catalyst for regeneration in the Valleys Opportunity Area. It is anticipated that the development of the site will provide direct, indirect and induced benefits for local residents. Approximately 970 full and part time jobs are expected to be created on-site. As part of the Planning Application, the Travel Plan included implementing a staff transport strategy to enable local residents to access jobs on site most likely with minibuses or coaches picking up at designated locations at specific times to coincide with shift patterns. In addition to the direct jobs on site there will be indirect and induced jobs created in the local economy. It is expected that visitors will access other tourism facilities and will visit local shops, restaurants and cafes. It is anticipated that approximately 1,000 jobs will also be created during the construction program.



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