



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Replacement Local Development Plan

2023-2038

Infrastructure Delivery Plan (IDP)

December 2024



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1. Introduction

1.1. Context

- 1.1.1. Neath Port Talbot Council (NPTC) adopted its Local Development Plan (LDP) in January 2016. The Plan provided a clear vision for the County Borough setting out where, when and how much new development would take place over the Plan period (2011-2036).
- 1.1.2. In accordance with Section 69 of the Planning and Compulsory Purchase Act 2004 and Regulation 41 of the Town and County Planning (Local Development Plan) Regulations 2005 as amended in 2015, in January 2020, given that four years had passed since the adoption of the LDP, NPTC commenced a review of its LDP. Following publication January – March 2020, the LDP Review Report was approved for publication in July 2020.
- 1.1.3. Following approval of the Delivery Agreement (DA) for the Replacement LDP (RLDP) by Council in December 2021, and subsequent agreement by Welsh Government (WG) in January 2022, the Council started to prepare its RLDP.
- 1.1.4. As part of the preparation of the RLDP, a Call for Sites (CfS) was held between 1st March 2022 to 31st May 2022. In total 229 sites were submitted. Preliminary findings from the CfS, alongside information obtained from the Council's Annual Monitoring Reports (AMRs) and growth projections, indicated that there was a requirement for additional housing to be identified in addition to existing infrastructure and viability matters that required additional time to overcome.
- 1.1.5. Given this, the Council decided to stop the preparation of the RLDP and start again. The Council approved a new DA in October 2023 which was subsequently approved by the WG. The new DA outlines the timeframes for the preparation of the new RLDP which will cover the plan period of 2023-2038, starting with an additional CfS November to December 2023, and the

preparation of background evidence to inform the Preferred Strategy consultation scheduled for Autumn 2024.

- 1.1.6. As part of the preparation of the RLDP, the Council will re-consider all aspects of the current LDP, including all current policies and site-specific allocations. The RLDP will set out where, when and how much growth will take place over the next 15 years (2023-2038).
- 1.1.7. In order to do this the Council will produce a series of background papers, topic papers and evidence documents. This document relates to the infrastructure requirements needed to deliver the potential key sites detailed in the RLDP Preferred Strategy.

1.2. Infrastructure

- 1.2.1. Infrastructure covers a range of services and facilities provided by public and private bodies and includes:
 - **Physical infrastructure** such as transport facilities and related infrastructure (such as footpaths, cycleways), water provision and treatment facilities, sewerage, flood prevention and drainage, waste disposal, power generation and supply, including renewables, digital infrastructure and telecommunications.
 - **Social infrastructure** such as schools, healthcare, transport services (including public transport), community buildings, community recycling facilities, sport and recreation facilities, recreational space etc.
 - **Green and blue infrastructure** such as woodlands, hedgerows, ponds, green spaces, designated sustainable drainage systems and trees.
- 1.2.2. Infrastructure in all its various forms allows communities, large and small, to function effectively. Without the necessary scale and range of infrastructure, the economic, social and environmental aspirations of our communities cannot be addressed. It is therefore crucial for economic, social and environmental sustainability. It underpins the economic competitiveness and opportunities for

households and businesses to achieve socially and environmentally desirable ways of living and working and includes the physical facilities and services for the County Borough and its communities to function successfully. Poorly designed or badly located infrastructure can exacerbate problems rather than solving them.

- 1.2.3. The planning and delivery of infrastructure is therefore a key component of the preparation of the RLDP. Given the potential cost and time constraints in terms of delivering infrastructure, the Council has identified current levels of provision, identified where new infrastructure is required, and placed appropriate emphasis on reducing the need for additional infrastructure by managing existing and future demand and effective and efficient use of existing resources.
- 1.2.4. Adequate infrastructure will be a significant factor in ensuring that the planned-for level of development can be supported and that any impacts arising from development can be addressed.

1.3. Purpose of this Document

- 1.3.1. This Document has been prepared for the NPT RLDP Preferred Strategy Consultation (December 2024 – February 2025).
- 1.3.2. In accordance with national planning guidance set out in the Development Plans Manual (DPM) (Edition 3, 2021), Infrastructure Delivery Plans are an essential tool to evidence and summarise infrastructure requirements and are produced through the RLDP process to ensure potential developers are made aware of expectations of the Council in advance of allocated sites being progressed at the planning application stage. This ensures all parties are notified in advance of what is expected and as a consequence should be factored into the costs of bringing sites forward from the outset.
- 1.3.3. Adequate and efficient infrastructure is recognised in national planning policy (Planning Policy Wales, Edition 12, 2024) as being crucial for economic, social and environmental sustainability. The RLDP recognises the need to ensure

that appropriate infrastructure is already in place or can be provided to accommodate the level and locations of growth identified in the RLDP. The provision of a range of services and facilities is essential to delivering sustainable development and to meeting diverse community needs, and the provision of appropriate infrastructure will be supported by the Plan.

- 1.3.4. This Document has been informed by, and emerged in liaison with, the list of both internal and external stakeholders responsible for the provision of infrastructure across the County Borough in order to ensure that stakeholders are engaged in the provision and planning of the infrastructure required to support the RLDP Preferred Strategy. The Document has also been informed by a number of technical evidence-based documents which help to provide a more complete picture of infrastructure provision in the County Borough. Further work will be undertaken ahead of the Deposit RLDP. This will include further detailed site-specific viability work (see Chapter 4 for more information).
- 1.3.5. This document will continue to be updated through the plan making process to take into account the latest evidence and collaboration. The Deposit version will be used to inform the RLDP Implementation and Delivery Appendix.
- 1.3.6. This Document seeks to establish a baseline position by outlining the national, regional and local policy context. It also seeks to identify the key issues and trends affecting NPT and the implications for both existing and future infrastructure provision.
- 1.3.7. Following engagement with infrastructure providers, the paper outlines planned infrastructure improvements expected over the Plan period (2023-2038) and identifies emerging infrastructure requirements to deliver potential key sites to fulfil the requirements of placemaking and sustainable communities.

1.4. Document Structure

- 1.4.1. Ahead of identifying the infrastructure required to deliver the RLDP Preferred Strategy, **Chapter 2** provides a summary of the RLDP Preferred Strategy, and

Chapter 3 provides a summary of national and local policy and guidance with regards to infrastructure provision.

- 1.4.2. Following engagement with infrastructure providers and review of technical documents methods of which are detailed in **Chapter 4**, for each type of infrastructure provision **Chapters 5-19** provide a summary of national, regional and local policy and guidance with regards to the specific type of infrastructure, provide an overview of the current level of provision, identify key issues and trends, identify planned infrastructure provision, and identify infrastructure required to deliver the RLDP Preferred Strategy.
- 1.4.3. **Chapter 20 and 21 then detail the** initial Infrastructure Delivery Plan.

2. NPT RLDP Preferred Strategy

- 2.1. This Chapter provides a high-level summary of the RLDP Preferred Strategy. Further detail is provided within the Preferred Strategy and supporting documents.
- 2.2. The RLDP Preferred Strategy seeks to address the unique issues, characteristics, challenges and opportunities presented to NPT, foster new development opportunities and complement the role of the Authority within the National Growth Area. It therefore seeks to 'aid economic recovery and value the unique opportunities within NPT'. In order to do this, the RLDP subdivides the Authority into two strategy areas: Valleys Opportunity Area encompassing the spatial areas of Afan Valley, Neath Valley, Dulais Valley, Swansea Valley, Amman Valley and Pontardawe, and the Coastal Corridor and National Growth Area encompassing the spatial areas of Neath and Port Talbot.
- 2.3. Over the Plan period (2023-2038), the RLDP Preferred Strategy seeks to:
- Make provision for 4,176 homes (including a 20% flexibility allowance) to meet a need of 3,480 homes; and
 - Support the delivery of 3,555 jobs and make provision for 57ha of employment land.
- 2.4. The Preferred Strategy seeks to ensure decisions on the location of development will be made in the context of the sustainable transport hierarchy detailed in national policy and at the heart of the Preferred Strategy is a placemaking objective to ensure development is located within areas with access to public transport, facilities and services.
- 2.5. The Preferred Strategy identifies a number of potential key sites which are considered to make a very good contribution towards placemaking objectives, are in line with the RLDP's vision, and help to achieve the spatial strategy. These include the following:

Table 1: RLDP Key Sites

Key Site	Proposed Development
Coed Hirwaun, Margam	Indicative 900 dwellings (400 within the RLDP Plan period) and a new Welsh medium primary school.
Land east of Rhos	Indicative 400 dwellings and new Welsh medium primary school.
Land adjacent to Blaenbaglan	Indicative 341 dwellings (including 141 existing allocation in the current LDP).
Fforest Farm, Aberdulais	Indicative 250 dwellings and land for a special school.
Port Talbot Port	Employment, transportation infrastructure and renewable energy. (30ha of employment land).
Port Talbot Steelworks	Employment and renewable energy.
Baglan Energy Park	Employment (20 ha of employment land).
Global Centre of Rail Excellence (GCRE)	Transport infrastructure.
Wildfox Adventure Resort	Tourism and recreation.

- 2.6. This Document will detail the infrastructure requirements needed in order to deliver the RLDP Preferred Strategy, including these potential key sites.

- 2.7. Further site allocations will be identified as part of the Deposit Plan, and further infrastructure requirements. This Document will be updated ahead of the Deposit Plan consultation.

3. National and Local Planning Policy and Guidance

3.0.0. This Chapter provides an overview of national and local planning policy and guidance in relation to infrastructure provision. **Chapters 4-19** provide detailed information for specific infrastructure requirements.

3.1. National Planning Policy and Guidance

3.1.1. [Well-being of Future Generations \(Wales\) Act 2015](#)

3.1.1.1. The Well-being of Future Generations (Wales) Act requires public bodies in Wales to think about the long-term impact of their decisions and carry out sustainable development requiring all four aspects of well-being: social, economic, environmental and cultural, to be addressed and improved.

3.1.1.2. In order to demonstrate that appropriate consideration has been given to the well-being goals and sustainable development principles in the decision-making process, public bodies are required to have regard to the ‘five ways of working’ contained in the Well-being Act. These require consideration of involvement, collaboration, integration, prevention, and long-term factors.

3.1.2. [Future Wales](#)

3.1.2.1. Future Wales – the National Plan 2040 is the national development framework for Wales, setting out the overall direction for development up to 2040. It sets out where nationally important growth and infrastructure is needed and how the planning system at national, regional and local level can deliver it.

3.1.2.2. Future Wales makes clear the importance of planning new infrastructure and development in such a way that they are complementary rather than competing priorities, ensuring opportunities are maximised and multiple benefits are achieved. Future Wales aims to ensure investments in infrastructure and development – whether large or small in scale – contribute to the broader ambitions of greater well-being and the creation of better places.

3.1.3. [Planning Policy Wales](#)

- 3.1.3.1. Paragraph 3.61 of Planning Policy Wales (PPW) (Edition 13, 2024) is clear that adequate and efficient infrastructure, including services such as education and health facilities along with transport, water supply, sewers, sustainable waste management, electricity and gas (the utilities) and telecommunications is crucial for economic, social and environmental sustainability. Noting that it underpins economic competitiveness and opportunities for households and businesses to achieve socially and environmentally desirable ways of living and working and that conversely, infrastructure which is poorly designed or badly located exacerbates problems rather than solving them.
- 3.1.3.2. PPW is clear that development should be located so that it can be well serviced by existing or planned infrastructure and that infrastructure choices should support decarbonisation, socially and economically connected places and the sustainable use of natural resources.
- 3.1.3.3. Paragraph 3.62 says that planning authorities should, in conjunction with key providers, take a strategic and long-term approach towards the provision of infrastructure as part of plan making. Noting that this may involve collaboration between planning authorities and key infrastructure providers to ensure infrastructure provision is sustainable, fit for purpose and can be co-located and timed to support placemaking aspirations.

3.1.4. [Development Plans Manual](#)

- 3.1.4.1. Paragraph 5.125 of the Development Plans Manual (DPM), Edition 3, 2020 says that local planning authorities should prepare an Infrastructure Plan as a background document to clearly evidence how infrastructure of the appropriate capacity, location, funding and timing will be in place to support the implementation and delivery of the LDP. It should summarise the existing contextual issues and provision; infrastructure type/ location required to deliver the allocations in the Plan; and funding mechanism/ phasing. Noting that it will be a key piece of information which should be used for effective monitoring in

the Annual Monitoring Review (AMR) and plan review. It could also inform work on Community Infrastructure Levy (CIL) where appropriate.

- 3.1.4.2. Paragraph 5.126 notes that in addition to infrastructure provided by specific consultation bodies, or required and delivered by others, there are other types of mitigation that need to be satisfied in order for development to fulfil the requirements of Placemaking and sustainable communities and considered acceptable. Mitigation requirements are often delivered through s.106 obligations, or planning conditions, direct mitigation to make development acceptable. Local authority departments and/or external agencies should be involved in order to identify mitigation measures and mitigation measures should be brought forward together on a site basis through an Implementation and Delivery Appendix which should be included within the Plan.

3.2. Local Planning Policy and Guidance

3.2.1. [NPT Local Development Plan](#)

- 3.2.1.1. Strategic Policy 4 'Infrastructure' of the current LDP requires developments to make efficient use of existing infrastructure and where required make adequate provision for new infrastructure, ensuring that there are no detrimental effects on the area and community. The Policy states that where necessary, planning obligations will be sought to ensure that the effects of development are fully addressed to make it acceptable.

3.2.2. [NPT Planning Obligations Supplementary Planning Guidance](#)

- 3.2.2.1. NPT Planning Obligations Supplementary Planning Guidance (SPG) (2016) provides further guidance to NPT LDP Policy SP4. It provides further guidance in relation to the approach and procedures the Council will apply where planning obligations for affordable housing, transport and access, education, Welsh language, recreational space, biodiversity and the natural environment; the types of development that might require planning obligations and the thresholds and trigger points that might apply to different types of development;

and the scale and, where appropriate, the mechanism for calculating the obligation.

3.2.3. [NPT Corporate Plan 2022-2027](#)

3.2.3.1. The NPT Corporate Plan 'Recover, Reset, Renew' sets out how the Council will approach recovery from the Covid-19 pandemic in the short, medium and longer term and sets out the Council's strategic change programme for the next five years.

3.2.3.2. The Document details the following four well-being objectives:

- All children get the best start in life;
- All communities are thriving and sustainable;
- Our local environment, culture and heritage can be enjoyed by future generations; and
- Local people are skilled and access high quality, green jobs.

3.2.4. [NPT Well-being Plan 2023-2028](#)

3.2.4.1. The NPT Public Services Board (PSB) has reviewed the social, environmental, economic and cultural landscape of NPT and identified the following well-being objectives in the NPT Well-being Plan:

- To ensure all children get the best start in life;
- To ensure all our communities are thriving and sustainable;
- To ensure our local environment, culture and heritage can be enjoyed by future generations; and
- To ensure there are more secure, green and well-paid jobs and that skills across the area are improved.

4. Approach

4.1. This Chapter details the approach undertaken in order to identify infrastructure requirements for the RLDP Preferred Strategy.

4.2. The RLDP Preferred Strategy has been developed in accordance with the Well-being of Future Generations (Wales) Act 2015 legislation that requires public bodies, such as local authorities, to put long term sustainability at the forefront of their thinking to make a difference to the lives of people in Wales. The Act includes seven well-being goals and five ways of working. The five ways of working have been utilised in the preparation of this Document:

- **Long term:** Infrastructure requirements reflect both short term needs and include consideration of future long-term needs of NPT and its communities.
- **Integration and involvement:** Ensuring internal and external stakeholders responsible for infrastructure across the County Borough are involved early in the Plan making process and working in collaboration with them to ensure infrastructure requirements are clearly set out in the Infrastructure Delivery Plan prepared for the RLDP.
- **Collaboration:** Working with site promoters and internal and external stakeholders to ensure all parties understand the infrastructure requirements to bring forward the potential key sites. Further working towards the Deposit Plan consultation to ensure all infrastructure requirements are included within detailed site-specific viability work to ensure sites, including necessary infrastructure requirements, are deliverable.
- **Prevention:** To ensure the impact on existing infrastructure is not worsened as a result of the proposed development in the RLDP Preferred Strategy.

- 4.3. As detailed in the introduction, a number of internal and external stakeholders have been involved in the preparation of this Document. This dialogue has included high-level discussions and engagement and detailed site-specific engagement. The Table below provides a summary of engagement to date:

Table 2: Summary of Engagement

Type of Infrastructure	Stakeholder Engaged	Method of Engagement
Active Travel	NPT Active Travel Team	Meetings Correspondence Collaborative work Feedback on Candidate Sites
Highways	NPT Highways Team Transport for Wales (together with WSP consultants) South West Wales Trunk Road Agency	Meetings Correspondence Collaborative work Feedback on Candidate Sites Emails
Public Transport	Network Rail First Group	Used information made available/ available to review Candidate Sites. Emails Engagement as part of Key Stakeholder Group in accordance with DA.
Education	NPT Education Team	Meetings

Type of Infrastructure	Stakeholder Engaged	Method of Engagement
		Correspondence Collaborative work Feedback on Candidate Sites
Health	Public Health Wales Swansea University Health Board	Meetings Engagement as part of Key Stakeholder Group in accordance with DA.
Biodiversity, Green Infrastructure and Nature Recovery	NPT Countryside and Biodiversity Team Welsh Government Biodiversity Team Natural Resources Wales NPT Biodiversity Forum	Meetings Correspondence Collaborative work Feedback on Candidate Sites Engagement as part of Key Stakeholder Group in accordance with DA.
Recreational Space	NPT Play Team Project Development and Funding Manager (Develops recreational space) Celtic Leisure	Meetings Emails Attended Play Sufficiency Meetings Engagement as part of Key Stakeholder Group in accordance with DA.
Air Quality	NPT Environmental Health	Meetings

Type of Infrastructure	Stakeholder Engaged	Method of Engagement
		Feedback on Candidate Sites
Water	Welsh Water	Meetings Engagement as part of Key Stakeholder Group in accordance with DA. Feedback on Candidate Sites
Canals	Canal and River Trust	Emails Engagement as part of Key Stakeholder Group in accordance with DA.
Public Rights of Way	NPT Countryside and Biodiversity Team	Used information made available/ available to review Candidate Sites.
Heritage	NPT Heritage Team Cadw Glamorgan/ Gwent Archaeological Trust Royal Commission on the Ancient and Historical Monuments of Wales	Used information made available/ available to review Candidate Sites. Emails Engagement as part of Key Stakeholder Group in accordance with DA.
Flood risk and surface water management	Natural Resources Wales JBA Planning Consultancy (working on behalf of the	Meetings Correspondence Feedback on Candidate Sites

Type of Infrastructure	Stakeholder Engaged	Method of Engagement
	<p>South Wales Planning Region)</p> <p>NPT Drainage Team</p> <p>NPT Sustainable Urban Drainage Approval Body (SAB) Team</p> <p>Welsh Water</p>	
Electricity	<p>National Grid</p> <p>Centrica Energy</p> <p>Ecoricity</p> <p>EDF Energy</p> <p>Good Energy</p> <p>SSE/ Swalec</p> <p>United Utilities</p> <p>Utilita Energy</p> <p>Western Power</p> <p>Wales and West Utilities Ltd.</p>	<p>Emails</p> <p>Engagement as part of Key Stakeholder Group in accordance with DA.</p>
Broadband and Telecommunication providers	<p>EE</p> <p>BT Group Plc</p> <p>BT Open Reach</p> <p>Hutchinson 3G UK Ltd.</p>	<p>Emails</p> <p>Engagement as part of Key Stakeholder Group in accordance with DA.</p>

Type of Infrastructure	Stakeholder Engaged	Method of Engagement
	O2 Tesco Mobile Virgin Media Vodafone Group Plc	
Cemetery and Crematorium Provision	NPT Streetcare Team	Emails Meetings
Waste	NPT Waste and Neighbourhood Services	Emails Meetings
Community and Cultural Facilities	NPT Community Services Team South Wales Police Mid Wales Fire and Rescue Services South Wales Fire and Rescue Services Welsh Ambulance Service	Emails Engagement as part of Key Stakeholder Group in accordance with DA.
General Infrastructure Discussions	NPT Planning Team	Emails Meetings Correspondence Feedback on Candidate Sites
Other	Coal Authority	Emails

Type of Infrastructure	Stakeholder Engaged	Method of Engagement
	Health and Safety Executive	

4.4. In addition a number of technical evidence-based documents have fed into the production of this Document. These, together with meetings and correspondence with internal and external stakeholders, have helped in the development of an overview of the existing infrastructure provision in NPT and infrastructure needed to ensure the RLDP Preferred Strategy is sustainably delivered:

- Candidate Site Register: Including 2022 Candidate Sites and 2022 Candidate Sites assessment, 2023 Candidate Sites and 2023 Candidate Sites assessment, and 2023 Urban Capacity Sites and 2023 Urban Capacity Sites assessment;
- High-Level Viability Study 2024: High-level viability work undertaken in order to understand the extent to which notional sites are able to deliver section 106 contributions including affordable housing, Welsh language, education and recreational space. This work will be reviewed ahead of the Deposit Plan to take into consideration changes in the economy since the work was originally undertaken.
- Site-Specific Viability Work: Incorporated into the High-Level Viability Study, following initial high-level work, site promoters were asked to undertake detailed site-specific viability work to understand whether sites are able to deliver the infrastructure requirements detailed in the High-Level Viability Study. This work will be reviewed ahead of the Deposit Plan to take into consideration the updated High-Level Viability work and to take into consideration site specific infrastructure requirements which have not been incorporated into the site-specific viability appraisals. Ahead of the

Deposit Plan further viability work will be required to ensure all sites and infrastructure requirements are deliverable.

- Integrated Sustainability Appraisal (ISA) 2024: Considers the likely social, economic, environmental and cultural effects of the RLDP. The ISA incorporates the Sustainability Appraisal, Strategic Environmental Assessment, Equalities Impact Assessment, Health Impact Assessment and Welsh Language Impact Assessment.
- Habitats Regulations Assessment (HRA) 2024: Tests whether the RLDP Preferred Strategy would be likely to have any significant effects on any sites that are of European importance.
- Transport Topic Paper 2024: Incorporating the findings of the strategic transport assessment for the Authority undertaken by WSP Planning Consultancy on behalf of Transport for Wales.
- Education Topic Paper 2024: Detailing current education provision, planned provision and requirements for the RLDP, including requirements for the potential key sites identified in the Preferred RLDP. The Topic Paper also incorporates the input of Education colleagues.
- Strategic Flood Consequences Assessment (Stage 1) (2022): Undertaken in collaboration with all authorities in the region, the Strategic Flood Consequences Assessment is a desk-based study to assess the potential flood risks across the authorities in the region from all sources of flooding.
- Green Infrastructure Assessment 2024: Undertaken in collaboration between the Council's Planning Policy and Countryside and Biodiversity teams. The Report provides a strategic overview of NPT's Green Infrastructure and nature network, identifying the existing network, the resilience of the network and identified the key issues and opportunities for Green Infrastructure.

- NPT Heritage Strategy 2024-2029: Produced by NPT's Heritage Team in consultation with the Planning Policy Team, the Heritage Strategy recognises that heritage assets play an important role in the County Borough and sets out actions to ensure the sustainable conservation and management of our historic and natural environment.
- NPT Open Space Assessment (2013): Undertaken for the current LDP, this evidence-based document identifies open space provision and requirements for the Authority. The Study will be updated ahead of the Deposit Plan consultation.

Section 2: Identification of Infrastructure Requirements

For each type of infrastructure provision, the following **Chapters 4-19** provide a summary of national, regional and local policy and guidance with regards to the specific type of infrastructure, provide an overview of the current level of provision, identify key issues and trends, identify planned infrastructure provision, and identify infrastructure required to deliver the RLDP Preferred Strategy.

5. Transport

- 5.1.1. Provision and availability of transport plays a key role in the promotion of sustainable development and placemaking principles in the RLDP Preferred Strategy. Good accessibility to transport provides residents with access to everyday goods and services, whether it be for education, employment, health or social opportunities. Thus, helping to address key issues identified through the preparation of the RLDP.

5.1. National, Regional and Local Policy Context

5.1.1. Planning Policy Wales

- 5.1.1.1. At the heart of PPW is a placemaking approach. Two key components of which are accessibility to goods and services and sustainable transport options.
- 5.1.1.2. Section 4.1 outlines the sustainable transport hierarchy for planning which seeks to maximise accessibility by walking, cycling and public transport, by prioritizing the provision of on-site infrastructure, and where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.
- 5.1.1.3. PPW is clear in Paragraph 4.1.1. that the planning system should enable people to access jobs and services through shorter, more efficient, and sustainable journeys, by walking, cycling and public transport and that this can be achieved by influencing the location, scale, density, mix of uses and design of new development. Clear in Paragraph 4.1.11 that sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established. And clear in Paragraph 4.1.31 that planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling.

5.1.2. [Technical Advice Note 18](#)

5.1.2.1. Technical Advice Note 18 (TAN18) provides further guidance to PPW. It states that road traffic can negatively impact human health and the environment resulting in increased air pollution, greenhouse gas emissions contributing and climate change and, in some areas, congestion, which can affect economic competitiveness.

5.1.2.2. In responding to such challenges, TAN18 states that the WG adopts a sustainable development approach as the overarching framework within which strategies and policies are developed. PPW and the Wales Transport Strategy both aim to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety, and foster more sustainable communities. This includes:

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

5.1.3. [Active Travel \(Wales\) Act \(2013\)](#)

5.1.3.1. The Active Travel Act introduces measures to promote walking and cycling as a means of transport for short journeys. It requires local authorities to consider the needs of pedestrians and cyclists and to deliver improvements in active travel routes and facilities. It also requires local authorities to identify and propose suitable routes for active travel and produce Active Travel Network Maps, identifying timescales for implementation.

5.1.4. [Llwybr Newydd: The Wales Transport Strategy \(2021\)](#)

5.1.4.1. WG published Llwybr Newydd: the Wales Transport Strategy in March 2021, with the overarching vision to achieve 'An accessible, sustainable and efficient transport system', with the primary aim to create a more prosperous,

green and equal society for all. It sets out three priorities for the next 5 years:

- Bring services to people in order to reduce the need to travel.
- Allow people and goods to move easily from door to door by accessible, sustainable, and efficient transport services and infrastructure.
- Encourage people to make the change to more sustainable transport.

5.1.5. [Joint Local Transport Plan for Southwest Wales and the Regional Transport Plan](#)

- 5.1.5.1. Produced by the Southwest Wales Authorities, it sets out a vision for a better-connected region with a local programme for each authority with NPT's including 30 schemes (detailed in Section 5.4). The Corporate Joint Committee is currently in the process of preparing a revised document for the period 2025 to 2030.

5.1.6. [NPT LDP](#)

- 5.1.6.1. The current LDPs transport policy (Strategic Policy 20 'Transport Network') states that the transport system and infrastructure will need to be developed in a safe, efficient and sustainable manner through the following measures:
1. Implementing key transport projects and supporting schemes identified in the Joint Transport Plan;
 2. Promoting connectivity and access to public transport through improving bus and rail facilities;
 3. Supporting enhancements to the walking and cycling network;
 4. Promoting park and share schemes along key highway routes;
 5. Promoting efficient use and links to the transport network through the identification of a road hierarchy;

6. Restricting development which would have an unacceptable impact on highway safety;
 7. Requiring development proposals to be designed to provide safe and efficient access and promote sustainable transport;
 8. Requiring appropriate parking provision;
 9. Facilitating movement of freight by means other than road.
- 5.1.6.2. The strategy seeks to support and develop the transport network to facilitate the movement of people and freight safely and effectively within the County Borough, to reduce reliance on the private car and to improve connectivity to neighboring areas.
- 5.1.6.3. Transport Policy TR1 'Transport Proposals' identifies a number of key transport schemes for development over the Plan period. (Further information is provided within Section 5.4).

5.2. Current Context

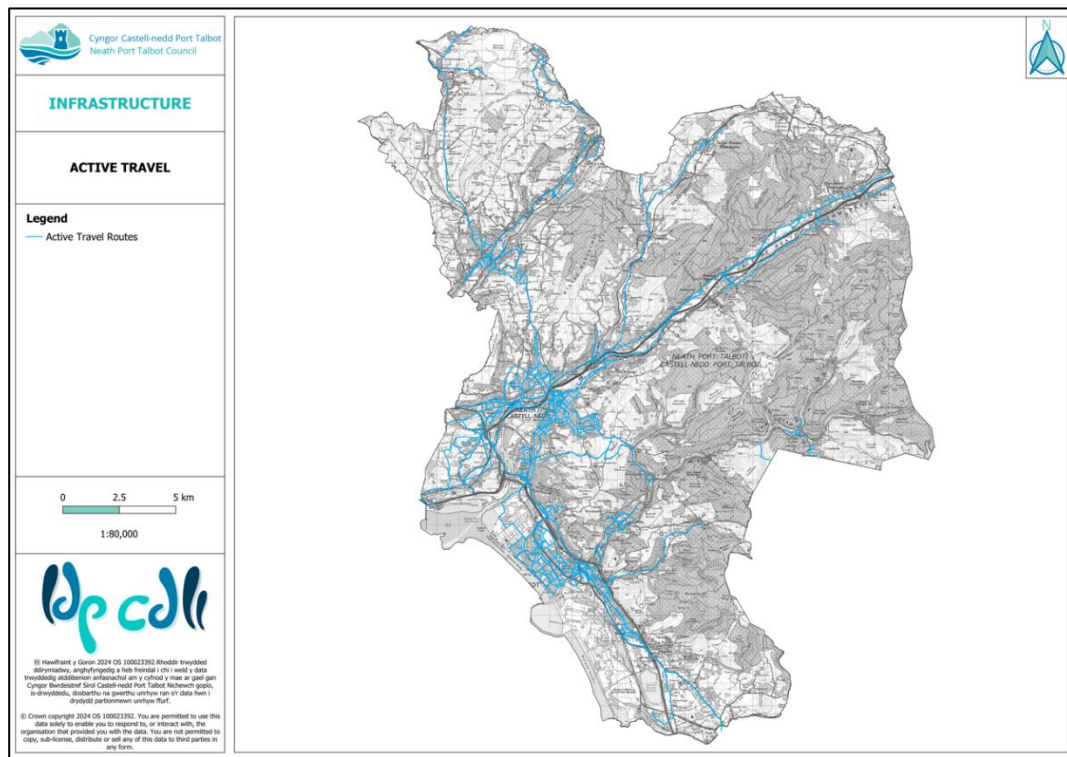
- 5.2.1. A good transport system is vital for the economy and wellbeing of the County Borough. There needs to be a range of transport options to allow choice and assist sustainability objectives.
- 5.2.2. Transport in NPT encompasses a wide range of modes: car, bus, cycling, walking, rail, freight transport and sea transport. It is important to consider the needs of all transport users from the day to day commuting needs of the population, leisure and recreational needs and the ability of the population to access services and facilities. The transport system needs to be developed to meet their needs in as sustainable a way as possible.
- 5.2.3. The County Borough consists of three main towns: Neath, Port Talbot and Pontardawe. These tend to be the focus for main facilities and services. Neath and Port Talbot contain the main railway stations for the County

Borough and the main bus interchanges. There are a number of Valley communities which contain a number of smaller settlements with a range of facilities serving the local area and feeding into the main arterial routes, which link with the towns.

- 5.2.4. The main arterial routes in the County Borough are the M4 which crosses from east to west along the coastal belt, the A465 which runs north-south from Llandarcy to Hirwaun (and beyond), and a range of classified and local roads, linking the valley communities and running along the coastal belt. NPT is the highway authority responsible for the majority of the roads in the County Borough. The exceptions are the M4 Motorway and A465 which are the responsibility of the WG (managed through the South Wales Trunk Road Agent (SWTRA)).
- 5.2.5. The County Borough is served along the coastal belt by the main London-Swansea railway line, with mainline stations at Neath and Port Talbot. Skewen, Briton Ferry and Baglan are served by a 2 hourly service. There are a number of freight only lines which include: 1) Vale of Neath - to Cwmgwrach; 2) Dulais Valley - to Onllwyn and 3) Amman Valley - Ammanford to Tairgwaith. The mainline also carries freight.
- 5.2.6. Planning permission has recently been granted for a Global Centre of Rail Excellence (GCRE) which will span the former Nant Helen opencast site and Onllwyn Washery, the site straddles NPT and Powys. GCRE will be a purpose-built site for world class research, testing and certification of rolling stock, infrastructure and innovative new rail technologies which is identified to meet market demand in the UK and Europe. Facilities will include a dual-platform test environment, rolling stock storage and maintenance facilities, operations room, staff accommodation and connections to the main line. There are ambitions to develop further facilities beyond that granted planning permission, including visitor and conference facilities, a business park and a hotel.

- 5.2.7. The Port Talbot Docks and the river wharves along the River Neath provide berthing for ships transporting a range of products. Sand dredged locally from the Bristol Channel is landed at Briton Ferry. The Neath Abbey Wharves are used for offloading dredged aggregates and a range of cargo. Port Talbot Docks lands a wide range of cargo from around the world and the tidal harbour lands raw materials associated with the Tata steelworks.
- 5.2.8. The western side of the County Borough is served by a network of canals - the Swansea Canal is mostly non navigable, the Neath Canal which has been restored between Briton Ferry and Abergarwed and from Resolven to Glynneath. The Tennant Canal which runs from Neath to Swansea is navigable between Jersey Marine and Aberdulais. These canals whilst no longer offering commercial transportation opportunities enable pedestrians to walk along their towpaths for commuting or recreational use. Only the Neath and Swansea Canals offer opportunities for cycling along their towpaths.
- 5.2.9. The cycle network within NPT is quite extensive with National Route 4 passing along the coastal belt and recreational mountain bike routes in the Afan Valley. In addition, there is a cycle route along the Afan Valley which is being extended to link to the seafront at Aberavon whilst passing through Cwmafan and its Local Retail Centre. The Council's Active Travel Network Map (most recently approved in 2022) identifies a number of existing and proposed active travel routes in the county borough.

Figure 1: Map illustrating the Active Travel Routes in NPT



5.3. Key Issues and Trends

5.3.1. Commuting

- 5.3.1.1. Despite investment in key transport projects and emphasis on sustainable transport methods, the most recent commuting data shows that since the 2011 there has been an increase in the number of people commuting out of the area (3,500 increase in the number of people commuting out of the area and a 1,100 reduction in the number of people commuting into the area).

- 5.3.2. The Office for National Statistics 2021 census data showed that 37.6% of people aged 16 years and over in employment in NPT travel less than 10km to work with 27.6% of people having to commute 10km and over to work. The data also showed that 21.1% of people predominately worked from home.

5.3.3. Car Ownership

- 5.3.3.1. The Table below details car ownership data taken from the Office of National

Statistics 2021 Census.

Table 3: Car Ownership

Wards	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
Aberavon	29.2%	44.8%	20.5%	5.6%
Aberdulais	13.1%	42.1%	32.6%	12.2%
Allt-wen	11.7%	36.3%	39.5%	12.6%
Baglan	13.7%	41.2%	33.8%	11.3%
Blaengwrach and Glynneath West	21.8%	42.8%	25.3%	10.2%
Briton Ferry East	28.5%	43.9%	21.2%	6.4%
Briton Ferry West	27.4%	44.6%	21.3%	6.8%
Bryn and Cwmavon	19.0%	41.8%	29.7%	9.6%
Bryn-coch North	10.8%	39.4%	35.5%	14.3%
Bryn-coch South	16.4%	40.4%	32.0%	11.1%
Cadoxton	14.2%	41.9%	31.0%	12.9%

Wards	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
Cimla and Pelenna	13.9%	44.6%	30.6%	10.9%
Coedffranc Central	22.7%	43.9%	25.1%	8.4%
Coedffranc North	13.8%	44.5%	30.3%	11.4%
Coedffranc West	7.0%	36.0%	44.4%	12.5%
Crynant, Onllwyn and Seven Sisters	17.2%	41.8%	28.4%	12.6%
Cwmllynfell and Ystalyfera	17.4%	45.2%	27.5%	10.0%
Cymer and Glyncorrwg	20.1%	44.7%	25.2%	10.1%
Dyffryn	18.2%	44.1%	27.4%	10.2%
Glynneath Central and East	19.0%	41.1%	28.5%	11.4%
Godre'r Graig	11.9%	39.8%	36.9%	11.4%
Gwaun-Cae-Gurwen and Lower Brynamman	17.4%	42.0%	27.9%	12.7%

Wards	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
Gwynfi and Croeserw	34.2%	44.9%	15.1%	5.8%
Margam and Tai-bach	18.3%	42.9%	29.4%	9.4%
Neath East	36.1%	40.6%	18.4%	4.9%
Neath North	35.3%	40.6%	18.3%	5.9%
Neath South	22.6%	43.1%	25.2%	9.1%
Pontardawe	18.8%	40.4%	29.8%	11.0%
Port Talbot	23.4%	42.6%	25.7%	8.3%
Resolven and Tonna	16.5%	43.0%	29.4%	11.1%
Rhos	10.7%	40.1%	34.2%	15.0%
Sandfields East	27.9%	43.2%	22.1%	6.8%
Sandfields West	28.6%	43.7%	20.9%	6.8%
Trebanos	15.7%	41.6%	28.7%	14.0%

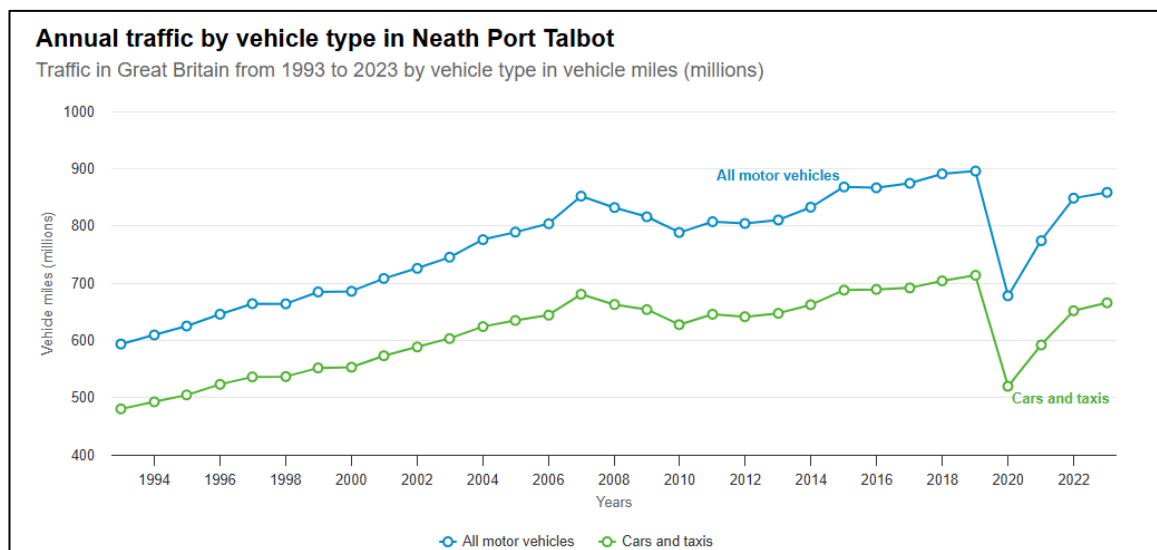
5.3.4. The table shows a significant variation in car ownership between wards in NPT.

For example, 35.3% of households in Neath North do not own a car or van, whereas that figure drops to 7% in Coedffranc West. It also illustrates that 14% of households in Trebanos own 3 or more cars or vans, compared to 4.9% of households in Neath East.

5.3.5. Congestion

- 5.3.5.1. The Graph below shows that 0.86 billion vehicle miles were travelled on roads in NPT in 2023. The Graph shows that between 1994 and 2020 there had been a general increase in the annual traffic by vehicle type in NPT. As expected during the Covid period the number of vehicle miles fell to 677 million miles. The numbers have since increased but are below pre-pandemic levels.

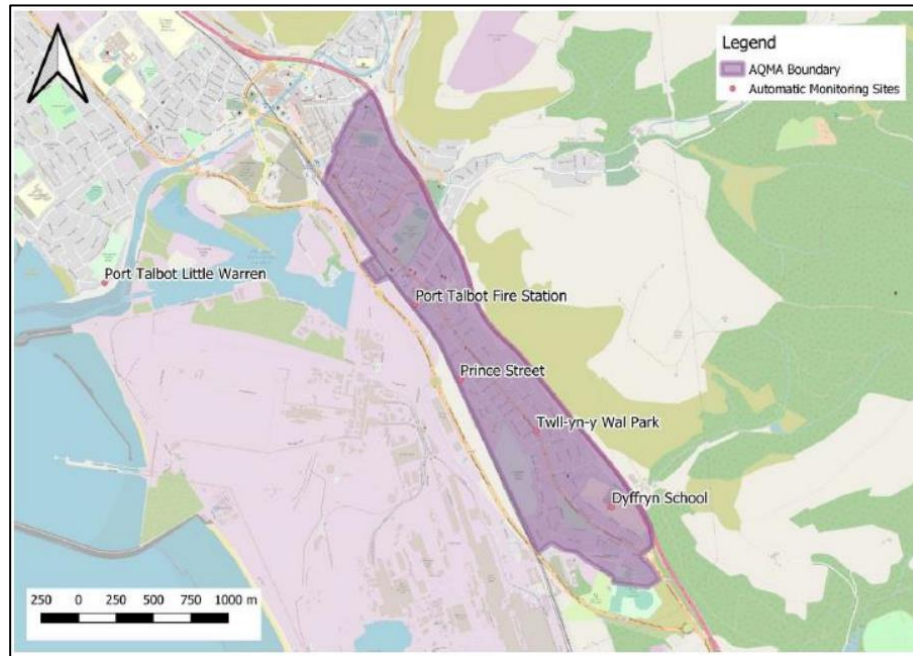
Figure 2: Annual Traffic by Vehicle Type in NPT



5.3.6. Air Quality

- 5.3.6.1. Air Quality Management Areas (AQMAs) are declared when air quality is close to or above an acceptable level of pollution. On the 1st of July 2000 NPT Council declared the area between Margam and Taibach as an AQMA. This covered the majority of land and properties between the Corus Steel Works (currently TATA) and the M4 Motorway.

Figure 2: Map of AQMA and Automatic Monitoring Sites



5.3.6.2. The NPT Council 2023 Air Quality Progress Report notes that since the declaration of the Taibach Margam AQMA annual average PM10 concentrations have remained well below regulatory limits. However, the frequency of daily average spikes in pollution concentrations have increased at some sites, although these are still within regulatory limits. Therefore, it is not yet considered to be safe to revoke the AQMA.

5.3.7. Car Parking

5.3.7.1. Car parking provision for town centres comprises of on and off-street parking. Off-street parking is generally subject to charges and time restrictions. This can cause conflict with residents who use the car parks and for retailers who also face competition from out-of-town stores with free parking.

5.3.7.2. At present the Council operates the following car parks for which charges are made:

Table 4: Carparks in NPT

Car Park	Location	Capacity
High Street Car Park	Neath	37
Milland Road Car Park	Neath	450
Neath Multi-Storey Car Park	Neath	600
Rosser Street Car Park	Neath	33
Herbert Street Lower Car Park	Pontardawe	19
Herbert Street Upper Car Park	Pontardawe	37
Pontardawe By-Pass Car Park	Pontardawe	44
Bay View	Port Talbot	68
Bethany Square Car Park	Port Talbot	166
Civic Centre Car Park	Port Talbot	80
Harborside - Parkway	Port Talbot	111
Ocean Way Car Park	Port Talbot	282
Port Talbot Multi-Storey Car Park	Port Talbot	705
Scarlet Avenue Car Park	Port Talbot	111
St Mary's Car Park	Port Talbot	41
Station Road Car Park	Port Talbot	107
Victoria Road Car Park	Port Talbot	20

- 5.3.7.3. Traffic management (parking restrictions) are used to balance parking for residents and shoppers, while in residential areas parking levels overnight can cause problems for residents and through-traffic.

- 5.3.7.4. Where car ownership levels are high, or where there is traditional housing with limited off-street car parking, on street parking can become an issue. Schemes like residents' parking permits can help to ease problems. However, there can also be issues on newer developments, for example many properties have hard surfaced front gardens to allow residents to park off street due to high levels of car ownership, garage conversions etc. This impacts on the street scene and raises issues with speed of water run off compared with a traditionally lawned and planted front garden.
- 5.3.7.5. NPTs car parking standards are set out in Parking Standards: Supplementary Planning Guidance (October 2016). Within the standards it explains the parking requirement for various types of development. For example, a house would require 1 space per bedroom (maximum requirement 3 spaces). It also states that 1 visitor space needs to be provided per 5 units. A full copy of the standards is in Appendix 1.

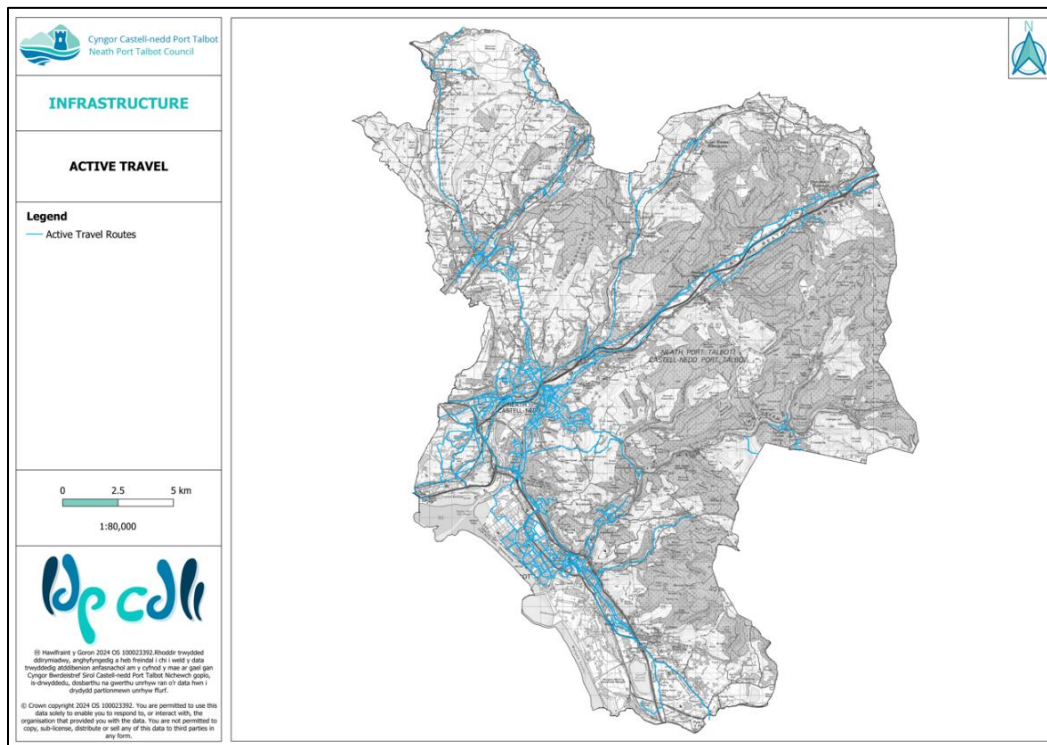
5.3.8. [Walking and Cycling](#)

- 5.3.8.1. Active travel is about making everyday journeys, such as travelling to school, work or the shops by foot, cycling or wheeling possible. The Active Travel (Wales) Act promotes walking and cycling as an attractive mode of transport for purposeful journeys (i.e. to access work, school or shops and services). It seeks to instill a lasting transformation of how developments are planned to incorporate walking and cycling infrastructure from the outset as well as encouraging long-term behaviour change. The Act requires local authorities to map existing and proposed active travel routes and related facilities in connection with integrated network maps. It also requires year on year improvements in such routes and facilities to enhance opportunities for pedestrians and cyclists to make more meaningful journeys without relying on the car.
- 5.3.8.2. As part of the preparation of the Preferred Strategy, the Planning Policy team has engaged extensively with internal active travel colleagues who have

responsibility for preparing the Council's Active Travel Network Map and maintaining and improving active travel linkages within the County Borough.

- 5.3.8.3. The Council's most recent Active Travel Network Map was approved in 2022, this shows where walking and cycling routes already exist (Existing Routes) and where upgrades or brand new routes are anticipated for the next 15 years (Future Routes). As set out by WG, these routes should be within Neath, Port Talbot, Pontardawe, Croeserw, Cymmer, Brynamman, Gwaun Cae Gurwen, Blaengwrach, Glynneath, Cwmafan, Seven Sisters and Resolven.
- 5.3.8.4. The map below shows that the settlements listed are well served by active travel routes/ have significant potential to promote more active lifestyles, combat social isolation and provide close linkages to the key places (i.e. employment, education or recreation) residents will need to travel to. Settlements outside of these areas are however not shown to have good existing active travel links or planned investment in active travel links.
- 5.3.8.5. Engagement with the Council's active travel colleagues suggests that this is due to the methodology for preparing active travel maps (i.e. that areas outside of the built-up areas listed above have not been surveyed). This does not necessarily mean that there are not active travel links within these communities but rather that they have not been surveyed to examine whether they fit active travel standards. As part of the Candidate Sites process, the Council engaged extensively with active travel colleagues. Given that there are large settlements outside of the list above, such as the County Borough's third town of Pontardawe, it was agreed that colleagues would examine active travel routes around proposed Candidate/ Urban Capacity Sites to see whether they fulfil active travel requirements/ whether routes could be provided or brought up to active travel standards.
- 5.3.8.6. As part of the preparation of the RLDP evidence base, active travel colleagues have commented on each of the Council's Candidate Sites/ Urban Capacity Sites.

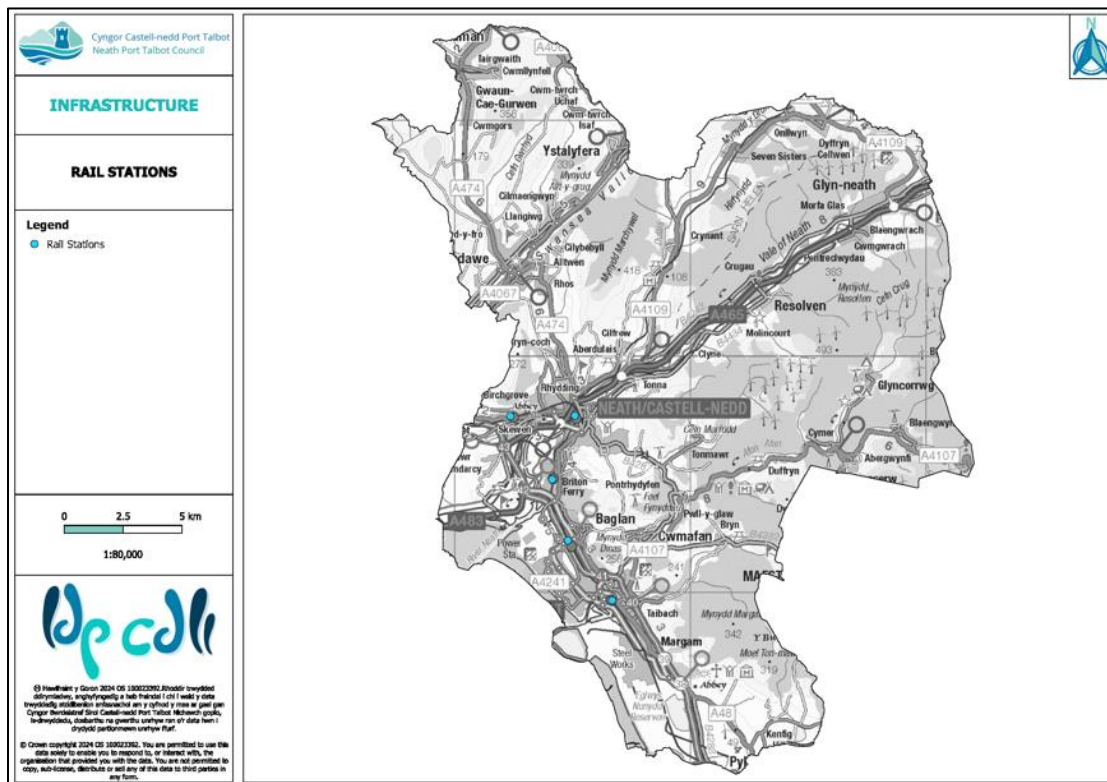
Figure 3: Active Travel Routes in NPT



5.3.9. Rail Provision

- 5.3.9.1. Rail transport can make a significant contribution to modal shift, alone and in combination with other transport modes. Within Wales, rail infrastructure spend is non-devolved in Wales and remains the responsibility of the UK Government.
- 5.3.9.2. Within NPT there are a number of railway lines and stations. There are a total of five stations including Port Talbot Parkway, Baglan, Briton Ferry, Neath and Skewen. The main London-West Wales route passes across the Coastal Corridor.

Figure 4: Rail Stations in NPT



- 5.3.9.3. Neath Station is a very popular park and ride destination with Milland Road car park providing long stay car parking for commuters and visitors. Port Talbot Parkway Station forms part of an integrated transport hub and is also a well-used park and ride facility for those commuting to London from West Wales.
- 5.3.9.4. Briton Ferry, Skewen and Baglan offer fewer regular services. Briton Ferry has almost hourly services with destinations including Cardiff, Swansea, Chester, Fishguard. Tenby and Carmarthen. Skewen also has almost hourly services with destinations including Swansea, Manchester Piccadilly, Tenby, Cardiff, Fishguard and Chester. Baglan similarly has almost hourly services with destinations including Cardiff, Swansea, Chester, Fishguard, Manchester Piccadilly and Tenby.
- 5.3.9.5. The Table below shows that over the Plan period the number of rail patronages has increased at Baglan railway station (+4,244) and fallen at all

other rail stations.

- 5.3.9.6. Briton Ferry has seen a 18% fall, Neath has seen a 17% fall, Skewen a 13% fall, and Port Talbot an 8% fall. Conversely Baglan has seen a 20% increase.

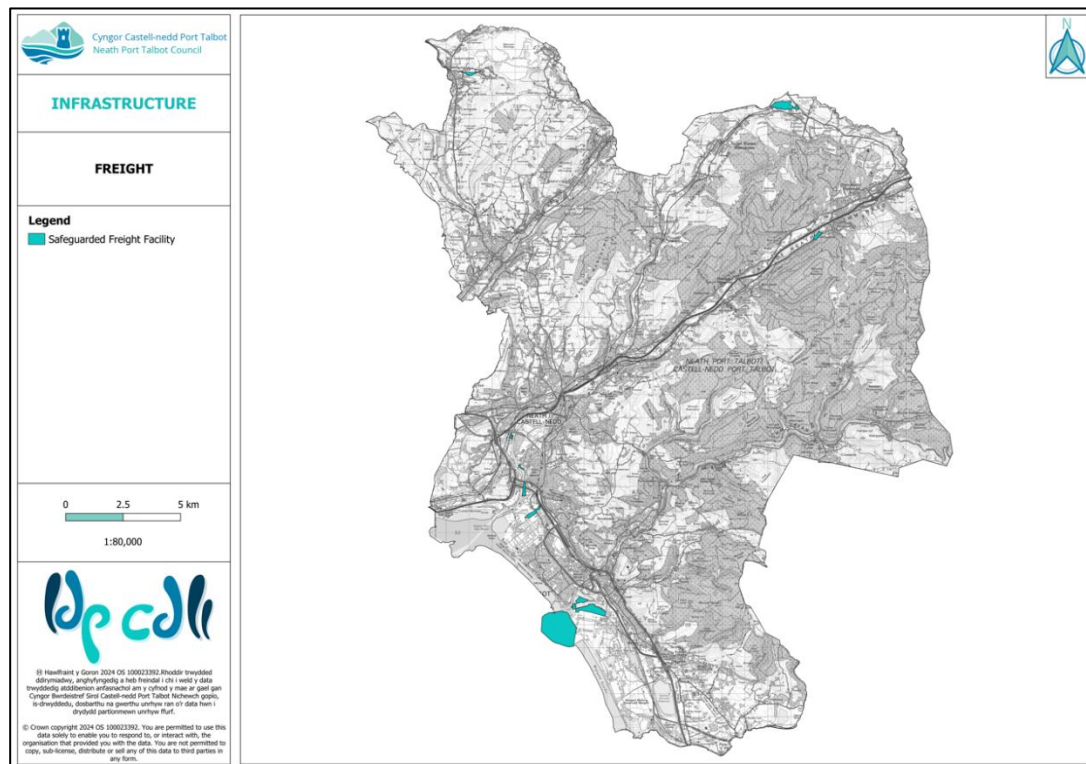
Table 5: Rail Patronage

Station Name	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	22/23	Change
Baglan	20,828	22,552	27,510	26,882	23,776	23,716	22,894	21,770	5,976	17,780	25,072	4,244
Briton Ferry	30,798	35,370	36,872	35,224	36,900	33,868	35,256	33,618	6,902	20,962	25,422	-5,376
Neath	806,264	820,188	834,680	837,116	818,584	816,744	826,534	808,174	184,756	545,322	666,058	-140,206
Port Talbot Parkway	514,434	509,976	499,890	502,742	504,524	516,610	536,140	544,960	129,482	387,796	471,848	-42,586
Skewen	34,848	36,736	45,352	45,172	43,180	41,692	40,466	38,174	9,322	23,538	30,328	-4,520

5.3.10. Freight Transport

- 5.3.10.1. NPT retains key elements of its freight network which was developed to serve traditional industry. They still play an important role to reduce the number of lorries on the roads.
- 5.3.10.2. Within Port Talbot there is the Tidal Harbour which currently just serves the Tata Steel Works, and the Town Docks. The Tidal harbour can accommodate ships of up to 180,000 tonnes and the Town Docks general can accommodate cargo vessels of up to 8,000 tonnes. The tidal River Neath contains the River Wharves which can accommodate ships of up to 4,000 tonnes.
- 5.3.10.3. The recent construction of the Peripheral Distributor Road (PDR) has improved access to Port Talbot Docks and Tata helping to reduce traffic impacts in Port Talbot.
- 5.3.10.4. In addition, in the County Borough there are a range of freight lines which whilst not available for passenger use provide an important means of bulk transport. These routes operate in the Amman, and Dulais Valleys, and Swansea Docks via Jersey Marine and the River Neath Wharves. The main line is also used for freight transport. These routes are important as they reduce traffic on the roads by providing an alternative for Heavy Goods vehicles.
- 5.3.10.5. All of these facilities offer the opportunity for increased and more varied use and could reduce freight movements on land and encourage port related activities. The importance of these facilities for the local economy, and the impact on the road network in terms of reduction in the number of associated lorry movements that these facilities provide, is acknowledged and the facilities will need to be safeguarded and promoted as part of the preparation of the RLDP.

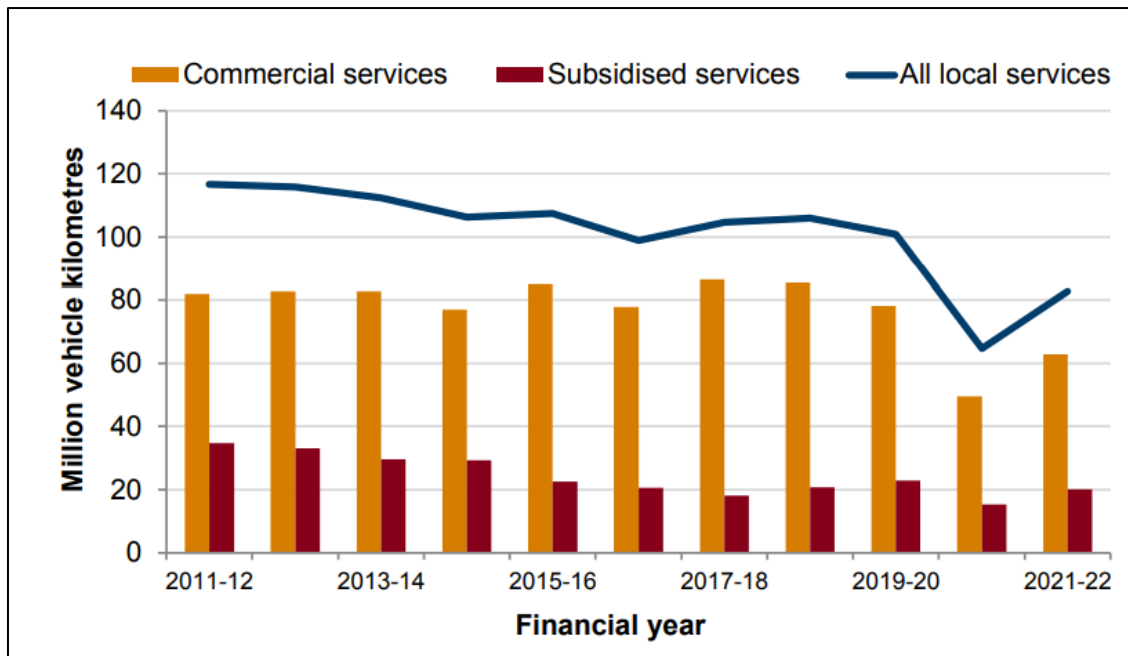
Figure 5: Freight Facilities in NPT



5.3.11. Bus

- 5.3.11.1. Bus routes form an important mode of transport for many. Within the County Borough, the main urban areas have the greatest number and frequency of services. However, in many of the valley communities there are issues with having to change buses, length of journey time, cost and lack of evening and late-night services. In addition, whilst Neath and Port Talbot have centralised bus stations, in Pontardawe there are 2 bus stops acting as interchange facilities.
- 5.3.11.2. Data on bus usage shows that during 2022/23, there were 61.0 million passenger journeys on local buses in Wales, a 15.7% increase on the previous year, but 33.5% below 2019-20 (pre-covid levels), with the services covering 84.0 million vehicle kilometers. 72.3% of the total distance travelled was accounted for by commercial routes. There is no data available for NPT.

Figure 6: Distance travelled on local bus services in Wales from 2011-12 to 2021-22



Source: WG Analysis of Department for Transport 'Public Service Vehicle Survey'

5.3.11.3. As part of the Candidate Sites assessment, the Council has examined the availability of bus services including location of the site in terms of access to bus services and frequency of such services.

5.3.12. Road

5.3.12.1. Maintaining the highway network is an important factor in managing modal shift. Poor road conditions due to irregular or lack of maintenance would place the County Borough at a disadvantage as it could act as a disincentive for the location of economic activity. Insufficient revenue and capital funding, and climate change impacts such as, for example, floods, extreme weather conditions and vegetational intrusion, place significant budgetary constraints on the highways maintenance program.

5.3.12.2. The County Borough is served by an extensive road network. The primary

network comprises the M4 motorway, the A465(T) and the A483. These are routes that are fundamental in allowing NPT to function regionally and provide the key network for the movement of people and goods, carrying a substantial amount of traffic.

- 5.3.12.3. The A465 is currently undergoing improvement works.
- 5.3.12.4. The M4 Motorway is the main strategic route between Wales and London. It connects NPT with the wider Southwest Region and City Deal and provides a key role in facilitating the movement of commuters and goods through South Wales and beyond. In view of its status as a Trans-European Route Network (TERN) and its strategic significance to the whole of South Wales, the Council and its neighbouring authorities will continue to collaborate with the WG in the effective management of the motorway and its junctions.
- 5.3.12.5. In addition to these roads, there are a number of other roads which form part of the core network for the Authority. These include the A48, A4107, A474, A4221 and the A4069.
- 5.3.12.6. As part of the preparation of the RLDP, the Council commissioned Transport for Wales (TfW) and its consultants WSP to undertake a Strategic Highways Assessment. The results of this assessment are concluded in the Transport Topic Paper.
- 5.3.12.7. In addition, as part of the preparation of the RLDP, the Council's Highway team have reviewed all Candidate Sites (and urban capacity sites) that have filtered through the Stage 1 filter and given views on impact on the highway and any requirements required. A summary of this assessment has been incorporated into the sites assessment which is reported in the Candidate Sites Register. Where highway improvements have been identified for Key Sites, these are detailed in the Preferred Strategy document and summarized in Chapter 20 of this report.

5.4. Planned Infrastructure

- 5.4.1. A number of key transport proposals were identified to be implemented over the current LDP Plan period (2011-2026). These include the construction of the Peripheral Distributor Road (PDR) (Harbour Way). This has been developed and provides an alternative route from Baglan to Margam (Junction 38) to relieve the congested M4 of local traffic as well as opening up development opportunities. The construction of the PDR was one of the largest infrastructure projects seen in Wales at the time.
- 5.4.2. Another planned key transport proposal was the Southern Access Road that was planned to be developed to facilitate the Coed Darcy Urban Village. Due to delay with the development of the Coed Darcy Urban Village this key transport proposal has not been developed. At the time it was identified as key to facilitate the Coed Darcy Urban Village, improvements to existing junctions, traffic management and public transport improvements.
- 5.4.3. In contrast, Ffordd Amazon, another planned key transport improvement, has been developed. The road acts as the main transport route to Amazon and has opened up other key employment land in the area along Fabian Way.
- 5.4.4. Access to the Kenfig Industrial Estate has been improved through the modification of an existing rail over road bridge with low headroom, which will allow an alternative access for high vehicles. The only access for high vehicles was through the narrow, suburban roads of North Cornelly, which had limited potential development of the industrial estate as the Planning Department through the use of conditions has had to constrain the number of high vehicles that would need access. These improvements should allow these planning constraints to be removed and allow further development on the estate.
- 5.4.5. Improvements to the Port Talbot to Swansea Bus Corridor was identified as a priority in the then Regional Transport Strategy as a priority bus corridor

with developments along the route, such as NPT Hospital, Baglan Moors, Baglan Energy Park, Amazon and the proposed University complex on Fabian Way giving the corridor increased significance as an employment and service route. At the time there was a broken link in the Baglan Energy Park by a railway line that severs the Park. Bus services serving the area were restricted by the fact that there was no through road, and with the park being developed as a strategic employment site, work was needed to bridge the gap and allow the park to reach its full potential. Part of the project was anticipated to address the gap in the route through the Baglan Energy Park, with construction of approximately 500m of bus and cycle lane, including a new bridge spanning one railway line. The project has enabled the route to be upgraded to carry local traffic and work has also included the completion of traffic signal modifications on the A48 Baglan to Earlswood.

5.4.6. A final key transport proposal was the provision of park and share sites along the M4 corridor. These provided an opportunity for car users to meet, park and continue their journey in one car. Such provision can reduce pollution and congestion and provide benefits such as reduced fuel costs to users and therefore provide more choice and accessibility to residents. This scheme has not been delivered.

5.4.7. The NPT Active Travel Delivery Plan (2024-2029) identifies the following priority actions for active travel provision across the County Borough over this period. It states that subject to grant funding the following schemes will be implemented:

- **Sandfield's Masterplan:** Subject to grant funding we will deliver a network of active travel routes within the Sandfield's area, that satisfy the design principles set out in the Welsh Governments Active Travel Act Guidance (2021).
- **Neath Masterplan:** we will deliver a network of active travel routes within the Neath Town Centre area, that satisfy the design principles set out in

the Welsh Governments Active Travel Act Guidance (2021).

- **Neath to Cimla:** Cimla road can be congested at the junction of Cimla road and Eastland Road, and is an area being monitored for poor air quality. Encouraging a modal shift to active travel modes by providing an alternative safe and accessible active travel route will encourage residents to travel more sustainably rather than using their cars and could help ease the congestion.
- **Bryn Goytre Cycleway:** At present the Bryn Goytre Cycleway does not meet the standards set out in the Active Travel Act Guidance and needs to be improved.
- **Goytre and Port Talbot:** Connections between the Goytre end of the route and the town of Port Talbot are also poor with route audits showing that many of these routes critically fail due to missing dropped kerbs and tactile paving.
- **Tonna-Neath-Briton Ferry:** The National Cycle Network route NCN47 provides an excellent off-road route linking Tonna to Neath and Briton Ferry. Currently there is a missing link between the shared use path on the northern side Briton Ferry bridge and NCN47 on the Neath Canal.
- **Newbridge Road Bridge:** Subject to funding we will replace the existing Newbridge Road bridge and improve active travel connections either side of the bridge.
- **Port Talbot and Aberavon Masterplan:** To encourage active travel we need to develop a network of routes, linking key destinations within the locality as a complete journey so that pedestrians and cyclists can travel seamlessly on good quality infrastructure.

5.4.8. There are also planned railway improvements including South Wales and Swansea Bay Metro. Swansea Bay and West Wales Metro is being

developed in partnership by Swansea, NPT, Carmarthenshire and Pembrokeshire local authorities, working alongside WG and the new Corporate Joint Committees. This project involves developing more frequent rail services across the network; the introduction of new lines and services in the Swansea Bay Area; providing greater connectivity and new opportunities for rail travel and; improving the speed and reliability of bus journeys; as well as updating passenger waiting facilities, bus lanes, and intelligent traffic signals to help reduce journey times. Work is being undertaken in order to understand the potential for the development of metro stations in NPT, including at Llandarcy. Work is also being undertaken in order to understand the feasibility of opening up old lines.

Figure 7: Swansea Bay and West Wales Metro: Emerging Priorities to 2029

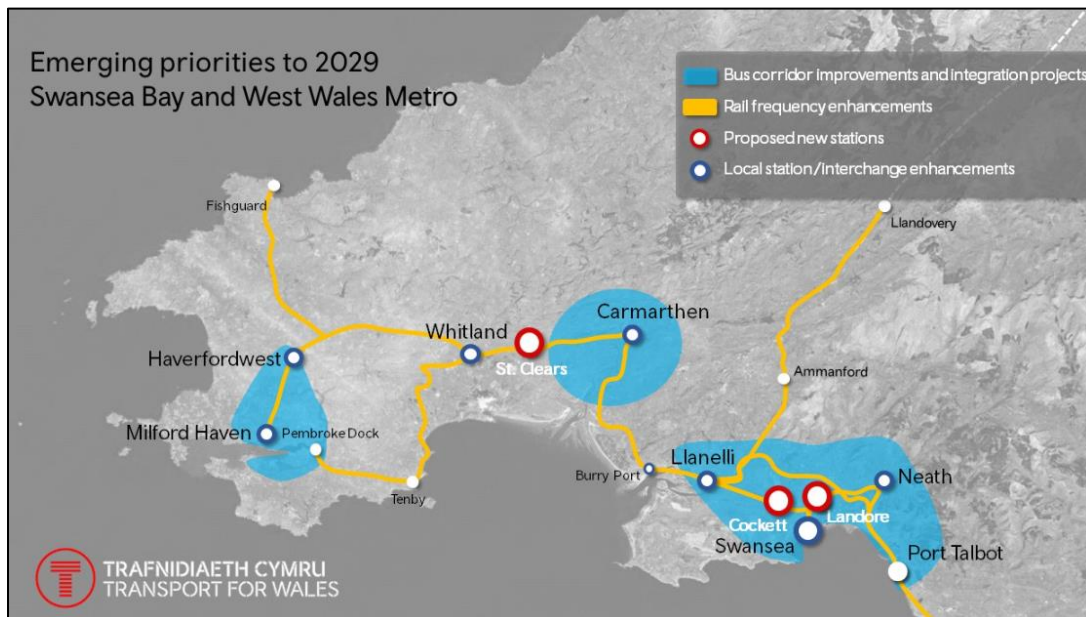


Figure 8: Swansea Bay and West Wales Metro: Emerging Priorities to 2029

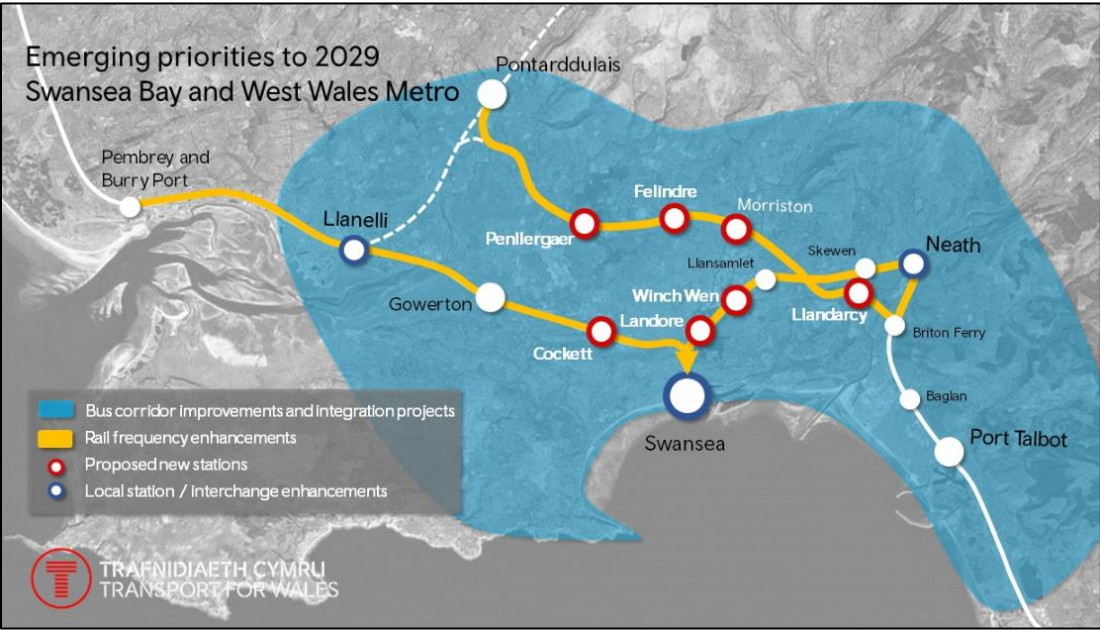


Figure 9: Swansea Bay and West Wales Metro: Longer Term Projects

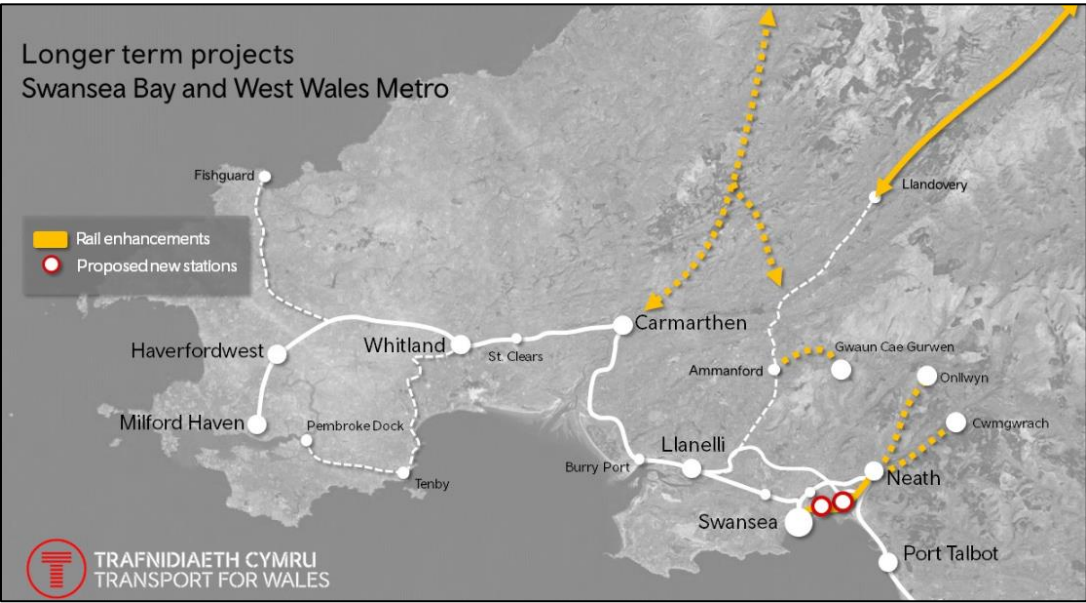


Figure 10: South Wales Mainline Programme: Emerging Priorities to 2029

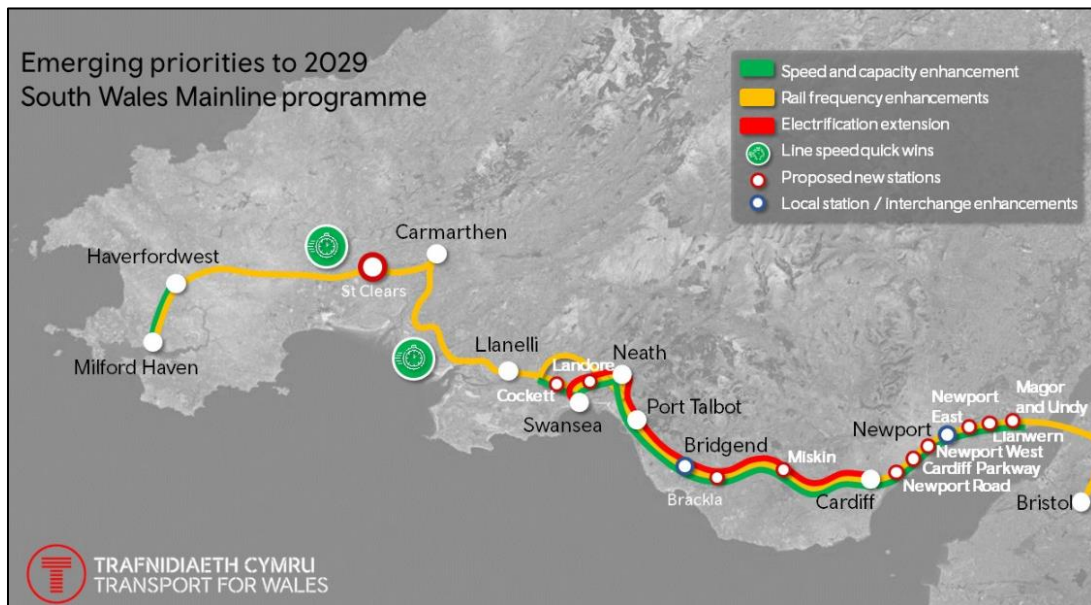
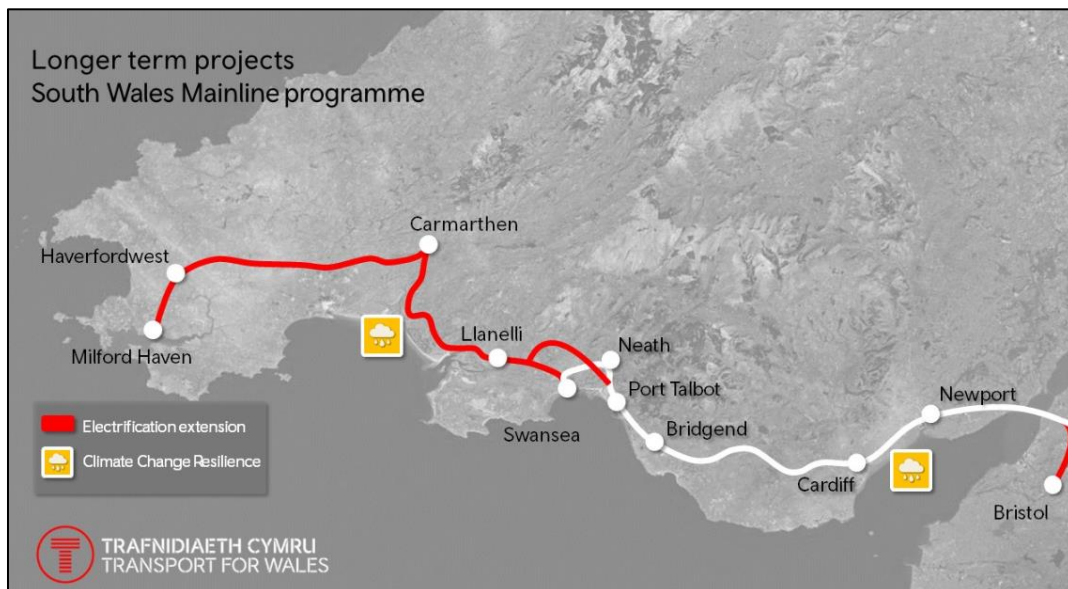


Figure 11: South Wales Mainline Programme: Longer Term Projects



5.5. Infrastructure Required to Deliver the Plan

- 5.5.1. The RLDP will need to seek to achieve a shared objective of PPW, which promotes accessibility for all by supporting the transport hierarchy to prioritise active travel, then public transport and finally motor vehicles. In line with national policy, the RLDP will need to ensure that all new development is

located within areas with access to sustainable transport and that this is taken into consideration in site selection.

- 5.5.2. As part of the preparation of the RLDP, the Council has engaged extensively with highways and active travel colleagues. The Table below details the highway and active travel requirements required for the potential key sites identified in the RLDP Preferred Strategy.

Table 6: Transport Requirements Key Sites

Key Site	Transport Requirements
Land East of Rhos	<ul style="list-style-type: none"> • Measures to reduce impacts on roads, safety, operation or capacity of the highway network to be informed by a Transport Assessment. • Two points of entry 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, off-site improvements to March Hywel would be required. • 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. Widening and the provision of new footways/ combined footway cycle way along March Hywel. • Active travel improvements needed to link into NCN43 from Rhos and link Rhos with Neath. • Cycle ways and shared use routes to be incorporated on site.

Key Site	Transport Requirements
Coed Hirwaun	<ul style="list-style-type: none"> • Measures to reduce impacts on roads, safety, operation or capacity of the highway network to be informed by a Transport Assessment. • Improvements and extensions to existing and proposed footways and active travel including the provision of a new/ enhanced footway/ combined footway along the site frontage. • Measures to encourage pedestrian crossings from the eastern to western parcel such as pedestrian crossings and 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 and the outcome of a Transport Assessment, 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. • Improved active travel route along the A48 connecting the site to Pyle and Margam. • An internal road network built to highways standard and conform with Manual for Streets.
Land adjacent to Blaenbaglan	<ul style="list-style-type: none"> • Measures to reduce impacts on roads, safety, operation or capacity of the highway network to be informed by a Transport Assessment.

Key Site	Transport Requirements
	<ul style="list-style-type: none"> Principal points of access into the site will need to be continuous of the existing highway at Darren Wen and Maes Ty Canol. An internal road network built to highways standard and conform with Manual for Streets. Cycle ways and shared use routes to be incorporated on site.
Fforest Farm	<ul style="list-style-type: none"> Access to the site to be made from the A4109. Measures to reduce impacts on roads, safety, operation or capacity of the highway network to be informed by a Transport Assessment. Dependent on the outcome of the Transport Assessment off-site works such as possible speed reduction measures of the A4109 and possible implementation of a right turn lane may be required. An internal road network built to highways standard and conform with Manual for Streets. Improvements to proposed active travel route along A4109. Improved footway and cycle access to the existing settlement via Cefn yr Allt and A4109. Cycle ways and shared use routes to be incorporated on site.

Key Site	Transport Requirements
Port Talbot Port	<ul style="list-style-type: none"> • Measures to reduce impacts on roads, safety, operation or capacity of the highway network to be informed by a Transport Assessment. Dependent on the outcome of the Transport Assessment, it is likely that improvements would be required to Heilbron Way Junctions. • An internal road network built to highways standard and conform with Manual for Streets. • Improvements and extensions to existing and proposed active travel routes. • Cycle ways and shared use routes to be incorporated on site.
Port Talbot Steelworks	<ul style="list-style-type: none"> • Measures to reduce impacts on roads, safety, operation or capacity of the highway network to be informed by a Transport Assessment. • An internal road network built to highways standard and conform with Manual for Streets. • Improvements and extensions to existing and proposed active travel routes. • Cycle ways and shared use routes to be incorporated on site.
Baglan Energy Park	<ul style="list-style-type: none"> • Measures to reduce impacts on roads, safety, operation or capacity of the highway network to be informed by a Transport Assessment.

Key Site	Transport Requirements
	<ul style="list-style-type: none"> • An internal road network built to highways standard and conform with Manual for Streets. • 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. • Linkages to the seafront, Quays and NCN4 will also be required. • Cycle ways and shared use routes to be incorporated on site.
GCRE	<ul style="list-style-type: none"> • As part of the planning permission, transport requirements have been identified and secured. • For any other development it is likely that measures to reduce impacts on roads, safety, operation or capacity of the highway network will be informed by a Transport Assessment. • Internal roads will need to be built to highway standards and conform with the Manual for Streets. Active travel linkages will need to be made to encourage active travel to/ from the site. • Cycle ways and shared use routes will need to be incorporated into the site.

Key Site	Transport Requirements
Wildfox	<ul style="list-style-type: none"> • As above.

5.5.3. In addition, there have been extensive discussions and work taken place with regards to highways capacity. To inform the preparation of the RLDP a Strategic Highways Assessment was undertaken by WSP Consultants on behalf of Transport for Wales who manage the Regional Transport Model. This has identified highway capacity issues for Pen-yr-Wern junction. In order to enable the development of the potential Key Site 'Land East of Rhos' and other development within the vicinity, improvements are required to this junction. Further work is currently being undertaken ahead of the Deposit Plan in order to understand the extent to which improvements are required and the potential cost of such improvements. Further information is provided in the Transport Topic Paper prepared for the Preferred Strategy Consultation.

6. Education

- 6.0.1. NPTC has a statutory responsibility as a Local Education Authority to ensure that there are sufficient school places in terms of quantity and quality at both primary and secondary level to meet the needs of the population. The Council's Corporate Plan seeks to ensure that all children get the best start in life and have the necessary skills to move onto jobs.
- 6.0.2. As part of the preparation of the RLDP, the Council will seek to provide 3,480 dwellings from a provision of 4,176 dwellings. These new residents will create a demand for school places and as a result, a need for new educational facilities or an improvement to existing provision. As part of the preparation of the RLDP, the Planning Policy Team have engaged with the Education Team to ensure sufficient education provision is available for the planned increase in dwellings.

6.1. National, Regional and Local Policy and Guidance Context

6.1.1. Future Wales

- 6.1.1.1. Education is referenced in several policies within FW. Firstly, education forms part of Policy 5 – Supporting the rural economy on page 68. The Policy states that services such as education provision can play a role in creating sustainable places, especially within rural locations. Education is also referenced in the Town Centre First Policy on page 71. The Policy calls for the location of education facilities within town and city centers to help support and revive them. Additionally, these are the most accessible locations and therefore, offer the opportunity for people to use more sustainable modes of transportation.

6.1.2. Planning Policy Wales

- 6.1.2.1. National planning policy (PPW, Paragraph 3.6) states that development proposals must address the issues of inclusivity and accessibility for all. Good

design must involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car.

- 6.1.2.2. Paragraph 3.25 highlights the importance of education with regards to future Welsh language provision. Noting that the Welsh language is part of the social and cultural fabric of Wales.
- 6.1.2.3. Paragraph 3.61 recognises that adequate and efficient infrastructure, including services such as education is crucial for economic, social and environmental sustainability. It underpins economic competitiveness and opportunities for households and businesses to achieve socially and environmentally desirable ways of living and working. Infrastructure which is poorly designed or badly located can exacerbate problems rather than solving them. In order to ensure communities are not disadvantaged and that there is sufficient and satisfactory educational provision for the children and young people generated by new developments, the Council will need to ensure there is sufficient education provision.
- 6.1.2.4. The introduction to the Active and Social Places Chapter of PPW highlights the importance of education in creating sustainable and cohesive communities. Paragraph 4.0.2 furthers this saying that when planning and managing future development planning authorities need to ensure that residents of existing and new communities have access to jobs and an appropriate range of community facilities including education.
- 6.1.2.5. Paragraph 4.1.3. notes the importance of land use and transport planning working together to create synergies between transport measures and policies for education. Paragraph 4.1.27 furthers this noting that the Active Travel (Wales) Act 2013 makes walking and cycling the preferred option for shorter journeys, particularly everyday journeys, such as to and from an educational establishment and that the Active Travel Act requires local authorities to produce Active Travel Network Maps identifying the walking and

cycling routes required to create fully integrated networks for walking and cycling to access education.

- 6.1.2.6. Paragraphs 4.3.18-21 note that the WG operates a town centre first policy in relation to the location of new retail and commercial centre development. Noting that the sequential approach applies to retail and all other uses complementary to retail and commercial centres including educational establishments. Paragraph 4.2.21 however notes that some education uses may have specific accessibility requirements which mean they need to be located close to the communities they serve and that planning authorities should be flexible in their approach where it is necessary.
- 6.1.2.7. With regards to productive and enterprising places chapter of PPW, the introduction notes that key issues in the theme include supporting and enabling education. Paragraph 5.4.16 notes that businesses can benefit from shared facilities, infrastructure, local pools of skilled and qualified labour, common supply chains and links to higher education.
- 6.1.2.8. Chapter 6 recognises the role of heritage assets in terms of education provision.

6.1.3. [Development Plans Manual](#)

- 6.1.3.1. DPM states that during the assessment of sites, consideration should be given to infrastructure requirements including education. Education colleagues should be consulted on the draft list of sites in order to understand educational needs arising from developments.
- 6.1.3.2. The DPM also states that when considering housing need, consideration should be given to aligning service provision and facilities with demographic changes such as education.
- 6.1.3.3. With regards to viability, the DMP says that the average value attributed to policy requirements/ s.106 obligations should be set at a level to ensure

appropriate mitigation, necessary infrastructure and cumulative policy requirements of the Plan (such as education) are delivered.

- 6.1.3.4. As part of the IDP, the DPM advises that information should be provided with regards to existing contextual issues and provision of education provision and infrastructure provision required to deliver the allocations in the Plan.
- 6.1.3.5. The DPM also states that the provision of education, amongst other criteria, should be taken into consideration when developing a settlement hierarchy.

6.1.4. Measuring of Capacity of Schools in Wales

- 6.1.4.1. WG's guidance Measuring of Capacity of Schools in Wales was adopted in 2011 (Circular No. 021/2011) and includes calculations on how to calculate capacity in schools.
- 6.1.4.2. For primary schools, the capacity is calculated on the size of rooms designated as 'classbases' and that specialist and support rooms such as libraries, IT rooms and staff rooms are not included in the calculation, but must all be measured. The spaces in classrooms are then checked against the total usable space available to see if there is too much or too little space available to support the core teaching facilities. The space allowance per pupil in a classroom is 1.86sqm.
- 6.1.4.3. For secondary schools, the capacity is similarly based on the size of teaching spaces but all types of room which can be used for teaching or study are included. The capacity calculation depends on the type of room, with more space per pupil allowed in rooms used for practical subjects. There is no built-in numerical check to ensure that there are sufficient ancillary areas, such as storage and offices, but the information is listed so that local authorities can compare provision at schools in their area to ensure consistency of treatment. The formula then applies a utilisation factor (which varies with the age range of the school) to reflect the fact that, in secondary schools, not all rooms can be fully used all the time because of the variety of subjects taught and the

different sizes of teaching groups, especially in the sixth form.

- 6.1.4.4. With regards to admission numbers, the Circular notes that the admission number is the number of pupils who should be admitted to a relevant age group if sufficient applications for places are received. Pupils may not be refused a place until the admission number is reached. The number is calculated by dividing the capacity by the number of year groups to be accommodated at the school. As the admission number reflects the school's ability to accommodate pupils it should only be exceeded in exceptional circumstances.

6.1.5. Sustainable Communities for Learning

- 6.1.5.1. Sustainable Communities for Learning, previously Twenty First Century Schools, was introduced in 2015. Sustainable Communities for Learning is a long-term strategic investment programme to invest in educational estate throughout Wales. It is a unique collaboration between WG, Welsh Local Government Association (WLGA), local authorities, colleges and diocesan authorities. The aim of the programme is to:

- Create school buildings that support modern education, enabling access for all and allowing teachers to focus on educational outcomes;
- Improve 21st Century learning spaces including ICT facilities, specialist classrooms, and outdoor learning environment;
- Providing more opportunities for learning by the expansion of schools, supporting a growing population;
- Supporting a bilingual Wales, with investment in both Welsh and English medium educational facilities;
- New schools are designed to meet BREEAM Excellent standard, which includes delivering energy efficient buildings, enhancing

habitats for wildlife, and reducing the carbon cost of construction;

- New schools are designed and constructed in a response to the climate emergency and the Council's Carbon targets the implementation as a minimum of providing buildings to Net Zero in Operation as a minimum;
- Direct income opportunities for schools through hiring out facilities to the community;
- Lower maintenance costs from new and refurbished buildings;
- Pupils and the wider community being able to access high quality green spaces, recreational and performance facilities, and meeting rooms;
- Opportunities for children and community groups to learn about construction, with work placements for new entrants and in-kind donations to the voluntary sector as part of the community benefits requirements placed upon contractors; and
- Build programme to utilise local supply chains and support small businesses where possible.

6.1.5.2. Pre-2015, local authorities received an annual formula funded capital allocation from WG to invest in their priorities for the school estate. This was widely accepted to be insufficient to enable strategic decisions and investment relating to the school estate. Sustainable Communities for Learning, previously Twenty First Century Schools, provided a different level of capital investment that could be programmed beyond a one-to-two-year period, instead providing local authorities with an appropriate platform to consider and implement both large scale and strategic investment in their school portfolios.

6.1.6. [Neath Port Talbot Corporate Plan \(2022-2027\)](#)

- 6.1.6.1. The NPT Corporate Plan seeks to ensure that all children get the best start in life and have the necessary skills to move onto jobs. This begins with ensuring more equitable access to Early Years services, early intervention and support for children, young people and their families. The Council also wishes to enhance free and low-cost play and leisure opportunities.
- 6.1.6.2. The Council will also improve education provision by supporting schools and partners to help pupils engage in school and improve attendance. They will also ensure schools are at an appropriate stage of readiness for curriculum reform in line with Curriculum for Wales and offer a smooth transition for students to move into further education or work.
- 6.1.6.3. Additionally, the council will refocus the Children and Young People's Partnership so that all services for children and families are easy to identify and use. NPT will finalize their Welsh in Education Strategic Plan to further strengthen the commitment to the Welsh Language, traditions and culture as well as establishing a new joint planning, commissioning and service delivery arrangements for children who have additional needs.

6.1.7. [Neath Port Talbot Local Development Plan](#)

- 6.1.7.1. NPT LDP Strategic Policy SP4 'Infrastructure' states that 'developments will be expected to make efficient use of existing infrastructure provision and where required make adequate provision for new infrastructure, ensuring that there are no detrimental effects on the area and community. Where necessary, Planning Obligations will be sought to ensure that the effects of developments are fully addressed in order to make the development acceptable'.
- 6.1.7.2. Policy I1 'Infrastructure Requirements' furthers this. It says that "in addition to infrastructure improvements necessary to make a development acceptable in health, safety and amenity terms, additional works or funding may be

required to ensure that, where appropriate, the impact of new development is mitigated. These requirements will include consideration of and appropriate provision for:

- Affordable housing;
- Welsh language infrastructure (in Language Sensitive Areas);
- Community facilities including community hubs;
- Biodiversity, environmental and conservation interests;
- Improving access to facilities and services including the provision of walking and cycling routes;
- Historic and built environment and public realm improvements;
- Community and public transport; and
- Education and training”.

6.1.7.3. To support policies SP4 and I1, the Council produced ‘Planning Obligations Supplementary Planning Guidance (SPG)’ October 2016¹ (see Guidance Section below).

6.1.7.4. With regards to education provision within the NPT LDP, Supporting Text Paragraph 4.0.6 below Policy SRA1 ‘Coed Darcy Strategic Regeneration Area’ notes that the outline planning permission granted in 2008 includes education provision.

6.1.7.5. In terms of university accommodation, NPT LDP Policy CCUC1 ‘Coastal Corridor University Campus’ states that “land is allocated on Fabian Way for the development of the Swansea University Science and Innovation Campus, comprising academic university facilities, research and development and student residential accommodation”

6.1.8. [Viability Statement of Common Ground](#)

- 6.1.8.1. As part of the preparation of the Viability Statement of Common Ground (SoCH) for the RLDP, the Council met with education colleagues in order to understand whether the costs detailed above are still representative of recent costs of provision. As part of this, it was suggested that the costs should be increased to £11,032 in total for primary and secondary education.

6.1.9. [Strategic School Improvement Plan](#)

- 6.1.9.1. In 2008 NPTC announced its intention to review educational provision across the County Borough's schools in order to help ensure that the right schools are in the right places and that they are capable of delivering an education fit for 21st Century learner. The Strategic School Improvement Plan (SSIP) adopts four key principles:

- Standards in education;
- The need for places and accessibility of schools;
- The quality and suitability of school accommodation; and
- Effective financial management.

- 6.1.9.2. The intention of the SSIP is to see multi-million-pound investments in NPT's schools with 50% of the cost being grant funded by the WG. So far over £123million has been invested in new schools in the County Borough.

6.1.10. [Welsh in Education Strategic Plan 2022-2023](#)

- 6.1.10.1. The Welsh in Education Strategic Plan is made under Section 84 of The School Standards and Organisation (Wales) Act 2013 and content complies with the Welsh in Education Strategic Plans (Wales) Regulations 2019. The Plan sets out the direction of strategic planning for the growth of Welsh medium education in the County over the next decade.

- 6.1.10.2. The Plan notes that WG have set a target for NPT to increase the number of

learners accessing Welsh-medium education of between 17% and 27% over a 10-year period. This target is based on increasing the number of Year 1 children taught through the medium of Welsh from 16.8% (252 pupils) in 2020/21 to 31% (460 pupils) by 2032 and the Plan seeks to exceed the upper range of the target set by WG.

6.1.10.3. With regards to strategic planning and links with the RLDP, the Plan notes that termly meetings will be held to share information and consider future pressures on school places, including those brought about by approved housing developments, and to develop appropriate responses to these pressures. Information on approved housing developments and information on sites allocated within the LDP will be considered along with pupil population forecasts to predict the likely impact of population changes at a local and authority-wide level. Due consideration will be given to the demand for Welsh medium education and its planned growth. As part of the preparation of the RLDP, the new Plan will consider whether site-specific education facility allocations will need to be made and what policies may be needed to secure education provision, through for example, planning obligations. The RLDP will consider the demand for educational land use for all ages, types of facilities for Welsh and English medium provision and education colleagues will be involved in the preparation of the RLDP.

6.1.10.4. The Plan includes a number of objectives including bringing forward a proposal to create a further three Welsh medium primary schools within the ten-year period.

6.2. Current Situation and Trends

6.2.1.1. Within NPT there is:

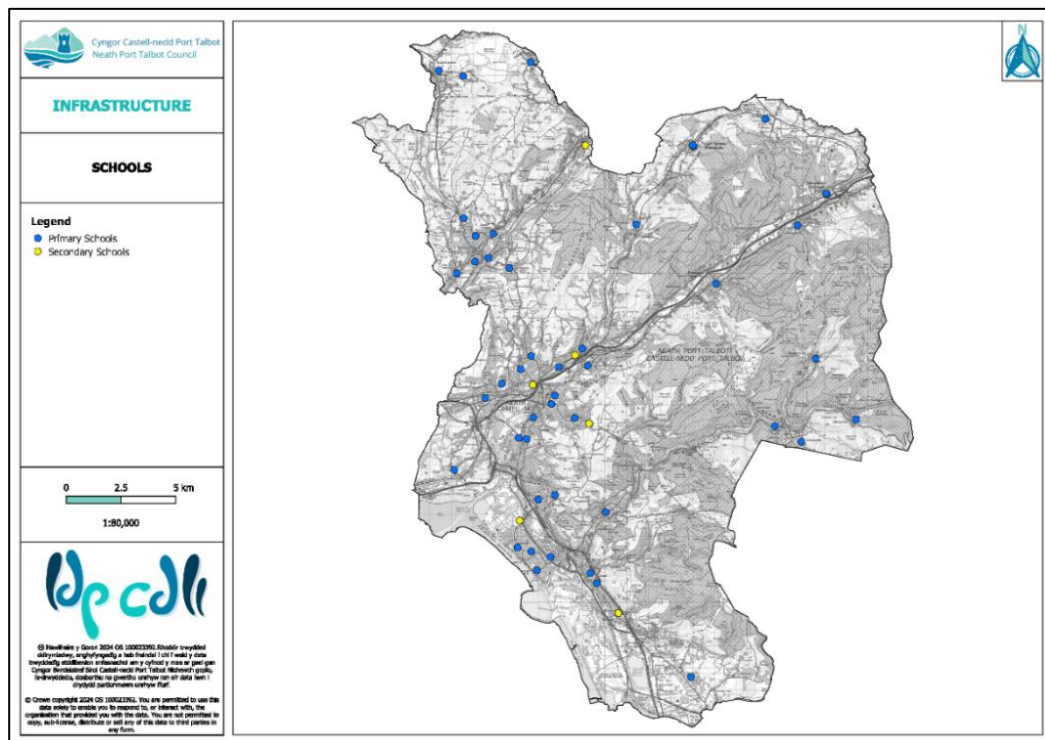
- 1 infant school;
- 1 junior school;

- 3 medium schools (through schools, of which one is Welsh language and forms a campus of Ysgol Bro Dur);
- 51 primary schools (of which 10 are Welsh medium);
- 6 secondary schools (of which, Ystalyfera Bro Dur is Welsh medium and based over two campuses, one campus of which is a through school); and
- 2 special schools.

6.2.1.2. In addition, there is nursery provision.

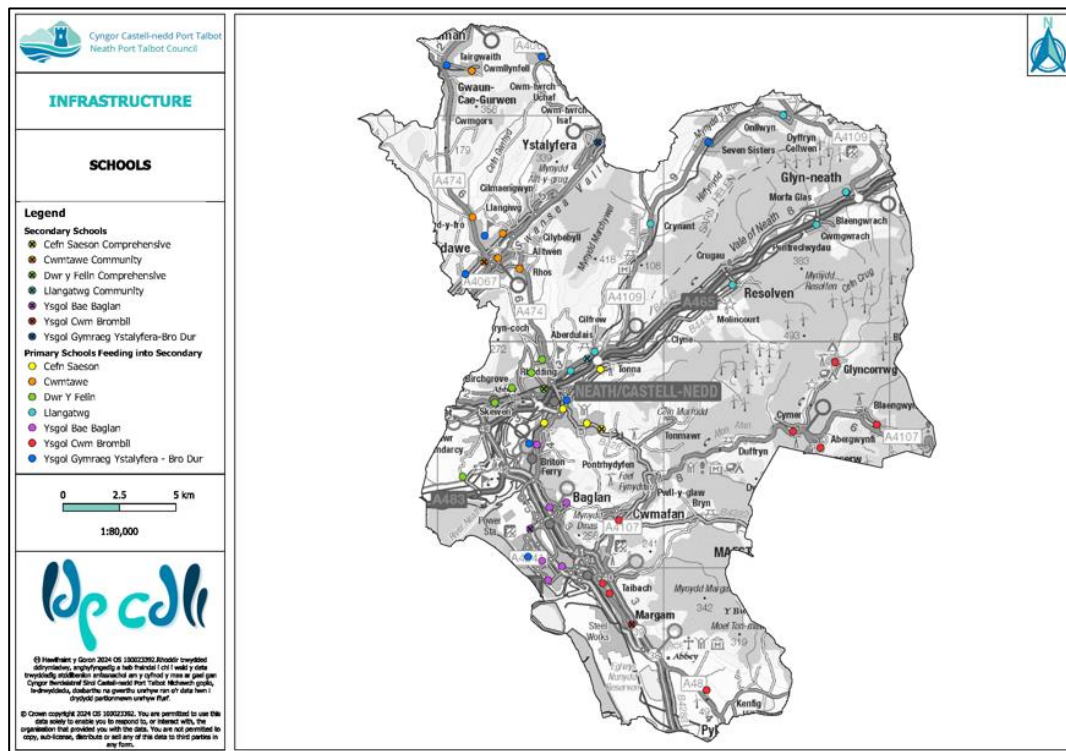
6.2.1.3. The Map below shows the location of primary and secondary schools:

Figure 12: Primary and Secondary Schools in NPT



6.2.1.4. The Map below details the relationship between primary and secondary schools in NPT:

Figure 13: Feeder Primary School Clusters for Secondary Schools in NPT



- 6.2.1.5. For each school there is a catchment area from which children are drawn, and an admission number. These are detailed in the Admission to Community School Guidance on the Council's website.
- 6.2.1.6. The Table below details the admission number for each primary and secondary school:

Table 7: Primary Schools Admission Number - September 2021

Name of School	Primary Phase Admission Number
Abbey Primary	53
Alderman Davies CIW Primary	59
Alltwen Primary	34
Awel Y Mor Primary	42

Name of School	Primary Phase Admission Number
Baglan Primary	38
Blaenbaglan Primary	40
Blaendulais Primary	23
Blaengwrach Primary	20
Blaenhonddan Primary	32
Bryncoch CIW Primary	31
Catwg Primary	29
Central Primary	55
Cilffriw Primary	30
Coed Hirwaun Primary	22
Coedffranc Primary	62
Creunant Primary	19
Croeserw Primary	25
Crymlyn Primary	12
Crynallt Primary	57
Cwmafan Primary	60
Cwmnedd Primary	30
Cymer Afan Primary	12
Eastern Primary	26
Glyncorrwg Primary	19
Gnoll Primary	48
Godre'rgraig Primary	23

Name of School	Primary Phase Admission Number
Llangiwig Primary	21
Maesmarchog Primary	16
Melin Primary	34
Pen Afan Primary	18
Rhos Primary	25
Rhydyfro Primary	24
Sandfields Primary	53
St Joseph's Infant	34
St Joseph's Junior	39
St Joseph's Primary	29
St Therese's Primary	28
Tairgwaith Primary	21
Tonnau Primary	30
Tywyn Primary	52
Waunceirch Primary	30
Ysgol Bae Baglan Primary Phase	40
Ynysfach Primary	25
Ysgol Carreg Hir	60
Ysgol Cwm Brombil Primary Phase	30
Ysgol Gymraeg Ystalyfera Bro Dur Primary Phase	26

Name of School	Primary Phase Admission Number
YGG Blaendulais	17
YGG Castell Nedd	48
YGG Cwm Nedd	26
YGG Gwaun Cae Gurwen	25
YGG Pontardawe	51
YGG Rhosafan	45
YGG Tyle'r Ynn	29
YGG Cwmllynfell	13
YGG Trebannws	18

Table 8: Secondary Phase and Sixth Form Admission Number

Name of School	Secondary Phase Admission Number	Sixth Form Admission Number
Cefn Saeson Comprehensive	184	n/a
Cwmtawe Community	256	n/a
Dwr-y-Felin Comprehensive	220	n/a
Ysgol Cwm Brombil Secondary Phase	210	n/a
Llangatwg Community	233	n/a

Name of School	Secondary Phase Admission Number	Sixth Form Admission Number
St Joseph's RC School and 6th Form Centre	144	143
Ysgol Bae Baglan Secondary Phase	220	n/a
Ysgol Gymraeg Ystalyfera Bro Dur	240	130

6.3. Key Issues

- 6.3.1. The Strategic School Improvement Program for NPT notes that one of the key issues for NPT is to ensure that the right schools are provided in the right place and ensuring that school provision is 'fit for purpose'.
- 6.3.2. The Corporate Plan identifies 'best start in life' as wellbeing objective 1 noting that it is important as Covid-19 has had a significant impact on children and young people. This is because of the disruption to learning due to school closures and the impact this has had on children's social, physical and mental wellbeing. Data shows that 35% of children aged 7-24 live in the 20% most deprived wards in Wales; 84% of children entered nursery without the appropriate literacy, language and communication skills; over half of the pupils who are eligible for free school meals do not achieve a grade C or above in either language or mathematics; and 2,237 young people aged 16-24 are economically inactive in NPT. The Welsh Government has also set a target of one million Welsh speakers by 2050 and ensuring children have the best start in life plays a role in achieving this.

6.4. Planned Provision

- 6.4.1. As part of the Strategic School Improvement Programme, the Council has been reviewing existing provision and determining the number and type of schools needed to deliver education effectively and efficiently across the

County Borough. To date over £123m has been invested in new schools in the County Borough with some already completed and operational and others underway.

6.4.2. Proposals are outlined in the Strategic Outline Programme (SOP) for Band B and C (with A already having been completed). The SOP for Band B was originally approved by Members in October 2017 and subsequently approved by WG. Band B originally consisted of five projects:

- Cefn Saeson Comprehensive: A new build English medium school for 900 pupils aged 11-16 years to replace an existing secondary school assessed as building condition category grade D.
- Ysgol Gymraeg Ystalyfera – Bro Dur: New build replacement accommodation as part of the site transformation of the north campus at Ystalyfera. This work was intended to complement the new build facilities at the school funded by Band A.
- Abbey Primary School: A new build English medium school for 450 pupils (incl. nursery) on a single site to replace the existing buildings located over three sites.
- Ysgol Newydd (Coed Darcy): A new build school for 450 pupils aged 3-11 (including nursery) at Coed Darcy urban village. The language medium of the school had yet to be determined, and it was carried over from the initial Band A submission.
- Ysgol Newydd Swansea Valley: A new build English medium school in the Pontardawe area to accommodate primary age pupils as part of an ‘all-through’ 3-16 development including Cwmtawe Comprehensive and four existing primary schools.

6.4.3. In 2019:

- Proposals for Ysgol Newydd Swansea Valley were revised to establish an English medium 3-11 school with a specialist Learning Support Centre for 16 pupils with a statement of Autistic Spectrum Disorder, in new build premises to accommodate pupils from the current catchment areas of Alltwen Primary, Godre'rgraig Primary and Llangiwig Primary. The scheme also included a new build pool on the Parc Ynysderw site, to replace the aging Pontardawe Pool.
- Godre'rgraig Primary School was relocated from Godre'rgraig to Parc Ynysderw after geological experts found there was a potential landslide risk to the school's playground.
- Members also gave approval to submit a supplementary scheme to WG for funding within the Band B enveloped for a new build special school for pupils with social, emotional and behavioural difficulties.

6.4.4. In November 2022, Cabinet approved the submission to WG of the Councils Band C SOP which comprises:

- Llangatwg Comprehensive: A replacement 11-16 secondary school for 850 places and new 16 place learning support centre. This will be built on the site of the existing school and is expected to cost £30million.
- YGG Rhosafan: A replacement 3-11 Welsh medium primary school for 465 places including 45 place nursery and 16 place learning support centre. The replacement school will be built on the site of the existing school and is expected to cost £10.2million.
- Tywyn Primary: A replacement 3-11 primary school for 465 places including 45 place nursery and 48 place learning support centre for pupils with severe learning difficulties and profound and multiple learning difficulties. The replacement school will be built on the site of the existing school and is expected to cost £10.8million.

- Ysgol Gymraeg Newydd Dwyrain: A review of Welsh medium provision has identified the need to establish a new school in the east of the county borough. It is therefore proposed that a new Welsh medium 3-11 primary school for 465 places including 45 place nursery, and 16 place learning support centre will be built. There is a need to identify a suitable area of land of approx. 24,000sqm along the A48 corridor between Port Talbot town centre and Margam. It is expected that this will cost £10.2m.
- St Joseph's RC School and Sixth Form Centre and St. Joseph's Catholic Junior School: A new build 21st century 7-18 middle school for 1,130 places and 16 places learning support centre. The replacement school will be built on the existing site and is expected to cost £45million.

6.4.5. In December 2022:

- The Council determined that the existing building at Godre'rgraig School should be demolished given that a report in September 2021 revealed that the quarry tip near the school is moving and is actively unstable meaning that it would be unsafe for staff and pupils to return to the school.

6.4.6. In April 2023:

- Cabinet determined not to progress with the 2019 revised scheme for Ysgol Newydd Swansea Valley.

6.4.7. In a report to Cabinet in November 2023:

- It was noted that of the Band B proposals:
 - Cefn Saeson Comprehensive: A new school was completed and occupied in 2021. The overall cost was £29.3million.
 - Ysgol Gymraeg Ystalyfera – Bro Dur: A new school was completed

and occupied in 2022. The overall cost was £10million.

- Abbey Primary School: The school was completed and occupied in 2022. The overall cost was £11million.
 - Ysgol Newydd (Coed Darcy): The project has not progressed and not likely that it will be delivered within Band B timescales.
 - Ysgol Newydd Swansea Valley: This project has not progressed.
- It was agreed to seek approval from WG to amend the Council's original SOP to:
 - Submit a replacement scheme to provide a new build replacement school at Godre'rgraig Primary School. It is proposed that this would be one form entry English medium school and would provide education for 210 full time and 30 part time nursery pupils from the current Godre'rgraig Primary catchment area;
 - Addition of a new special school phase 1. Proposed to include a scheme to build an extension to Ysgol Maes y Coed special school to create a purpose-built facility that will allow the school to increase the number of pupils and to benefit from the specialist facilities that already exist. It is anticipated that this will increase capacity for 40 additional pupil places.
 - Addition of a new special school phase 2 within Band C to replace Ysgol Hendrefelin with a new build school on a new site. Ysgol Hendrefelin is a maintained community school based at three sites: Bryncoch, Neath and Theodore Road and Velindre, Port Talbot. It provides for pupils aged 3-16 who have been diagnosed with moderate learning difficulties, severe learning difficulties, autistic spectrum disorder, long term and complex social, emotional and behavioural difficulties. It is proposed that the new

build will accommodate all pupils on one site with well-designed facilities to ensure that each of the separate needs can be catered for through cleaver design. It is expected that pupil numbers will remain the same or slightly increase. It is expected to cost £17million.

- Additional scheme to develop a skills centre central hub which will offer a range of skills based learning and vocational opportunities for pupils across NPT. It is proposed to undertake a complete refurbishment of the former ELRS building at Velindre to create a base for co-ordinating the development of learning pathways as well as creating multiple vocational subject environment pods to provide on the job training. Will also create two onsite hubs at existing secondary schools.

6.5. Infrastructure Required to Deliver the Plan

6.5.1. As part of the preparation of the RLDP, the Planning Policy team met with Education colleagues in order to understand the potential education needs over the Plan period. As part of these discussions, it was noted that education are currently looking for the following land requirements in order to meet their SOP:

- Land for a Welsh medium primary school in the east of the County Borough; and
- Land to provide a special school to replace Ysgol Hendrefelin.

6.5.2. With regards to the potential educational needs arising from planned developments in the RLDP, the Planning Policy team shared the potential key sites with the Education team. The Education team then looked at the potential number of residents arising from the proposed development, looked at the capacity of existing schools within catchment areas, and identified the following education requirements for Key Sites:

Table 9: Potential Key Sites - Education Needs

Housing Site	Education Needs
Coed Hirwaun	<ul style="list-style-type: none"> • Location to provide the Welsh Medium primary school in the East of the Authority as required by the SOP, which will also accommodate the education requirements arising from the key housing site at Coed Hirwaun. • The new school will therefore provide a new 420 place primary plus nursery = 465 places.
Land east of Rhos	<ul style="list-style-type: none"> • 2 form entry Welsh medium primary school plus nursery.

6.5.3. The education needs identified above will be met on site. Further work will be undertaken ahead of the Deposit Plan consultation in order to understand the delivery mechanisms for the school provision.

6.5.4. For the Deposit Plan, the Council will share an updated draft housing trajectory with Education colleagues in order to understand the full extent of education needs over the Plan period. Where the educational needs arising from the development are unable to be met within existing school provision, the Council will seek planning obligations.

6.5.5. In line with the current SPG, planning obligations may take various forms including:

- **In kind contributions:** Where the developer builds a school within the development site or provides land for a school to be built; or
- **Financial contributions:** to mitigate the impact of the development on

an existing school. For example, through the funding of new additional classrooms, or improved or replacement classrooms, or other school related facilities such as playing fields, or associated appropriate accessibility and efficiency measures including highway works in order to increase the capacity of the existing school.

- 6.5.6. Where financial contributions are sought, in such circumstances where a number of development proposals are in close proximity and where the cumulative impact of the development would require specific issues to be addressed, the Council may, having full regard to the requirements set out within the CIL Regulations, combine contributions from the individual development proposals. This will help ensure the need for infrastructure improvements can be effectively and equitably addressed with all parties making an appropriate contribution. Regulation 123 of the CIL Regulations limits the number of planning obligations that can be pooled (maximum of five). As detailed in the current SPG, the Council's approach to dealing with this pooling restriction will be through specifying infrastructure pots (projects) with each project able to take up to five pooled contributions.
- 6.5.7. Site promoters will be made aware of education requirements and site-specific discussions will take place regarding the delivery of education provision with site promoters ahead of the Deposit Plan. Education requirements will be specified in the IDP published at Deposit stage. Developers will be advised to enter into Pre-Application engagement with the Council ahead of applying for planning permission. The Section 106 Heads of Terms will specify the amount of contribution.

7. Health

- 7.0.1. Health, defined by the World Health Organisation as "a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity", impacts ability to work, ability to earn, participate in everyday life and impacts upon the choices people have available to them.
- 7.0.2. Health impacts on all of our lives. For the majority of us, our health is good, and we can carry on our daily business and work activities. For those who have poor health however, this limits their opportunities to work and participate in everyday life. Their condition may mean that they need higher levels of health care or support. It may affect their disposable income if they are reliant on benefits, and that will impact on the choices they have available to them. In many ways it is a spiral which can be difficult to reverse.
- 7.0.3. Understanding what causes us to experience poor health is as important as determining what health and social care and other community services are needed. There are many reasons why people living in some areas of Wales have shorter lives or are diagnosed with some cancers, some of the reasons can be attributed to the way people live their lives (e.g. smoking, poor diet or lack of exercise). Sometimes poor health can be attributed to poor housing, poverty or environmental factors such as air quality or sanitation. These range of factors are known as determinants of health, and it is these that the Planning system aims to address.

7.1. National, Regional and Local Policy and Guidance Context

7.1.1. Future Wales

- 7.1.1.1. Future Wales recognises that people in Wales are living longer but life expectancy remains below the UK as a whole (people born in Wales in 2016-18 have a life expectancy of 82.3 years for females and 78.3 years for males compared to 82.9 years for females and 79.3 years for males for the UK as a whole).

7.1.1.2. Future Wales sets out how the planning system has a key role to play in making Wales healthier, fairer and more prosperous. It shapes the places we live in, where we work, how we travel and the quality of the environment around us.

7.1.1.3. Future Wales positions the planning system to deliver a prosperous and fairer Wales where sustainable living, and the efficient use of resources are the norm. Places need to be designed in a way that support healthy and active lifestyles. By co-locating different land-uses it can minimise the amount of travelling needed to reach work, open spaces, shops and public services. Not only is this environmentally sound planning, but it also offers social, economic and cultural benefits.

7.1.2. [Planning Policy Wales](#)

7.1.2.1. PPW states in Figure 4, that our land use choices and the places we create should be accessible for all and support healthy lives. High quality places are barrier-free and inclusive to all members of society. They ensure everyone can live, work, travel and play in a way that supports good physical and mental health. The built and natural environments should be planned to promote mental and physical well-being.

7.1.2.2. The National Sustainable Placemaking Outcomes, detailed in Figure 5 of PPW, state that facilitating accessible and healthy environments involves:

- Accessible and high-quality green space
- Accessible by means of active and public transport
- Not car dependent
- Minimises the need to travel
- Provides equality of access

- Feels safe and inclusive
- Supports a diverse population
- Good connection
- Convenient access to goods and services
- Promotes physical and mental health and wellbeing.

7.1.3. [Well-being for Future Generations Act \(2015\)](#)

- 7.1.3.1. The well-being for Future Generations Act (2015) puts in place seven well-being goals which public authorities must work towards to ensure sustainable development. These include ‘a healthier Wales’, a society in which people’s physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.

7.1.4. [A Healthier Wales: Our Plan for Health and Social Care](#)

- 7.1.4.1. The Plan sets out a long-term future vision of a ‘whole system approach to health and social care’, which is focused on health and wellbeing, and preventing illness which will help ensure everyone in Wales as longer healthier and happier lives and are able to remain active and independent, in their own homes, for as long as possible.

- 7.1.4.2. The Document states that this will be achieved through the development of a seamless local health and social care provision. This will be built on a foundation of local innovation through clusters of primary and community care providers. Regional Partnership Boards, which bring together local authorities, health boards and Third Sector providers, will occupy a strong oversight and coordinating role.

- 7.1.4.3. Regional partnership working will be central to the developing high value models of integrated health and social care. This will mean that when people need support, care or treatment, they will be able to access a range of

services which are made seamless and delivered as close to home as possible. Services will be designed around the individual and around groups of people, based on their unique needs and what matters to them, as well as quality and safety outcomes. People will only go to a general hospital when that is essential. Hospital services will be designed to reduce the time spent in hospital, and to speed up recovery. The shift in resources to the community will mean that when hospital-based care is needed, it can be accessed more quickly.

7.1.5. [Health and its Determinants in Wales](#)

7.1.5.1. The Health and its Determinants in Wales Report (2018) provides an overview of the health and well-being of the population of Wales. The report shows that:

- Life expectancy and healthy life expectancy in Wales is lower than England. Females in Wales on average spend almost 20 years living in poor health, compared to almost 17 years for males. While life expectancy is rising it is at a slower rate than England, Northern Ireland and Scotland.
- Neoplasms (cancers, 19%) and cardiovascular disease (18%) are the leading causes of disability adjusted life years (DALYs). Musculoskeletal and mental and substance use disorders are the next largest.
- Wales has a comparatively high cancer DALY rate to England, Scotland, Northern Ireland, Iceland and Sweden that has only marginally decreased since 1990.
- Reported smoking amongst adults is 2.4 times higher in the most deprived fifth than the least deprived fifth areas of Wales. However, adults reporting drinking above guidelines is highest in the least deprived fifth of Wales.

- Wales has a lower percentage of males and females that meet recommended physical activity guidelines than England and Scotland.
- Infant mortality in Wales is similar to England and Scotland but lower than Northern Ireland.
- Compared to England, Wales has a higher prevalence of children aged 4-5 years who are overweight or obese. Less than a third of children in Wales eat a portion of vegetables once a day, lower than England, Scotland and Republic of Ireland.

7.1.6. [A Journey to A Healthier Wales](#)

7.1.6.1. Future Generations Commissioner for Wales's Report 'A Journey to A Healthier Wales' states that a healthy society is not one that waits for people to become ill, but one that sees how health is shaped by social, cultural, political, economic, commercial and environmental factors, and acts on these determinants of health for current and future generations.

7.1.6.2. The Report says that this ambition is likely to be achieved when...

- There is a shift in investment to a Wellness System, with integrated planning and investment.
- There is a focus on what matters to people.
- We have strong digital leadership and capability.
- There is shared responsibility across public services, and a shift to community-based models.
- Critical thinking and learning are commonplace.

7.1.7. [Cost of Living Crisis in Wales: A Public Health Lens](#)

7.1.7.1. Public Health Wales' Report 'Cost of Living Crisis in Wales: A Public Health Lens' identifies that wages and welfare payments are not keeping pace with

the cost-of-living crisis and this is affecting peoples mental and physical health. In July 2022, 30% of people in Wales reported that their current financial position has had a negative effect on their physical and mental health which will likely accelerate the already increasing differences in health between those with more and less money. The Report therefore states that the public health response to the cost-of-living crisis needs to recognise the threat it poses and focus support towards those who will be hardest hit. Preventative action also needs to be prioritised because tackling the underlying causes will create a more healthy and more equal Wales.

7.1.8. [Age Friendly Wales: Our Strategy for an Ageing Society](#)

7.1.8.1. By 2028, 1 in 4 people living in Wales will be aged 65 or over. The 'Age friendly Wales: Our Strategy for an Aging Society', sets out what action needs to be taken to reap the benefits of an aging population. This, in turn, will enable better support for people living in challenging circumstances.

7.1.8.2. The strategy vision is outlined below:

- An age-friendly Wales that supports people of all ages to live and age well.
- Creating a Wales where everyone looks forward to growing older.
- A Wales where individuals can take responsibility for their own health and well-being whilst feeling confident that support will be available and easily accessible if needed.
- A Wales where ageism does not limit potential or affect the quality of services older people receive.
- A nation that celebrates age and, in line with the UN Principles for Older Persons, a nation that upholds the independence, participation, care, self-fulfilment and dignity of older people at all times.

7.1.8.3. This vision will be achieved through the following aims:

- Enhancing people's well-being by creating
- Improving local services and environments
- Building and retaining people's own capability
- Tackling age related poverty

7.1.8.4. Through these aims the strategy hopes to support people to live the life they chose free from abuse, neglect, or the erosive impact of ageism and age discrimination. The aims contribute to the commitment in the Well-being of Future Generations Act to 'create a Wales that we all want to live in, now and in the future' by placing a specific focus on ageing. It is the goal that all sectors of Welsh society, individuals and communities come together to consider the steps they should take to both plan for their own futures and support the national vision of an age friendly Wales.

7.1.9. [Mental Health and Wellbeing Strategy](#)

7.1.9.1. The WG Mental Health and Wellbeing Strategy (2024-2034) seeks to ensure everyone in Wales has good mental health and wellbeing by having the right support at the right time. In line with the UN Convention of the Rights of the Child, the Strategy helps to make sure everyone has their right to be supported to live and grow (Article 6), to be listened to and taken seriously (Article 12), and to good quality health care (Article 24).

7.1.9.2. The Strategy's vision is to ensure people in Wales live in communities that promote and support mental health and wellbeing; give them the power to improve their mental health and wellbeing; and are free from stigma and discrimination.

7.1.9.3. The Strategy includes 10 principles to make sure Wales is a place where: support is based around your rights; support works together and has 'no

wrong door', it connects together and is open to everyone; support looks at everything that affects mental health; support understands trauma; support helps to promote equity of access, experiences and outcomes: it's open, fair and there's no discrimination; support steps in quickly; support is delivered by a skilled workforce; support is for all ages; support puts people and their needs first; and support is based on evidence and focuses on outcomes.

7.1.9.4. Building upon the vision and the 10 principles, four goals are identified:

- Goal 1: We want people to have the knowledge, confidence and opportunities to protect and improve their mental health and wellbeing;
- Goal 2: We want all Government departments and services to work together;
- Goal 3: We want a connected system so everyone gets the right support when they first ask for help; and
- Goal 4: We want all support for mental health to put the person first, to meet their needs in the right way, at the right time, without delays.

7.1.9.5. A number of actions are identified for each goal.

7.1.10. [NPT Adopted Local Development Plan \(LDP\)](#)

7.1.10.1. Within NPT there are some significant health issues affecting the population. Within the current LDP, health is considered to be an overarching topic area and is addressed through a range of policies and interventions which aim to have positive health benefits.

7.1.10.2. Strategic Policy SP2 'Health' states the following measures will be taken into account in relation to the high levels of poor long-term health and sickness:

- The development of sustainable, safe and confident communities will be promoted through the co-location of jobs and facilities and the development of community facilities and services in accordance with the

settlement framework;

- People's exposure to those elements that can have an adverse impact on their health (such as their social, economic or physical environment) will be reduced where possible through consideration of the environmental and safety impacts of new developments;
- Healthier, more active and safer lifestyles will be encouraged through the retention of a range of accessible leisure, recreational, health, retail, social, cultural and community facilities throughout the County Borough;
- Accessibility within and between communities will be improved to encourage active travel;
- The provision of new employment opportunities will be promoted to reduce unemployment and economic inactivity rates.

7.1.11. [NPT Corporate Plan](#)

7.1.11.1. The NPT Corporate Plan includes wellbeing objective 2 'All communities are thriving and sustainable'. This seeks to ensure people live healthy, long and good lives in thriving and sustainable communities where people get along together and support one another.

7.1.11.2. The Document seeks to ensure in 20 years' time that:

- Every community is thriving;
- Inequalities in health, economic and social outcomes have reduced;
- People are involved in community life and decisions that affect them,
- People treat each other with respect; every individual is included and has an equal voice;
- People can access good quality, affordable, low carbon housing in their

community;

- People are well connected with local communities and the wider world through good quality digital services and transport networks;
- People are resilient; they respect and take care of their environment, and they can come together and act at times of crisis;
- Communities are age and disability friendly;
- Communities are pleasant, clean, safe and green;
- Vulnerable people are supported in their community through a range of informal and formal care and support networks;
- Communities can access a range of quality services necessary for daily living; and
- Communities benefit from a high quality of design that reflects the unique heritage and characteristics of each place.

7.1.11.3. The Document states that this is important because Covid-19 has resulted in people isolated and lonely which has disproportionate impact on young people, women and people from BME backgrounds. NPT population is expected to increase from 144,000 people to 147,000 by the mid-2030s this will be coupled with an ageing population. By 2035, the number of people aged 65+ living by themselves will increase by 35%. While people are living longer life expectancy in NPT is below the rest of Wales. In NPT Gross Value Added (GVA) is lower than the Welsh average and 27% of children are eligible for free school meals. There are an estimated 20,000 unpaid carers and the need for affordable housing.

7.1.12. [NPT Wellbeing Plan](#)

7.1.12.1. The NPT Wellbeing Plan (2023-2028) sets out a vision to ensure NPT is a

vibrant and healthy place where people have an equal chance to get on in life – a place where people want to live, learn, work, invest and visit for many generations to come.

7.1.12.2. The Plan sets out how public services will be focused on enabling people and communities to be resilient and that citizens can experience seamless, personalised, high-quality services.

7.1.12.3. The Plan states that communities will be well connected through a first class digital and transport infrastructure, and the natural environment will be valued and protected, wildlife will be thriving, supporting healthy lifestyles and sustainable communities. This vision will be achieved when all children and young people have the best start in life; when all young people and adults have the skills and resilience to be healthy and prosperous; when people are safe and feel safe; when all of our communities are thriving and supporting the people who live there; and where people can draw on the support of neighbours and well-developed social networks.

7.2. Current Situation and Trends

7.2.1. Healthcare Provision

7.2.1.1. NPT sits within the Swansea Bay University Health Board Area. According to the Clinical Services Plan (2021-2027), the Health Board seeks to keep people healthy, support them to avoid ill health and be there for them with excellent healthcare when they need it; delivering outstanding patient experience and outcomes.

7.2.1.2. Within the Swansea Bay University Health Board area there are 8 hospitals:

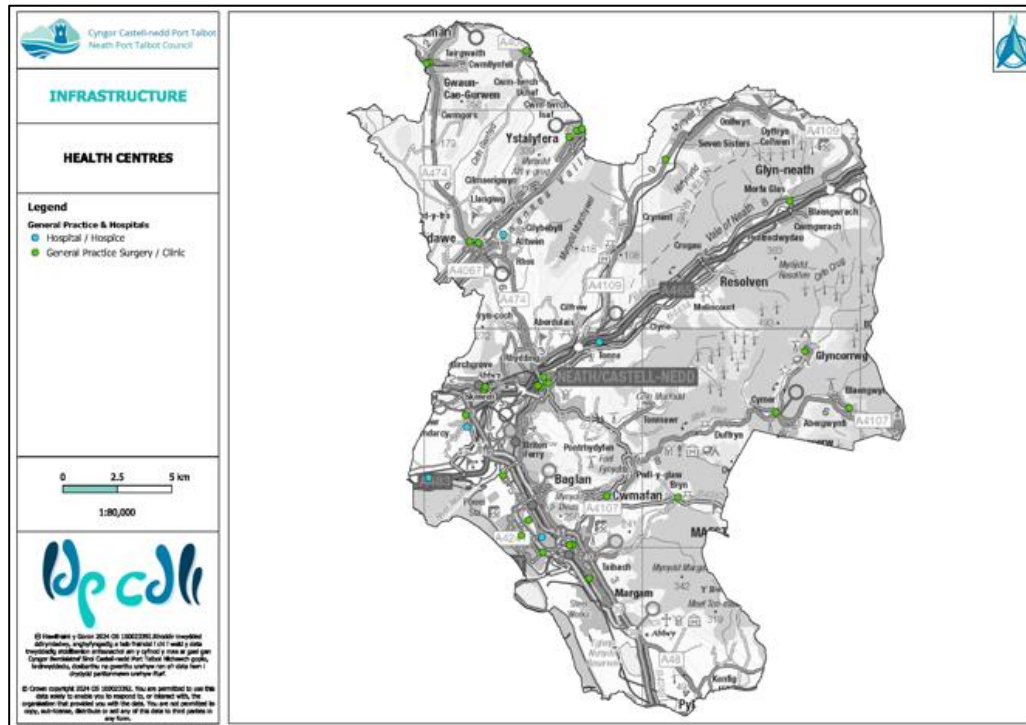
- Morrison Hospital is the regional acute tertiary hospital for Southwest Wales offering a range of services, including, A&E department, trauma, orthopedics, renal medicine, neurology, oral and maxillofacial surgery, a cardiac center, the Welsh Centre for Burns and Plastic Surgery, and the

bariatric (obesity service) for Wales. It also hosts the Emergency Medical Retrieval and Transfer Service Cymru (EMRTS) and provides acute medical beds, children's wards and a children's high dependency unit.

- Singleton Hospital offers a maternity unit and neonatal intensive care, ophthalmology, ear nose and throat, and genito-urinary services. The Southwest Wales Cancer Centre and chemotherapy day unit are also at Singleton, along with a Maggie's Centre and bone marrow transplants are carried out by the hematology service.
- Neath Port Talbot Hospital provides a minor Injury Unit, a midwifery-led birth centre, planned orthopedic and general surgery, care of the elderly, rheumatology and radiology. It also has a urology suite, endoscopy and day surgery. The hospital also has a children's assessment unit, a children's centre and in-patient mental health services.
- Gorseinon Hospital provides assessment and rehabilitation for older person.
- Cefn Coed Hospital is a mental health facility.
- Tonna Hospital is a mental health facility specialising in older person's mental health, perinatal, adult community mental health and the autism service.
- Taith Newydd is low-secure mental health unit.
- Caswell Clinic is a medium secure, forensic mental health unit for men and women. It is a regional facility providing specialist services for a large part of Wales for people who are offenders or have the potential to offend.

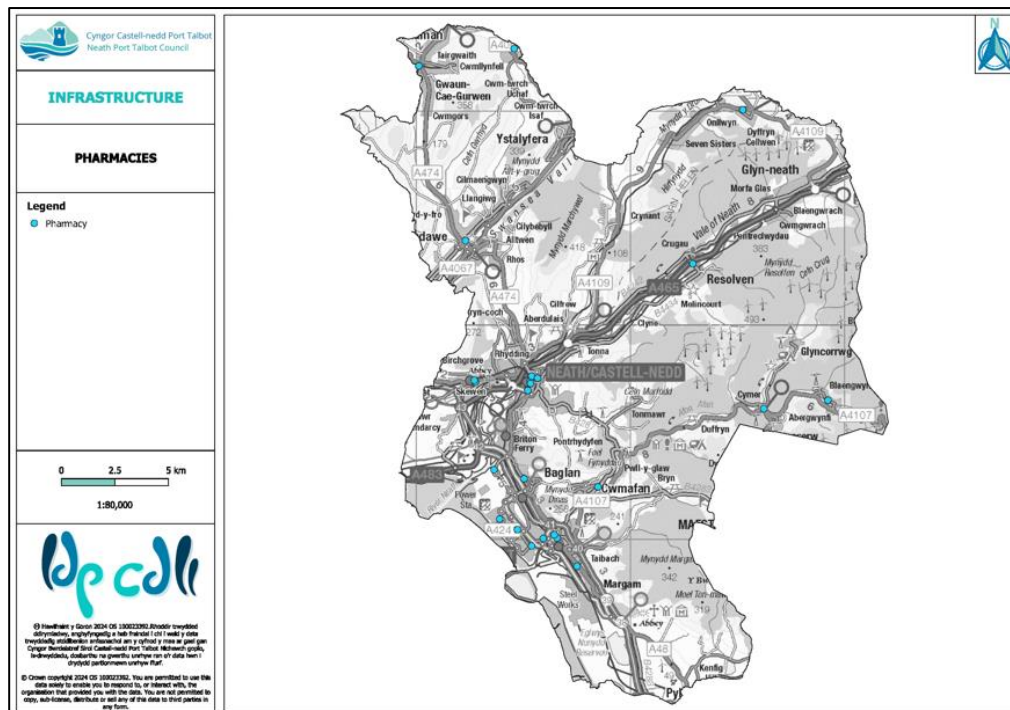
7.2.1.3. The Map below details the location of 20 GP surgeries in NPT:

Figure 14: GP Surgeries in NPT



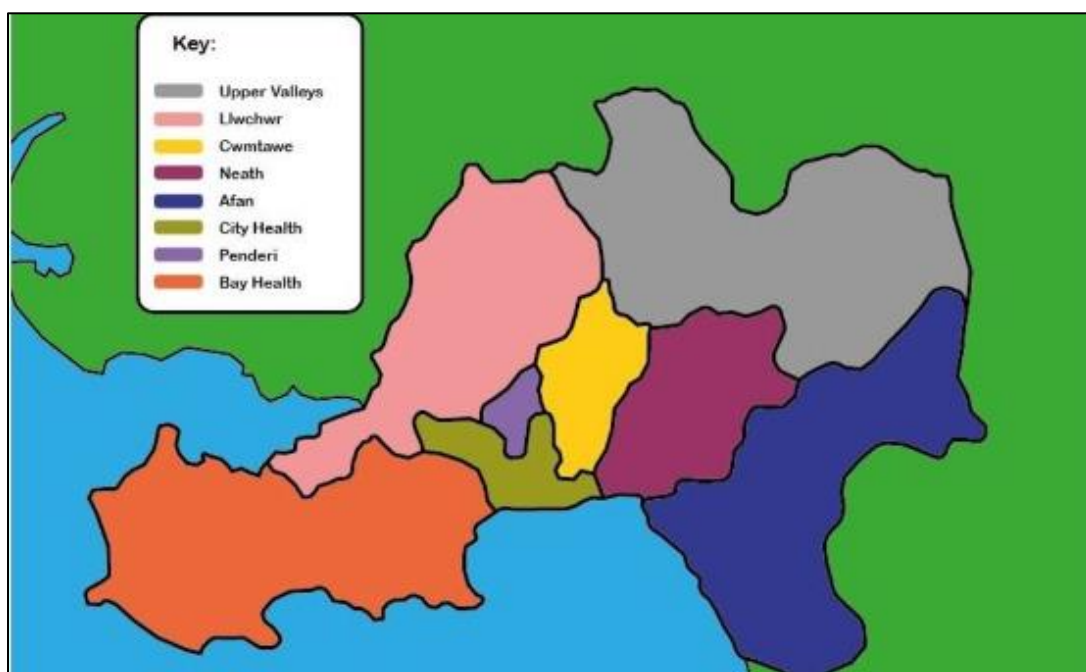
7.2.1.4. The Map below details the location of 33 pharmacies in NPT:

Figure 15: Pharmacies in NPT



- 7.2.1.5. Within the Swansea Bay University Health Board area there are 8 cluster networks. These include: Afan, Bay Health, City Health, Cwmtawe, Llŵchwr, Neath, Penderi, and Upper Valleys.

Figure 16: Map of Clusters within the Swansea Bay University Health Board



- 7.2.1.6. Each cluster is made up of groups of GP practices, dentists, community pharmacies, local opticians, community nurses and allied health professionals who work together to pool resources and share best practice.
- 7.2.1.7. Relevant clusters in NPT include the Afan Cluster, Neath Cluster and Upper Valleys Cluster.

[Afan Cluster](#)

- 7.2.1.8. The Afan Cluster serves a registered population of 50,845 patients in urban and semi-rural environments.
- 7.2.1.9. The cluster includes the following 8 GP practices: Afan Valley Group Practice, Blaengwynfi Health Centre, Swansea Bay University Health Board Managed Practice (Cwmafan and Cymmer), Fairfield Surgery, King's Surgery, Mount

Surgery, Riverside Surgery, and Rosedale Medical Practice.

7.2.1.10. The following 13 pharmacies: Adrian D Richards Pharmacy, Allied Pharmacy Marsh Street, Allied Pharmacy Port Talbot, Allied Pharmacy Morrison Road, Baglan Pharmacy, Boots the Chemist (Aberavon), MW Phillips Chemist (Blaengwynfi), MW Phillips Chemist (Cymmer), Sandfields Pharmacy, Knights Taibach Pharmacy, Well Pharmacy (Aberavon), Well Pharmacy (Port Talbot) and Knights William & Wheeler Pharmacy.

7.2.1.11. The dental practices within the cluster are: Baglan Dental Practice, Cymmer Dental Clinic, Dental Teaching Unit, Dunes Dental Care Ltd, Gupta Dental Practice, MyDentist Port Talbot and Talbot Road Dental Practice.

7.2.1.12. The opticians within the cluster are Boots Opticians Port Talbot, The Optic Shop Port Talbot and Specsavers Port Talbot.

Neath Cluster

7.2.1.13. The Neath Cluster serves around 56,500 patients.

7.2.1.14. The cluster is made up of 8 GP practices including Alfred Street Primary Care Centre, Briton Ferry Health Centre, Castle Surgery, Dyfed Road Health Centre, Skewen Medical Centre, Tabernacle Medical Centre, Victoria Gardens Surgery, and Waterside Medical Practice.

7.2.1.15. There are 10 pharmacies in the cluster, including Boots the Chemist (Neath), Knights Castle Pharmacy, Davies Chemist Ltd (Baglan), Davies Chemist Ltd (Briton Ferry), Knights Dyfed Road, Neath Pharmacy, Knights Queens Road, The Health Dispensary, Well Pharmacy (Neath) and Well Pharmacy (Skewen).

7.2.1.16. There are 6 dental practices including Briton Ferry Dental Centre, Bupa Dental Care, London Road Dental Centre, Marsh Dental Practice, The Village Dental Practice and Woodlands Dental Practice.

7.2.1.17. There are 5 opticians including Boots Opticians Neath, Leo Eye Centre (Skewen), Specsavers Neath, Trenberth Opticians and Vision Express Neath.

Upper Valleys Cluster

7.2.1.18. The Upper Valleys Cluster serves a population of 32,138 patients.

7.2.1.19. Within the cluster there are 4 GP practices, including Amman Tawe Partnership, Dulais Valley Primary Care Centre, Pontardawe Primary Care Centre, and Vale of Neath Practice.

7.2.1.20. There are 10 pharmacies including Davies Chemist Ltd, Dyffryn Pharmacy, GCG Pharmacy, MW Phillips Chemist (Crynant), MW Phillips Chemist (Seven Sisters), Pontardawe Pharmacy, Resolven Pharmacy Ltd, Vale of Neath Pharmacy, Well Pharmacy (Cwmllynfell) and Well Pharmacy (Pontardawe).

7.2.1.21. There are 4 dental practices including Cwmdulais Dental Centre, The Dental Lounge (Glynneath), GCG Dental and Pontardawe Dental Centre.

7.2.1.22. There are 2 opticians - Darlington Opticians (Glynneath) and Phil Thomas Eyecare (Pontardawe).

7.2.1.23. There is also one nursing home.

Levels of Health

7.2.1.24. Health is impacted by a variety of factors such as the provision of health care facilities, fuel poverty, natural environment, availability of local services, ability and accessibility to work, community facilities and recreational space provision. Health issues and the way they are addressed were a key issue for the preparation of the current LDP and remain a key issue for the RLDP.

7.2.1.25. Within NPT whilst general levels of health vary across the County Borough, health issues are particularly acute and residents experience some of the

worst health in Wales. People living in the County Borough have shorter and less healthy lives than people elsewhere in Wales.

7.2.1.26. The Office of National Statistics 2021 Census found that residents in NPT have one of the least healthy diets and lowest levels of physical activity in Wales.

7.2.1.27. The graphs below were made using data taken from Sports Wales. The data shows that students in Year 7 to Year 11 in NPT have the least number of hours dedicated to curricular physical education out of any authority in Wales. NPT also has one of the highest percentage of the population who do not frequently take part in any physical activity.

Figure 17: Time allocated for curricular Physical Education (PE) - Years 7 to 11

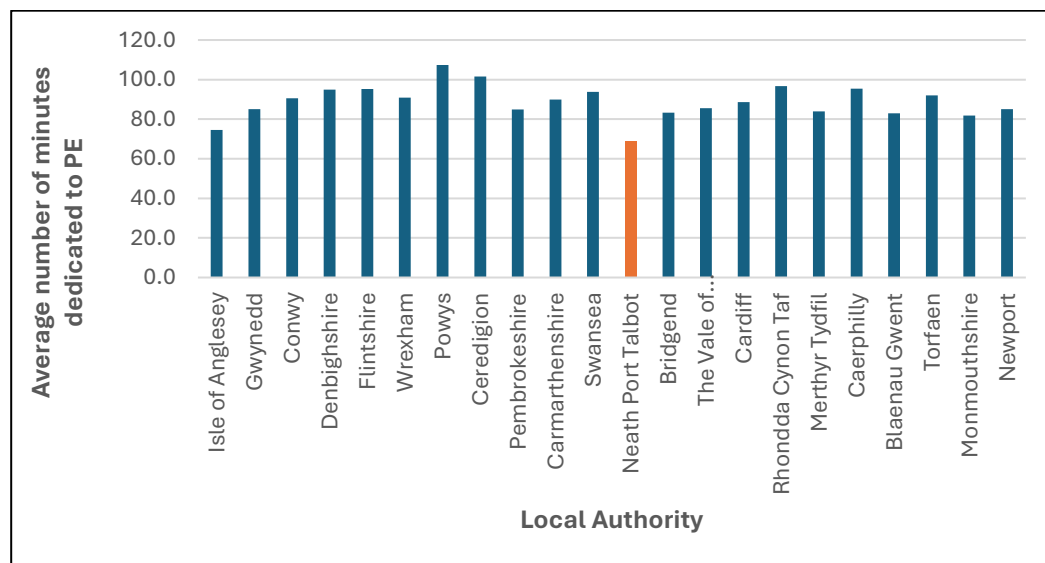
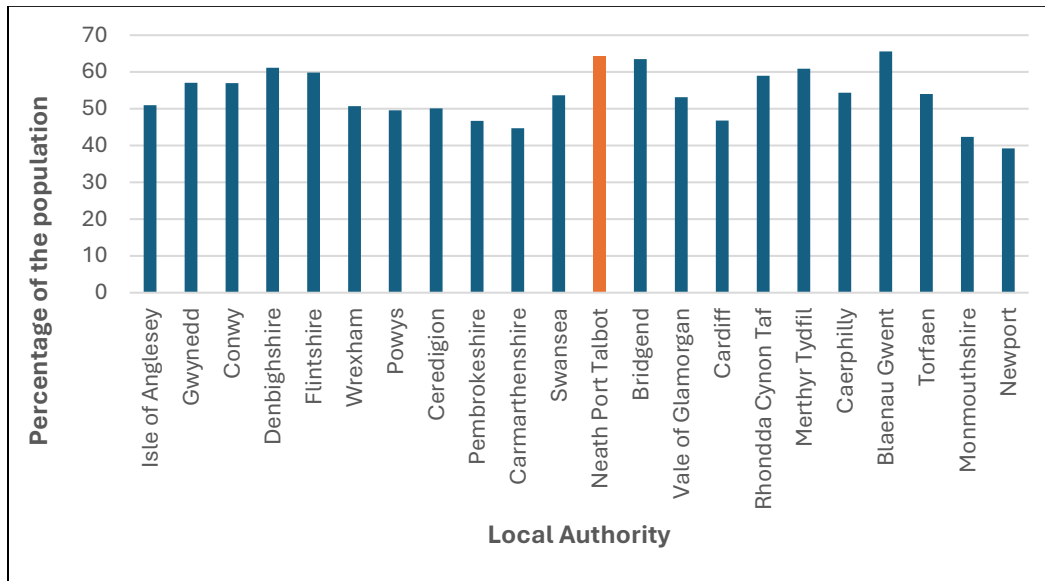
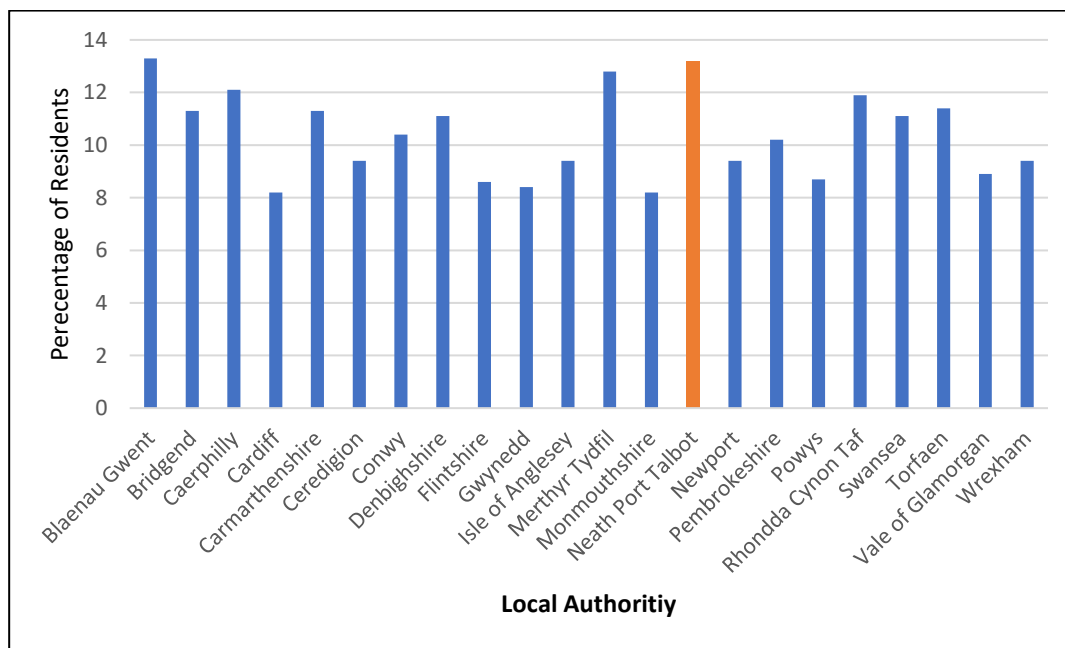


Figure 18: Percentage of the population who do not frequently take part in physical activity.



7.2.1.28. The Census also showed that the County Borough has the third highest proportion of residents in Wales who are identified as being disabled and day to day activities are limited a lot.

Figure 19: Disabled/ Day-to-Day Activities Limited a Lot



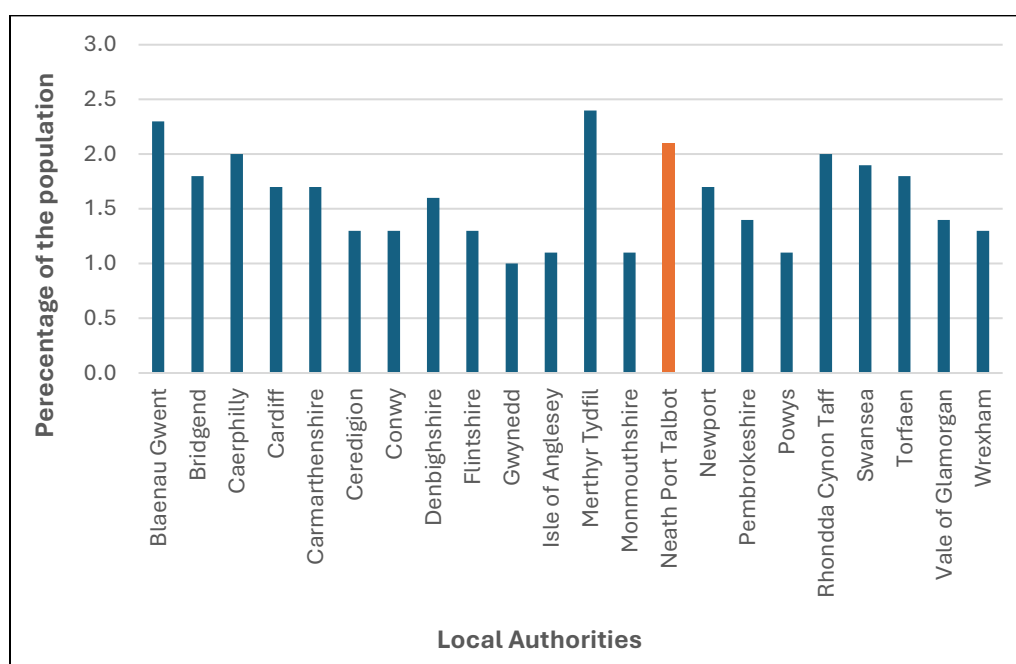
7.2.1.29. In terms of how residents describe their health, health data taken from the Office of National Statistics 2021 Census shows that two-thirds of residents describe themselves of being in either very good or good health.

Table 10: Description of Health

Very good health	Good health	Fair health	Bad health	Very bad health
45.9%	30.5%	15.1%	6.4%	2.1%

7.2.1.30. The graph below illustrates the percentage of residents in Welsh local authorities who describe their health has being very bad. NPT has the third highest percentage (2.1%) of their populating describing their health as very bad. In comparison to Gwynedd with only 1% of their population stating they have very bad health.

Figure 20: Very Bad Health



7.2.1.31. NPTs Public Services Board also identified several health concerns in their Well-Being Plan. This includes findings that show that NPT has one of the least healthy diets and lowest levels of physical activity, air quality within the

country remains an area of concern and there is an ongoing increase in the older population and single person households which increase loneliness and isolation.

7.3. Key Issues

7.3.1. Public Health Wales and Swansea Bay Health Board have identified the following priorities for NPT:

7.3.2. The Corporate Plan has identified the following key issues for 20 years' time:

- Every community is thriving;
- Inequalities in health, economic and social outcomes have reduced;
- People are involved in decisions that affect them; more people are involved in community life;
- People are welcoming of newcomers and treat each other with respect; every individual is included and has an equal voice;
- People can access good quality, affordable, low carbon housing their community;
- People are connected within their community; communities are connected to each other and the wider world through good quality and digital services and transport networks;
- People are resilient; they respect and take care of their environment, and they can come together and act at times of crisis;
- Communities are age and disability friendly;
- Communities are pleasant, clean, safe and green;
- Vulnerable people are supported in their community through a range

of informal and formal care and support networks;

- Communities can access a range of quality services necessary for daily living; and
- Communities benefit from a high quality of design that reflects the unique heritage and characteristics of each place.

7.3.3. In recent years as in other authorities in NPT there has been some rationalisation of the health services which has resulted in the creation of larger medical centres offering a wider range of services within the community but has also resulted in the closure of some of the local GP practices which has made access to the new service difficult at times for people without access to a car. A similar situation arises when local food shops, post offices, schools or other community facilities including playgrounds are closed for economic or limited pupil or attendance numbers. This results in people who most need the local facilities being disadvantaged due to lack of transport. This is something that will need to be addressed as part of the preparation of the RLDP.

7.4. Planned Provision

7.4.1. There is no known planned provision for new healthcare facilities in NPT.

7.5. Infrastructure Required to Deliver the Plan

7.5.1. As part of the preparation of the RLDP, the Council has engaged extensively with Public Health Wales in order to understand current health problems, planned healthcare provision and strategies, current healthcare needs and where there are particular concerns with provision.

7.5.2. Swansea Bay University Health Board have been identified as a key stakeholder in the preparation of the RLDP and engaged in the preparation of the vision, objectives, strategy options, and distribution of growth.

- 7.5.3. No healthcare infrastructure has been identified in order to deliver the RLDP Preferred Strategy. As part of the preparation of the RLDP Deposit Plan, the Council will continue to engage with Public Health Wales and Swansea Bay University Health Board to ensure there is sufficient healthcare provision.

8. Nature Recovery

- 8.0.1. NPT has a significant and diverse green infrastructure, landscape, biodiversity and nature resources, a number of which are of international and national importance, as well as numerous locally designated sites. This includes Special Areas of Conservation (SAC), RAMSAR, Sites of Special Scientific Interest, National Nature Reserves, Local Nature Reserves, and Sites of Importance for Nature Conservation.
- 8.0.2. Biodiversity and the natural environment in NPT provide many important ecosystem services. Peatlands and wetlands capture and store atmospheric carbon dioxide. Floodplains in the valleys help dissipate water during high rainfall events, reducing flooding downriver. Woodlands help clean the air of pollutants, provide flood alleviation, reduce the heat island effect in urban environments, provide oxygen and timber products. The varied habitats also bring job opportunities and ways to improve health and well-being.
- 8.0.3. In 2021 the WG declared a nature emergency. This acknowledges the significant loss of biodiversity caused by humans.

8.1. National, Regional and Local Policy and Guidance Context

8.1.1. Future Wales

- 8.1.1.1. Future Wales states that Ecosystems underpin our well-being, health, economy, culture and identity. The need to reverse biodiversity decline and assist nature recovery is of imperative importance. Environmental pressures are causing global biodiversity to decline at rates not previously encountered in human history and the rate of species extinction is accelerating.
- 8.1.1.2. The nature recovery is referenced in Policy 9. The Policy is titled 'Resilient Ecological Networks and Green Infrastructure' and states that the WG is committed to reversing the decline in biodiversity and increasing ecosystem resilience. Such networks have existing, or potential for, healthy resilient

ecosystems which provide a range of important ecosystem services as well as allowing the movement of species across landscapes in response to climate change.

8.1.2. [Planning Policy Wales](#)

- 8.1.2.1. PPW states on pp.147 that habitats and species are not static and therefore, planning for nature recovery should aim to sustain habitats and species as the geography and land use changes around them. This should be achieved through harnessing natural processes and opportunities for nature-based solutions.
- 8.1.2.2. Paragraph 6.4.23 states both strategic and individual developments should incorporate measures which ensure that biodiversity's ability to adapt to, resist and recover from pressures is enhanced. Planning authorities should also consider opportunities to restore networks of habitats to a healthy condition identified by undertaking a Green Infrastructure Assessment and the identification of appropriate interventions. This includes identifying opportunities for restoration and nature recovery.

8.1.3. [Environment \(Wales\) Act 2016](#)

- 8.1.3.1. The Environment (Wales) Act became law on 21st March 2016. It puts in place legislation to enable Wales' resources to be managed in a more proactive, sustainable and joined up manner. The Act supports the WG's wider remit under the Well-being of Future Generations (Wales) Act 2015. Specifically, the Act places an enhanced biodiversity duty on public authorities by stating they must seek to maintain and enhance biodiversity in the exercise of functions in relation to Wales, and in doing so promote the resilience of ecosystems.

8.1.4. [Biodiversity Duty Plan \(2023-2026\)](#)

- 8.1.4.1. The Biodiversity Duty Plan demonstrates how NPT will fulfill the Environmental Act 2016 requirement to enhance biodiversity, promote

resilience of ecosystems and consequently support global action in reversing the decline in biodiversity. The plan set outs the 6 key objectives it will follow to achieve this:

1. Engage and support participation and understanding to embed biodiversity throughout decision making at all levels.
2. Safeguard species and habitats of principle importance and improve their management.
3. Increase the resilience of our natural environment by restoring degraded habitats and habitat creation.
4. Tackle key pressure on species and habitats.
5. Improve our evidence, understanding and monitoring.
6. Put in place a framework of governance and support for delivery.

8.1.5. [State of Nature of NPT](#)

- 8.1.5.1. NPT Local Nature Partnership (LNP) has undertaken an assessment of the State of Nature of NPT. The habitats of NPT were grouped into 11 broad categories (e.g. woodland, coastal etc.), and of these 11 habitat categories, only two were assessed to be achieving 'good' ecosystem resilience. This means that habitats across NPT are not resilient enough to deal with pressures and demands such as climate change. Action needs to be taken now to improve the ecosystem resilience of our habitats across NPT.

Figure 21: The state of Nature of each broad habitat type in NPT

	Woodland	GOOD
	Heathland and Moorland	POOR
	Semi-Natural Grassland	POOR
	Open Mosaic Habitats	GOOD
	Enclosed Farmland	UNKNOWN
	Urban Habitats	FAIR
	Freshwater Habitats	FAIR
	Wetland Habitats	POOR
	Inland Rock and Cliff	FAIR
	Coastal Habitats	POOR
	Marine Habitats	POOR

8.1.6. [Wellbeing for Future Generations \(Wales\) Act](#)

- 8.1.6.1. The Wellbeing for Future Generations (Wales) Act 2015 places a legal obligation on public bodies to improve social, cultural, environmental and economic well-being. It requires public bodies in Wales to think about the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change.
- 8.1.6.2. The Act outlines seven well-being goals one of which refers to 'A resilient Wales'. A resilient Wales is a nation that maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic, and ecological resilience and the capacity to adapt to change. The journey to a more resilient Wales makes the following

considerations:

- Biodiversity and Soil: Maintain and enhance the natural environment through managing land appropriately to create healthy functioning ecosystems.
- Natural Green Space: Support social resilience and community well-being.
- Knowledge of Nature: Increase awareness of the importance of biodiverse natural environment with healthy and functioning ecosystems.
- Water and Air Quality: Support ecological resilience, making the environment healthier for wildlife and people.
- Using Natural Resources: be adaptive to changing environment where there is a need to use resources efficiently.

8.1.7. [Natural Resources Wales Area Statement for Southwest Wales](#)

8.1.7.1. Under the Environment (Wales) Act 2016, Natural Resources Wales (NRW) have a duty to produce Area Statements with the aim of informing 'place based' action.

8.1.7.2. The Southwest Area Statement includes the following key themes:

- Reducing health inequalities;
- Ensuring sustainable land management;
- Reversing the decline of, and enhancing, biodiversity; and
- Cross-cutting theme: mitigating and adapting to a changing climate

8.1.8. [NPT Adopted Local Development Plan](#)

- 8.1.8.1. The current LDP recognises that there are a number of natural assets in the Authority. Strategic Policy SP15 'Biodiversity and Geodiversity states that important habitats, species and sites of geological interest will be protected, conserved, enhanced and managed through the identification of internationally and nationally designated sites within the County Borough to enable their protection (including SAC, SSSI and NNRs); the identification and protection of sites of regional and local importance; and the protection of important natural heritage features.
- 8.1.8.2. Policy EN6 'Important Biodiversity and Geodiversity Sites' states the development proposals that would affect RIGS, LNRs, SINCs, sites meeting SINC criteria or sites supporting Local Biodiversity Action Plan or S42 habitats or species will only be permitted where they conserve and where possible enhance the natural heritage importance of the site; or the development could not be reasonably located elsewhere, and the benefits of the development outweigh the natural heritage importance of the site. The Policy is clear that mitigation and/or compensation measures will need to be agreed where adverse effects are unavoidable.
- 8.1.8.3. Policy EN7 'Important Natural Features' states that development proposals that would adversely affect ecologically or visually important natural features such as trees, woodlands, hedgerows/ field boundaries, watercourses or ponds will only be permitted where full account has been taken of the relevant features in the design of the development, with measures put in place to ensure that they are retained and protected wherever possible; or the biodiversity value and role of the relevant feature has been taken into account and where removal is unavoidable, mitigation measures are agreed.

8.2. **Current Situation and Trends**

- 8.2.1.1. Many sites in NPT are designated for nature conservation. These include local, national and international designations. Within NPT there are 950ha of

protected land; populations of species such as fen raft spider, ox-tongue broomrape and blue ground beetle unique to Wales; there are over 70 Section 7 species; 21 SSSI; a large meta-population of endangered marsh fritillary; 21 UK red-listed birds breed in NPT; one of only five areas in the UK to support Shrill Corder Bee; and strong populations of rare or vulnerable plants such as Deptford Pink, Sea Stock and Basil Thyme.

- 8.2.1.2. As noted in Section 8.2, the LNP State of Nature Report identifies that of 11 habitat categories in NPT only 2 are assessed as achieving 'good' ecosystem resilience which means that habitats across NPT are not resilient enough to deal with pressures and demands such as climate change.

8.3. Key Issues

- 8.3.1.1. A Key Issue will be responding to the findings of the State of Nature Report detailed above. In line with Paragraph 6.4.23 of PPW, strategic and individual developments will need to incorporate measures to ensure that biodiversity's ability to adapt to, resist and recover from pressures is enhanced; opportunities for restoration and nature recovery are identified; and opportunities to restore networks of habitats to a healthy condition are identified.

8.4. Infrastructure Required to Deliver the Plan

- 8.4.1.1. To inform the preparation of the RLDP, the Council has engaged extensively with colleagues within the Countryside and Wildlife Team. They have appraised all sites submitted and identified areas of biodiversity constraint. Ahead of the Deposit Plan further discussions will take place.
- 8.4.1.2. An Initial Integrated Sustainability Appraisal and Habitat Regulations Assessment has been undertaken to inform the Preferred Strategy RLDP.
- 8.4.1.3. For all potential Key Sites, the following requirements have been included:

Table 11: Key Sites Requirements

Key Site	Transport Requirements
Land East of Rhos	<ul style="list-style-type: none"> • Creation of a Green Infrastructure network across the site which maintains the existing ecosystem connectivity through the site through the retention of hedgerows and trees. • 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. • An Extended Phase 1 habitat survey, this should include the identification of the presence of S7 Environment (Wales) Act habitats and species, sites that meet Site of Interest for Nature Conservation (SINC) criteria, in addition to protected species. A balance of S7 / SINC habitat loss/gain to the scheme should be included. The results of this survey should inform the requirement for more specific surveys, such as bird, bat and reptile surveys.
Coed Hirwaun, Margam	<ul style="list-style-type: none"> • Creation of a Green Infrastructure network across the site which maintains the existing ecosystem connectivity through the site through the retention of hedgerows and trees. • Design measures to ensure the retention of the important hedgerow network and important trees. • An Extended Phase 1 habitat survey, this should include the identification of the presence of S7 Environment (Wales) Act habitats and species, sites that meet Site of Interest for Nature Conservation (SINC) criteria, in addition to protected species. A balance of S7 /

Key Site	Transport Requirements
	<p>SINC habitat loss/gain to the scheme should be included. The results of this survey should inform the requirement for more specific surveys, such as bird, bat and reptile surveys.</p>
<p>Land adjacent to Blaenbaglan</p>	<ul style="list-style-type: none"> • Design measures to protect the Watercourse SINC on site. • An Extended Phase 1 habitat survey, this should include the identification of the presence of S7 Environment (Wales) Act habitats and species, sites that meet SINC criteria, in addition to protected species. A balance of S7/SINC habitat loss/gain to the scheme should be included. The results of this survey should inform the requirement for furthermore specific surveys, such as bird, bat and reptile surveys. • Incorporate a layout and design which respects and complements the surrounding landscape, including the protection of adjoining ancient woodland and the setting of the nearby listed building and scheduled ancient monument. • Creation of a Green Infrastructure network across the site which maintains the existing ecosystem connectivity through the site through the retention of hedgerows and trees.
<p>Fforest Farm, Aberdulais</p>	<ul style="list-style-type: none"> • Creation of a Green Infrastructure network across the site which maintains the existing ecosystem connectivity through the site through the retention of hedgerows and trees. • Design considerations to enhance the connectivity to the site and the existing settlement.

Key Site	Transport Requirements
	<p>Take into account the overhead cables, watercourse, watercourse SINC, biodiversity constraints, and ensure the retention of the important hedgerow network and important trees across the site and the protection of the adjoining woodland.</p> <ul style="list-style-type: none"> • An Extended Phase 1 habitat survey, this should include the identification of the presence of S7 Environment (Wales) Act habitats and species, sites that meet SINC criteria, in addition to protected species. A balance of S7/SINC habitat loss/gain to the scheme should be included. The results of this survey should inform the requirement for furthermore specific surveys, such as bird, bat and reptile surveys.
Port Talbot Port	<ul style="list-style-type: none"> • Creation of a Green Infrastructure network across the site which maintains the existing ecosystem connectivity through the site through the retention of hedgerows and trees. • Design measures to be sensitive to the complex biodiversity across the site. • An Extended Phase 1 habitat survey, this should include the identification of the presence of S7 Environment (Wales) Act habitats and species, sites that meet SINC criteria, in addition to protected species. A balance of S7/SINC habitat loss/gain to the scheme should be included. The results of this survey should inform the requirement for furthermore specific surveys, such as bird, bat and reptile surveys.

Key Site	Transport Requirements
Port Talbot Steelworks	<ul style="list-style-type: none"> • An Extended Phase 1 habitat survey, this should include the identification of the presence of S7 Environment (Wales) Act habitats and species, sites that meet SINC criteria, in addition to protected species. A balance of S7/SINC habitat loss/gain to the scheme should be included. The results of this survey should inform the requirement for furthermore specific surveys, such as bird, bat and reptile surveys. • Design measures to be sensitive to the complex biodiversity across the site, including the Margam Moors SSSI and SNIC watercourse. • Creation of a Green Infrastructure network across the site which maintains the existing ecosystem connectivity through the site through the retention of hedgerows and trees.
Baglan Energy Park	<ul style="list-style-type: none"> • Creation of a Green Infrastructure network across the site which maintains the existing ecosystem connectivity through the site through the retention of hedgerows and trees. • An Extended Phase 1 habitat survey, this should include the identification of the presence of S7 Environment (Wales) Act habitats and species, sites that meet SINC criteria, in addition to protected species. A balance of S7/SINC habitat loss/gain to the scheme should be included. The results of this survey should inform the requirement for furthermore specific surveys, such as bird, bat and reptile surveys. • Design measures to take into consideration the proximity of Bay Baglan School, existing

Key Site	Transport Requirements
	<p>residential and employment development, the former power station, the complex biodiversity across the site including SINCS, the part of the site in the southwest identified as undeveloped coast, contamination, substation adjacent to the site, and the major pipeline and pipeline buffer.</p>
GCRE	<ul style="list-style-type: none"> • As part of the grant of planning permission, infrastructure requirements have been identified. For any further development, the following would be required: • Creation of a Green Infrastructure network across the site which maintains the existing ecosystem connectivity. • Design measures to take into consideration biodiversity constraints across the site. • An Extended Phase 1 habitat survey, this should include the identification of the presence of S7 Environment (Wales) Act habitats and species, sites that meet SINC criteria, in addition to protected species. A balance of S7/SINC habitat loss/gain to the scheme should be included. The results of this survey should inform the requirement for furthermore specific surveys, such as bird, bat and reptile surveys.
Wildfox	<ul style="list-style-type: none"> • As part of the grant of planning permission, infrastructure requirements have been identified.

9. Green Infrastructure

9.0.1. Green infrastructure is defined as the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places. It is inclusive of natural or man-made wetland, freshwater and coastal elements that are often referred to as blue infrastructure. At a landscape scale, green infrastructure can include ecosystems such as uplands, valleys, wetlands, river corridors, canals and coastlines. At a local and smaller scales, it could include fields, woodlands, hedges, ponds, natural green spaces, parks, gardens, designed sustainable drainage systems, street trees, verges, PROW and other environmental features within urban and rural settings which provide benefits for the economy, local people and nature recovery.

9.0.2. In addition to the national, regional and local policy context identified in the nature recovery, the following policy context is relevant for Green Infrastructure.

9.1. National, Regional and Local Policy and Guidance Context

9.1.1. Future Wales

9.1.1.1. Future Wales' vision recognises that investment in green infrastructure will enable population growth and economic growth while reducing pollution and carbon consumption. Chapter 4 provides more detail stating that sustainable growth will involve achieving biodiversity and green infrastructure enhancements in our urban areas. Effective and innovative nature-based solutions to the challenges of urban form, design and density will be required in order to reap the well-being rewards of living and working in exemplar, feature-resilient settlements.

9.1.1.2. Future Wales identifies a number of strategic placemaking principles, one of which is green infrastructure. It states that to enable urban areas to play their part in supporting ecosystem resilience, the use of innovative nature-based

solutions should form part of strategies for urban growth and regeneration. Through Green Infrastructure Assessments, specific opportunities should be identified to ensure that green infrastructure is fully integrated.

- 9.1.1.3. Policy 2 'Shaping Urban Growth and Regeneration – Strategic Placemaking' states that the growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-used centres and public transport, and integrated with green infrastructure. Green infrastructure, informed by the planning authority's Green Infrastructure Assessment should be integrated into urban growth and regeneration.
- 9.1.1.4. The supporting text to Policy 3 'Supporting Urban Growth and Regeneration – Public Sector Leadership' states that opportunities to create ecological networks, provide ecosystem services and green infrastructure should be developed.
- 9.1.1.5. Recognising the role green infrastructure plays in terms of flooding, Future Wales states on pp.75 that the WG favours nature-based flood risk management over engineered solutions wherever possible, working in harmony with aspirations to develop green infrastructure and to provide a net benefit for biodiversity. Flood risk management authorities and other developers of flood risk management infrastructure are required to maximise opportunities to develop multiple public benefits including improved public realm, active travel facilities and securing green infrastructure.
- 9.1.1.6. Policy 9 'Resilient Ecological Networks and Green Infrastructure' states that to ensure the enhancement of biodiversity, the resilience of ecosystems and the provision of green infrastructure, the WG will work with key partners to: identify areas which should be safeguarded and created as ecological networks for their importance for adaptation to climate change, for habitat protection, restoration or creation, to protect species, or which provide key

ecosystem services, to ensure they are not unduly compromised by future development; and identify opportunities where existing and potential green infrastructure could be maximised as part of placemaking, requiring the use of nature-based solutions as a key mechanism for securing sustainable growth, ecological connectivity, social equality and well-being. Planning authorities should include these areas and/or opportunities in their development plan strategies and policies in order to promote and safeguard the functions and opportunities they provide. In all cases, action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and green infrastructure assets must be demonstrated as part of development proposals through innovative, nature-based approaches to site planning and the design of the built environment.

- 9.1.1.7. Supporting text states that WG recognises the need to maximise the use of green infrastructure and nature-based solutions as part of shaping urban growth, supporting rural communities and responding to the twin challenges of addressing the climate emergency and reversing biodiversity decline. Effective action should be undertaken at a regional or local level reflecting individual opportunities. Cumulative action to improve and develop ecological networks and green infrastructure will contribute towards improved national scale resilience.
- 9.1.1.8. The supporting text notes that while protected sites are critically important to the long-term resilience of our ecosystems, they should not be seen as islands within the landscape but should instead form the nodes of large-scale resilient and functional ecological networks and green infrastructure.
- 9.1.1.9. The supporting text notes that as part of a green infrastructure assessment, broad opportunities for habitat protection, restoration or creation and the provision of green infrastructure may be specified as part of identifying areas to be safeguarded or may take the form of more specific allocations. This may

be achieved, for example, through the provision of buffer areas around protected sites or steppingstones connecting habitats or through the identification of green infrastructure in and around urban areas.

9.1.1.10. The supporting text notes that as the population of Wales becomes increasingly urban, the opportunity to optimise well-being benefits from green infrastructure will be greatest in and around these areas. Innovative use of nature-based solutions and integrating green infrastructure in and around urban areas can help restore natural features and processes into cities and landscapes. Providing locally accessible, high quality green spaces and corridors helps to maintain and enhance the strategic functioning of our natural resources and ecological networks and address physical and mental well-being. Local green infrastructure assets such as public rights of way, common land, parks, village greens and allotments can all make a cumulative contribution towards wider national scale ecological connectivity.

9.1.1.11. The supporting text states that local authorities must work together and, along with NRW and stakeholders, provide green infrastructure and safeguarding sites within and beyond their administrative boundaries. Safeguarded areas and any specific allocations should be identified through the green infrastructure assessment and set out in the development plan.

9.1.1.12. The supporting text to Policy 15 'National Forest' states that there is an opportunity for the national forest to be linked by green infrastructure incorporating active travel facilities and to become an important asset for local people and tourists.

9.1.2. [Planning Policy Wales](#)

9.1.2.1. Green Infrastructure is defined in Paragraph 6.2.1 of PPW as the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places. PPW recognises that green infrastructure can function at a variety of different scales and is comprised of a number of different types:

- At the landscape scale green infrastructure can comprise entire ecosystems such as wetlands, waterways, peatlands and mountain ranges or be connected networks of mosaic habitats, including grasslands.
- At a local scale green infrastructure might comprise parks, fields, ponds, natural green spaces, public rights of way, allotments, cemeteries and gardens or may be designed or managed features such as sustainable drainage systems.
- At smaller scales individual urban interventions such as street trees, hedgerows, roadside verges, and green roofs/ walls can all contribute to green infrastructure networks.

9.1.2.2. Paragraph 6.2.2 recognises that the Environment (Wales) Act 2016 provides a context for the delivery of multi-functional green infrastructure. Noting that its protection and provision can make a significant contribution to the sustainable management of natural resources, and in particular to protecting, maintaining and enhancing biodiversity and the resilience of ecosystems in terms of the diversity within and connections between ecosystems and the extent and condition of these ecosystems, so that they are better able to resist, recover from and adapt to pressures. Stating that this means that the development of green infrastructure is an important way for local authorities to deliver their Section 6 duty.

9.1.2.3. Paragraph recognises that Green Infrastructure is capable of providing several functions at the same time and as a result offers multiple benefits, for social, economic and cultural as well as environmental resilience. This includes flood management, water purification, improved air quality, reduced noise pollution and local climate moderation, climate change mitigation and food production which can facilitate health and well-being related benefits of open space, clean air and improved tranquility, as well as creating a sense of place and improved social cohesion.

9.1.2.4. Paragraph 6.2.4 sets out how the planning system must take a proactive approach to green infrastructure and maximise its contribution to the protection and provision of green infrastructure assets and networks.

9.1.2.5. Paragraphs 6.2.5-6.2.10 set the policy context for green infrastructure assessments. They state that planning authorities must, as part of adopting a strategic and proactive approach to green infrastructure, biodiversity and ecosystems resilience, produce up to date inventories and maps of existing green infrastructure and ecological assets and networks.

9.1.2.6. Paragraphs 6.2.11-6.2.14 provide the policy context on how to integrate green infrastructure and development. They state that green infrastructure should be integrated into development through appropriate site selection. Green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes.

9.1.3. [Decarbonisation and Renewable Energy Strategy](#)

9.1.3.1. NPT's Decarbonisation and Renewable Energy Strategy (DARE) outlines the Council's framework for climate action. Within the document it notes that the Council will prioritise the creation and sustainable management of Green Infrastructure and wider ecosystems to sequester carbon, address pollution and flood alleviation and provide wider benefits such as health and well-being.

9.1.4. [Neath Port Talbot Well-Being Plan](#)

9.1.4.1. The NPT Well-Being Plan (2023-2028) states that the Council is committed to protect and enhance our green infrastructure.

9.1.4.2. It notes that since the preparation of the previous Well-being Plan for NPT, they have extensively mapped green and blue infrastructure in NPT; worked with Swansea and Carmarthenshire on a Connecting Green Infrastructure Project who took forward a new and collaborative approach to designing and

delivering green infrastructure; and received a budget from Natural Resources Wales for projects in NPT and delivered that to support community grants.

9.1.4.3. The Document states that in order to take collaborative action to tackle the nature crisis and improve the health of our ecosystems, a Green Infrastructure Strategy will be developed to highlight opportunities and issues within the County around public access to greenspace and opportunities for new and improved spaces.

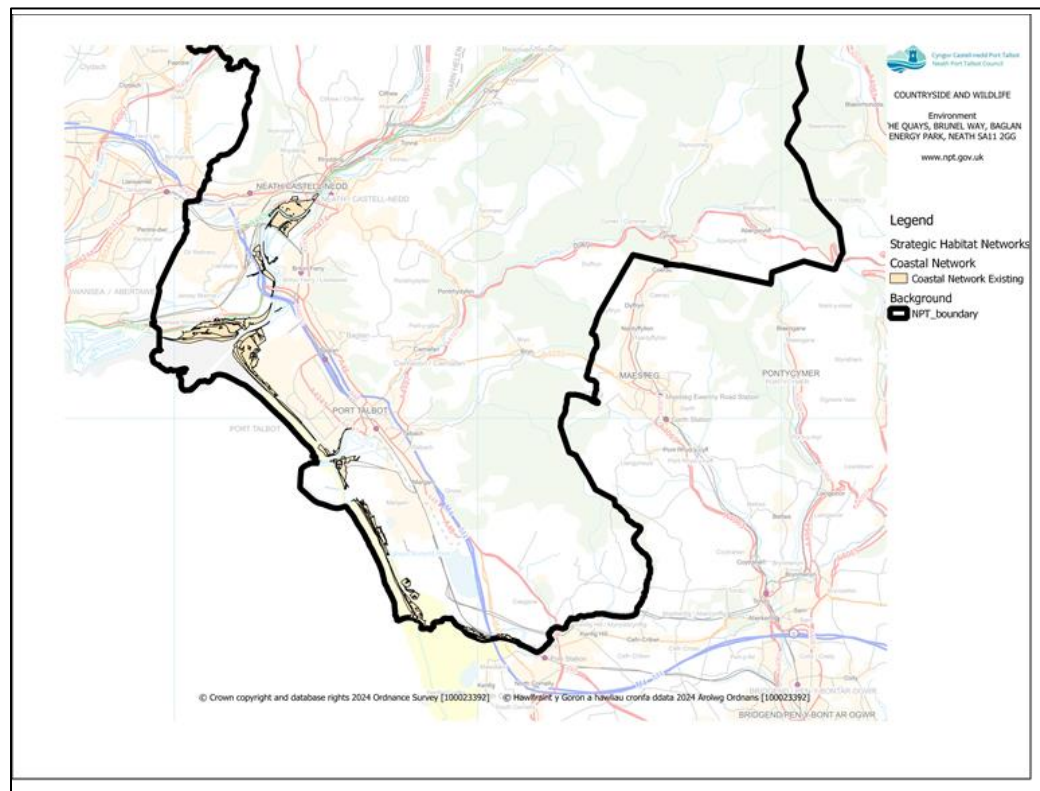
9.1.4.4. The Document states that in order to take collaborative action to identify the interdependencies between actions around maintaining and enhancing resilient communities and a resilient natural environment, support will be provided between Public Service Board partners around the Section 6 Biodiversity Duty Planning process, build on existing evidence and spatial mapping of identified shortfalls in the provision of green infrastructure (active travel, green/ blue spaces, urban trees) to identify opportunities to improve access for all.

9.2. Current Situation and Trends

9.2.1. As part of the preparation of the RLDP, the Council's Planning Policy Team and Biodiversity and Countryside Team have worked together to prepare a Green Infrastructure Assessment for the Authority in line with the requirement in PPW. As part of this a number of maps have been prepared to detail current situation. These are detailed below:

9.2.2. The Map below illustrates all coastal habitats – phase 1 habitat survey.

Figure 22: Coastal Habitats - Phase 1 Habitat Survey



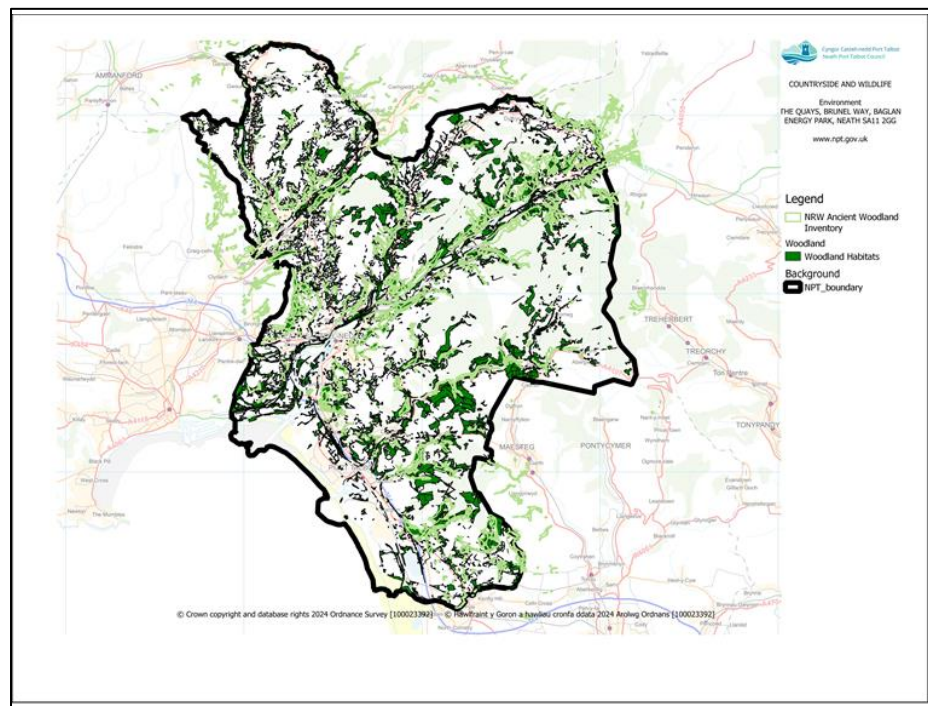
- 9.2.3. The NPT State of Nature and Nature Recovery Action Plan 2023 states that the coastal strip of NPT between Crymlyn Burrows and Morfa Dunes once supported a well-connected, biodiverse ecosystem with sand dunes, dune stacks and coastal fen. However, it has suffered huge losses in species-rich habitats in the last 100 years mainly as a result of industrial development. Unfortunately, much of what remains is also in a perilous position with an uncertain future, still threatened by development. Consequently, the unique wildlife communities and the dynamic mobile sand dune structures which have managed to survive remain vulnerable. Recent downward trends in the movements of wintering Sanderling (and other waders) on Crymlyn Burrows are also of concern.
- 9.2.4. The NRW Flood Maps for Planning and the Flood and Coastal Erosion Risk Map suggests that most of the coastal habitats are under threat from flooding and sea level rise. As recognised in the Green Infrastructure Assessment,

climate adaptation is therefore a key concern for habitats and species along the Coast.

9.2.5. The Green Infrastructure Assessment notes that there are a number of protected sites and SINCs designated for coastal habitats but the majority of these are at Crymlyn, Baglan and Kenfig at either end of the coastline. Connectivity between these sites is limited. With climate change and sea level rise likely to reduce the extent of coastal habitats, it is likely that connectivity will reduce over time without intervention.

9.2.6. The Map below details the woodland habitats – phase 1 habitat survey.

Figure 23: Map illustrating the woodland habitats identified in the phase 1 habitat survey and the NRW Ancient Woodland Inventory

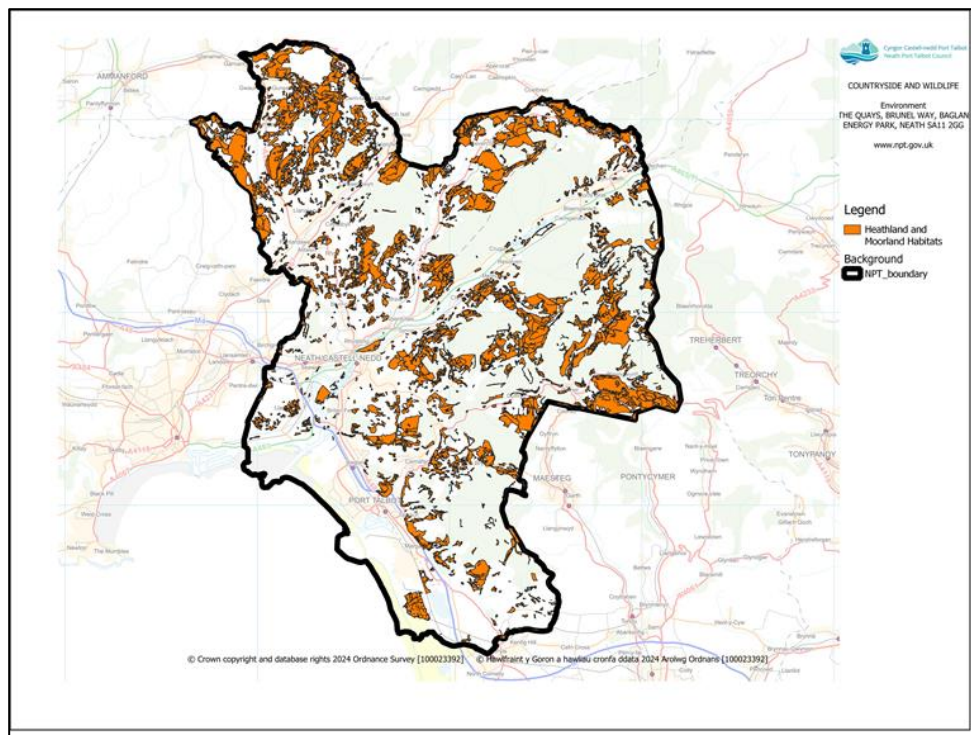


9.2.7. Woodlands account for approximately 40% of the land area of NPT making it one of the most wooded counties in Wales. Most of this is conifer plantation, but a considerable amount of ancient deciduous woodland survives, particularly in the Vale of Neath. Significantly, over a third of NPT's Priority

Species occur in its woodland.

- 9.2.8. Ancient species-rich hedges occur throughout NPT, typically on raised banks along old parish lanes. They form an important connectivity network for wooded habitats in the County.
- 9.2.9. Woodland and hedgerows provide habitats for almost 40% of the priority species in NPT. The Green Infrastructure Assessment says that fortunately, there have been few major changes in the diversity, extent and connectivity of this habitat in the county in the last 20 years and the large area of woodland represented is particularly significant. There are however concerns about the occurrence of invasive non-native species such as Rhododendron in some woodland habitats.
- 9.2.10. The Map below details the heathland and moorland habitats in NPT

Figure 24: Map illustrating the Heathland and Moorland habitats in NPT

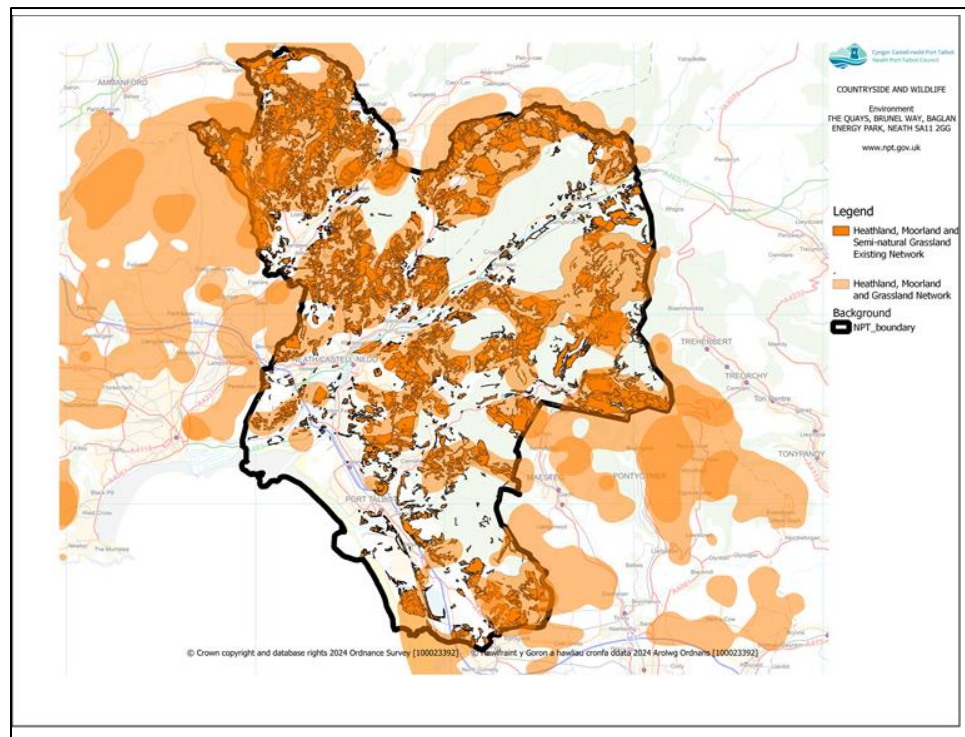


- 9.2.11. The Green Infrastructure Assessment states that the upland landscape of

NPT has changed significantly over the last 70 years. Much of the moorland and heath that was once extensive there has been planted with conifers and other parts have been converted to improved grazing land. However, some significant areas of moorland remain, particularly in the northern sector of the county, e.g. Gwrhyd, Sarn Helen. These habitats are often dominated by Purple Moor-grass, Sheep's Fescue and other calcifuge grasses/ sedges with areas of dwarf shrub heath containing Heather and Bilberry. Petty Whin and Dyer's Greenweed still survive in a few places and wetter areas often contain colourful swards of Bog Asphodel.

- 9.2.12. The Map below also includes semi-natural grasslands. The Green Infrastructure Assessment states that these provide habitats for a fifth of the country's priority species. Most of these habitats are neutral, mesotrophic grasslands such as hay meadows, roadside verges/roundabouts, alluvial meadows, levels and restored grassland on coal spoil. If marshy grassland (which is included in the Heathland and Moorland category) is added, then the proportion of priority species is greater than one quarter, which is very significant.

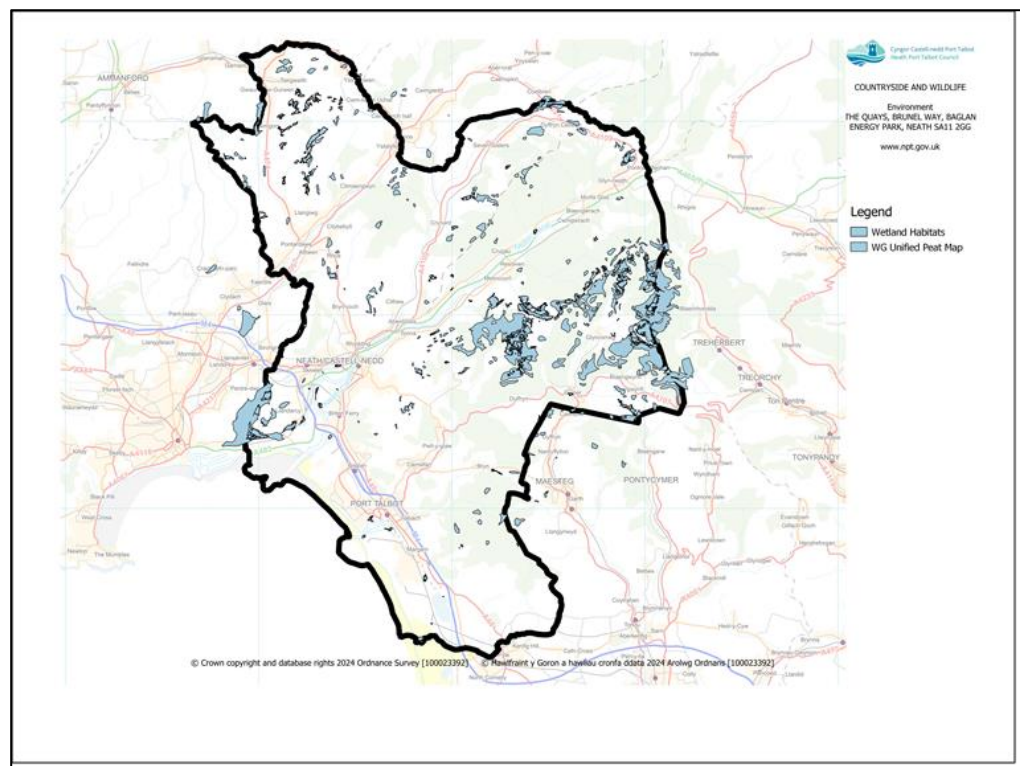
Figure 25: A map illustrating the Heathland, Moorland and Grassland Network Plan



- 9.2.13. The Map below details the wetland habitats – phase 1 habitat survey. These include fens, bogs, springs and seepages. NPT is fortunate to have a number of important wetland sites which added together support a fifth of the County’s priority species.
- 9.2.14. During the last 70 years, extensive areas of upland habitat on deep peat in NPT have been ploughed, drained and planted with conifers. This has contributed to substantial losses of wetland habitat in the county, which now only represent 1% of the county's land area. However, some fragments of wetland habitat survive within plantations and projects aimed at recovering other lost peatlands are in progress.
- 9.2.15. The Green Infrastructure Assessment states that lowland fen habitats in NPT support diverse communities of plants and animals and are generally well connected to other lowland wetland systems. However, their condition is poor

in places with evidence of eutrophication and pollution and also problems with successional scrub encroachment and invasive non-native species. Some upland wetland systems such as Gors Llwyn are in reasonable condition but the loss of other upland wetland habitats through neglect, afforestation, development and agricultural improvements has compromised their connectivity. Overall, wetland habitats in NPT are small, fragmented and not well connected.

Figure 26: Wetland Habitat and Unified Peat Sites in NPT

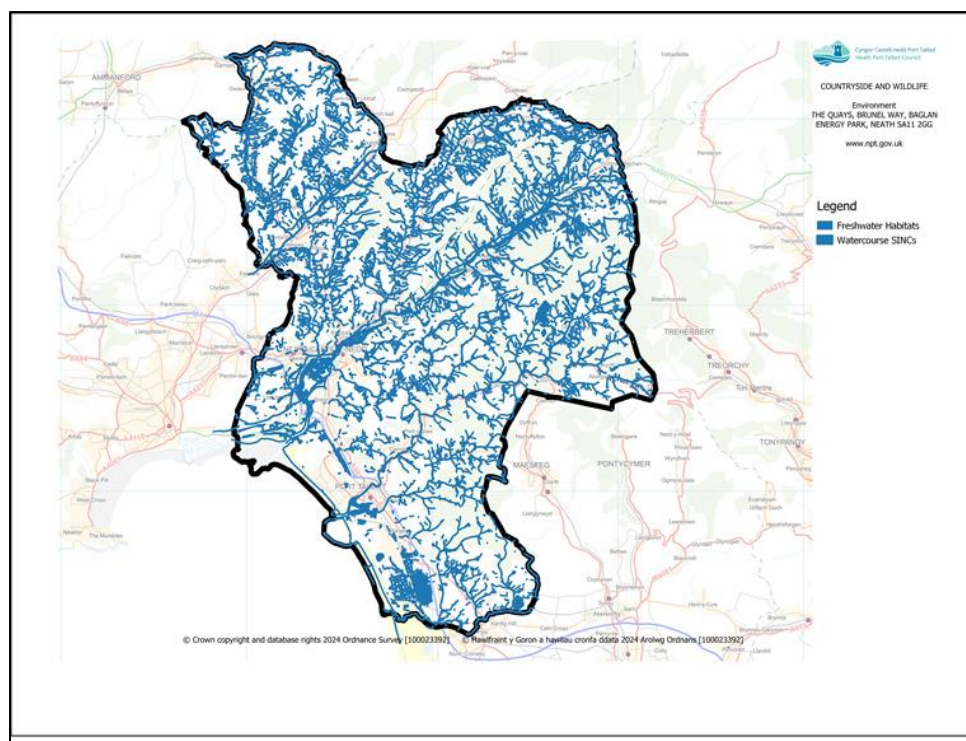


- 9.2.16. The Map below details freshwater habitats and watercourse SINCs in NPT.
- 9.2.17. Freshwater ecosystems provide habitats for a fifth of NPT's priority species. Among the larger freshwater water bodies in NPT, Llyn Fach is unique in being the only significant oligotrophic tarn in Glamorgan. The Neath, Swansea and Tennant Canals support diverse aquatic and emergent vegetation and provide crucial connectivity between a number of fen, swamp and marsh habitats in the county (e.g. Crymlyn Bog, Pant y Sais Fen). The

reens on Margam Moors contain a number of scarce aquatic plants such as Arrowhead and Frogbit. The River Afan and River Neath, and their tributaries, are notable for their fish populations. Meadow Saxifrage, a plant which has undergone a significant decrease in Wales is still frequent along the banks of the River Neath between Aberdulais and Glynneath.

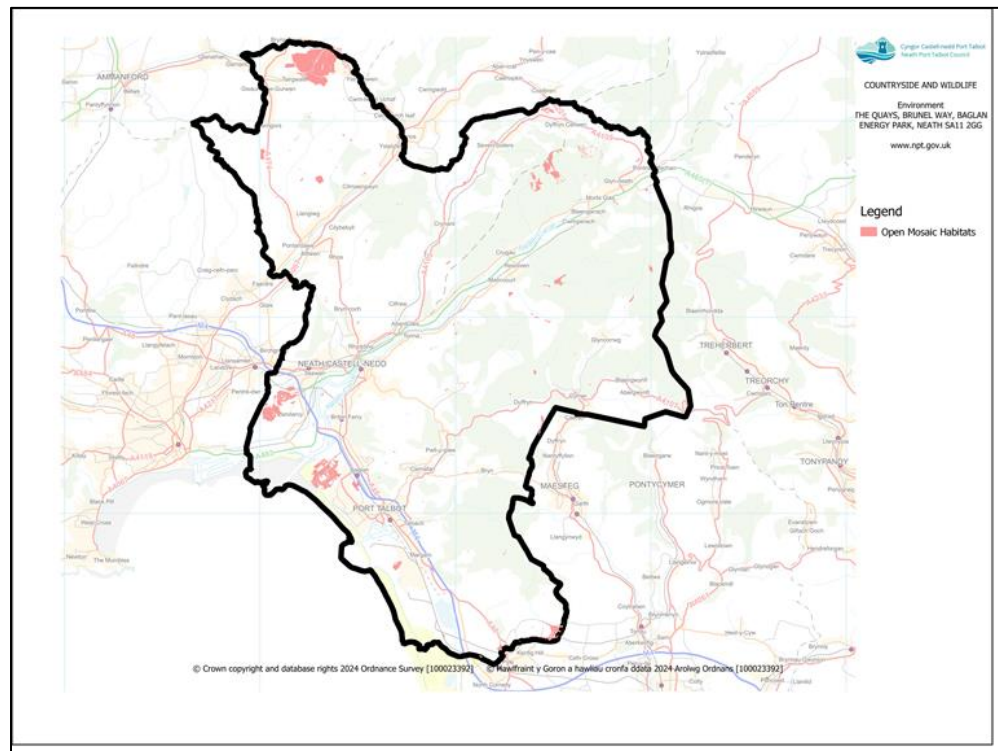
- 9.2.18. The Green Infrastructure Assessment notes that the waterbody status of the main watercourses in NPT have been recorded as Good/Excellent by the Water Framework Directive. However, there are still a number of local issues that are of concern on its rivers and canals, e.g. invasive non-native species, mine water pollution, sewerage discharge and other eutrophication problems.
- 9.2.19. Freshwater ecosystems are well represented in NPT and many of the specific habitats in this category support a large diversity of plants and animals. Many are in good or reasonable condition but there are local concerns with mine water pollution, eutrophication and the occurrence of invasive non-native species. While river water quality has undoubtedly improved in recent decades, and this has benefitted populations of salmonid fish and their predators (e.g. Otter), more improvements in water quality are required.

Figure 27: A map illustrating the freshwater habitats and watercourse SINCs in NPT



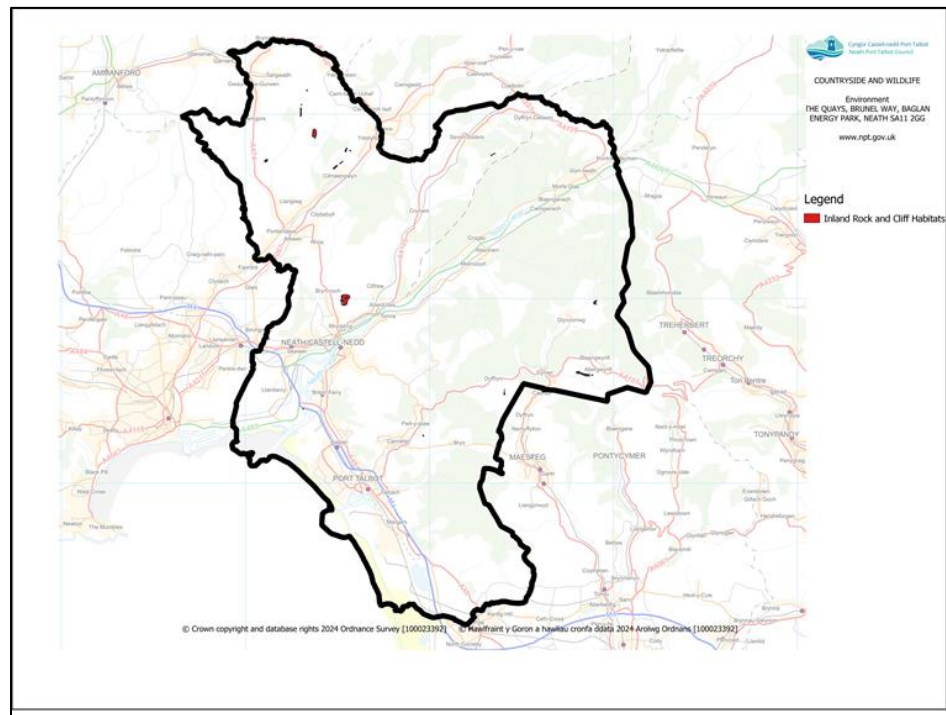
- 9.2.20. The Map below details the open mosaic habitats in NPT. The NPT State of Nature and Nature Recovery Action Plan (2023) states that most of the coastal zone of NPT has been altered radically by the development of heavy industry, perhaps more than any other part of Wales. This has resulted in the loss of large amounts of biodiverse habitats such as sand dunes, coastal marshes and fens. However, when such industrial land is cleared, the open mosaic habitats that are created can provide opportunities and refuge for uncommon species. In addition, inland spoil and quarry habitats provide refuges for priority and Section 7 species.
- 9.2.21. The State of Nature Recovery Action Plan (2023) notes that open mosaic sites provide habitats for a quarter of NPT's priority species, including 18 Section 7 species. They provide refuge for numerous species that are vulnerable, and they are an asset for wildlife conservation.

Figure 28: A map illustrating the Open Mosaic Habitats in NPT



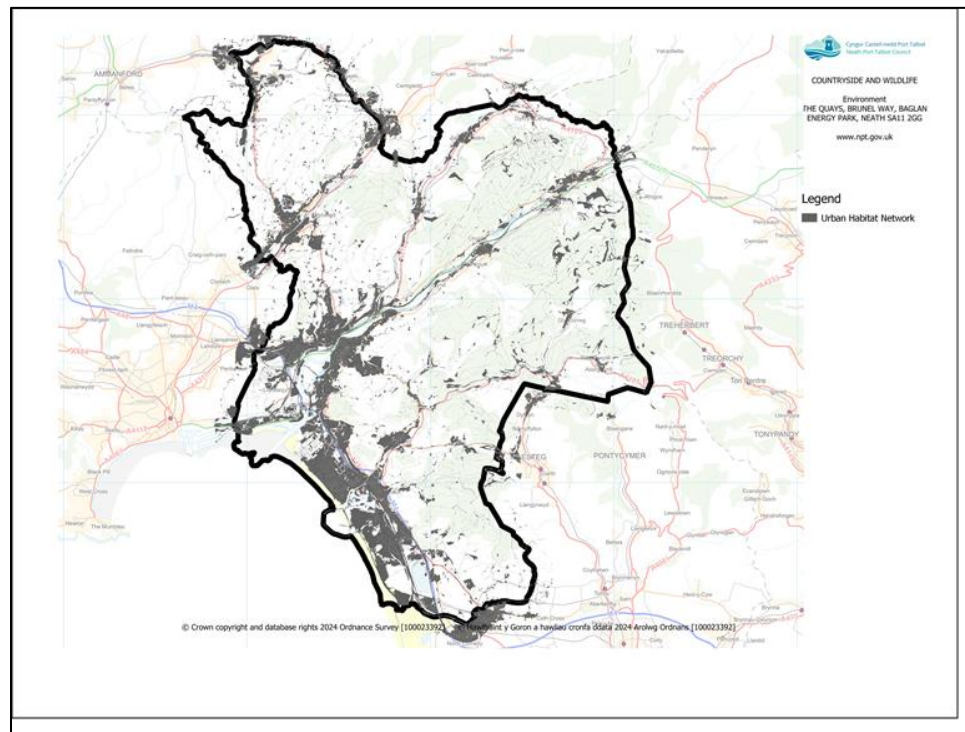
- 9.2.22. The Map below details inland rock and cliff strategic network. The NPT State of Nature Recovery Action Plan (2023) states that the north-facing sandstone cliffs of Craig y Llyn above Llyn Fach are the most important example of this type of habitat in Glamorgan and although this habitat only supports a small proportion of NPT's priority species, there is a community of northern boreal and arctic-montane plants here which has a unique place in the county. There are also smaller north-facing outcrops such as those at Craig y Pant in the Neath Valley and above Cymmer in the upper Afan Valley.
- 9.2.23. The State of Nature Recovery Action Plan (2023) notes that the extent and connectivity of inland rock and cliff in NPT has hardly changed for hundreds of years. However, there has been some deterioration in the condition of Craig y Llyn in recent decades. Invasion of scree and cliff by Sitka Spruce regenerating from seed that has rained in from surrounding plantations has become a significant problem.

Figure 29: A map illustrating the Inland Rock and Cliff habitats in NPT



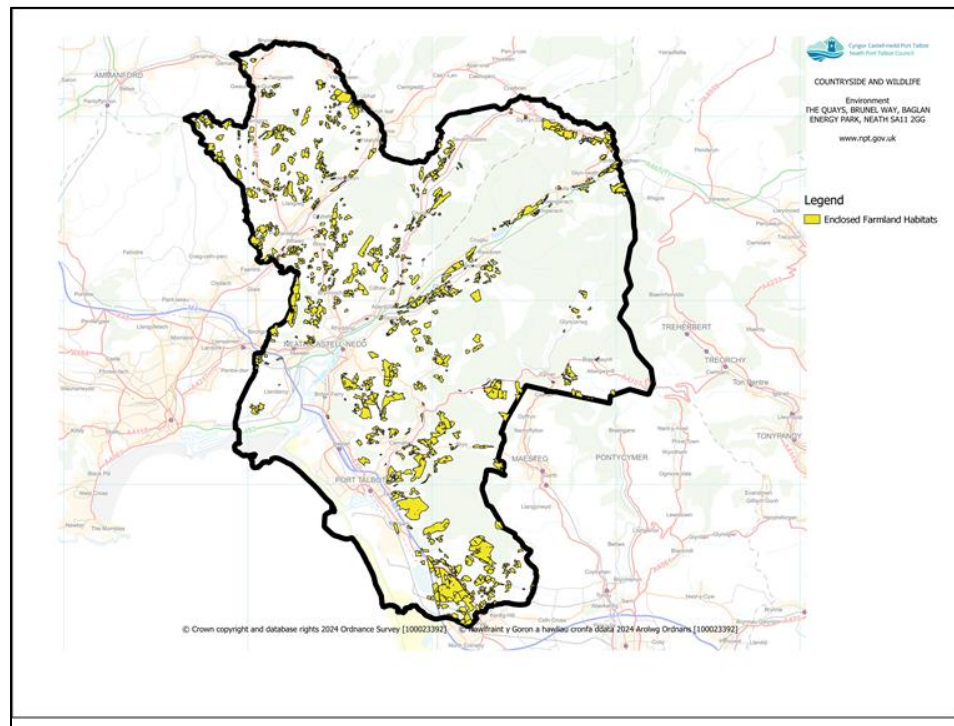
- 9.2.24. The Map below details the urban habitats in NPT. The State of Nature and Nature Recovery Action Plan (2023) states that urban habitats such as buildings, parks and gardens support 5% of NPT's priority species and there is significant potential to enhance biodiversity through the creation and management of nature-friendly networks of gardens, parkland and buildings. The Report notes that there are significant challenges for nature in the urban landscape and species are threatened by, amongst other things, loss of nesting sites, lack of connectivity and inappropriate habitat management (e.g. mowing through flowering season).

Figure 30: A map illustrating urban habitats within NPT



9.2.25. The Map details farmland habitats in NPT. The State of Nature and Nature Recovery Action Plan (2023) states that much of the enclosed farmland in NPT is dominated by low-diversity improved pasture while arable land is restricted largely to small areas between Margam and the Kenfig River in the southern sector of the county. In recent decades Enclosed Farmland has provided an important habitat for Red Kite and Buzzard but there have been some significant decreases in wildlife in farmland in NPT in the last 50 years.

Figure 31: A map illustrating the Farmland habitats in NPT



- 9.2.26. With regards to marine habitats, the NPT State of Nature and Nature Recovery Action Plan (2023) states that the marine habits of NPT are defined as the inshore, subtidal and surface seawaters of Swansea Bay off the coast of NPT to a distance of 12 nautical miles. The seabed here consists of sandstones and mudstones overlain by sand, gravel and mud. The marine ecosystem provides habitats for 24 of NPT's priority species.
- 9.2.27. Summarising these components, the Green Infrastructure Assessment provides a map of the protected sites and existing habitat networks and non-statutory sites and existing habitat networks.

Figure 32: Protected Sites and Existing Habitat Networks

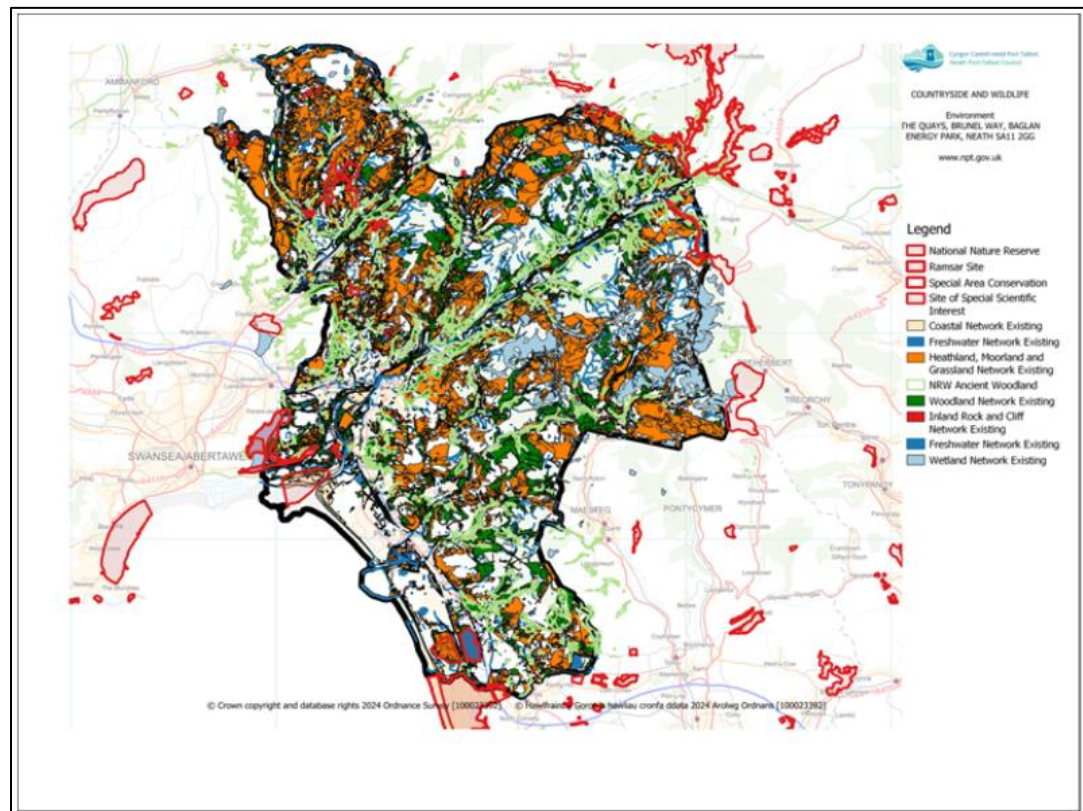
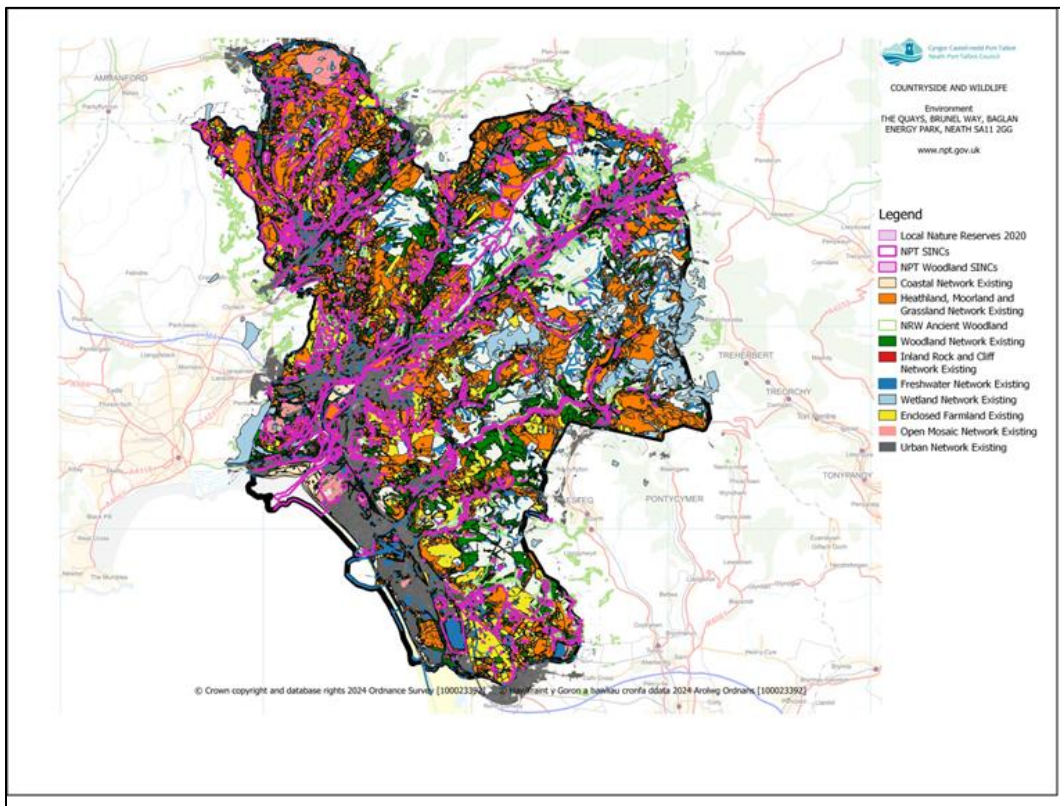


Figure 33: Non-Statutory protected Sites and Existing Habitat Networks



9.3. Key Issues

- 9.3.1. The Council's Corporate Plan identifies a priority for street scene is to secure additional investment to 'catch up, clean up and green up' neighborhoods across the County Borough and increase resilience for drainage works.
- 9.3.2. The Green Infrastructure Assessment identifies a number of key issues for each component. These are detailed in the Table below:

Table 12: Green Infrastructure Assessment - Key Issues

Green Infrastructure Assessment Component	Summary of Key Issues	Summary of Opportunities
Coastal Network	<ul style="list-style-type: none"> • Lack of resilience especially as relates to extent of habitat. • Connectivity. • Adaptation to climate change. 	<ul style="list-style-type: none"> • Baglan Burrows inland retreat. • Enhance existing connectivity and encourage inland patches through GI improvements especially for pollinators, e.g. NPT Bee friendly.
Woodland Strategic Network	<ul style="list-style-type: none"> • Invasive non-native species. 	<ul style="list-style-type: none"> • Expand the existing woodland sites within the network to support continued resilience.
Heathland and Moorland	<ul style="list-style-type: none"> • Invasive non-native species. • Land use change including loss to forestry and 	<ul style="list-style-type: none"> • Roadside verge and green space management, e.g. NPT Bee-Friendly. • Creation to improve connectivity.

Green Infrastructure Assessment Component	Summary of Key Issues	Summary of Opportunities
	<p>agriculture.</p> <ul style="list-style-type: none"> • Lack of appropriate management. 	
Wetland Network	<ul style="list-style-type: none"> • Drainage and planting on peatlands. • Eutrophication and pollution. • Scrub and invasive non-nature species encroachment. 	<ul style="list-style-type: none"> • Restoration of drained or afforested peatlands. • Creation of new wetland features as part of drainage schemes and natural flood management.
Freshwater Strategic Network	<ul style="list-style-type: none"> • Water quality due to pollution. • Invasive non-native species. 	<ul style="list-style-type: none"> • SuDS to reduce pollution entering into watercourses. • Improvements to sewer network.
Open Mosaic	<ul style="list-style-type: none"> • Re-development resulting in 	<ul style="list-style-type: none"> • Creation through demolition and clearance

Green Infrastructure Assessment Component	Summary of Key Issues	Summary of Opportunities
Strategic Network	<p>loss.</p> <ul style="list-style-type: none"> • Destruction. • Succession. • Invasive non-native species. 	<p>of man-made infrastructure.</p> <ul style="list-style-type: none"> • Management through scrub and invasive non-native species management and disturbing the ground. • Incorporation of 'man-made' structures that replat conditions, e.g. modular units such as gabion baskets, dry stone walls, green/ brown roofs and walls.
Inland Rock and Cliff Strategic Network	<ul style="list-style-type: none"> • Invasion by non-native conifer trees. • Pollution. • Tourism pressures. • Wildfire. 	<ul style="list-style-type: none"> • Creation through quarry development. • Reduction of traffic through electric vehicle use and SuDS. • Careful design and development of tourism uses.

Green Infrastructure Assessment Component	Summary of Key Issues	Summary of Opportunities
Urban Strategic Network	<ul style="list-style-type: none"> • Loss of nesting sites. • Lack of connectivity. • Inappropriate management. 	<ul style="list-style-type: none"> • Provision of new nesting and roosting sites in buildings and provide space under fencing for wildlife movement. • Managed greenspaces for nature. • Building with nature standards. • Green Infrastructure features, e.g. street trees, sustainable urban drainage, rain gardens, living walls and green roofs.
Enclosed Farmland Strategic Network	<ul style="list-style-type: none"> • Unknown. 	<ul style="list-style-type: none"> • Additional species-specific improvements, e.g. barn own nest sites.
Marine Strategic Network	<ul style="list-style-type: none"> • Pollution. 	<ul style="list-style-type: none"> • SuDS to improve pollution run-off.

Green Infrastructure Assessment Component	Summary of Key Issues	Summary of Opportunities
	<ul style="list-style-type: none"> • Invasive non-native species. 	<ul style="list-style-type: none"> • Sewer network improvement. • Biosecurity at Ports, Harbours and Marinas.

9.4. Infrastructure Required to Deliver the Plan

- 9.4.1. To inform the preparation of the RLDP, the Council has engaged extensively with colleagues within the Countryside and Wildlife Team. The Countryside and Wildlife Team have assessed all sites submitted for development and worked with the Planning Policy to develop a Green Infrastructure Assessment. Further discussions will take place ahead of the Deposit Plan.
- 9.4.2. Ahead of the Deposit Plan, key sites will be masterplanned to incorporate green infrastructure and include linkages to existing green infrastructure.
- 9.4.3. As part of the Preferred Strategy for all Key Sites the following criterion has been included: creation of a Green Infrastructure network across the site which maintains the existing ecosystem connectivity through the site through the retention of hedgerows and trees.

10. Historic Environment

- 10.0.1. The built environment and urban form of NPT is varied and distinctive, with important remaining features from all periods from prehistory onwards, including Iron Age hill forts and burial mounds, Roman military infrastructure and medieval ecclesiastical buildings and farmsteads.
- 10.0.2. The town of Neath retains the character of a traditional market town, while the key character of most of the County Borough's other towns and villages derives from the area's industrial heritage, from the mining and metal working of the early industrial revolution through to the large-scale steel and petro-chemical industries of the 20th Century.

10.1. National, Regional and Local Policy and Guidance Context

10.1.1. Future Wales

- 10.1.1.1. Future Wales recognises that Wales is a nation with a long and proud history and a rich social and cultural heritage. Good planning ensures the right development is put in the right place, this helps to create healthy, vibrant places with strong community spirit, it protects the natural environment and the historic environment meaning that we can enjoy quality leisure time near our homes and benefit from more local job opportunities, avoiding spending hours on stressful commutes.

10.1.2. Planning Policy Wales

- 10.1.2.1. Section 6.1 notes that the historic environment comprises all the surviving physical elements of previous human activity and illustrates how past generations have shaped the world around us. It is central to Wales's culture and its character, whilst contributing to our sense of place and identity. It enhances our quality of life, adds to regional and local distinctiveness and is an important economic and social asset. The historic environment is made up of individual historic features. Examples of which include listed buildings,

conservation areas, historic assets of special local interest, historic parks and gardens, townscapes, historic landscapes, world heritage sites and archaeological remains.

10.1.2.2. Paragraph 6.1.5 states that the planning system must consider the WG's objectives to protect, conserve, promote and enhance the historic environment as a resource for the well-being of present and future generations. The historic environment is a finite, non-renewable and shared resource. It plays a vital and integral part in the historical and cultural identity of Wales. It contributes to economic vitality and culture, civic pride, local distinctiveness and the quality of Welsh life. The historic environment can only be maintained as a resource for future generations if the individual historic assets are protected and conserved.

10.1.2.3. Paragraph 6.1.6 states that the WG's specific objectives for the historic environment seeks to:

- Protect the outstanding universal value of World Heritage Sites;
- Conserve archaeological remains, both for their own sake and for their role in education, leisure and the economy;
- Safeguard the character of historic buildings and manage change so that their special architectural and historic interest is preserved;
- Preserve or enhance the character or appearance of conservation areas, whilst the same time helping them remain vibrant and prosperous;
- Preserve the special interest of sites on the register of historic parks and gardens; and
- Protect areas on the register of historic landscapes in Wales.

10.1.2.4. Paragraph 6.1.7 states that it is the responsibility of all those with an interest

in planning to appropriately care for the historic environment in their area. The protection, conservation and enhancement of historic assets is most effective when it is considered at the earliest stage of plan preparation or when designing proposals new proposals.

10.1.2.5. Paragraph 6.1.9 states that any decisions made through the planning system must fully consider the impact on the historic environment and on the significance and heritage values of individual historic assets and their contribution to the character of place.

10.1.2.6. Specific sections are then provided with regards to listed buildings, conservation areas, historic landscapes, world heritage sites, archaeological remains, historic environment records, locally specific historic environment policies, and enabling development.

10.1.3. [TAN 24 – The Historic Environment](#)

10.1.3.1. TAN 24 gives more detailed advice on the historic environment in relation to the planning system in Wales. This includes information on the following matters:

- Archaeological remains, including procedures for dealing with archaeological remains on development sites or affected by development (including unexpected discoveries), preserving or partially preserving them in situ and recording them;
- Scheduled monuments, including designation (based on the national importance of the asset) and requirements and procedures for scheduled monument consent (dealt with by Welsh Ministers/Cadw);
- Listed buildings, including designation (based on special historic architectural or historic interest) and requirements and procedures for listed building consent (dealt with by the local authority or by Welsh Ministers depending on circumstances);

- Conservation areas, including designation and review, conservation area appraisals, conservation area consent and special provisions for trees in conservation areas;
- Registered historic assets (historic parks and gardens and historic landscapes), including procedures for dealing with developments that could affect these designations; and
- Historic assets of special local interest, designated by local authorities and protected by local planning policy.

10.1.3.2. With regards to the preparation of LDPs, TAN24 notes that a Sustainability Appraisal is a mandatory requirement in the preparation of LDPs and that this includes a Strategic Environmental Assessment (SEA) which must consider the historic environment as part of its wider consideration of the environment of the plan area. Monitoring of historic environment issues should be undertaken as part of this process and the scope and content of any indicators included within the SEA on the historic environment should be based on local evidence and circumstances.

10.1.4. Historic Assets of Special Local Interest

10.1.4.1. Cadw's Managing Lists of Historic Assets of Special Local Interest Guidance has been developed to supplement PPW and TAN24. It recognises that historic assets of special local interest contribute to the character of a place but have no formal recognition or protection.

10.1.4.2. The Guidance states that local planning authorities may therefore choose to identify historic assets of special local interest and keep a list of them. The list can include all types of historic asset such as buildings, parks, gardens and archaeological sites so long as they are not already scheduled monuments, listed buildings or registered historic parks and gardens.

10.1.4.3. The Guidance states that the selection of sites needs to be based on clear

criteria, sound local evidence and consultation. The criteria should include the important contribution that the historic assets make to the distinctive historic character of an area as well as their contribution to public knowledge. In this way, local listing can complement national designation.

Figure 34: Sample criteria suitable for assessing the special local interests of historic assets adapted from national designation and registration criteria.

Criterion	Description
Aesthetic Interest: Architecture and Designed Landscapes	Historic assets of importance to the locality or region for the interest of their design, decoration or craftsmanship, including well-preserved examples of locally representative building types or styles, or locally distinctive techniques of construction or use of materials. Parks, gardens and places of recreation whose design contributes to local character and distinctiveness.
Archaeological Interest	Sites with compelling and identifiable archaeological evidence or potential; monuments of a category of site or period that is regionally or locally characteristic.
Historic Interest	Historic assets of all types which illustrate important aspects of the past life of the region or locality, particularly its social, economic, or cultural history.
Historical Association	Historic assets of all types which have close historical association with people, events or movements important to the region or locality.

Criterion	Description
Group Value	Historic assets of all types which have a clear visual, design or historical relationship, or which make a positive contribution to the setting of other historic assets, or to the character of a settlement.
Social and Communal Value	Historic assets which have social value as a source of local distinctiveness or social interaction; assets that contribute to local identity or collective memory; assets that have spiritual value, or symbolic significance.
Age	The age of any historic asset of any type is relevant, but certain historical periods, including the more recent, may have particular local significance.
Rarity	Historic assets that provide rare surviving evidence of a particular aspect of the history and development of the locality.

10.1.5. [NPT Adopted Local Development Plan](#)

10.1.5.1. The current LDP recognises that the built environment and urban form of NPT is varied and distinctive, with important remaining features from all periods from prehistory onwards. LDP Strategic Policy SP 21 'Built Environment and Historic Heritage' states that the built and historic environment where appropriate will be conserved and enhanced through the following measures:

1. Encouraging high quality design standards in all development proposals;
2. Protecting arterial gateways from intrusive and inappropriate development;

3. Safeguarding features of historic and cultural importance;
4. The identification of the following designated sites to enable their protection and where appropriate enhancement:
 - a) Landscapes of Historic Interest;
 - b) Historic Parks and Gardens;
 - c) Conservation Areas;
 - d) Scheduled Ancient Monuments; and
 - e) Listed Buildings and their curtilage.

10.1.5.2. Policy BE1 'Design' outlines design requirements for the site including ensuring new developments complement and enhance the character and appearance of the site. Policy BE2 'Buildings of Local Importance' outlines the approach for Buildings of Local Importance.

10.1.6. [Heritage Strategy 2024-2039](#)

10.1.6.1. The Council's Heritage Strategy seeks to ensure the conservation, protection and sustainability of NPT's heritage. The vision at the heart of the strategy seeks to restore, regenerate, and repurpose heritage assets in the Authority. The Strategy focuses on the need to value the historic environment and work collectively with partners and stakeholders to implement far-reaching and long-term interventions to achieve this. There are five central themes to the plan, these include:

1. Understanding our heritage and its significance.
2. Conserving and investing in our heritage for future generations.
3. Capitalising and building on our heritage.
4. Positive management of our heritage.

5. Celebrating and promoting our heritage

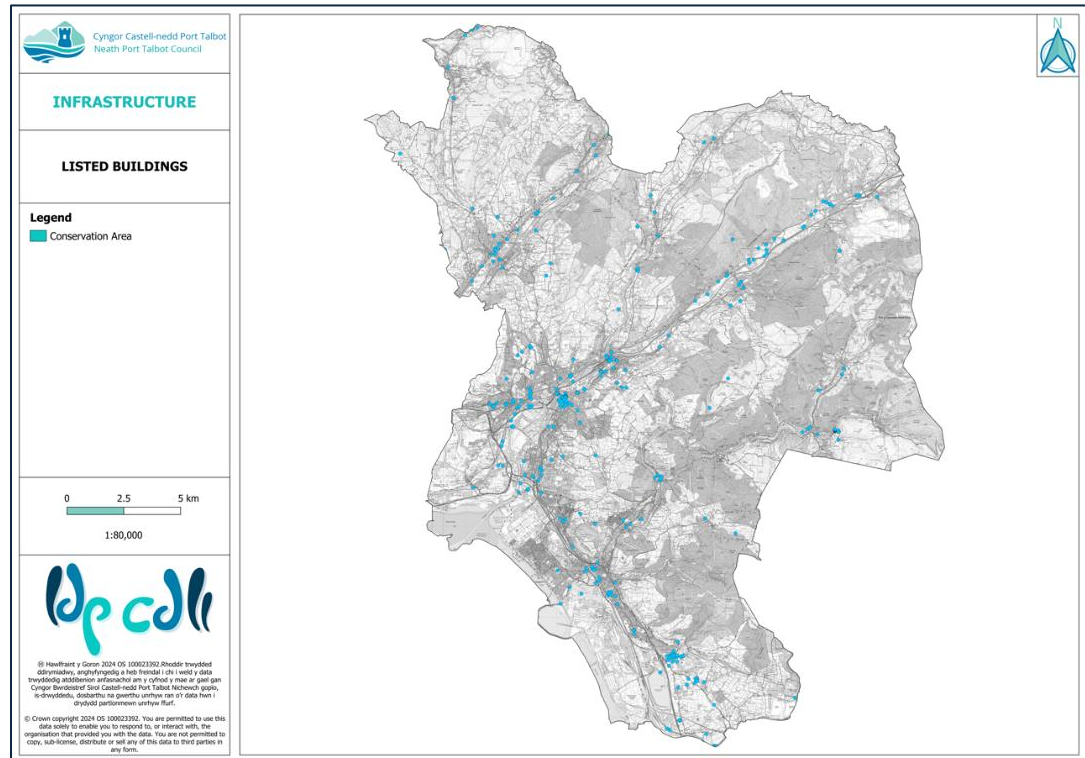
10.1.7. NPT Corporate Plan

- 10.1.7.1. The Corporate Plan for NPT sets out a vision for ensuring culture and heritage can be enjoyed by future generations. This is important because it is integral to people's sense of identity and belonging which can impact people's health, wellbeing and social inclusion. The Welsh Language also forms an integral part of heritage and culture, and NPT needs to play a role in supporting the 2050 ambition to achieve one million Welsh speakers.
- 10.1.7.2. The Corporate Plan will support heritage by introducing community recognition initiative, to celebrate and promote the work being done by volunteers and community groups to enable future generations to appreciate, understand and enjoy heritage and culture; further develop and implement the Welsh language promotional strategy; seek external funding opportunities to conserve and enhance local environment; develop a clear understanding of how heritage can contribute to stronger sustainable economy; and embedded the history of the local environment into the curriculum.

10.2. Current Situation and Trends

- 10.2.1. Within the Authority there are a number of heritage assets.
- 10.2.2. **Listed Buildings:** Within NPT there are 401 listed buildings. These vary from War Memorial Gates at the entrance to the Gnoll to the furnace bank at former Amman Iron Works. These are detailed on the Map below.

Figure 35: Listed Buildings in NPT



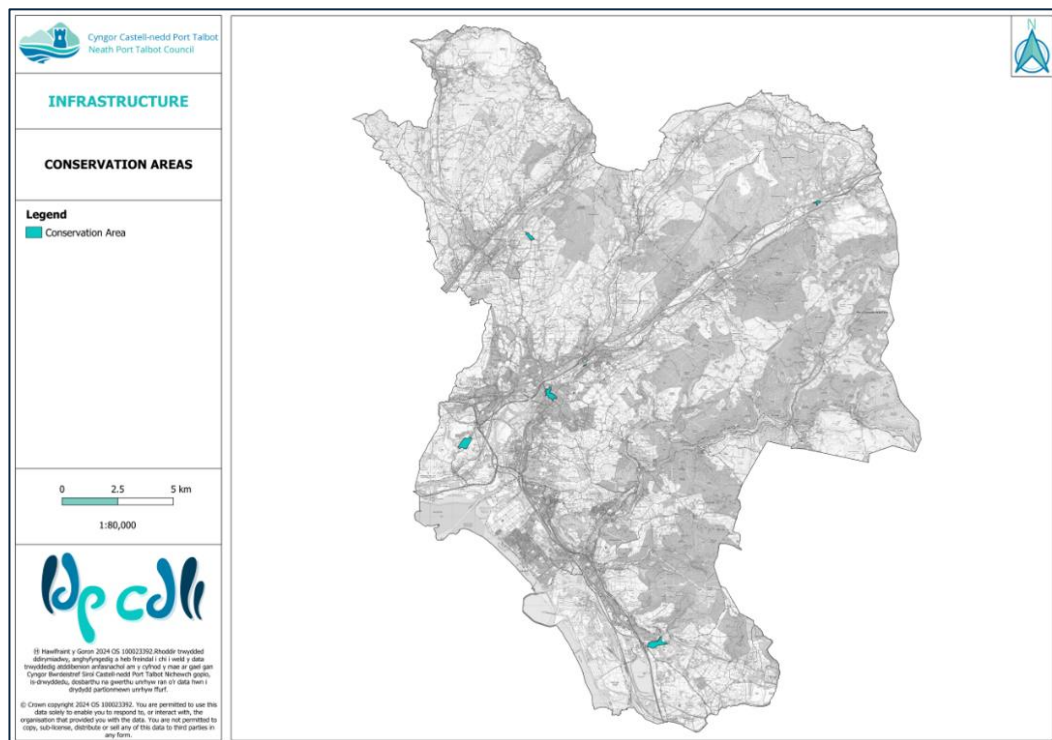
10.2.3. **Conservation Areas:** There are six Conservation Areas within NPT. These are detailed on the Map below:

- **Cilybebyll:** A small self-contained rural village grouped around the parish church of St. John the Evangelist.
- **Glynneath Woollen Mill:** A relatively small area comprising a group of mainly terraced houses, some of distinctive red brick and three storey design, centered around three streets associated with the former woollen mill.
- **Llandarcy:** Originally designed as a garden village, built between 1918 and 1922, of some 250 houses and flats to house the workers of the former adjacent oil refinery in an 'arts and crafts' style.
- **Margam Park:** The conservation area comprises the central part of the park, including the main buildings (Margam Castle, the Orangery, the

Abbey church and ruins) and formal gardens.

- Neath Town Centre: Features of importance include the traditional commercial centre with some small shop units, the general market, public buildings, the castle, St. Thomas' church, Victoria Gardens and other architectural features and structures.
- Tonna Canal Depot: A small area around the Neath Canal at Tonna, including the restored canal depot and workshops, canal structures including lock and lock gates, and the residential lock house property.

Figure 36: Conservation Areas in NPT



10.2.4. **Scheduled Monuments**: There are 87 scheduled monuments in NPT. These include St Margaret's Chapel and remains of Venallt Ironworks.

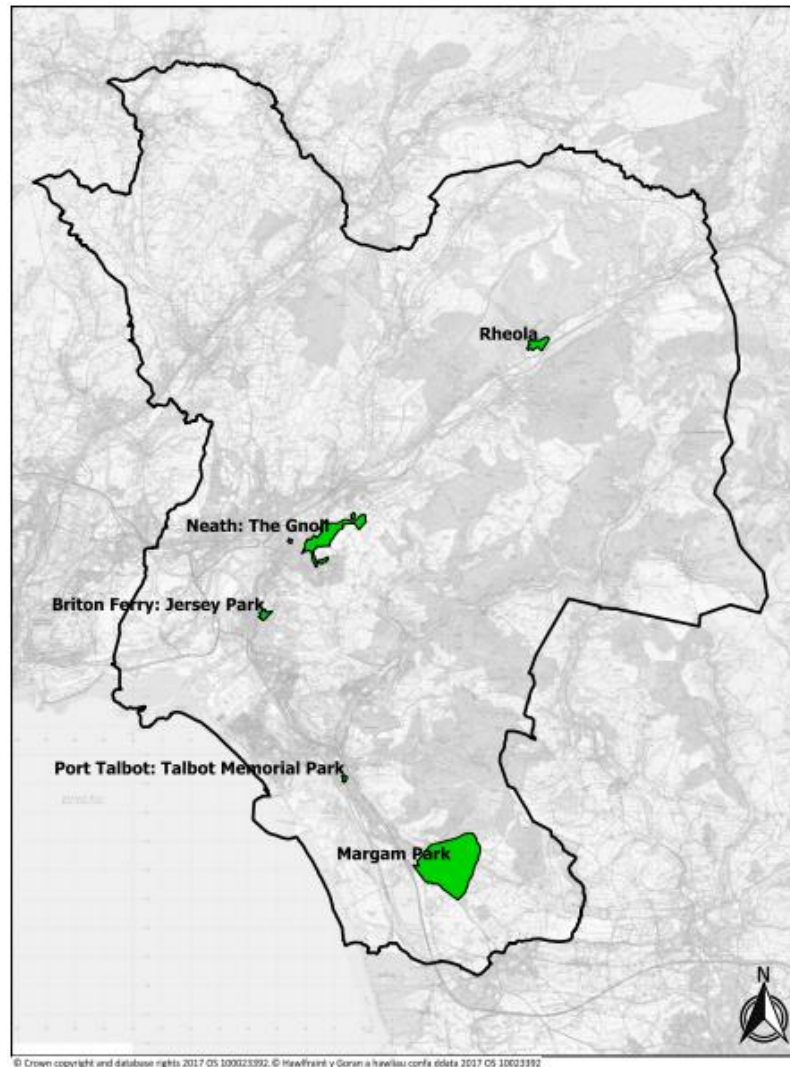
10.2.5. **Registered Historic Parks and Gardens**: Within NPT there are 6 registered historic parks and gardens. These are detailed in the Map below.

- Margam Park (Grade I): A multi-layered site of outstanding historical

importance including prehistoric and Cistercian abbey remains and Tudor, 18th Century and 19th Century Garden and landscaping phases.

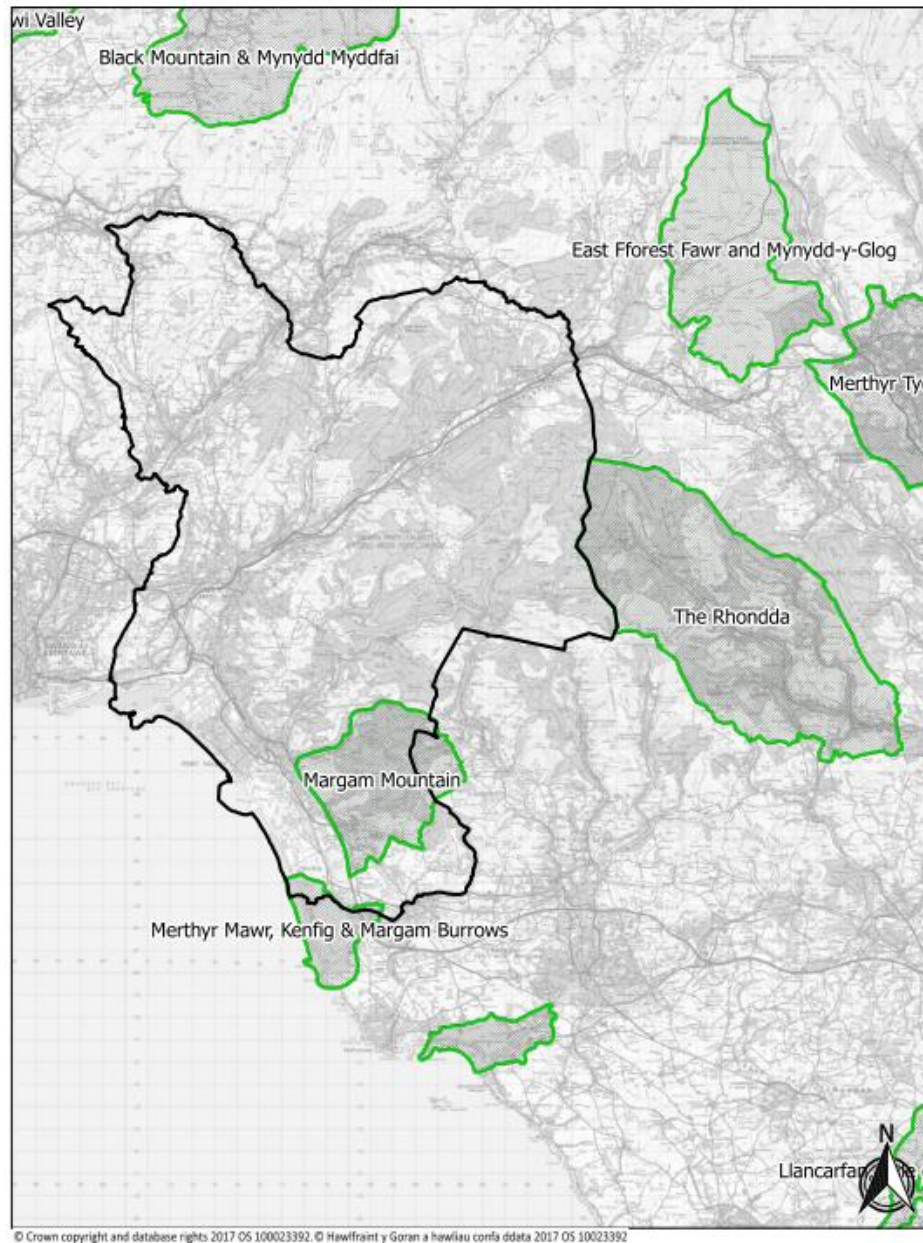
- The Gnoll, Neath (Grade II*): A largely 18th Century landscape park of very great historical interest, in its original setting above Neath. The landscape of the Gnoll is exceptional for its combination of industrial and ornamental functions and for its strong visual relationship with the surrounding countryside.
- Jersey Park, Briton Ferry (Grade II): An exceptionally well preserved urban public park. Its original layout of formal and informal areas remains complete and includes sports facilities.
- Victoria Gardens, Neath (Grade II): A small, well preserved and popular urban park, with most of its original layout and features.
- Talbot Memorial Park, Port Talbot (Grade II): A small, well preserved urban public park with a fine central bandstand and war memorial.
- Rheola (Grade II): The survival of an early 19th Century villa by John Nash and its contemporary picturesque setting. Although part of the park was developed by a wartime aluminum plant, the majority of the setting, which was kept deliberately simple, survives, as do some of Nash's picturesque estate buildings.

Figure 37: Historic Parks and Gardens in NPT



- 10.2.6. **Register of Historic Landscapes in Wales:** The Map below shows that within NPT there are two registered historic landscapes within or partly within NPT, and one which adjoins the County Borough boundary and consequently could be affected by development within NPT. These include Margam Mountain Historic Landscape, Margam Mountain Historic Landscape, and The Rhondda Historic Landscape.

Figure 38: Historic Landscapes



- 10.2.7. **Buildings of Local Importance:** Within the Authority there are 264 BLIs (including Canal Structures). These include Former Ysgol Gynradd Rhiwfawr and St Therese Church Sandfields.
- 10.2.8. **Canal Network:** There are three principal canals in NPT: The Neath Canal extends for some 13 miles from Briton Ferry up the Vale of Neath to Glynneath; the Tennant Canal is some 8 miles in length running from Port

Tennant near Swansea docks to link with the Neath Canal at Aberdulais; and the Swansea Canal originally linked Swansea with Abercraf, running up the Swansea Valley through Pontardawe and Ystalyfera. In addition to the three main canals there were a number of relatively short branch canals providing links to collieries and other industrial sites. Most of these are not now extant, but it is still possible to identify the course of the Glan y Wern Canal running through Crymlyn Bog linking to the Tennant Canal.

- 10.2.9. NPT's canals were first built in the late 18th Century for the transportation of minerals and produce enabling the early development and expansion of industry in the Swansea and Neath valleys.
- 10.2.10. In addition to their historic interest, the canals still have significant roles to play in providing water supplies to local industries, providing recreation and leisure and active travel facilities (particularly as walking and cycling routes) and for biodiversity: a wide range of biodiversity designations apply to the canals, all of which are recognised as SINCs, with some stretches also being part of nationally and internationally designated areas, for example the Tennant Canal forms part of the Crymlyn Bog and Pant y Sais Fen SAC and Ramsar Site.

10.3. Key Issues

- 10.3.1. The Council's Corporate Plan highlights the importance of making the most of the County's heritage so that they can be enjoyed by future generations and identifies their important role in forming a significant component of the sustainable visitor economy. This does however raise sustainability questions given higher potential visitor numbers.
- 10.3.2. Over recent years there have been a number of applications for the redevelopment of BLIs, for example Eagle House.

10.4. Infrastructure Required to Deliver the Plan

- 10.4.1. An Initial Integrated Sustainability Appraisal and Habitat Regulations Assessment has been undertaken to inform the Preferred Strategy RLDP. This includes heritage considerations.
- 10.4.2. To inform the preparation of the RLDP, the Council has engaged with heritage colleagues and will undertake further engagement as part of the preparation of the RLDP. As part of the assessment of Candidate Sites and Urban Capacity Sites, the Council has looked at the proximity of heritage assets with regards to all sites.
- 10.4.3. Cadw and the Glamorgan/ Gwent Archaeological Trust are identified in the Council's Delivery Agreement as a specific consultation body and has been engaged in the preparation of the Preferred Strategy. Further engagement will take place as part of the preparation of the Deposit Plan.
- 10.4.4. The following requirements have been identified for Key Sites in the Preferred Strategy:

Table 13: Key Sites Requirements

Key Site	Requirements
Land East of Rhos	<ul style="list-style-type: none">• Design measures to be sensitive to the Scheduled Monument within the site.
Coed Hirwaun, Margam	<ul style="list-style-type: none">• Design measures to protect and enhance landscape quality (including long range views) taking into consideration the Special Landscape Area designation, proximity of Margam Historic Park and Garden, Margam Mountain Landscape of Special Historic Interest, and Cae Garw Milepost Listed Building.

Key Site	Requirements
Land adjacent to Blaenbaglan	<ul style="list-style-type: none"> • Incorporate a layout and design which respects and complements the surrounding landscape, including the protection of adjoining ancient woodland and the setting of the nearby listed building and scheduled ancient monument.
Fforest Farm, Aberdulais	<ul style="list-style-type: none"> • No heritage requirements.
Port Talbot Port	<ul style="list-style-type: none"> • Design measures to be sensitive to the listed buildings both on site and within close proximity to the site.
Port Talbot Steelworks	<ul style="list-style-type: none"> • No heritage requirements.
Baglan Energy Park	<ul style="list-style-type: none"> • No heritage requirements.
GCRE	<ul style="list-style-type: none"> • As part of the grant of planning permission, infrastructure requirements have been identified.
Wildfox	<ul style="list-style-type: none"> • As part of the grant of planning permission, infrastructure requirements have been identified.

11. Recreational Space

- 11.0.1. Recreational spaces are vital for our health, well-being and amenity, and can contribute to an area's green infrastructure. They provide a place for play, sport, healthy physical activity and a place to relax often in the presence of nature, and they contribute to our quality of life. Networks of high quality, accessible green spaces and recreation spaces will also promote nature conservation, biodiversity and provide enjoyable opportunities for residents and visitors to participate in a wide range of physical activities. These activities are important for the well-being of children and adults and for the social, environmental, cultural and economic life of NPT and Wales.
- 11.0.2. There are many different types of recreational space within NPT, each of which has an important role to play in providing recreational opportunities for residents and visitors alike. TAN16 states that open space is defined in the Town and Country Planning Act 1990 as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground. For the purposes of this guidance, open space should be regarded as all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport, recreation and tourism, and can also act as a visual amenity and may have conservation and biodiversity importance. Areas which are privately owned may have amenity value, although access will not be possible without the agreement of the landowner. Areas like domestic gardens are relevant, since places without or with few gardens, are likely to be more reliant upon the provision of public spaces.
- 11.0.3. Examples of recreational space within NPT include country parks such as Afan Forest Park, Gnoll Estate Park, Margam Park and Craig Gwladus Woods; parks such as Aberavon Seafront, Baglan Park, Bryn Park, King George V Park, Melyn Park, Mount Pleasant, Parc-y-Darren, Parc y Llyn, Parc-y-Werin, Talbot Memorial Park, Tollgate Park, and Vivian Park and

ornamental parks such as Jersey Park, Talbot Memorial Park, Victoria Gardens, and Vivian Park.

- 11.0.4. There are also a number of school facilities in shared use providing recreational opportunities, such as Llangatwg Community School, Cefn Saeson Comprehensive, Tonnau Community Primary, Ysgol Bae Baglan, Tywyn Primary, St Joseph's Comprehensive, St Therese's Primary, Cwmtawe Comprehensive, Ysgol Gyfyn Ystalyfera, Blaengwrach Primary, Cymmer Afan Primary, and Pen Afan Primary.

12.1. National, Regional and Local Policy and Guidance Context

12.1.1. [Future Wales](#)

- 12.1.1.1. Future Wales' vision recognises the role of recreational space in ensuring people have good qualities of living.

12.1.2. [Planning Policy Wales](#)

- 12.1.2.1. PPW recognises that recreational spaces are vital for people's health, well-being and amenity, and can contribute towards an area's green infrastructure. They provide a place for play, sport, healthy physical activity and a place to relax often in the presence of nature, and they contribute to an improved quality of life. Networks of high quality, accessible green spaces and recreation spaces also promote nature conservation, biodiversity and provide enjoyable opportunities for residents and visitors to participate in a wide range of physical activities. (Paragraph 4.5.1).
- 12.1.2.2. It recognises that disadvantaged and deprived communities tend to be disproportionately affected by health problems and therefore states that planning authorities should...:
- Provide a framework for well-located, good quality sport, recreational and leisure facilities, and develop clear policies for the provision, protection and enhancement of sport, recreation and leisure facilities;

- Formal and informal open greenspaces should be protected particularly in urban areas where they fulfil multiple purposes;
- Playing fields and open spaces which have significant amenity or recreational value to local communities should be protected from development; and
- Authorities should consider scope to use disused land and routes as parks, linear parks or greenways in urban areas and encourage the provision of safe and attractive cycle routes and footpaths. (Paragraph 3.20 and Section 4.5).

12.1.3. [NPT Adopted Local Development Plan](#)

12.1.3.1. Strategic policy SP10 'Open Space' states that provision will be made to ensure all residents have access to adequate open space through ensuring that new development addresses local needs and retaining and protecting existing open space. Policy OS1 'Open Space Provision' provides further detail for open space provision for new developments and Policy OS2 'Protection of Existing Open Space' provides further detail for the protection of existing open space provision.

12.1.3.2. The purpose of these policies is to address inequalities in open space provision where possible through the planning system by retaining and enhancing existing provision and requiring new development to make provision for open space where there is a need.

12.1.4. [Open Space and Greenspace SPG](#)

12.1.4.1. NPT Open Space and Greenspace SPG (2017) provides further guidance to the LDP policies.

12.1.5. [Well-being of Future Generations \(Wales\) Act \(2015\)](#)

12.1.5.1. The Act places a duty upon public bodies to produce well-being objectives that contribute to achieving a set of overarching well-being goals: The

'Resilient Wales' and 'Healthier Wales' goals are the key goals that open space and greenspace, as part of the planning process, will contribute towards delivering.

12.1.6. [TAN 16 Sport, Recreation and Open Space](#)

12.1.6.1. TAN 16 'Sport, Recreation and Open Space' provides a full typology of open space and offers the following definition: "'Open space is defined in the Town and Country Planning Act 1990 as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground. For the purposes of this guidance, open space should be regarded as all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport, recreation and tourism, and can also act as a visual amenity and may have conservation and biodiversity importance. Areas which are privately owned may have amenity value, although access will not be possible without the agreement of the landowner. Areas like domestic gardens are relevant, since places without or with few gardens, are likely to be more reliant upon the provision of public spaces".

12.1.6.2. The following types of open space are identified in TAN16:

- **Public parks and gardens**: urban parks, country parks and formal gardens;
- **Natural and semi-natural greenspaces**: woodland, urban forestry, scrub, grasslands, open access land (e.g. mountain, moor, heath, downland, common land and meadows) wetlands, wastelands, and derelict open land and rocky areas (e.g. cliffs, quarries and pits) and coastal land;
- **Green corridors**: River and canal banks, footpaths, cycleways, bridleways, disused railway land and rights of way; these may link different areas within and between urban areas. They may also form part of a network which links urban areas, or links them to the surrounding

countryside;

- **Outdoor sports facilities:** (with natural or artificial surfaces, publicly or privately owned) - including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields, and other outdoor sports areas. A sports pitch is currently defined as a playing field, larger than 0.4ha in size, that has been marked out for team games in the last 5 years;
- **Amenity greenspace:** (most commonly but not exclusively in housing areas) including informal recreation spaces (private or open to the public), roadside verges, greenspaces in and around housing and other premises e.g. Hospitals, schools and colleges, industrial and business premises, domestic gardens and grounds, and village greens;
- **Provision for children and young people:** Play areas, areas for wheeled play, including skateboarding, outdoor kick about areas, and other less formal areas (e.g. hanging out areas, teenage shelters);
- **Allotments, community gardens and city (urban) farms:** A statutory allotment is defined as having an area not exceeding 40 poles (1000 sqm);
- **Cemeteries and churchyards:**
- **Accessible areas of countryside in the urban fringe:** Which directly adjoin or are connected to an urban area;
- **Civic Spaces:** Including civic and market squares, promenades and other predominantly hard surfaced areas designed for pedestrians. These areas may include planted areas and trees; and
- **Water:** Including open air tidal and freshwater pools, ponds, rivers, canals, lakes, reservoirs, docks and harbours.

12.1.7. [NPT Open Space Assessment](#)

- 12.1.7.1. In 2013, the Council undertook and published an assessment of open space provision across the County Borough. This assessment represented a snapshot in time and was an integral part of the evidence supporting the current LDP, ultimately informing the policies in the adopted Plan.
- 12.1.7.2. The assessment considered all of the above categories of open space, with the exception of (ii) natural and semi-natural greenspace, (viii) cemeteries and churchyards and (ix) accessible areas of countryside in the urban fringe. Whilst Country Parks have been referred to, they have not been analysed in as much detail as the urban parks and formal gardens. Furthermore, green corridors have only been assessed in terms of their ability to provide connectivity, rather than their greenspace qualities.
- 12.1.7.3. In respect of amenity greenspace, whilst noting that green areas around buildings and roadside verges can have a significant effect on the character of an area, these were not specifically assessed as part of this work. Rather the potential for land to be used for informal recreation has been assessed, noting that green areas have the potential to benefit wellbeing and mental health. In respect of private gardens, whilst these were not mapped, where relevant the assessment indicated where the particular types of housing in an area may have limited private amenity space.

12.1.8. [NPT Play Sufficiency Assessment](#)

- 12.1.8.1. Local authorities have a duty under the Children and Families (Wales) Measure to assess for and secure sufficient play opportunities for children's play and young people in their area, and to submit their assessment and action plan to WG on a three-year cycle.
- 12.1.8.2. The most recent Play Sufficiency Assessment produced in 2022 reflects feedback from children and young people, parents and stakeholders. It draws together their views with information collated through the WG toolkit to

provide an overview of the current position in NPT. A SWOT analysis has been produced outlining the strengths and weaknesses against each Matter and the opportunities and threats for improving these.

12.1.8.3. There are a total of 9 matters which make up the assessment:

1. Population;
2. Providing for diverse needs;
3. Open spaces and outdoor unstaffed designated play spaces;
4. Supervised provision;
5. Charges for play provision;
6. Access to space/provision;
7. Securing and developing the play workforce;
8. Community engagement and participation; and
9. Play within all relevant policy and implementation agendas.

12.1.9. [Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard Wales](#)

12.1.9.1. Fields in Trust (FiT) Guidance provides guidance for the provision of open space and play provision. It recognises that recreational space plays an important role in meeting the challenge of climate change and flooding through integrating SuDS and providing opportunities for conserving and enhancing the natural environment.

12.1.9.2. FIT recommend the following benchmark guidelines for formal open space:

Table 14: FIT Guidance

Open Space Typology	Quantity Guideline (Hectares per 1,000 population)	Walking Guideline (Walking distance: meters from dwellings)
Playing pitches	1.20	1200m
All outdoor sports	1.60	1200m
Equipped / designated play areas	0.25	LAPs – 100m LEAPs – 400m NEAPs – 1,000m
Other outdoor provision (MUGAs and skateboard parks)	0.3	700m

12.1.9.3. It also identifies a number of quality guidelines:

- Located where they are of most value to the community to be served.
- Sufficiently diverse recreational use for the whole community.
- Appropriately landscaped.
- Maintained safely and to the highest possible condition with available finance.
- Positively managed taking account of the need for repair and replacement over time as necessary.
- Provision of appropriate ancillary facilities and equipment.
- Provision of footpaths.
- Designed so as to be free of the fear of harm or crime.

- Local authorities can set their own quality benchmark standards for playing pitches, taking into account the level of play, topography, necessary safety margins and optimal orientation.
- Quality appropriate to the intended level of performance, designed to appropriate technical standards.

12.2. Current Situation and Trends

- 12.2.1. As part of the preparation of the RLDP the Council will undertake a review of the open space/ recreational space provision in the County Borough. The current Openspace Assessment identified where there were surpluses and deficits for each type of open space by ward. The Table below summarises the findings:

Table 15: Summary of Recreational Space Provision

Spatial Area	Summary of Recreational Space Provision
Neath	<ul style="list-style-type: none"> • 27% of wards meet the FIT standard for pitch sport provision; • 13% of wards meet the FIT standard for total outdoor sport and children's play; • 53% of wards meet the FIT standard for informal open space, however when the larger areas of open space are considered Cimla, Neath North, Neath East, Cadoxton and Tonna wards are likely to be sufficient. These figures are also likely to also affect the total children's play figures. • In respect of accessibility to the sports provision the overall picture in the area is generally good, with most communities within the urban area being within the suggested distance of outdoor sports facilities. There are some areas which lie beyond the preferred distance for both sports pitches and other outdoor sports provision namely Jersey Marine and Crymlyn Burrows. Elsewhere the main urban area is largely accessible to both types of provision with a few small pockets which lie beyond the desired distance. • In respect of other sports: parts of Aberdulais, Cilfrew and Ynysygerwn lie beyond the suggested distance; significant parts of Tonna lie beyond the suggested distance; the top part of Cimla lies outside the suggested distance; the northern part of Bryncoch and parts of Dyffryn Church lie beyond the suggested distance; and parts of Longford lie beyond the

Spatial Area	Summary of Recreational Space Provision
	<p>suggested distance.</p> <ul style="list-style-type: none"> • There are a number of formal parks and gardens in the area each of which includes a range of facilities which have been categorized according to the FIT standard and included in the calculations above. These parks provide a good resource to the local and wider areas. • A number of schools offer sports provision which can be accessed by the community. There are also a number of other schools which have outdoor sports facilities and fields which may offer some potential for use by the local community if agreement could be made with the schools concerned. This could help to reduce the deficiency of pitch provision in some wards. • There are a number of facilities for playing golf. • There are a number of civic spaces. • With regards to amenity greenspace, it is noted that within many areas of Neath there are areas of high-density terraced housing which have limited outdoor space and parts of Neath town centre contain flats, some of which are purpose built and offer some shared amenity space, but others are in converted buildings which offer less scope for outdoor amenity space. As the central areas of Neath and to a lesser extent, Skewen, Melyn and Briton Ferry are urbanized and opportunities for enjoying recreational space are more limited, it is

Spatial Area	Summary of Recreational Space Provision
	<p>important to ensure that what is available is fit for purpose and opportunities to enhance provision taken where possible.</p> <ul style="list-style-type: none"> • There are a number of allotment facilities and at the time there were proposals being considered for additional allotment provision which would help to meet the shortfall in the area (-6.89ha shortfall). • There are a number of recreational opportunities afforded by water in the area.
Port Talbot	<ul style="list-style-type: none"> • There are some significant areas of informal open space at Margam County Park and the Afan Forest Park. These provide sizable areas of recreational space which if added to the informal open space figures for the wards would greatly skew the results. They are unlikely to be used by local residents given that they are more remote. • 38% of wards meet the FIT standard for total outdoor sport and pitch sport. • 0% of wards meet the FIT standard for children's play. • 50% of wards meet the FIT standard for total children's play and informal open space. However, when the larger areas of open space are considered the Margam ward is likely to be sufficient. • Accessibility to the sports provision is generally very good with most communities within the

Spatial Area	Summary of Recreational Space Provision
	<p>urban area being within the suggested distance of outdoor sports facilities. The main urban area is largely accessible to both types of provision with a few small pockets which lie beyond the desired distance.</p> <ul style="list-style-type: none"> • In respect of sports pitches: Coed Hirwaun lies beyond the suggested distance; and the southern edge of St David's Park is beyond the suggested distance. • In respect of other sports: The northeastern half of Coed Hirwaun lies beyond the suggested distance; and parts of Baglan Moors around Village Gardens lie beyond the suggested distance. • There are a number of formal parks and gardens in the area which provide a good resource to the local area. • A number of schools offer sports provision which can be accessed by the community. There are also a number of other schools which have outdoor sports facilities and fields which may offer some potential for use by the local community if agreement could be made with the schools concerned. This would help to meet the shortfall of provision in pitch sports in a number of wards. • There are a number of facilities for playing golf in the spatial area.

Spatial Area	Summary of Recreational Space Provision
	<ul style="list-style-type: none"> • There are a number of civic spaces in the area including the long promenade at Aberavon. • With regards to amenity greenspace, the Open Space Assessment notes that within many areas of Port Talbot there are areas of high-density terraced housing which have limited outdoor space and parts of the town centre contain flats, some of which are purpose built and offer shared amenity space, but others are in converted buildings which offer less scope for outdoor amenity space. As the central areas of Port Talbot and to a lesser extent, Taibach and Aberavon are urbanized and opportunities for enjoying recreational opportunities are more limited, it is important to ensure that what is available is fit for purpose and opportunities to enhance provision taken where possible. • There are a number of allotments within the spatial area. There is however overall, a deficiency of 5.07ha. • There are also a number of recreational opportunities afforded by water.
Pontardawe	<ul style="list-style-type: none"> • There are some significant areas of informal open space at Glan Rhyd/ Glantawe Riverside Park and the Cwm Du Glen. These provide sizeable areas of recreational space which if added into the informal open space figures would greatly skew the results. As a result, they have not been included in the calculations. In addition to attracting people from the local area they are likely to attract people from beyond the local area.

Spatial Area	Summary of Recreational Space Provision
	<ul style="list-style-type: none"> • 50% of wards meet the FIT standard for pitch sport provision. • 25% of wards meet the GIT standard for total outdoor sport provision. • 0% of wards meet the FIT standard for children's play. Although taking into consideration facilities at Glan Rhyd/ Glantawe Riverside Park and Cwm Du Glen it is likely to satisfy the requirements for informal open space and potentially children's play provision. • In respect of accessibility to sports provision, the overall picture in the area is generally very good, with most communities within the urban area being within the suggested distance of outdoor sports facilities. The main urban area is largely accessible to both types of provision with a few small pockets which lie beyond the desired distance. • In respect of sports pitches, parts of Rhydyfro lie beyond the suggested distance. • In respect of other sports, significant parts of Rhos lie beyond the suggested distance. • There are a number of formal parks and gardens in the area, each of which has a range of facilities. • There are a number of schools, some of which offer school sports provision. There are also a number of other schools which have outdoor sport facilities and fields which could be used by the local community if agreement could be reached. This would help to meet the

Spatial Area	Summary of Recreational Space Provision
	<p>shortfall in pitch sports provision in a number of wards.</p> <ul style="list-style-type: none"> • Pontardawe Golf Course is the only golf facility located in the area. • There are civic spaces in the centre of Pontardawe. • There are no allotments within the spatial area. • With regards to amenity greenspace, within Pontardawe there are areas of high-density terraced housing which have limited outdoor space and parts of the town centre contain flats, some of which are purpose built and offer some shared amenity space, but others are in converted buildings which offer less scope for outdoor amenity space. The Report notes that it is important to ensure that what is available is fit for purpose and opportunities to enhance provision taken where possible. • There are a number of recreational opportunities afforded by water in the area.
Afan Valley	<ul style="list-style-type: none"> • There are some significant areas of informal open space at the Afan Forest Park which if added to the informal open space figures for the ward would greatly skew the results. Due to the location of the facility, it is unlikely to be readily accessed by local residents on foot for day-to-day use. As a result, the report notes, that it has not been taken into account in assessing open space requirements.

Spatial Area	Summary of Recreational Space Provision
	<ul style="list-style-type: none"> • 50% of wards meet the FIT standard for total outdoor sport and pitch provision. • 100% of wards meet the FIT standard for total children's play and informal open space. • 0% of wards meet the FIT standard for children's play provision. • In respect of accessibility to the sports provision the overall picture in the area is generally good, with most communities within the settlements being within the suggested distance of outdoor sports facilities. The larger villages are generally accessible to both types of provision with a few small communities which lie beyond the desired distance. • In respect of sports pitches a small part of Efail Fach lies beyond the suggested distance; Cynonville lies beyond the suggested distance; Abercregan lies beyond the suggested distance; and Dyffryn Rhondda lies beyond the suggested distance. • In respect of other sports: parts of Tonmawr lie beyond the suggested distance; Cynonville lies beyond the suggested distance; and most of Dyffryn Rhondda lies beyond the suggested distance. • There are a number of formal parks and gardens in the area including Cymmer Welfare Park, Tudor Park, Croeserw and Ynyscorrwg Park, Glyncorrwg. • There are a number of schools which offer after school sports facilities. There are a number

Spatial Area	Summary of Recreational Space Provision
	<p>of other schools which have facilities which could offer some potential for use by the local community. If these were made available, they could make a positive contribution to sports provision within their wards.</p> <ul style="list-style-type: none"> • There are no golf facilities within the spatial area. • In terms of civic space, there is a memorial garden in Blaengwnfi. • In terms of amenity greenspace, there are areas of terraced housing which on the whole have adequate outdoor space. However, the importance to appropriate outdoor space is noted. • There are a number of allotment facilities within the spatial area. There is however a deficiency of 0.16ha. • Glyncorrwg Ponds offers provision for waterside recreation.
Amman Valley	<ul style="list-style-type: none"> • 50% of wards meet the FIT standard for pitch sport. • 100% of wards meet the FIT standard for total children's play and informal open space. • 0% of wards met the FIT standard for total outdoor sport and children's play provision.

Spatial Area	Summary of Recreational Space Provision
	<ul style="list-style-type: none"> • In respect of accessibility to sports provision, the overall picture in the area is generally good, with most communities within the settlements being within the suggested distance of outdoor sports facilities. The larger villages are generally accessible to both types of provision with a few small communities which lie beyond the desired distance. • In terms of sports pitches, the southern end of Cwmgors lies beyond the suggested distance. • In respect of other sports: the southern end of Cwmgors lies beyond the suggested distance; and the eastern end of Tairgwaith lies beyond the suggested distance. • The only formal park is Parc y Werin in Gwaun Cae Gurwen which has a range of facilities. • No schools offer after school sports which can be accessed by the local community. There are a number of schools which have outdoor sports facilities and fields which may offer some potential for use by the local community, if agreement could be made with the schools concerned. • There are no golf facilities in the area. The nearest facilities are in Pontardawe or Garnant near Ammanford. • There are areas of civic space, including the square at Gwaun Cae Gurwen, and war

Spatial Area	Summary of Recreational Space Provision
	<p>memorials in Lower Brynamman and Gwaun Cae Gurwen.</p> <ul style="list-style-type: none"> • In terms of amenity greenspace, there are areas of terraced housing, but these tend to have adequate outdoor amenity space. • There are no allotments. There is a deficiency of 0.8ha.
Dulais Valley	<ul style="list-style-type: none"> • 67% of wards meet the FIT standard for pitch sport and children's play. • 100% of wards meet the FIT standard for total children's play and informal open space. • 33% of wards meet the FIT standard for total outdoor sport provision. • In respect of accessibility to the sports provision the overall picture in the area is generally very good, with most communities within the settlements being within the suggested distance of outdoor sports facilities. The villages are generally accessible to both types of provision with one area beyond the desired distance. The standard is met for sports pitches. • In respect of other sports: the northern end of Seven Sisters around Pant y Ffordd lies beyond the suggested distance. • There is one formal park in Seven Sisters and in Crynant the Welfare Ground contains a

Spatial Area	Summary of Recreational Space Provision
	<p>wide range of facilities located in one place which could be classed as a park.</p> <ul style="list-style-type: none"> • No schools offer after school sports which can be accessed by the local community. There are a number of schools which have outdoor sports facilities and fields which may offer some potential for use by the local community, if agreement could be made with the schools concerned. • There is a golf driving range in Seven Sisters but there are no golf courses in the area. The nearest facilities are in Neath or Glynneath. • There is a war memorial in Seven Sisters, which is the main civic space in the area. • In terms of civic spaces, there is a war memorial in Seven Sisters, which is the main civic space in the area. • In terms of amenity greenspace, there are areas of terraced housing however these properties generally have adequate private amenity space. • There are no allotments in the area. The Dove in Onllwyn does however operate as a large community garden. There is a deficit of 0.99ha. • There are recreational opportunities afforded by water in the area.

Spatial Area	Summary of Recreational Space Provision
Neath Valley	<ul style="list-style-type: none"> • There is a significant area of informal open space at Ysgwrfa Bridge which if added to the informal open space figures would greatly skew the results for Glynneath ward. Due to the location of the facility, it is unlikely to be readily accessed by local residents on foot for day-to-day use. As a result, it has not been incorporated into the calculations. • 100% of wards meet the FIT standard for informal open space. • 67% of wards meet the FIT standard for total children's play provision. • 33% of wards meet the FIT standard for pitch sport. • 0% of wards meet the FIT standard for total outdoor sport and children's play provision. • In respect of accessibility to the sports provision the overall picture in the area is generally very good, with most communities within the settlements being within the suggested distance of outdoor sports facilities. The villages are generally accessible to both types of provision with Clyne being beyond the desired distance for both types of provision. • There are formal parks in Glynneath, Cwmgwrach and Resolven. Each of these has a range of facilities. • There are some school facilities which can be accessed by the local community. There are also a number of others which are not accessible and if agreement could be met to allow

Spatial Area	Summary of Recreational Space Provision
	<p>access this would help to meet the shortfall in pitch provision in a number of the wards.</p> <ul style="list-style-type: none"> • There are no golf courses in the spatial area but there is a golf course adjoining in Powys. • There are a number of civic spaces including at the war memorial in Resolven. • In terms of amenity greenspace, there are areas of higher density terraced housing in central Resolven, Glynneath and to a lesser extent Cwmgwarch. Some of these, especially those in parts of Resolven, have limited outdoor space. However, due to the layout of the settlements there is generally quite good access to existing open space. It is important to ensure that what open space is available is fit for purpose and opportunities to enhance provision taken where possible. • There are a number of allotments. There is however still a deficiency of 0.38ha. • There are a number of recreational opportunities afforded by water.
Swansea Valley	<ul style="list-style-type: none"> • In considering the provision of informal open space within the area there is a Local Nature Reserve (LNR) at Swansea Canal (Godre'r Graig Ward) which offers opportunities for informal recreation. This provides a sizeable area of recreation space which if added into the informal open space figures for the ward would greatly skew the results.

Spatial Area	Summary of Recreational Space Provision
	<ul style="list-style-type: none"> • 100% of wards meet the FIT standard for informal open space. • 67% of wards meet the FIT standard for total children's play provision. • 0% of wards meet the FIT standard for total outdoor sport, pitch sport and children's play provision. • In respect of accessibility to the sports provision the overall picture in the area is generally good, with Ystalyfera being within the suggested distance of both types of outdoor sports facilities. The villages have areas which lie beyond the desired distance for other outdoor sports, but meet the accessibility requirements for sports pitches, with the exception of Penrhiwfawr which lies beyond the suggested distance for sports pitches. • In respect of other sports: southern part of Godre'r Graig lies beyond the suggested distance; Penrhiwfawr is mostly beyond the suggested distance; and Cilmaengwyn and Ynysmeudwy lie beyond the suggested distance. • There are formal parks at Parc y Darren and Glyngwyn Ystalyfera, Rhiwfawr, Godre'r Graig and Cwmllynfell. • There are some school facilities which can be accessed by the local community. There are a number of other schools which have facilities which are not accessible, if these could be

Spatial Area	Summary of Recreational Space Provision
	<p>made accessible it would help to reduce the shortfall in provision in a number of wards.</p> <ul style="list-style-type: none"> • There are no golf courses or driving ranges. The nearest facilities are in Pontardawe, Neath and Glynneath. • There is a small civic square in Cwmllynfell. • In terms of amenity greenspace, there are areas of terraced housing but on the whole, these appear to have adequate amenity space. The importance of access to appropriate amenity space is however noted. • There is no allotment provision in the area. There is therefore a shortfall of 1.1ha. • There are recreational opportunities afforded by water.

12.3. Key Issues

- 12.3.1. The Council's Corporate Plan identifies cleaner and better maintained streets and greenspaces as an important matter to those who live and work in NPT.
- 12.3.2. The Council's Open Space Assessment (2013) identifies deficiencies in different types of recreational space for different wards. This report will be updated ahead of the Deposit Plan. Consideration will need to be given to address deficiencies.

12.3.3. The Play Sufficiency Assessment identifies the following gaps in NPT:

- Geographical gaps: Rural communities feel forgotten with more attention placed on urban areas. Aberdulais, Blaengwrach, Dyffryn and Trebanos have no supervised play provision, and 20 wards have no provision for older children and young people
- Diverse Needs Gaps: Supervised provision for children and young people with disabilities is not meeting demand. Only 2 out of 118 play areas assessed have specialist equipment for children with disabilities and there is no play provision within NPTs traveler sites.
- Access Gaps: Road traffic, ability to travel and information about play is a barrier to access.
- Ages gaps: There is a shortfall in provision for children aged over 13 years.
- Type gaps: Surveys show there is unmet demand for holiday clubs, youth clubs, supervised provision for disabled children and low cost or free access to supervised play provision.
- Workforce gap: There is not an up-to-date workforce audit, training is defined by funding rather than need and there is no quality assurance framework to support professional development.
- Policy gap: while play is included in key strategies within the Corporate Plan it does not clear how these objectives will be delivered.
- COVID-19 gaps: Support is needed to help children, young people and their families to return to playing.

12.4. Infrastructure Required to Deliver the Plan

12.4.1. New developments will be required to provide recreational space/ contribute

towards the provision of recreational space. Ahead of the Deposit Plan, the Council will undertake a Recreational Space Assessment in order to understand the requirements. In the meantime, all Key Sites in the RLDP Preferred Strategy will be required to provide recreational space in accordance with policies and targets when identified. As part of viability work undertaken to date, the current LDP open space requirements have been taken into consideration.

12. Public Rights of Way

12.0.1. NPT Council manages the public rights of way (PROW) network and other sites in the County Borough which provide many opportunities for people to access and enjoy the countryside. The rights of way network include footpaths, bridleways and byways.

12.0.2. PRow include:

- Footpaths: A public highway over which the public has a right of way on foot only.
- Bridleways: A highway over which the public may ride or lead a horse, walk or ride on a pedal cycle.
- Restricted Byways: The public has a right on foot, on horseback or leading a horse, and a right in or on a vehicle other than mechanically propelled vehicles, thereby giving a right for pedal cyclists and drivers of horse drawn vehicles.
- Byway Open to All Traffic (BOAT): These are highways over which the public can exercise all the rights referred to above, but there is also a right to drive mechanically propelled vehicles.

12.1. National, Regional and Local Policy and Guidance Context

12.1.1. Countryside and Rights of Way Act 2000

12.1.1.1. Under Section 60 of the Countryside and Rights of Way Act 2000, the Council has a statutory duty to prepare a 'Rights of Way Improvement Plan' (ROWIP).

12.1.1.2. Under Section 60(3) and (4), the Council is required to undertake a new assessment, a review of this Plan and assess whether amendments are required to the first Plan. Specifically, the assessment is required to include the following:

- An assessment of current provision, i.e. current access provision and opportunities that Public Rights of Way (PROW) and other access provision provides;
- An assessment of use, i.e. how needs are being met, barriers to use and incentives for use; and
- An evaluation of existing, and priorities for a new, ROWIP.

12.1.2. Rights of Way Improvement Plan (2020-2030)

12.1.2.1. The NPT RoIP (2020-2030) sets out the means by which the Council intends to improve and promote access to the countryside across the County Borough over the next decade.

12.1.2.2. The Council's vision to be delivered through the ROWIP: "That countryside access provision in NPT provides the best opportunity possible for residents and visitors to enjoy the benefits that it provides".

12.1.2.3. The Document says that in order to work towards this vision, the Council will adopt the principles of 'Sustainable Management of Natural Resources', whilst also taking each opportunity to contribute towards the well-being goals and objectives set for NPT.

12.1.2.4. The Plans objectives are outlined below:

- Objective 1: The Public Rights of Way network will be protected, maintained in good condition and easy to use.
- Objective 2: Opportunities to improve access to wider countryside / green space will be improved, working in partnerships where necessary.
- Objective 3: Maintain a robust system to record and process information on public rights of way and relevant countryside access.

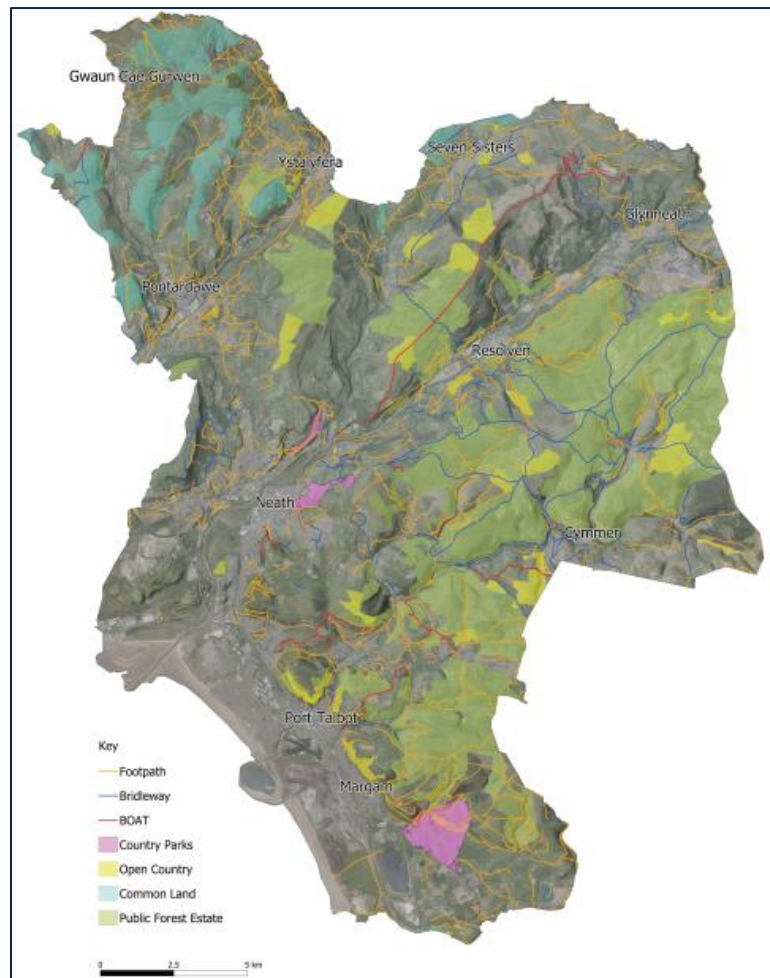
- Objective 4: Public Rights of Way and other countryside access meet the needs of users now and for the future.
- Objective 5: Countryside access will be promoted, providing benefits for health and well-being, tourism and recreation.

12.1.2.5. The Document says that the objectives and vision will be met through the implementation of 14 Policies. These policies focus on maintenance/improvement works, legal processes / orders and financial charges.

12.2. Current Situation and Trends

12.2.1. Within NPT there are 777.3km in total of legally existing PRoW.

Figure 39: Public Rights of Way in NPT



- 12.2.2. Approximately 76.1% of the network is comprised of footpaths, 18.9% for bridleways, and 5% byways. More information is provided within the Table below:

Table 16: Extent of Public Rights of Way in NPT

Definitive Map Classification	For Use By	Length (km)	Network % (Approx)
Footpath	Walkers	591.52	76.1%
Bridleway	Walkers/Horse Riders/Cyclists	147.12	18.9%
Byway Open to All Traffic	Walkers / Horse Riders / Cyclists / Horse Drawn & Motor Vehicles	38.66	5%
Total	-	777.3	100%

- 12.2.3. In addition, there are also extensive areas of Access Land which comprises open country, common land and dedicated land currently comprising:
- 1,389 hectares open access land;
 - 1,783 hectares common land; and
 - 9,784 hectares freehold estate of WG woodland estate.

12.3. Key Issues

- 12.3.1. The ROWIP identifies a number of challenges within NPT. These challenges are outlined in the table below:

Table 17: Key Issues in NPT

Issue	Action
Within NPT, PROW are the most popular means to access the countryside.	Maintain a focus on maintenance and improvement of PROW whilst taking a holistic approach to countryside access.
Processing of legal orders remains a requirement.	Retain provision for the processing of legal orders.
Within NPT, open moorland / forest / parks are equally popular.	Ensure access to provision remains varied and providing access to key areas of interest.
Walking is the most popular activity.	Deliver measures that support walking to promote new routes and encourage new users.
Frequent users are low, inequality in demographic of users (women, older and urban residents have reduced use)	Introduce measures to encourage increased participation especially for low use groups.
Health is the biggest motivator for visiting the countryside.	Actively pursue access for all routes enabling users to progress and increase fitness.
Nationally family orientated activities for the most popular activity. However, in NPT family activities only make up 13% of users.	Work in partnership to deliver activities and resources to encourage families to access PROW.

Issue	Action
The majority of people feel it is easy to access the countryside.	Maintain existing maintenance programs.
38% of respondents do not feel like it is easy to access the countryside citing lack of information and signage.	Continue program of way making, deal with obstructions, introduce further measures to provide information.
Measures to put in place to encourage greater use of the countryside.	Promote easy/short/accessible routes
For access to information web based and smart phones are most preferred.	Priorities provision of information digitally.
Access to the countryside is a key element of the tourism economy.	Deliver initiatives that support the promotion of NPT.
PROW can support the aims of the Active Travel Act.	Work collaboratively to support the delivery of the Integrated Network Map to encourage walking and cycling as a means of travel.

12.4. Infrastructure Required to Deliver the Plan

- 12.4.1. To inform the preparation of the RLDP, there has been extensive engagement with the Biodiversity and Countryside Team which will continue ahead of the Deposit Plan.
- 12.4.2. As part of the assessment of sites the Council has considered the location of PROW. The following key requirements have been identified for key sites:

Table 18: Key Sites Requirements

Key Site	Requirements
Land East of Rhos	Design measures to protect, and where possible enhance, access to the PROW passing through the site and the PROW adjacent to the site.
Land adjacent to Blaenbaglan	Design measures to ensure protection of the PROW to the north and south of the site, and where possible improved access to the PROW.
Fforest Farm, Aberdulais	Design measures to ensure protection of the PROW to the west/ southwest of the site, and where possible improved access to the PROW.

13. Allotments and Community Gardens

- 13.0.1. Allotments provide opportunities for active recreation, allow social interaction, help reduce food miles and promote physical and mental health and well-being.
- 13.0.2. There is no national standard for the provision of allotments or community gardens.

13.1. National, Regional and Local Policy and Guidance Context

13.1.1. National Society of Allotment Holders and Leisure Gardeners

- 13.1.1.1. The National Society of Allotment Holders and Leisure Gardeners suggests a standard of 20 allotments per 1,000 households.

13.1.2. Growing in the Community Good Practice Guide

- 13.1.2.1. The Growing in the Community Good Practice Guide suggests a requirement of 15 allotments per 1,000 households.

13.1.3. English Allotment Survey 1997

- 13.1.3.1. The English Allotment Survey identifies a requirement equating to 10 plots per 1,000 households.

13.2. Current Situation and Trends

- 13.2.1. As part of the preparation of the current LDP, the Council produced an Open Space Assessment in 2013. As part of the assessment, the Council reviewed allotment provision, current population and projected population within the Authority and identified the following shortfalls by spatial area:

Table 19: Allotment Deficiency

Spatial Area	Allotment Requirement
Amman Valley	0.8ha
Afan Valley	0.80ha
Dulais Valley	0.99ha
Neath	9.83ha
Neath Valley	1.62ha
Port Talbot	8.67ha
Pontardawe	2.19ha
Swansea Valley	1.10ha

13.3. Key Issues

- 13.3.1. The Council's Open Space Assessment (2013) identifies deficiencies in allotment provision for all spatial areas. As part of the preparation of the Deposit RLDP the Open Space Assessment will be updated and the findings incorporated into the preparation of the Deposit RLDP.

13.4. Infrastructure Required to Deliver the Plan

- 13.4.1. Ahead of the Deposit Plan, the Council will prepare a Recreational Space Assessment which will take into consideration allotment provision. Standards will be identified for new developments in NPT. In the meantime, all Key Sites in the RLDP Preferred Strategy will be required to provide recreational space in accordance with policies and targets when identified. As part of viability

work undertaken to date, the current LDP open space requirements (including allotment provision) have been taken into consideration.

14. Flooding and Drainage

14.0.1. NPT includes a number of areas at risk of flooding which can relate to surface water, groundwater, sewer water, ordinary watercourses, groundwater, rivers and the sea. Under the terms of the Flood and Water Management Act 2010 NPT became a Lead Local Flood Authority responsible for flooding from ordinary watercourse, surface water and groundwater.

14.1. National, Regional and Local Policy and Guidance Context

14.1.1. [Future Wales](#)

14.1.1.1. There is no reference to drainage within Future Wales. With regards to flooding, the vision states that across Wales the risks of flooding and coastal erosion will be effectively managed and mitigated with better resource choices being reflected in more sustainable places.

14.1.1.2. Future Wales recognises that flood risk is a constraining factor to development, especially as many towns and cities across Wales are on the coast or located alongside major rivers. The likelihood of rising sea levels and increased rainfall caused by climate change means the risk of flooding is projected to increase over the lifetime of development and sustainable solutions will be required. This can pose a risk to life and has the potential to cause devastating impacts to livelihoods and to property.

14.1.1.3. With regards to policy, Policy 8 'Flooding' states that flood risk management that enables and supports sustainable strategic growth and regeneration in National and Regional Growth Area will be supported. The WG will work with Flood Risk Management Authorities and developers to plan and invest in new and improved infrastructure, promoting nature-based solutions as a priority. Opportunities for multiple social, economic and environmental benefits must be maximised when investing in flood risk management infrastructure. It must be ensured that projects do not have adverse impacts on international and national statutory designated sites for nature conservation and the features

for which they have been designated.

- 14.1.1.4. The supporting text recognises that parts of the Swansea Bay and Llanelli National Growth Area (NGA) is susceptible to flooding. The ambition to grow and regenerate places within the NGA will require strategic decisions on the location of development. This will mean prioritising places that are not at flood risk, followed by places where flood risk can be managed in an acceptable way.
- 14.1.1.5. With regards to developing flood risk management infrastructure, the supporting text is clear that it is not appropriate to develop flood risk management infrastructure to enable new development on previously unused land. Instead, it states that WG and flood risk management authorities will focus on delivering nature-based schemes and on enhancing existing defences, to improve protection to developed areas. This will enable opportunities for the redevelopment of brownfield land in growth areas.
- 14.1.1.6. With regards to the funding of such improvements, FW is clear that the feasibility and public cost of protecting people and property in the short and long terms must be fully considered, with well-being placed at the centre of the decision-making process. Investments in flood risk management infrastructure when planned and developed on a strategic and catchment basis offer better value and greater benefits. Coastal defences and nature-based solutions on high ground in particular should bring benefits to a wider area and should be planned and delivered on a multi-agency basis.
- 14.1.1.7. Future Wales is clear that it is important that proposals do not cause unacceptable impacts on the surrounding natural environment.
- 14.1.1.8. The Document states that WG favours nature-based flood risk management over engineered solutions wherever possible, working in harmony with aspirations to develop green infrastructure and to provide a net benefit for biodiversity. Flood risk management authorities and other developers of flood

risk management infrastructure will be required to maximise opportunities to develop multiple public benefits including improved public realm, active travel facilities and securing green infrastructure. Places in flood warning areas will be considered at risk of flooding from rivers or the sea.

14.1.2. [Planning Policy Wales](#)

- 14.1.2.1. PPW recognises that increased rainfall intensity presents challenges for drainage systems, causing surface water flooding and diffuse pollution and that the climate emergency is likely to increase the risk of flooding as a result of sea-level rises, increased storminess and more intense rainfall.
- 14.1.2.2. With regards to flooding, Section 6 of PPW states that planning authorities should adopt a precautionary approach of positive avoidance of development in areas of flooding from the sea or from rivers. Development should reduce, and must not increase, flood risk arising from river and/ or coastal flooding on and off the development site itself. The priority should be to protect the undeveloped or unobstructed floodplain from development and to prevent the cumulative effects of incremental development.
- 14.1.2.3. In areas of flood plain currently unobstructed, where water flows in times of flood, built development should be wholly exceptional and limited to essential transport and utilities infrastructure. Such infrastructure should be designed and constructed so as to remain operational even at times of flood, to result in no net loss of floodplain storage, to not impede water flows and to not increase flood risk elsewhere.
- 14.1.2.4. PPW is clear that planning authorities should be aware of the risk of surface water flooding and ensure developments are designed and planned to minimise potential impacts. It is clear that development should not cause additional run-off and that this can be achieved by controlling surface water as near to the source as possible by the use of SuDS.
- 14.1.2.5. In terms of new flood defences, in line with Future Wales, PPW is clear that

the continued construction of hard engineered flood defences to protect development in areas of flood plain is not sustainable. Government resources for flood and coastal defences are directed at protecting existing developments and are not available to provide defences in anticipation of future development. Account should be taken of shoreline management plans and measures such as managed realignment, the creation of washlands and flood plain restoration as alternatives to engineered flood defences. Nature based solutions should be the first consideration given the opportunity to deliver other multiple benefits.

14.1.2.6. In terms of drainage more generally, PPW is clear that the relationship between the various types of drainage infrastructure is complex and understanding the role which the various types of infrastructure play is important to securing the best approach to avoid both flooding and diffuse pollution.

14.1.2.7. PPW states that the drainage authorities should plan strategically for sewerage and drainage systems in the same way as for water supply services, and sustainable places will be those with resilient, well-maintained networks for sewerage and drainage with sufficient capacity to manage the demand placed on them without causing pollution or surface water flooding.

14.1.2.8. PPW states in Paragraph 6.6.16 that planning authorities should secure better management of drainage and surface water by ensuring sustainable drainage systems are incorporated into development enabling surface water to be managed close to or at source; and ensuring connection to the sewer in sewered areas by minimising the proliferation of private sewerage systems.

14.1.3. [National Flood and Coastal Erosion Risk Management Strategy](#)

14.1.3.1. WG's National Flood and Coastal Erosion Risk Management Strategy 2020 sets out how WG will manage the risks from flooding and coastal erosion across Wales and sets objectives and measures for all partners to work towards over the life of the document (10 years).

Figure 40: Aim and Objectives



14.1.3.2. In line with Future Wales and PPW, the Document recognises the role of nature-based solutions in providing cost effective and efficient interventions to challenges such as flooding and the risks posed by climate change.

14.1.4. TAN 15 - Development, Flooding and Coastal Erosion

14.1.4.1. This TAN provides technical guidance which supplements the policies set out in PPW in relation to flooding and coastal erosion. The TAN is currently in the process of being updated with an amended TAN being made available in September 2021 before being withdrawn. A further consultation expected soon.

14.1.4.2. To accompany the new TAN a new Flood Map for Planning was published which builds on the Flood Risk Assessment Wales Map and includes allowances for climate change. This will be updated on a bi-annual basis.

14.1.5. Flood Management Plan

14.1.5.1. The Flood Risk Management Plan has been prepared by NPTC in consultation with its flood risk partners in its role as a Lead Local Flood

Authority. It sets out how NPTC will, in conjunction with stakeholders as appropriate, manage flood risk over the next six years to ensure that economic, social and environmental benefits are maximised against the context of available resources.

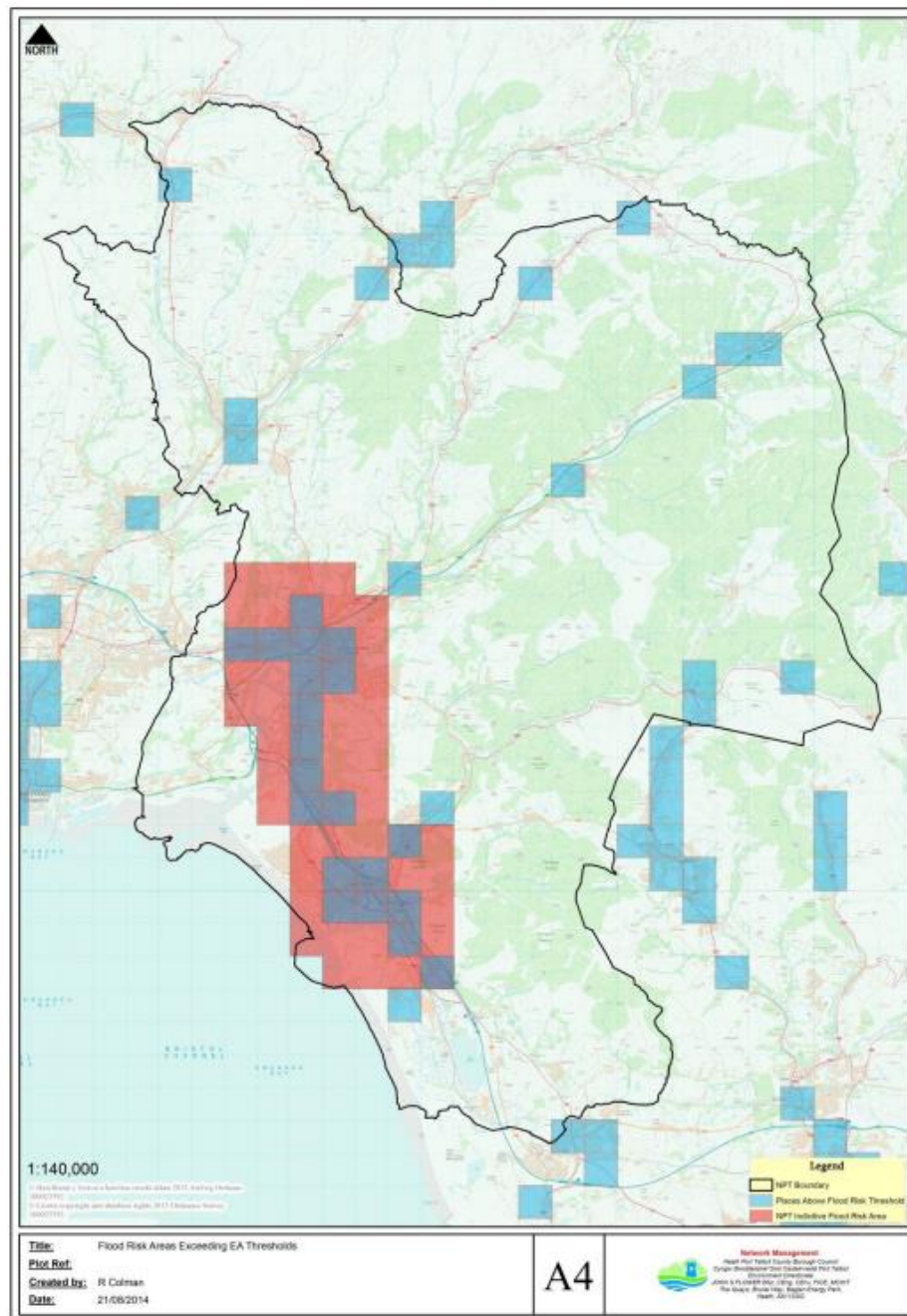
14.1.6. [South West Wales – Stage 1 Strategic Flood Consequences Assessment](#)

- 14.1.6.1. The Authorities in South West Wales commissioned JBA Consulting to undertake a Stage 1 Strategic Flood Consequences Assessment (SFCA). This collates existing information to undertake a broad assessment of the potential flood risks across the entire study area from all sources of flooding. The study identifies areas at potential high risk from flooding as well as providing details of historical flood events and any details of any flood risk management structures or procedures present. The SFCA also provides information on the opportunities to slow and store water as part of natural flood management schemes as well as guidance on implementing TAN15 and managing flood risk in a development site.

14.2. **Current Situation and Trends**

- 14.2.1.1. NPT has a history of recorded flood events caused by multiple sources of flooding. The most recent flooding incident was in Skewen in January 2021 when there was a release of floodwaters from nearby mineshaft following a period of heavy rain. This was likely due to a blockage of drain audit which led to disused mine shaft 'burst' resulting in the flooding of approximately 80 homes. Prior to this there were two incidents in October 1998 in Pontardawe and Aberdulais. In Pontardawe the town centre and industrial estate flooded due to Swansea Canal breach. In Aberdulais due to the overtopping of the River Neath and a built up of debris reduced flow under the nearby aqueduct. Right hand bank overtopped defences.
- 14.2.1.2. The Map below shows that there are a number of areas at risk of flooding. These can relate to surface water, ordinary watercourses, groundwater, rivers and the sea.

Figure 41: Indicative flood risk areas within NPT



- 14.2.2. The SFCA provides more detail with regards to the potential for flood risk.
- 14.2.3. With regards to fluvial risk, the SFCA notes that the main watercourses within the Authority are the River Tawe, River Neath, and River Afan and that there are areas of flood risk associated with these rivers including (but not limited to) areas between Ystalyfera and Pontardawe, Glynneath, Resolven, Neath,

and Port Talbot.

- 14.2.4. With regards to tidal flood risk, the SFCA notes that Baglan Bay and Swansea Bay are potential sources of tidal flooding within NPT and that tidal flooding is most likely to occur during storm surge conditions that is characterised by wind driven waves and low atmospheric pressure and high spring tides. In areas protected from flooding by sea defences, tidal flooding can occur as a result of breach in the defences, failure of mechanical barrier or overtopping of defences.
- 14.2.5. With regards to surface water flooding, the SFCA notes that the town of Neath and locations within close proximity to the River Neath – between Neath and Glyn-Neath, are at greatest risk of surface water and small watercourse flooding, with some localised areas of flooding in Port Talbot. In urban areas such as Neath and Port Talbot surface water flow paths are shaped by urban infrastructure and topographic depressions. Surface water is channeled by the roads around the town, pooling in areas of wider open spaces and topographic depressions.
- 14.2.6. With regards to ground water flood risk, the SFCA notes that groundwater flooding is more likely to occur in the southwestern area of the county, along the coastline and within close proximity to watercourse where groundwater levels are predominantly between 0.5m and 0.025m below the ground surface. Groundwater emergence is also more likely to occur in areas with historic mine workings, with workings forming new pathways between the groundwater body and the surface.
- 14.2.7. With regards to sewer flooding, no information is provided with regards to the predicted flood risk from the sewerage network.
- 14.2.8. In addition to these sources of flooding there is potential for flood risk associated with artificial flooding associated with the Eglwys Nunydd, Cwmwernderi, Ystradfellte, and BP Llandarcy North Site reservoirs.

- 14.2.9. The Table below from the Flood Management Plan details the communities located within indicative flood risk area which are at risk from surface water flooding in NPT:

Figure 42: Flood Risk

Community	Percentage of Properties at Risk of Flooding	Number of Properties at Risk of Flooding	Number of People at Risk of Being Flooded
Aberavon	42.05%	1092	2,566
Aberdulais	0.71%	18	16
Baglan	6.47%	853	468
Briton Ferry East	9.01%	232	317
Briton Ferry West	10.77%	172	331
Bryn & Cwmavon	3.40%	101	237
Bryncoch North	1.78%	17	40
Bryncoch South	3.77%	97	228
Cadoxton	2.20%	17	40
Cimla	0.72%	12	28

Community	Percentage of Properties at Risk of Flooding	Number of Properties at Risk of Flooding	Number of People at Risk of Being Flooded
Coedffranc Central	1.50%	27	63
Coedffranc North	5.28%	54	127
Coedffranc West	1.63%	19	45
Dyffryn	3.17%	46	108
Margam	2.64%	34	80
Neath East	27.12%	879	2,066
Neath North	10.84%	226	531
Neath South	0.95%	20	47
Port Talbot	2.85%	74	174
Sandfield East	1.70%	54	127
Sandfield West	0.37%	11	26
Taibach	9.30%	208	489

Community	Percentage of Properties at Risk of Flooding	Number of Properties at Risk of Flooding	Number of People at Risk of Being Flooded
Tonna	6.36%	66	155

14.3. Key Issues

- 14.3.1. As part of the preparation of the RLDP, the Council will need to take into consideration flooding constraints which limit development options in the National Growth Area (NGA) urban areas of Neath and Port Talbot. The Council will need to work strategically with other authorities in Southwest Wales in order to direct development away from areas at risk of flooding. The Council will also need to work with partners to develop nature-based solutions where appropriate.

14.4. Infrastructure Required to Deliver the Plan

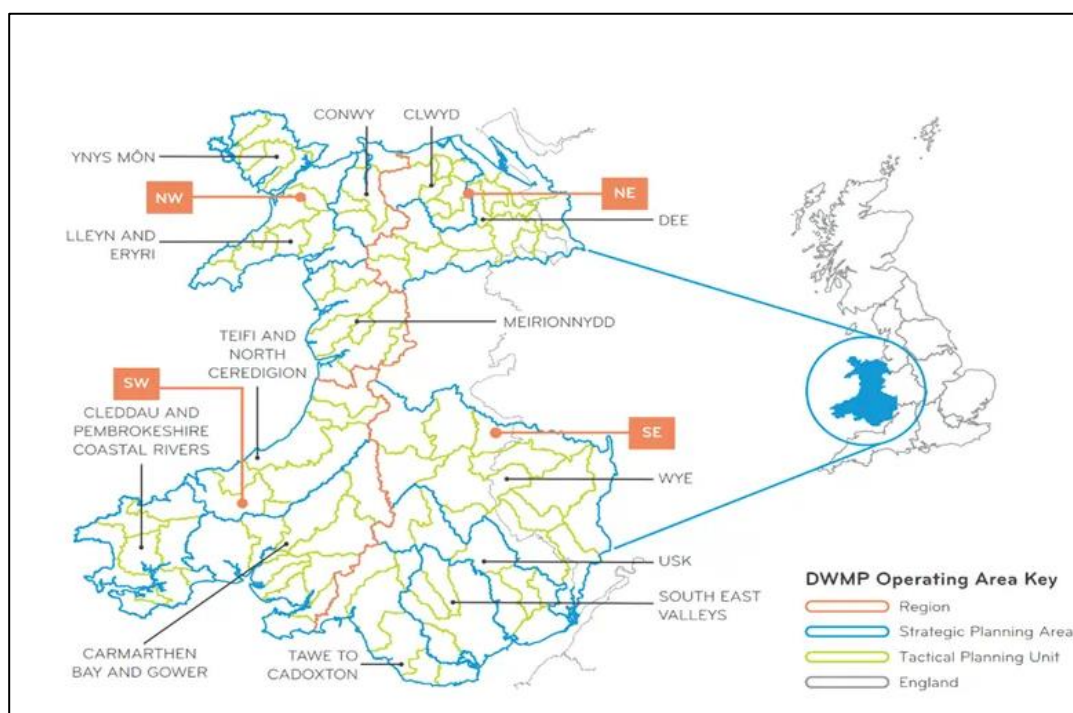
- 14.4.1. The Council has engaged with NRW as part of the preparation of the Preferred Strategy, they are identified as a key stakeholder in the Council's Delivery Agreement, and they have provided comments on all sites submitted. Further engagement will take place ahead of the Deposit Plan. The Council's SuDS Approval Body (SAB) Team have also reviewed all sites submitted.
- 14.4.2. Taking into consideration both bodies comments, all sites have been identified as needing to incorporate a network of SuDS and Green Infrastructure on site.
- 14.4.3. For Coed Hirwaun, Port Talbot Port, Port Talbot Steelworks, and Baglan Energy Park where flooding has been identified as a constraint, a flood risk assessment will also be required.

- 14.4.4. These will need to be incorporated into the masterplanning of the site. Further work will be undertaken ahead of the Deposit Plan, including the masterplanning of Key Sites.

15. Water Supply and Sewerage

- 15.0.1. Dwr Cymru Welsh Water owns, operates, maintains, improves and extends the system of public sewers, water mains and associated apparatus together with treatment works and pumping stations and has corresponding statutory duties to ensure effectual drainage and for making available supplies of water. The Map below shows the operating area for Dwr Cymru Welsh Water:

Figure 43: Dwr Cymru Welsh Water Operating Area



15.1. **National, Regional and Local Policy and Guidance Context**

15.1.1. Planning Policy Wales

- 15.1.1.1. PPW is clear in Paragraphs 6.6.20 and 6.6.21 that development proposals in sewered areas must connect foul drainage to the main sewer, and developers need to be able to demonstrate to planning authorities that their proposal site can connect to the nearest main sewer. Any development discharging domestic sewerage should connect to the foul sewer where it is reasonable to do so. Development proposing the use of non-mains drainage schemes

will only be considered acceptable where connection to the main sewer is not feasible. The installation of private sewage treatment facilities within publicly sewered areas is not considered acceptable because of the greater risk of failures leading to pollution when compared to public sewers. Where non-mains sewage proposals, such as septic tanks and or independent sewage treatment systems, are included in development applications they should be subject to an assessment of their effects on the environment, amenity and public health in the locality, in accordance with the criteria set out in Circular 10/99, prior to the determination of the planning application.

15.1.1.2. In terms of capacity of water supply and sewerage/ drainage infrastructure Paragraphs 6.6.9-13 are clear that the planning system has an important part to play in ensuring that infrastructure on which communities and businesses depend is adequate to accommodate proposed development. It states that the adequacy of our water supply and sewerage infrastructure should be fully considered when proposing development, both as a water service and because of the consequential environmental and amenity impacts associated with a lack of capacity. PPW is clear that the need to balance the growing demand for water services with the needs of the environment is crucial noting that even where there is theoretical capacity, timely investment in infrastructure is required to ensure that new development does not adversely affect water supplies or sewerage drainage systems and have consequential impacts on water quality and surface water flooding.

15.1.1.3. PPW states that effective forward planning mechanisms between water and sewerage companies and planning authorities is essential. Planning authorities should, as far as possible, develop a strategic and long-term approach to infrastructure provision when preparing development plans. This means maximising the use of existing infrastructure and considering how the provision of different types of infrastructure can be coordinated. PPW is clear that planning authorities and infrastructure providers should work together closely to achieve the most sustainable outcome. The capacity of existing

infrastructure and the need for additional facilities require early identification when locating future development. Planning authorities should encourage the use of sites where existing water supply and/or sewerage and drainage provision problems can be solved and seek to avoid the use of sites where adequate provision is unlikely to be achieved. PPW notes that a strategic approach with neighbouring authorities may be needed.

15.1.1.4. In addition to identifying the needs for new developments, PPW states that planning authorities should also consider both the siting requirements of the utility companies responsible for these services to enable them to meet community needs, and the environmental effects of such additional uses. PPW states that development may need to be phased, in consultation with the relevant utilities providers, to allow time to ensure that the provision of utilities can be managed in a way consistent with sustainable development policies.

15.1.1.5. Dwr Cymru Welsh Water have a number of documents on their website.

15.1.2. [Dwr Cymru Welsh Water 2050](#)

15.1.2.1. Dwr Cymru Welsh Water 2050 sets out the company's long-term approach in their business plan with the vision of earning the trust of customers every day. The Document outlines an overall aim to be truly world class, resilient and sustainable water service for the benefit of future generations by 2050.

15.1.2.2. Key deliverables include good value for money for customers as a whole with any increase in bills being affordable in relation to average household disposable incomes; affordable services for all, with every household receiving a bill which is fair and which they can afford; and a fully resilient business in terms of its people, assets, governance, finance and culture which is ready to meet the challenges beyond 2050.

15.1.3. [Dwr Cymru Welsh Water Asset Management Plan](#)

- 15.1.3.1. Capital investment in water and sewerage infrastructure is managed in 5-year Asset Management Plans (AMP). The AMP, along with delivering essential investment in infrastructure from an operational and maintenance perspective, seeks to ensure appropriate large-scale investment is undertaken to provide capacity for new development and growth. Investment is prioritised as the AMP program is funded via the revenue received through annual customer bills.
- 15.1.3.2. Where no scheme is proposed in the AMP, developers can accelerate the provision of reinforcement works themselves via the requisition provisions of the Water Industry Act (WIA) 1991 or via Planning Obligation Agreements under the TCPA 1990. It should be noted that the requisition provision of the WIA 1991 only applies to water and sewerage network reinforcement works. Funding to deliver reinforcement works at a Wastewater Treatment Works (WWTW) can be delivered via Section 106 of the Town and Country Planning Act 1990.

15.1.4. [Dwr Cymru Welsh Water Business Plan 2025-30: Stepping up to the challenge](#)

- 15.1.4.1. Following the publication of the 2050 Document above, Dwr Cymru Welsh Water have produced 5-year business plans to coincide with the AMP period. The Document identifies six high level objectives: protecting and improving the environment; safe and high-quality drinking water; a secure and reliable water supply; wider environmental and social value; excellent customer services; and resilience and security.
- 15.1.4.2. There are a number of supporting documents and tables of data available on Dwr Cymru Welsh Water's website.

15.1.5. [Dwr Cymru Welsh Water Resources Management Plan](#)

- 15.1.5.1. Dwr Cymru Welsh Water Resources Management Plan seeks to ensure they

can provide sufficient water supply to meet customers demand for water over the next 25 years by making water supply systems resilient to drought, particularly in light of the changing climate. The Plan looks at supply and demand and identifies a number of priorities. These include:

- Alignment with Long-term Delivery Strategies and outcomes;
- Make substantive improvement to water demand management performance to support long-term environmental policy and supply resilience;
- Demonstrate that Welsh Water has enough reliable water resource and treatment capacity to meet future demand over the next 25 years;
- Meet revised Government targets with respect to drought resilience and to use industry leading tools to assess our ability to meet these;
- Account for the latest climate change science using UKCP18 datasets and industry thinking within our assessments;
- Actively engage with stakeholders and our customers in considering investment decisions;
- Secure enough water for the environment over the long-term by taking account of current environmental obligations laid out by our regulators and considering wider environmental interests;
- Take a 'best value' approach to decision making around solution to problems;
- Robustly test our plans against alternative scenarios and where appropriate take an adaptive planning approach to mitigate future risk;
- Consider the options available for trading water with third parties; and

- Build our Plan into, and maintain consistency with, the 'Water Resources West' Regional Plan.

15.1.6. [Dwr Cymru Welsh Water Drainage and Wastewater Management Plan](#)

15.1.6.1. Dwr Cymru Welsh Water Drainage and Wastewater Management Plan sets out the strategic direction for wastewater services. The plan has two key long-term outcomes:

- No customers should experience flooding from sewage inside their homes due to a lack of sewer network capacity; and
- Our rivers and coastal waters should only ever receive treated flows from the sewerage system to protect their biodiversity and ecology.

15.1.6.2. To achieve these, Dwr Cymru Welsh Water have sought to:

- Identify solutions that are the most sustainable and best value for customers, having regard to the carbon costs of schemes, and wider environmental issues identified through Strategic Environmental and Habitats Regulations Assessments;
- Contribute to the achievement of 'Good' ecological status as required by the UK Water Framework Regulations;
- Protect habitats and species of international importance as defined by the UK Habitats and Birds Regulations;
- Meet their statutory duties for urban flooding and promote water efficiency, biodiversity and net carbon reduction planning; and
- Deliver against their national obligation to support continued maintenance of community flood defences.

15.1.7. [Dwr Cymru Welsh Water Manifesto for Rivers in Wales](#)

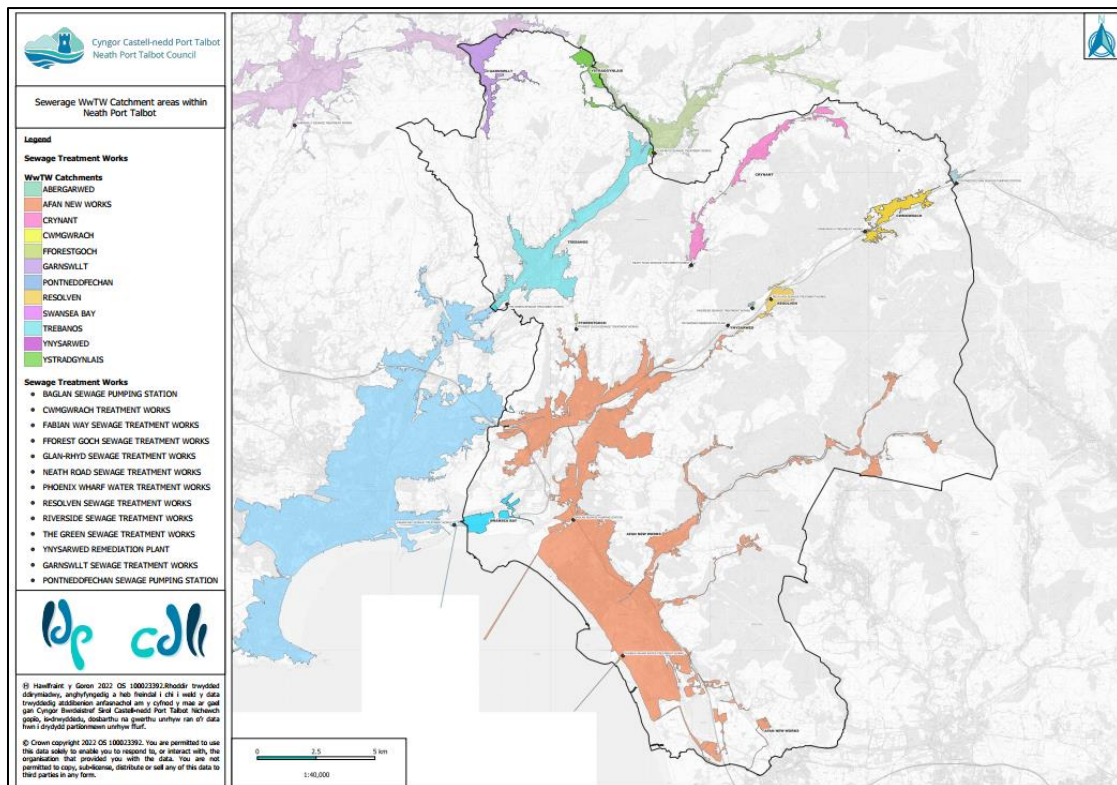
15.1.7.1. Dwr Cymru Welsh Water Manifesto for rivers in Wales outlines their approach

for investing to improve river water quality in their operating area. The Document acknowledges the increasing public concern in river quality and details plans in AMP7 (the most recent AMP at the time). The Document states that Dwr Cymru Welsh Water will target investment to assets which have the biggest impact on the environment, whether that is storm overflows operating more than they would like or too much phosphorous leaving water treatment works. There are no plans outlined for NPT due to the Authority having no river SACs.

15.2. Current Situation and Trends

- 15.2.1.1. Reviewing literature above, and through discussions, Dwr Cymru Welsh Water are clear that supporting development is a primary objective, alongside the core purposes to deliver effective sanitation and safe drinking water to customers.
- 15.2.1.2. In seeking to support growth they rely heavily on the planning system to ensure that adequate infrastructure is in place (and in time) to serve development. This is reflected in national planning guidance and in the importance attributed to involvement as a specific consultee in the LDP and statutory consultee in the planning application process.
- 15.2.1.3. There are nine wastewater treatment works that are wholly or partly within NPT. These include: Abergarwed, Afan New Works, Crynant, Cwmgwrach, Fforestgoch, Garnswllt, Resolven, Trebanos, Ynysarwed, and Ystragynlias. The Map below shows the location of these and the catchment areas for the wastewater treatment works.

Figure 44: Dwr Cymru Welsh Water Wastewater Treatment Works and Catchment Areas



- 15.2.1.4. As part of the preparation of the RLDP Preferred Strategy, the Council has engaged with Dwr Cymru Welsh Water, and they have identified capacity constraints in the Trebanos Wastewater Treatment Works and Crynant Wastewater Treatment Works.
- 15.2.1.5. Request for screening opinion under Regulation 6 of the Town and Country Planning (Environment Impact Assessment) (Wales) Regulations 2017 P2024/0184 for upgrading and extension of the existing Trebanos Wastewater Treatment Works including construction of treatment access road, plant, machinery, storage tanks, hardstanding and associated development was submitted March 2024. It was concluded that the improvement works are not an Environmental Impact Assessment development, and that the application need not be accompanied by an environmental statement.

15.3. Key Issues

- 15.3.1.1. Key issues include capacity constraints at Trebanos Wastewater Treatment Works and Crynant Wastewater Treatment Works. The Council will need to continue to work with Dwr Cymru Welsh Water as part of the preparation of the RLDP.

15.4. Infrastructure Required to Deliver the Plan

- 15.4.1.1. Dwr Cymru Welsh Water have identified the need for Hydraulic Modelling Assessments on sites of over 50 dwellings to ensure there is no detriment to existing customers' water supply, and from a sewerage perspective that there is sufficient hydraulic capacity to accommodate any proposals without causing harm to customers or the environment. This will be identified in the infrastructure requirements for all Key Sites in the Preferred Strategy.
- 15.4.1.2. Hydraulic Modelling Assessment will not be required to be undertaken ahead of the Deposit Plan, rather it is recommended that they are undertaken before the pre-application stage. The Hydraulic Modelling Assessment will give a recommended solution for any network reinforcements and if any works are required these would be developer funded via the requisition provisions of the Water Industry Act 1991.

16. Electricity

16.0.1.1. Electricity provision is a key requirement for homes and businesses in NPT.

16.1. National, Regional and Local Policy and Guidance Context

16.1.1. Future Wales

16.1.1.1. Future Wales states that the WG promotes an increase in the generation of renewable energy to support the increased demand for electricity and notes that there is an increasing demand for electricity with increasing adoption of electric vehicles which they also support. The Document states that WG is working with the energy network operators to develop the electricity grid infrastructure to support the increased use of electric vehicles, as well as the electrification of the rail network.

16.1.1.2. Policy 17 'Renewable and Low Carbon Energy and Associated Infrastructure' states that the WG strongly supports the principle of developing renewable and low carbon energy from all technologies and at all scales to meet our future energy needs. In determining planning applications for renewable and low carbon energy development the Policy states that decision-makers must give significant weight to the need to meet Wales' international commitments and our target to generate 70% of consumed electricity by renewable means by 2030 in order to combat the climate emergency. In Pre-Assessed Areas for Wind Energy the Welsh Government has already modelled the likely impact on the landscape and has found them to be capable of accommodating development in an acceptable way. There is a presumption in favour of large-scale wind energy development (including repowering) in these areas, subject to the criteria in policy 18. Applications for large-scale wind and solar will not be permitted in National Parks and Areas of Outstanding Natural Beauty and all proposals should demonstrate that they will not have an unacceptable adverse impact on the environment. Proposals should describe the net benefits the scheme will bring in terms of social,

economic, environmental and cultural improvements to local communities. New strategic grid infrastructure for the transmission and distribution of energy should be designed to minimise visual impact on nearby communities. The Welsh Government will work with stakeholders, including National Grid and Distribution Network Operators, to transition to a multi-vector grid network and reduce the barriers to the implementation of new grid infrastructure.

16.1.1.3. Policy 18 'Renewable and Low Carbon Energy Developments of National Significance' provides the policy context for such developments.

16.1.1.4. In terms of the generation of renewable energy, the supporting text states that WG have set targets for 70% of electricity consumption to be generated from renewable energy by 2030; for one gigawatt of renewable energy capacity to be locally owned by 2030; and for all renewable energy projects to have at least an element of local ownership from 2020.

16.1.1.5. The supporting text states that the Welsh Ministers have considered alternatives to the need for new large-scale electricity generation infrastructure, including building-mounted installations and energy efficiency measures. Noting that although they believe that these measures have an important part to play in meeting our energy, decarbonization and climate change targets, they will not enable WG to meet these objectives on their own.

16.1.1.6. Finally, the supporting text also notes that from a well-being perspective the WG wishes to see as much renewable energy generated and consumed as locally as possible, but new grid infrastructure for the wider transmission and distribution of electricity should be designed to minimize their visual impact on nearby communities. The WG will work with stakeholders, including national grid and distribution network operators, including national grid and distribution network operators, to transition to a multi-vector grid network and reduce the barriers to the implementation of any necessary grid

infrastructure.

16.1.2. [Planning Policy Wales](#)

- 16.1.2.1. PPW notes in Paragraph 3.61 that adequate and efficient infrastructure such as electricity is crucial for economic, social and environmental sustainability. It underpins economic competitiveness and opportunities for households and businesses to achieve socially and environmentally desirable ways of living and working. Noting that infrastructure which is poorly designed or badly located can exacerbate problems rather than solving them.
- 16.1.2.2. In terms of renewable energy, Section 5.7 is clear that the WG's highest priority is to reduce demand wherever possible and ensure it is affordable. Stating that low carbon electricity must become the main source of energy in Wales. Renewable electricity will be used to provide both heating and transport in addition to power.
- 16.1.2.3. In line with Future Wales, PPW notes in Section 5.7 that the overall demand for power will increase as a result of growing electrification of transport and heat. In order to ensure future demand can be met significant investment will be needed in energy generation, transmission and distribution infrastructure. The system will need to integrate renewable energy generation with storage and other flexibility services, in order to minimize the need for new generation and grid system reinforcement.
- 16.1.2.4. In terms of electricity grid network and energy storage, Paragraph 5.78 is clear that an effective electricity grid network is required to fulfil the WG's renewable and low carbon ambitions. An integrated approach should be adopted towards planning for energy developments and additional electricity grid network infrastructure. Therefore, planning authorities need to facilitate grid infrastructure to support renewable and low carbon energy. This should be done by collaborating with the National Grid and Distribution System Operators. In certain circumstances, additional electricity grid network infrastructure will be needed to support the Pre-Assessed Areas in Future

Wales, but also new energy generating developments more generally.

16.1.2.5. Paragraph 5.7.9 states that the WG's preferred position on new power lines is that, where possible, they should be laid underground. However, it is recognised that a balanced view must be taken against costs which could render otherwise acceptable projects unviable. Where undergrounding of lines is not possible or applicable, proactive engagement with energy companies and the public to mitigate the visual impact of any potential new transmission lines should take place.

16.1.2.6. Paragraphs 5.7.10 and 5.7.11 state that planning authorities should plan positively for grid infrastructure. Development plans should facilitate grid infrastructure required to support the renewable and low carbon energy potential for the area, particularly areas identified for such development. Planning authorities should support appropriate grid developments. Planning authorities and the energy industry, including National Grid and Distribution System Operators, should engage with each other to ensure development plans take grid infrastructure issues into account. This can ensure investment plans for transmission and distribution align with the identified potential for renewable and low carbon energy as well as the future challenges of increasing electrification of transport and heat.

16.1.3. [UK Net Zero Strategy](#)

16.1.3.1. The UK Net Zero Strategy introduced a 2035 target for the electricity grid to be decarbonized, new ICE vehicle phase-out dates, and a gas boiler phase-out date. Such measures will create increased electricity grid demand that should be met by increasing renewable deployment.

16.1.3.2. The strategy aims to reform the Contracts for Difference auctions to deploy more solar and wind, which will increase funding available for renewable deployment.

16.1.4. [British Energy Security Strategy](#)

- 16.1.4.1. The British Energy Security Strategy for a five-fold increase in solar deployment by 2035 aided by the inclusion of solar in Contracts for Difference auctions.

16.1.5. [National Grid Vision](#)

- 16.1.5.1. National Grid have a number of strategies and documents. Their vision is to be at the heart of a clean, fair and equitable energy future.

16.1.6. [National Grid Net Zero Communities Strategy](#)

- 16.1.6.1. National Grid's Net Zero Communities Strategy recognises that community-led projects have a vital role to play in championing the connection of renewables, as well as demand reduction and flexibility schemes and therefore sets out National Grid's commitment to support community and local energy organisations across their regions.
- 16.1.6.2. The Document notes that there are 119 community energy groups operating within the National Grid energy distribution network and that the majority of these are in the southwest region, in which NPT sits.

16.1.7. [National Grid Electricity Transmission Innovation Strategy](#)

- 16.1.7.1. National Grid's Electricity Transmission Innovation Strategy sets out the engineering outcomes that National Grid needs to deliver to move closer to targets for net zero.
- 16.1.7.2. These include maximising the use of their current network capacity; accelerating connections for customers; effectively interface and integrate new transmission and customer equipment across the network; maintain the health of an ageing asset base efficiently and economically; facilitate system access for all work as demand grows; understand the role of whole energy system solutions and their impact on the transmission system; deliver significant new onshore and offshore network capacity while minimising

impact on communities and the environment; reduce the emissions associated with our SF6 inventory to achieve net zero by 2050, as well as interim reduction targets; reduce the emissions of construction activity, moving to net zero by 2050; and ensuring they can maintain resilience against a more challenging external threat landscape, both from natural climate events and cyber events.

16.1.8. [National Grid Electricity Transmission: Whole System Strategy](#)

- 16.1.8.1. The Whole System Strategy notes that the need to deliver as a nation net zero greenhouse gas emissions by 2050 is driving wider changes to the energy landscape. Fossil fuels such as oil, coal and gas are being phased out with a need to replace these fossil fuels with alternative forms of energy including electrification utilizing renewable sources, battery technologies, hydrogen and biofuels all of which are likely to have a role to play in this transition.
- 16.1.8.2. In order to deliver this, the Strategy states that a whole systems approach will need to be implemented including engaging with others; identifying the right solutions; and delivering value to the UK economy.
- 16.1.8.3. The Strategy identifies a number of projects including two in Wales: one for Mid Wales and one for South Wales.
- 16.1.8.4. For Mid Wales, the Strategy notes that the electricity system in Wales is comprised of two systems one for north Wales and one for south Wales, that there is limited interconnection between and that there are a significant number of renewable generators seeking connection in Mid Wales.
- 16.1.8.5. For South Wales Project Zero2050 South Wales is an initiative to speed up the rate of progress towards achieving Government targets of NetZero by 2050 in South Wales. As part of joint working, they are looking at providing a whole systems deliverable solution for the major industrialised part of South Wales and the local communities in the area.

16.1.9. [National Grid A Sense of Place: Design guidelines for development near high voltage overhead lines](#)

16.1.9.1. National Grid's A Sense of Place: Design guidelines for development near high voltage overhead lines recognises that high voltage overhead lines are major pieces of infrastructure that have a visual impact upon their surroundings. Such equipment cannot be screened from all parts of a site; it is therefore necessary to establish where efforts to diminish impacts will be most effective.

16.1.9.2. The design guidelines have therefore been developed based on two primary aims:

1. Diminishing the impacts associated with high voltage overhead line.
2. Promoting the environmental quality of the area.

16.1.9.3. The guidelines set out eight generic design principles have been developed to create an understanding of how these primary aims can be addressed as part of the master planning process:

- Prioritising the public realm;
- Encouraging development intensity and enclosure;
- Orientation of streets and blocks;
- Understanding the effects of topography;
- Breaking down linearity;
- Utilising land close to overhead power lines;
- Effective screening by landscape design; and
- Promoting richness.

16.1.10. [The Statutory Consents Regime for Overhead Power Lines in England and Wales Under Section 37 of the Electricity Act 1989](#)

16.1.10.1. The Statutory Consents Regime for Overhead Power Lines in England and Wales Under Section 37 of the Electricity Act 1989 provides an outline of the statutory consenting process in England and Wales under Section 37 of the Electricity 1989 to install and keep installed electric lines above ground ('overhead lines').

16.1.11. [Southwest Wales Regional Energy Strategy](#)

16.1.11.1. The Southwest Wales Regional Energy Strategy was commissioned by the WG and supported by the WG Energy Service. It was developed by the Southwest Wales Energy Core Group, a sub-group of the Regional Directors' forum from the four local authorities in Southwest Wales.

16.1.11.2. The overall objective of the Document is to develop a strategic pathway identifying key interventions to deliver on the region's ambitions for decarbonizing its energy system.

16.1.11.3. The Document states that the vision will be to harness the region's low carbon energy potential across its on and offshore locations, to deliver a prosperous and equitable net zero carbon economy which enhances the well-being of future generations and the region's ecosystems at a pace which delivers against regional and national emissions reduction targets by 2035 and 2050.

16.1.11.4. In order to do this, the Document identifies the following priorities: (1) energy efficiency; (2) electricity generation; (3) smart and flexible systems; (4) decarbonise heat; (5) decarbonise transport; and (6) regional collaboration.

16.1.12. [NPT Local Area Energy Plan](#)

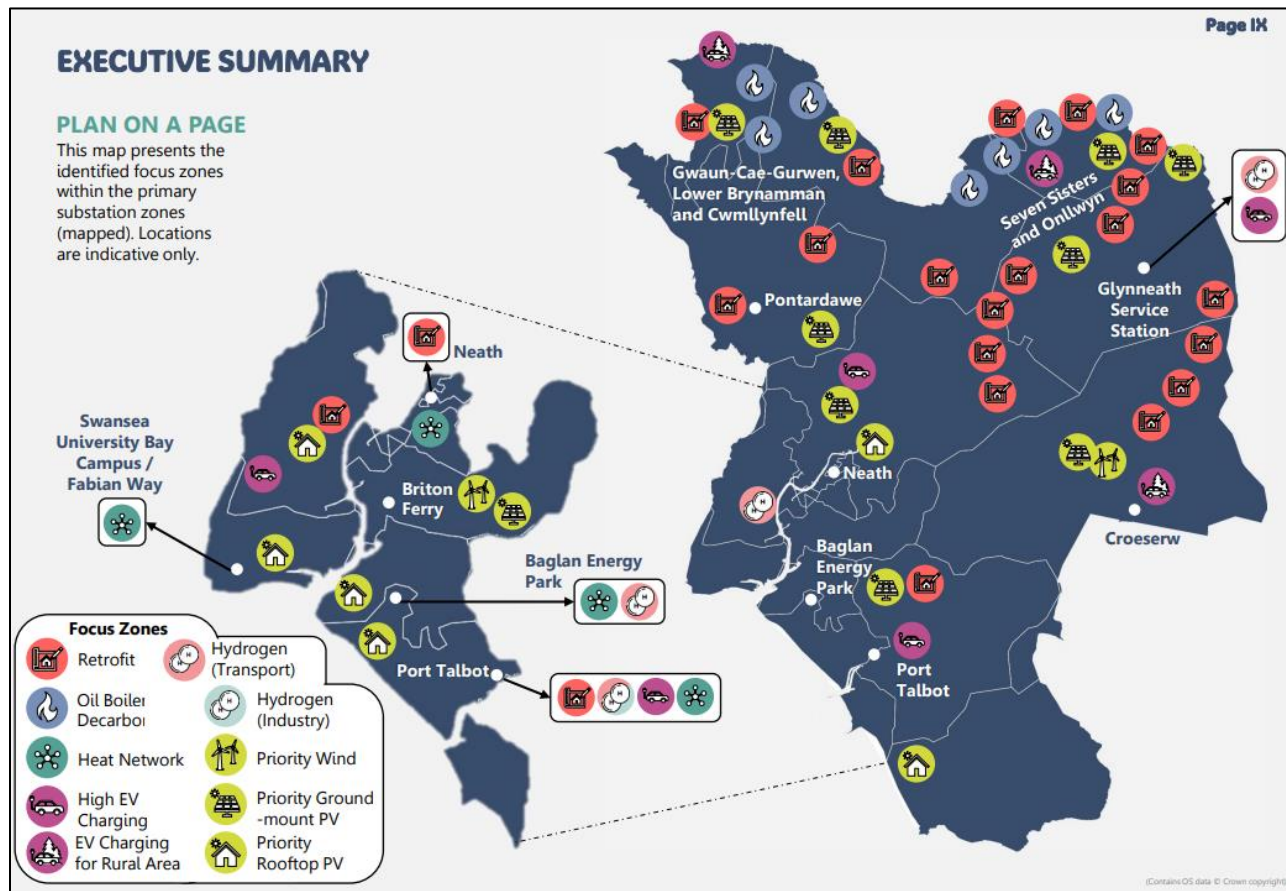
16.1.12.1. NPTC's Local Area Energy Plan presents a comprehensive vision for NPT's future energy system, delineating the essential characteristics it will need to achieve a net zero energy system by 2020.

16.1.12.2. The objectives of the Plan are to:

- Promote cost-effective solutions for energy generation, distribution, and consumptions whilst reducing carbon emissions;
- Enhance the efficiency, security and resilience of the local energy system via sector-based interventions;
- Enable the planning of energy infrastructure that aligns with the current and future needs of the community;
- Stimulate economic development and job creation through the growth of local clean/ green energy industries; and
- Address equity and social inclusion in the energy system to maximise well-being and other wider community benefits.

16.1.12.3. The Document summarises the initiatives on the following diagram:

Figure 45: Local Energy Action Plan Project Summary



16.1.12.4. The Document identifies the following 15 priority actions:

- Establish a regional local area energy plan steering group
- Support a long-term green skills programme
- Embed local area energy plan learnings into wider Council processes and communications
- Create a retrofit and low carbon heating behaviour change campaign
- Develop a fuel poverty programme;
- Develop a programme to electrify public sector owned non-gas properties

- Develop holistic community transport provision in Valley areas
- Low and zero carbon vehicle public fleet uptake
- Enhance active travel and public transport
- Continue collaboration with electricity and gas network operators
- Address future needs of hydrogen-fueled vehicles
- Develop a support programme for community energy microgrid projects
- Develop a storage and flexibility financial incentives programme
- Establish an industry engagement forum
- Encourage the uptake of industry decarbonisation support.

16.1.13. Renewable and Low Carbon Energy Assessment

16.1.13.1. To inform the RLDP, NPTC commissioned City Science to undertake a Renewable and Low Carbon Energy Assessment to formulate a robust renewable and low carbon energy evidence base.

16.1.13.2. The Document will be undertaken in stages for the RLDP and will undertake a review of national and local policy; an assessment of existing and potential future energy demand; an assessment of existing and proposed renewable energy generation; a county wide renewable energy assessment to quantify the county's potential renewable resource; a buildings integrated renewables assessment; heat opportunities mapping; identification of potential renewable and low carbon energy opportunities for allocations; identification of areas suitable for standalone renewable energy development; viability appraisals for strategic sites; and evidence and propose suitable targets and policies for inclusion in the RLDP.

16.1.14. Decarbonisation and Renewable Energy Strategy

16.1.14.1. The NPT Decarbonisation and Renewable Energy Strategy (DARE) outlines the Council's approach to address the energy trilemma: ensuring energy security; providing energy equity with access to affordable, clean energy; and achieving environmental sustainability.

16.1.14.2. Recognising the unique characteristics of NPT, the Strategy outlines a vision to create a cleaner, more prosperous and healthier county borough. In order to do this the Council will seek to maximise the economic, social, health and environmental benefits of decarbonisation through a focus on renewable energy.

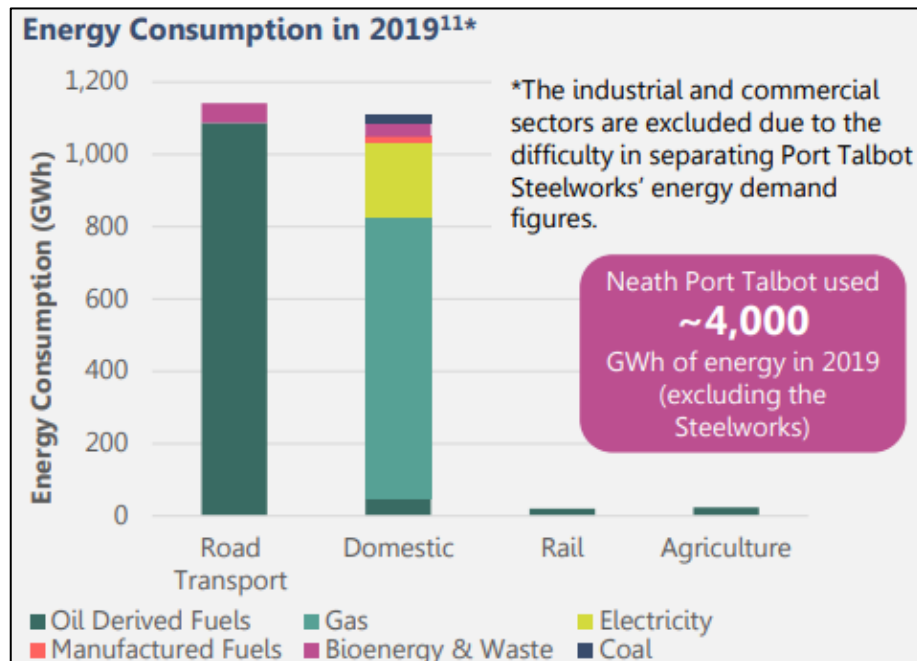
16.1.14.3. The Strategy outlines a number of key projects and initiatives such as upgrading of Council fleet vehicles, development of integrated transport hub at Port Talbot, and working with commercial partners such as Lanzatech who specialize in the re-use of waste gasses from industrial processes to enable conversion into biofuels and have recently been granted resolution to grant planning permission for the development of a facility to convert waste gasses into biofuels.

16.2. Current Situation and Trends

16.2.1.1. National Grid Electricity Transmission (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses. Western Power Distribution owns and operates the local electricity distribution network in the County Borough.

16.2.1.2. The Local Area Energy Plan includes the following diagram. The Report notes in 2022 that up to 45% of the residents in NPT were in fuel poverty. The Report notes that fossil fuels still make up the majority of energy consumption. After industry, road transport and domestic heating are two of the most energy intensive and polluting sectors.

Figure 46: Energy Consumption in 2019



- 16.2.2. The Report notes that NPT's greenhouse gas emissions have reduced by 50% between 2005 and 2019 largely due to electricity grid decarbonisation. In terms of energy demand, excluding the steelworks, electricity demand is in line with the Welsh average (4,000 compared to an average of 4,196 GWh).
- 16.2.3. NPT is unique in terms of its manufacturing and industrial base. NPT forms part of the South Wales Industrial Cluster (SWIC) which is the second largest industrial cluster emitter in the UK, releasing according to their website, the equivalent of 16 million tonnes of carbon dioxide per year across industry and energy generation. The SWIC project seeks to develop a world leading sustainable cluster by proactively decarbonizing industry in South Wales by harnessing the region's abundant resources and optimizing the existing gas and electricity infrastructure. This approach sees SWIC, and its partners explore prospects for everything from low-carbon power generation to carbon capture usage and storage. SWIC's vision showcases ambitious plans to achieve:

- Net zero industries in South Wales by 2040 equating to 40% reduction of current Welsh CO2 emissions;
- Retention of 113,000 jobs and a net positive increase in jobs overall;
- Unlocking £30 billion of investment opportunities in the region; and
- Growing the £6 billion gross value added from south Wales industry.

16.2.4. Port Talbot Steelworks is the UK's largest steel producing site and one of the country's largest sources of carbon dioxide emissions. Based on the Steelwork's Annual Sustainability Report, its typical energy consumption is estimated to be 21,000 GWh which is mostly coal and some natural gas. The site is currently in the process of switching to an electric arc furnace. The UK Government has agreed to invest up to £500 million to help Port Talbot Steelworks decarbonise, with Tata Steel investing £700 million to support the process. Key elements of the strategy include switching from blast furnaces to electric arc furnaces, which can be powered using renewable energy and can produce recycled steel rather than virgin.

16.2.5. There are also a number of other renewable energy schemes currently in the process of being developed/ planned:

- Swansea Bay City Deal: An investment of up to £1.3 billion in nine major programmes and projects across the Swansea Bay City Region (NPT, Swansea, Pembrokeshire, and Carmarthen). The programme aims to boost the regional economy by at least £1.8 billion whilst generating significant job opportunities. Net zero and energy system decarbonisation are key themes across the projects.
- Homes as power stations: This is part of the portfolio of projects set out within Swansea Bay City Deal and aims to integrate energy efficiency design and renewable energy technologies into the development of new build homes alongside promoting public and

private sector retrofit programmes. A key ambition is to facilitate the uptake of renewable technologies in at least 10,300 properties (68% retrofit and 38% new build) within 5 years.

- Supporting Innovation and Low Carbon Growth: The £64 million programme, part of the Swansea Bay City Deal portfolio is made up of eight interlinked projects with a central aim to support the creation of a decarbonised and innovative economy. With a targeted focus on the Port Talbot Waterfront Harbourside area, this programme, led by NPTC is projected to be worth £6.2 million per year to the local economy.
- Celtic Freeport: The Celtic Freeport in Port Talbot has been chosen as one of Wales' first freeports. The freeport aims to attract significant inward investment, including £3.5 billion in the hydrogen industry, the creation of 16,000 jobs, generating £1.3 billion in Gross Value Added by 2050 and unlocking up to 24 GW of floating offshore wind, which is roughly the same capacity as the UK's entire offshore wind output potential.
- HyLine Cymru: Wales and West Utilities is exploring the feasibility of a dedicated hydrogen distribution pipeline. HyLine Cymru, which would run from Milford Haven, through Carmarthenshire, over to Port Talbot.

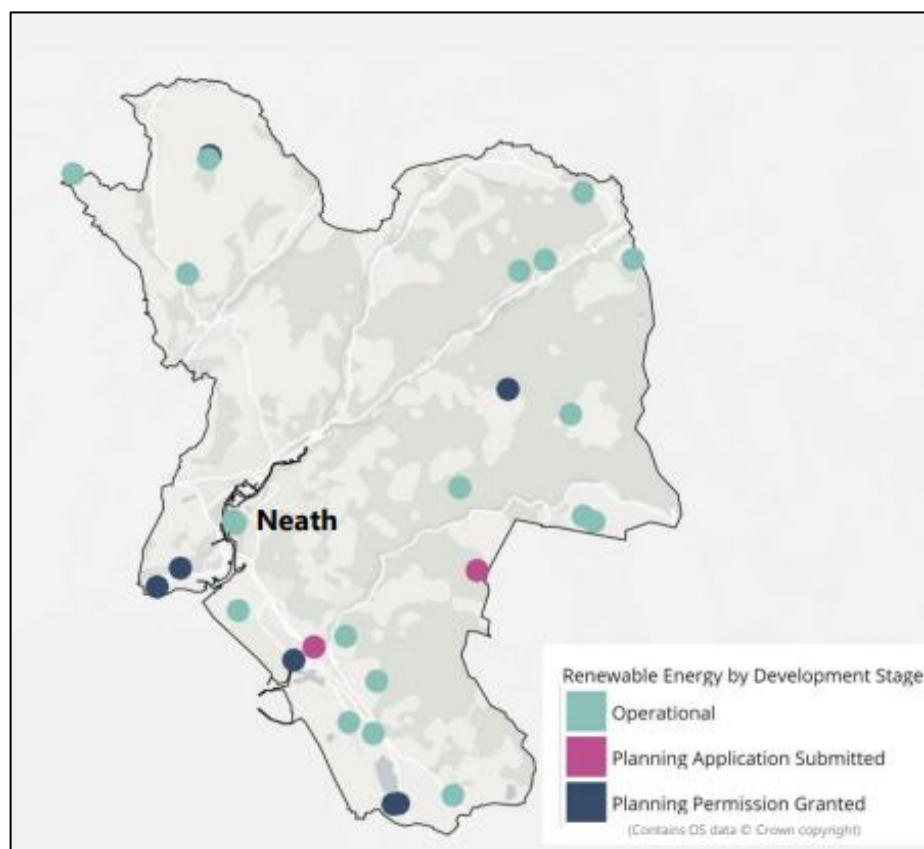
16.2.6. In addition to the Steelworks, the Sofidel paper and printworks on the Baglan Energy Park is a large consumer of energy.

16.2.7. Following the entering into compulsory liquidation of Baglan Operations Limited and the Baglan group of companies under the Calon Energy Group on 24 March 2021, WG invested over £4million to support Western Power Distribution, as the local licensed distribution network operator, to rapidly design and build replacement electricity networks to customers, such as

Sofidel, impacted. This investment has allowed Western Power to accelerate the process of building a new network, which would have otherwise taken 18 months to two years to build.

- 16.2.8. There are a number of renewable energy installations operational/ in construction/ with planning permission submitted or granted. The Local Area Energy Plan notes that NPT's renewable energy capacity (2020) is 401 megawatts excluding offshore wind which is the largest in Wales. The Map below details the number and location of schemes at the time of writing the Local Area Energy Plan, further schemes are in the process of being developed.

Figure 47: Renewable Energy Installations



16.3. Key Issues

- 16.3.1. As noted in the previous section, a key issue for the NPT RLDP will be the

decarbonisation of electricity due to the reliance upon fossil fuels and the industrial and manufacturing profile of the Authority. There are a number of schemes currently in the process of being developed to increase renewable energy generation and reduce reliance on fossil fuels. These will need to be supported through the RLDP, and the policy framework will need to be adaptive to enable such developments.

- 16.3.2. Given that 45% of residents experience fuel poverty, a further key issue will be the transition to renewable energy generation without increasing costs to the consumer. The RLDP will seek to ensure the provision of affordable housing which is required to be developed to be net zero. Renewable energy targets will also be set in the Deposit RLDP.

16.4. Infrastructure Required to Deliver the Plan

- 16.4.1. With regards to the Steelworks which has been identified as a potential Key Site in the RLDP Preferred Strategy, it is understood that there have been discussions with National Grid and that improvement works are being planned to Margam Substation in order to meet the growing demand for electricity.
- 16.4.2. Potential Key Site, Land at Fforest Farm, Aberdulais, includes overhead cable lines. Discussions will need to take place with Western Power with regards to the development of this site. The design of the site will need to take into consideration these cables.
- 16.4.3. Western Power and National Grid have been identified in the Council's Delivery Agreement as a Key Stakeholder in the preparation of the RLDP. They have therefore been involved in the preparation of the Preferred Strategy. Further engagement will take place ahead of the Deposit Plan, including on sites submitted for consideration.

17. Gas

17.0.1. Following on from electricity provision in the previous Chapter this Chapter focuses on gas.

17.1. National, Regional and Local Policy and Guidance Context

17.1.0.1. Much of the policy context in the previous Chapter is also applicable for this Chapter.

17.1.1. Future Wales

17.1.1.1. For Southwest Wales, Future Wales notes that the Haven Waterway handles a significant amount of the UK's gas needs. This area forms part of the Celtic Freeport with Port Talbot.

17.1.2. Planning Policy Wales

17.1.2.1. Section 5.10 of PPW details the WG approach to energy minerals including gas. Paragraph 5.10.2 states that the extraction of gas whether by conventional or unconventional methods is classed as mineral development and onshore activities under relevant oil licenses must be carried out in accordance with the requirements of any planning permission. Paragraph 5.10.3 states that several licenses have been issued in Wales, but no significant oil and gas production has been undertaken. Paragraphs 5.10.4-12 provide more specific detail with regards to the process for onshore and unconventional onshore extraction.

17.1.3. National Grid Gas Network Innovation Strategy

17.1.3.1. The National Grid Gas Network Innovation Strategy has been produced by the Energy Networks Association. The Strategy sets out the role that the existing gas infrastructure can play in meeting demand for power, heat and transport in a low-carbon economy. The Strategy is set around two pillars: continued operation of the safe, reliable and affordable gas network that

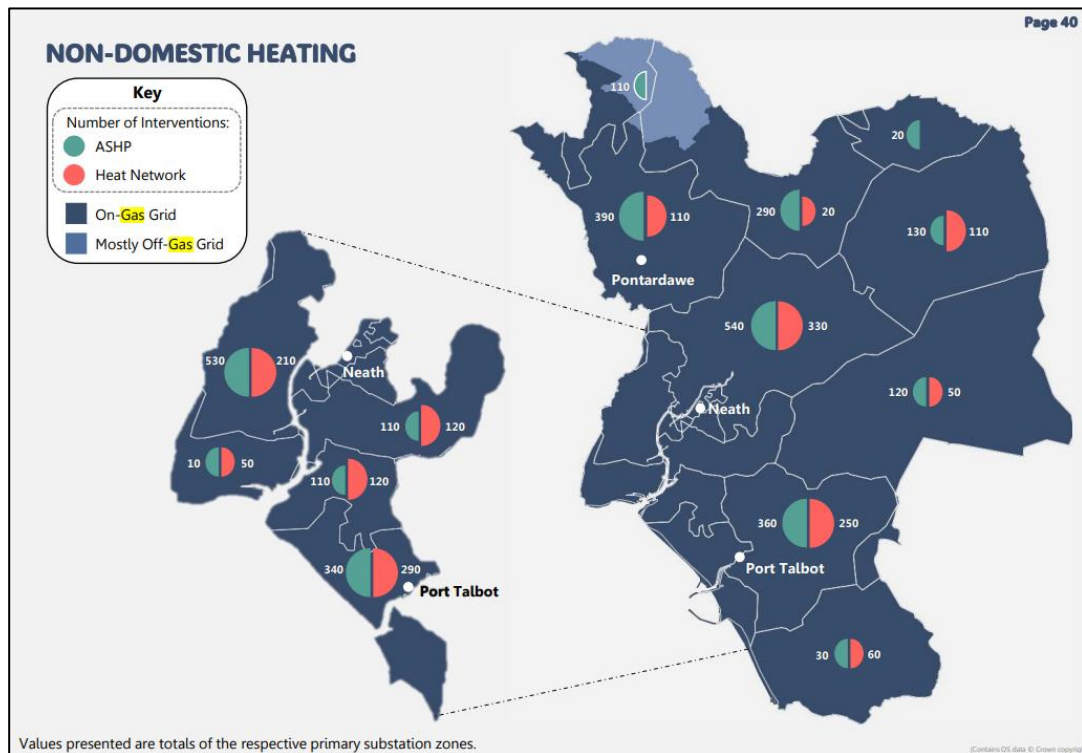
consumers need; and to develop solutions for the step change to the low-carbon economy.

- 17.1.3.2. The Document outlines a number of strategic aims and outlines how the gas network is at the heart of Great Britain's energy system and therefore plays a vital role in transporting energy to consumers securely and cost-effectively noting that it is also flexible and can adapt to support the decarbonisation of heat, transport and energy towards 2050 and beyond.

17.2. Current Situation and Trends

- 17.2.1. National Grid Gas (NGG) owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use. Wales and West Utilities distribute gas in the County Borough.
- 17.2.2. The Local Area Energy Plan notes that in 2019 93% of homes in NPT were connected to the gas network and domestic gas totaled 780GWh. The Map below shows that the north northwest of the Authority is not connected to gas.

Figure 48: Gas Connections



- 17.2.3. Of commercial energy demand, approximately 50% was gas. Non-domestic gas demand totaled 262GWh with 32GWh of this demand being from NPTC. The Document also notes that a hydrogen boiler costs consumers 47% more than a gas boiler.

17.3. Key Issues

- 17.3.1. The Local Area Energy Plan notes that NPT will require the mass replacement of current heating technologies (mainly gas and oil boilers) with decarbonized alternatives to reach net zero. It notes that although one of the cheapest low carbon options, heat pumps are likely to be more expensive than gas boilers to run and have a higher upfront cost.
- 17.3.2. As noted in the previous Chapter, given that 45% of residents experience fuel poverty, a key issue will be the transition to renewable energy generation without increasing costs to the consumer. The RLDP will seek to ensure the provision of affordable housing which is required to be developed to be net

zero. Renewable energy targets will also be set in the Deposit RLDP.

17.4. Infrastructure Required to Deliver the Plan

- 17.4.1. National Grid requests that any high-pressure gas pipelines are taken into account when site options are developed in more detail as these pipelines form an essential part of the national gas transmission system and National Grid's approach is always to seek to leave existing transmission pipelines in situ.
- 17.4.2. As part of the assessment of sites the Council has considered the location of gas pipelines. There is a major pipeline and major hazard pipeline buffer traversing the northern parts of the east and west parcels of Coed Hirwaun. This will be flagged as a constraint in the RLDP Preferred Strategy and the need to masterplan the site to take this into account will be identified as a requirement for the development of the site. Further work will be undertaken ahead of the Deposit Plan to understand the nature and extent of the constraint. Masterplanning work will also be undertaken.

18. Broadband and Telecommunications

- 18.0.1. Electric and digital infrastructure plays a pivotal role in maintaining the economic wellbeing of Wales, as well as being a social lifeline for many. Fast reliable broadband and telecommunication connections are therefore essential to meet the needs of communities and businesses.
- 18.0.2. Many forms of electronic and telecommunications infrastructure are supported by extensive permitted development rights.

18.1. National, Regional and Local Policy and Guidance Context

18.1.1. Future Wales

- 18.1.1.1. Future Wales recognises the importance of good broadband and communications technologies in enabling people to work from home, access services and stay in touch with friends and family.
- 18.1.1.2. Future Wales' vision states that by 2040 Wales will be a place where people live in places with world-class digital infrastructure. Broadband provision will develop and evolve, beginning with comprehensive coverage of superfast and progressing to ultra-fast fibre, which will help businesses to be more productive, resilient and innovative and improve the way of life for communities and individuals. Better digital communication will enable economic and social progress and ensure Wales can lead and keep pace with the latest global technological advancements.
- 18.1.1.3. Policy 13 'Supporting Digital Communications' states that the WG will support the provision of digital communications infrastructure and services across Wales. Planning authorities must engage with digital infrastructure providers to identify the future needs of their area and set out policies in LDPs to help to deliver this. New developments should include the provision of gigabit capable broadband infrastructure from the outset.

- 18.1.1.4. Policy 14 ‘Planning in Mobile Action Zones’ states that the WG will support increased mobile phone coverage and the associated economic and social benefits it brings. The WG will identify Mobile Action Zones showing locations where there is little or no mobile telecommunications coverage. The WG, planning authorities and mobile telecommunications operators must work together to achieve increases in mobile coverage within Mobile Action Zones.
- 18.1.1.5. The supporting text notes that in rural areas the provision of both mobile telecommunications and broadband infrastructure is particularly important where topography, physical distance and sparse distribution of population make the roll-out of infrastructure and access to key services and facilities difficult. Little or no coverage in some locations disadvantages businesses, communities and individuals, both economically and socially, and can contribute to deprivation, social isolation and lack of well-being.
- 18.1.1.6. The supporting text also states that planning authorities should consider the potential impact of poor coverage on different groups and plan positively to overcome these issues, setting out policies in LDPs.
- 18.1.1.7. In line with the policy, the supporting text also says that LDPs should include policies to ensure gigabit capable broadband in new developments.

18.1.2. [Planning Policy Wales](#)

- 18.1.2.1. PPW recognises in Section 5.1 that electronic and digital infrastructure plays a pivotal role in maintaining the economic well-being of Wales. It enables people to connect and interact with each other; enables people to travel between their home and work; enables physical goods and services to be delivered to places around the world; and enables effective communication between people and businesses.
- 18.1.2.2. Section 5.2 highlights the importance of affordable secure electronic communications. Stating that a modern society demands reliable fast and high-capacity communication networks to ensure large amounts of data can

be easily accessed or exchanged. It is the WG's objective to offer fast and reliable broadband to every property in Wales and to support the deployment of mobile infrastructure across the country. However, the impact of from new mobile telecommunications infrastructure will be the greatest in sensitive landscapes and other designated areas and should be carefully planned.

- 18.1.2.3. Therefore, PPW states in Paragraph 5.2.9 that development plans should set out policies for telecommunications development, including criteria-based policies to guide development to suitable locations. Criteria should be sufficiently flexible to accommodate technical changes and may be concerned with the siting and appearance of apparatus, including location and landscaping requirements designed to minimise the impact on amenity consistent with operational requirements.
- 18.1.2.4. Paragraph 5.2.7 states that planning authorities should actively engage with mobile phone operators when preparing development plans to discuss service provision and identify where coverage is limited or is not being provided.
- 18.1.2.5. Paragraph 5.2.19 says that planning authorities should not implement their own precautionary policies such as imposing a ban or moratorium on new telecommunications development or insisting on minimum distances between new telecommunications development and existing development.
- 18.1.2.6. Paragraph 5.2.23 says that planning authorities in urban and rural areas should include policies in their development plans to address the need for broadband infrastructure and its improvement or replacement. This should include design and locational criteria to aid the determination of planning applications. Planning authorities should liaise with broadband infrastructure providers to understand future programme requirements for rollout and improvement in their areas over the development plan period.

18.1.3. [Code of Best Practice on Mobile Phone Network Development for Wales](#)

18.1.3.1. The purpose of the Code is to encourage better communication and consultation between telecommunications operators, local planning authorities and local communities, and to help standardise planning procedures and operator practices to improve consistency of decision making and implementation.

18.1.4. [Broadband and Digital Infrastructure Strategy](#)

18.1.4.1. Despite telecommunications not being devolved to Wales, the Broadband and Digital Infrastructure Strategy sought to improve digital connectivity. Over £250 million public funded fibre rollouts with Openreach transformed the digital landscape of Wales helping to bring superfast broadband coverage across the country up to 97% and gigabit capable broadband coverage across the country to more than 55%. Only a small minority of people in Wales remain without access to fast and reliable broadband.

18.1.4.2. The Strategy notes that there are technologies which can bring fast broadband to areas currently without it. For properties not included in any fibre broadband roll-out, WG can fund connectivity for individuals, businesses and communities through grant schemes. They have also made £10 million available through Local Broadband Fund to support local authorities and social enterprises to deliver broadband projects locally.

18.1.4.3. The Strategy states that WG want to connect Wales to the rest of the world through future proof digital technology. WG are investing in activity which helps build a wide-reaching fibre network across Wales. More physical network creates more competition, providing increased choice and a resilient internet supply.

18.1.4.4. The Strategy also states that WG is working to ensure that Wales benefits from new and innovative technologies such as 5G and the internet of things.

18.1.5. [Digital Communications Infrastructure in Wales](#)

- 18.1.5.1. The National Infrastructure Commission for Wales investigated digital communication infrastructure in Wales between mid-2019 and mid-2020.
- 18.1.5.2. A key recommendation is that the WG act quickly to replace the existing all Wales Digital Infrastructure Group with a high profile ‘barrier busting’ taskforce led by a senior civil servant, similar to that created by the UK Government, with clear objectives and deadlines within which to achieve them. One of the tasks of this group would be to ensure that local authorities and other organisations do more to facilitate the deployment of fibre to the home infrastructure by these operators. We also recommend that the Welsh Government review and simplify the existing broadband voucher schemes which are used to support the deployment and adoption of fibre broadband. The aim should be to improve the take up of vouchers in Wales and to guard against the risk that the existing voucher budget is allocated to an ever-smaller number of households at an ever-higher cost per household when it could be used for other, better value, purposes.
- 18.1.5.3. The National Infrastructure Commission were concerned that the particular challenges of deploying fibre to the home infrastructure in Wales – with a large rural population and less competitive pressure on BT – mean that Welsh households and businesses will find themselves at the end of the (long) queue for fibre. This means Welsh households could be waiting many years – probably more than 10 in some cases – to obtain a better broadband connection than they have today. Some households and businesses will be so expensive to reach that they may never be served by fibre to the home technology, or only at an unaffordable cost.
- 18.1.5.4. The Commission therefore thinks that the WG needs an alternative strategy. This is intended to ensure that Welsh households and businesses can obtain access to significantly better broadband than they have today – at speeds of around 100 Mb/s – within the next 5 years rather than waiting for 10. We

consider home broadband services delivered over 4G and then 5G mobile networks are best placed to perform this role. We consider that home broadband connections provided by these networks could be delivered much more quickly than fibre and at a fraction (perhaps a third) of the cost. They would not provide the gigabit speeds that are required for Virtual Reality gaming or 8k TV consumption, but they would still provide households and businesses in Wales with a substantial and necessary improvement in their broadband capability, at least until fibre to the home eventually arrives.

18.1.5.5. The Commission suggests that an alternative strategy for Wales might involve the WG copying the UK Government and investing very large sums of public funds – over and above whatever proportion of the £5 billion budget is allocated to Wales – in an effort to deliver fibre to every home in Wales by 2025. Even if a budget of £1.3 billion which they estimate would be required were available to do this, they do not think it would represent a good use of public money. Wales simply cannot afford to commit itself to a dogmatic policy which involves incurring ever greater costs to connect an ever-smaller number of households to one infrastructure. Instead, the Commission thinks that far more can be achieved if a proportion of those funds were instead allocated to first maximizing the provision of 4G and 5G home broadband connections in Wales.

18.1.5.6. The Commission states that action is urgently required if the strategy they recommend is to be implemented effectively. Instead of being a leader in the deployment of 4G or 5G technology today, Wales appears a less attractive place for telecommunications operators to invest than many other parts of the UK. It has been slow to reform its planning regime, which has an adverse impact on the cost and length of time taken to deploy new digital infrastructure.

18.1.6. [Mobile Action Plan](#)

18.1.6.1. WG's Mobile Action Plan recognises the importance of mobile connectivity

not just for making phone calls or sending text messages but also for accessing the internet. The Action Plan states that WG recognises the growing importance of mobile technologies and wants to create the right environment to encourage further investment in mobile infrastructure and to promote innovation in mobile technologies.

18.1.7. [Project Gigabit](#)

18.1.7.1. Project Gigabit is the UK Government's flagship £5 billion programme to enable hard-to-reach communities to access lightning-fast gigabit capable broadband. The aim of this Project is to level-up mostly rural and remote communities across the UK as well as tackling pockets of poor connectivity in urban areas. The Project recognises that having the fastest broadband means households no longer have to battle over bandwidth, people enjoy the freedom to live and work more flexibly, businesses increase their productivity, and vital public services thrive.

18.1.8. [Swansea Bay City Deal Digital Infrastructure Programme: Connectivity through collaboration](#)

18.1.8.1. Swansea Bay City Deal's Digital Infrastructure Programme: Connectivity through collaboration is a formally constituted partnership between the four local authorities in Southwest Wales (Carmarthenshire, Pembrokeshire, Swansea and NPT), the two regional health boards (Hywel Dda University Health Board and Swansea Bay University Health Board) and two universities (Swansea University and University of Wales Trinity Saint David).

18.1.8.2. It recognises that digital infrastructure is a cross-cutting theme through all of the Swansea Bay City Deal projects and programmes and is essential to the delivery of their partner's digital transformation strategies, the economic growth of the region, and improving social inclusion.

18.1.8.3. The project seeks to invest £175 million into the region and boost the regional economy by £318 million.

- 18.1.8.4. The project has three aspirations: better broadband for everyone ... leaving nobody behind; a smart region ready and able to innovate and adopt emerging technology; and an inclusive digital landscape that meets everyone's needs.

18.2. Current Situation and Trends

- 18.2.1.1. Within Wales 7% of adults are not online. Wales has the highest percentage of the adult population not online in the UK. The WG Report on Digital Connectivity notes that within Wales in 2014 55% of residential premises could access broadband at speeds of 30 Megabits per second compared to a 75% average across the UK. By 2021 this figure had increased to 94% compared to a UK average of 96%. Ofcot estimates that around 15,000 premises (1%) cannot get a broadband service of at least 10 Megabits per second download speed and 1 megabit per second upload speed from fixed or fixed wireless networks.

- 18.2.1.2. The WG state that those who are digitally excluded are likely to be:

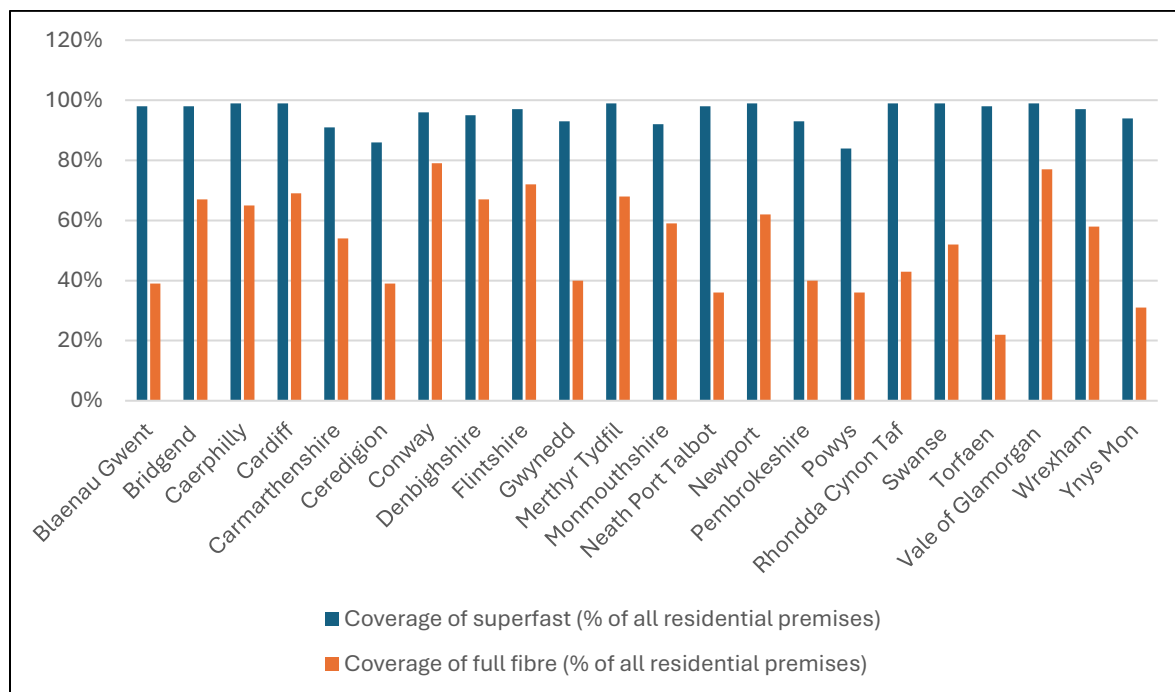
- Older adults: There is a higher proportion of digitally excluded people in older age groups. Only 41% of people over 75 have basic digital skills, compared with 87% of 16–49-year-olds.
- People with disabilities or long-term health conditions: 90% of people with a disability or long-term health condition use the internet, compared with 96% of those without.
- Those with lower educational attainment: 93% of those with qualifications at degree level or above demonstrated all five digital skills compared with 51% of those with no qualifications.
- Lower income individuals and families: Those who are economically inactive are less likely to use the internet (86%) than those in employment (99%). Lower income families and individuals may be

affected by access to and affordability of devices and connectivity.

- People in rural areas: People living in rural areas who are not online are usually excluded due to problems in broadband provision, both for fixed line and mobile broadband services.
- Welsh speaking people and others who do not use English as their first language: Digital systems and their associated support processes need to be designed to accommodate the needs of Welsh speakers and speakers of common minority languages.
- Socially isolated and lonely people: Digital exclusion can be a facet of other social issues faced by individuals, for example, those facing social isolation and loneliness may also be excluded from digital interaction.
- Homeless people: Homeless people include groups that, while they may not have access to permanent housing, may be 'sofa surfing' or may be in temporary accommodation such as hostels. Many people in these situations do have access to mobile devices and may face issues of affordable connectivity.

18.2.1.3. The Diagram below shows residential access to superfast broadband and full fibre availability for each authority in Wales. Within NPT 99% of residents have access to at least 30Mbps. That's the definition of Superfast broadband. Over 80% of the county now have access to gigabit capable speeds.

Figure 49: Superfast and Full Fibre Broadband



18.2.1.4. In June 2021 the UK and WG's gave their approval for a £55 million digital infrastructure investment programme under the Swansea Bay City Region project. This will expand full fibre broadband and 5G mobile connectivity to benefit residents and businesses across Carmarthenshire, NPT, Pembrokeshire and Swansea.

18.2.1.5. As part of this, in September 2023 broadband ISP Virgin Media O2 Business won the contract to deploy a new Dark Fibre network as part of the Swansea Bay City Region Project. This should deliver significantly improved data capacity and speed to 36 public sector sites throughout Swansea and NPT.

18.3. Key Issues

18.3.1.1. Audit Wales have identified the following reasons why people are being digitally excluded in Wales:

- Digital infrastructure not being available;

- Not being able to afford digital devices or internet costs, especially with the rising cost of living;
- Lack of skills, motivation and confidence to use the internet;
- Needing additional help to use and access technology, and being able to use the language of their choice;
- Choosing not to use online services and wanting to access services in person; and
- Worries about online safety and security.

18.3.1.2. A key issue for the preparation of the RLDP will be understanding broadband and 4G and 5G availability and understanding which programmes and strategies are available to help to improve electronic infrastructure to enable all residents and businesses have access to quick and affordable telecommunications.

18.4. Infrastructure Required to Deliver the Plan

18.4.1.1. No infrastructure requirements have been identified as part of the preparation of the RLDP Preferred Strategy.

18.4.1.2. Telecommunication bodies including BT Group Plc and BT Openreach have been identified as key stakeholders in the preparation of the RLDP. In addition, they and providers such as O2, EE, Hutchinson 3G UK Ltd, Tesco Mobile LMT, Virgin Media, and Vodafone Group Plc have been identified as specific consultation bodies. They have therefore been involved in the preparation of the RLDP to date. Further engagement will take place ahead of the Deposit Plan, including further understanding of where there are areas with limited access to broadband and 4G and 5G.

19. Community and Cultural Facilities

- 19.0.1. Community facilities are an essential form of local infrastructure to communities. They provide facilities for local groups, organisations and charities. They can be owned by the public, private or community groups.

19.1. National, Regional and Local Policy and Guidance Context

19.1.1. Future Wales

- 19.1.1.1. Future Wales places an emphasis on community facilities through its key outcomes by referring to their role in creating high-quality places which offer a good quality of life and recognizing the importance of such facilities for rural communities.

- 19.1.1.2. Community facilities also play a role in achieving Future Wales' Town Centre First policy (Policy 6). This Policy states that significant new commercial, retail, education, health, leisure and public services should be located within towns and city centers and states that they should be accessible via public transport. The supporting text notes that this policy was developed to ensure town centers remain an important focal point for communities.

19.1.2. Planning Policy Wales

- 19.1.2.1. PPW refers to community facilities in Section 4.4 and discusses how they provide an important focus for sustaining communities and their well-being. PPW therefore states that planning authorities should develop a strategic and long-term approach to the provision of community facilities when preparing development plans. These need to be developed based on evidence, and by considering the needs of their communities and visitors.

19.1.3. Local Development Plan

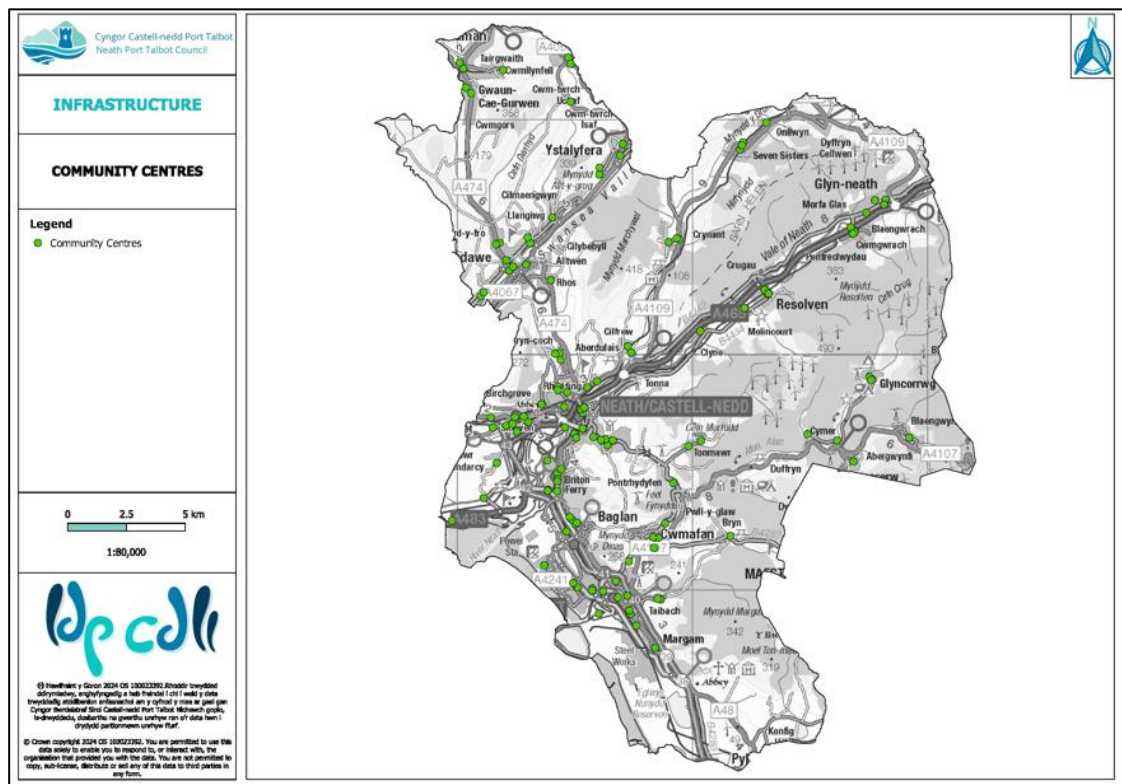
- 19.1.3.1. The current LDP seeks to protect existing community facilities and seek the provision of new community facilities as part of new developments through

Strategic Policy 4 'Infrastructure', Policy I1 'Infrastructure Requirements', and SC2 'Protection of Existing Community Facilities'.

19.2. Current Situation and Trends

- 19.2.1. The Map below details the current provision of community facilities in NPT. There are a range of community facilities which provide spaces for a variety of uses including sports clubs, social gatherings, food banks, parties, farmers markets etc.

Figure 50: Community Facilities in NPT



19.3. Key Issues

- 19.3.1. As noted in the current LDP, there are a variety of different types of community facilities. For the purpose of planning, the current LDP states that these include any facility that serves a community purpose, including community halls, libraries, local or village shops, public houses, and places of worship. In the current financial climate, local government cutbacks, and

post-covid changes of behaviour, there are a number of facilities that are struggling. Community facilities provide an important role in the local community and a key aim of the RLDP will be to continue to protect existing facilities and seek the provision of new facilities where appropriate.

19.4. Infrastructure Required to Deliver the Plan

- 19.4.1. The NPT Public Services Board have been involved in the preparation of the RLDP Preferred Strategy and they will continue to be involved in the preparation of the RLDP.
- 19.4.2. As part of the development of the RLDP Preferred Strategy, the need for small scale retail, community and employment provision and linkages to existing facilities will need to be made.

Section 3: Initial Infrastructure

Delivery Plan

20. Infrastructure Delivery Plan

- 20.1. The Infrastructure Delivery Plan provides details of the key infrastructure requirements needed to deliver the potential key sites detailed in the RLDP Preferred Strategy.
- 20.2. The Tables detailed in the following Chapter are not all encompassing, as it is not possible at this stage of the plan making process to predict everything necessary to bring forward the potential key sites. Further detailed work will be undertaken for the Deposit RLDP, and the Infrastructure Delivery Plan will continue to be updated. It should therefore not be read as an exhaustive list.
- 20.3. For the Deposit RLDP, the Council will also identify a number of other site allocations, and it is expected that many of those will also require infrastructure improvements/ provision. These will be added to the Infrastructure Delivery Plan for the Deposit RLDP.
- 20.4. The Infrastructure Delivery Plan in the following Chapter includes the following information:
- **Basic site information:** site area, site description and proposed development.
 - **Key site issues and constraints:** examples include whether there are any nearby ecology designations or heritage designations etc.
 - **Key policy requirements:** setting out the fundamental requirements the site must deliver such as the level of affordable housing, and green infrastructure.
 - **Key infrastructure requirements including details, where known, of** estimated costs, funding sources, delivery body, phasing/ delivery period and any additional notes.

- **Notes:** Additional information pertinent to the required infrastructure.

20.5. Whilst all the items detailed in the Infrastructure Delivery Plan in the next chapter relate to the specific needs to bring the potential key sites forward for development. In terms of the delivery of infrastructure requirements these will either be secured via delivery on site/ or via developer contributions. This will depend on the nature of the infrastructure requirement. Further work will be undertaken ahead of the Deposit Plan in order to detail exactly how infrastructure requirements will be sought to be delivered, and the costs will be incorporated into updated site-specific viability appraisals.

21. Infrastructure Delivery Plan: Site Requirements

Table 20: Land East of Rhos

Site Area	15.7ha
Allocation Type	Residential homes and school
Total Homes	400 homes
Site Description	The site adjoins the settlement and community facilities within Rhos which forms part of the Pontardawe Hub in the Valleys Opportunity Area. The site therefore provides the opportunity to provide affordable housing within the Valleys Opportunity Area.
Key Sites Issues and Constraints	<ul style="list-style-type: none"> • There is a Scheduled Monument within the site. • The site is located approx. 75m from the Frondeg Site of Special Scientific Interest (SSSI) with potential linkages between sites. Full appraisal of the potential impacts on Frondeg SSSI required. • There are a number of watercourses on site. • The site is comprised of large fields separated by hedgerow network. Access to the north west parcel is limited due to dense tree network. Western and southern fields contain marshy grassland with ant hills. • A Public Right of Way runs through the site.

Key Policy Requirements	<ul style="list-style-type: none"> • New school • Water and sewerage improvements • Highway improvements • Active Travel • Green Infrastructure • Affordable Housing • A range of housing types and sizes • Recreational Space • Consideration for heritage features • Sustainable Urban Drainage System (SuDS) • Protection of public rights of way • Consideration of existing residential accommodation, countryside, and community sport facilities.
Key Supporting Information to Include:	<ul style="list-style-type: none"> • Hydraulic Modelling Assessment • Transport Assessment • Road Safety Audit

	<ul style="list-style-type: none"> • Master Plan • Extended Phase 1 habitat survey
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Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Education <ul style="list-style-type: none"> • New Welsh medium primary school 	TBC	TBC	TBC	TBC	Further work will be done ahead of Deposit Plan to confirm cost, delivery timeframes and mechanisms and funding sources. Discussions will take place between developer, WG and NPTC.
Water Supply/ Sewerage <ul style="list-style-type: none"> • Based on the outcome of the Hydraulic Modelling Assessment. 	Hydraulic Modelling Assessment required for water supply	Developer	Developer	TBC Hydraulic Modelling Assessment to be submitted at	To be determined at the planning application stage.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
	network and public sewerage network.			the planning application stage.	
Drainage <ul style="list-style-type: none"> The incorporation of a Sustainable Drainage System. 	TBC	Developer	Developer	TBC	To be determined at the planning application stage.
Highways: <ul style="list-style-type: none"> Measures to reduce impacts on road safety. Creation of two access points. Access opposite Primrose Lane junction will require a Transport Assessment and Road 	TBC	Developer	Developer	Improvements / provision to be determined ahead of deposit plan.	Further work will be done ahead of Deposit Plan to confirm cost and timing.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Safety Audit. <ul style="list-style-type: none"> Existing access points on Primrose Lane will need to be widened. 					
Highways and Active Travel: <ul style="list-style-type: none"> Pen-yr-Wern Junction Improvements 	TBC	TBC	NPTC	To be delivered ahead of development	Further work will be done ahead of Deposit Plan to confirm cost and delivery mechanisms.
Active Travel: <ul style="list-style-type: none"> Widening and provision of new footways / combined footway cycle way along March Hywel. Active travel improvements needed to link into NCN43 from Rhos and link Rhos with 	TBC	Developer	Developer / NPTC	TBC	Further work will be done ahead of Deposit Plan to confirm cost and delivery mechanisms.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
<p>Neath.</p> <ul style="list-style-type: none"> • Cycle ways and shared use routes to be incorporated on site. • Strategy to encourage model shift. 					
<p>Public Rights of Way:</p> <ul style="list-style-type: none"> • Design measures to protect and where possible enhance Public Rights of Way passing through and adjacent to the site. 	TBC	Developer	Developer	TBC	<p>Further discussions to take place ahead of the Deposit Plan.</p> <p>Design measures incorporated into the masterplanning of the site to connect to existing Public Rights of Way.</p>
<p>Green Infrastructure and Nature Recovery:</p> <ul style="list-style-type: none"> • Creation of a green 	TBC	Developer	Developer	TBC	<p>Green Infrastructure and net biodiversity benefits to be provided on-site as part of</p>

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
infrastructure network across the site.					<p>the detailed masterplanning of the site.</p> <p>Green infrastructure to be provided in accordance with emerging policy SP16 'Green Infrastructure' in the RLDP Preferred Strategy.</p> <p>Net biodiversity benefits to be provided in accordance with emerging policy SP3 'Nature Recovery, Biodiversity and the Natural Environment' in the RLDP Preferred Strategy.</p>
Housing: <ul style="list-style-type: none"> Affordable housing. Mix of tenure and types. 	TBC	Developer	Developer	To be agreed as part of the planning application.	Affordable housing will need to be provided on site in accordance with the requirements identified as part of the Deposit Plan.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Recreational Space	TBC	Developer	Developer	To be agreed as part of the planning application.	Further work will be undertaken ahead of the Deposit Plan. Recreational space will be provided in accordance with the requirements identified as part of the Deposit Plan. Recreational space provision will be incorporated into the masterplanning of the site.
Allotments	TBC	Developer	Developer	TBC	Further work will be undertaken ahead of the Deposit Plan. Allotment provision will be sought in accordance with the requirements identified as part of the Deposit Plan. Where allotment provision is sought on site, this will be

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
					incorporated into the masterplanning of the site.

Table 21: Land adjacent to Blaenbaglan

Site Area	14.5ha
Site Area	Indicative residential
Allocation Type	341 dwellings including 141 existing allocation
Total Homes	The site is located partly within, and adjoins, the settlement of Baglan. Baglan is surrounded by two hills, Mynydd-y-Gaer to the north and Mynydd Dinas to the east. The area contains a number of historical buildings such as Baglan House, St. Catharine's Church, and St. Baglan's Church. Baglan railway station is on the South Wales Main Line with trains to Cardiff and Swansea.
Site Description	<ul style="list-style-type: none"> • Minor watercourse through the centre of the site. • Two fields containing semi-improved grassland bordered by hedgerows and ancient woodland. Areas of biodiversity constraint include woodland, hedgerows, watercourse, S7 habitat, connectivity. • Watercourse Site of Interest for Nature Conservation • Public Right of Way to the north and south of the site. • Blaenbaglan Farmhouse Listed Building to the south of the site. • Craig Isaf Tump Scheduled Monument to the north of the site.

Key Sites Issues and Constraints	<ul style="list-style-type: none"> • Affordable housing • Highway improvements • Water and sewerage improvements • Active Travel • District Heat Network • Green Infrastructure • A range of housing types and tenures • Recreational Space • Sustainable Drainage System • Protection of Public Rights of Way • Consideration to surrounding landscape. • Consideration for nearby heritage features
Key Policy Requirements	<ul style="list-style-type: none"> • Hydraulic Modelling Assessment • Transport Assessment • Extended Phase 1 habitat survey

	<ul style="list-style-type: none"> Master Plan
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Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Education	TBC	Developer	NPTC	TBC	The Council's Education Team have not identified the need at this stage for education provision. Further work will however be undertaken ahead of the Deposit Plan to determine whether there are requirements.
Water Supply/ Sewerage <ul style="list-style-type: none"> Based on the outcome of the Hydraulic Modelling Assessment. 	Hydraulic Modelling Assessment required for	Developer	Developer	TBC Hydraulic Modelling Assessment	To be determined at the planning application stage.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
	water supply network and public sewerage network.			to be submitted at the planning application stage.	
Drainage <ul style="list-style-type: none"> The incorporation of a Sustainable Drainage System. 	TBC	Developer	Developer	TBC	To be determined at the planning application stage.
District Heat Network	TBC	Developer	Developer	TBC.	In line with Future Wales requirements potential for District Heat Network will need to be explored. This will need to be incorporated into the design of the site.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Highways: <ul style="list-style-type: none"> Measure to reduce impact on safety, operation and capacity of the highways informed by a Transport Assessment Principal points of access into the site will need to be continuous of the existing highway at Darren Wen and Maes Ty Canol. 	TBC	Developer	Developer	Improvements / new provision will be determined ahead of the Deposit Plan.	Further work will be done ahead of Deposit Plan to confirm cost and timing.
Active Travel: <ul style="list-style-type: none"> Cycle ways and shared use routes incorporated on the 	TBC	Developer	Developer / NPTC	Improvements / new provision will be determined	Further work will be done ahead of Deposit Plan to confirm cost and timing.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
site.				ahead of the Deposit Plan.	
Green Infrastructure and Nature Recovery: <ul style="list-style-type: none"> Creation of a green infrastructure network across the site. 	TBC	Developer	Developer	TBC	<p>Green Infrastructure and net biodiversity benefits to be provided on-site as part of the detailed masterplanning of the site.</p> <p>Green infrastructure to be provided in accordance with emerging policy SP16 'Green Infrastructure' in the RLDP Preferred Strategy.</p> <p>Net biodiversity benefits to be provided in accordance with emerging policy SP3</p>

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
					'Nature Recovery, Biodiversity and the Natural Environment' in the RLDP Preferred Strategy.
Housing: <ul style="list-style-type: none"> Mix of housing types and tenures. Affordable housing to meet local need. 	TBC	Developer	Developer	To be agreed as part of the planning application.	Affordable housing will need to be provided on site in accordance with the requirements identified as part of the Deposit Plan.
Recreational Space	TBC	Developer	Developer	To be agreed as part of the planning application.	Further work will be undertaken ahead of the Deposit Plan. Recreational space will be provided in accordance with the requirements identified

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
					as part of the Deposit Plan. Recreational space provision will be incorporated into the masterplanning of the site.
Allotments	TBC	Developer	Developer	TBC	Further work will be undertaken ahead of the Deposit Plan. Allotment provision will be sought in accordance with the requirements identified as part of the Deposit Plan. Where allotment provision is sought on site, this will be incorporated into the

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
					masterplanning of the site.
Public Rights of Way: <ul style="list-style-type: none"> Design measures to ensure protection of the Public Rights of Way to the north and south of the site, and where possible improved access. 	TBC	Developer	Developer	TBC	Further discussions to take place ahead of the Deposit Plan. Design measures incorporated into the masterplanning of the site to connect to existing Public Rights of Way.

Table 22: Fforest Farm, Aberdulais

Site Area	26.4ha
Allocation Type	Indicative residential and land for a special school
Total Homes	250 homes
Site Description	The site has been identified as a potential key site for housing development and the provision of a special school within the Neath Spatial Area. The site adjoins the existing settlement of Aberdulais and will need to be developed to create linkages with the existing settlement. The Council's Education Team have identified the need to develop a special school. Having undertaken a detailed search for sites to meet their size requirements (20-30ha) with good road access, this site has been identified as the only option in NPT to develop a special school.
Key Sites Issues and Constraints	<ul style="list-style-type: none">• The site is predominantly green farmland. Areas in the northeast and south west have been identified as having biodiversity constraint. These include areas of lowland meadow, S7 habitat, Watercourse Site of Interest for Nature Conservation (SINC), woodland, and irreplaceable habitat.• Network of established hedgerows and trees throughout the site.• Between the existing urban area and the site there is an area of dense woodland.• Overhead cables across the central/ northern part of the site.• Part of the site has been identified as Agricultural Land Classification Grade 3a.• Minor watercourse through north of the site.

	<ul style="list-style-type: none"> • Public Right of Way to the west/ south west of the site.
Key Policy Requirements	<ul style="list-style-type: none"> • New school • Sewerage and water improvements • Highways improvements • Active Travel • Green Infrastructure • District Heat Network • A range of housing types and tenures • Recreational Space • Protection of Public Rights of Way
Key Supporting Information to Include:	<ul style="list-style-type: none"> • Hydraulic Modelling Assessment • Transport Assessment • Extended Phase 1 habitat survey • Master Plan

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Education: <ul style="list-style-type: none"> Provision of a new special school (30ha of land required). 	TBC	TBC	TBC	TBC	Developer/ WG/ NPTC Further work will be done ahead of Deposit Plan to confirm cost, funding and time frames.
Water Supply/ Sewerage <ul style="list-style-type: none"> Based on the outcome of the Hydraulic Modelling Assessment. 	Hydraulic Modelling Assessment required for water supply network and public sewerage network.	Developer	Developer	TBC Hydraulic Modelling Assessment to be submitted at the planning application stage.	To be determined at the planning application stage.
Drainage <ul style="list-style-type: none"> The incorporation of a Sustainable 	TBC	Developer	Developer	TBC	To be determined at the planning application stage.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Drainage System.					
Highways: <ul style="list-style-type: none"> Measures to reduce impact on road safety, operation or capacity informed by the Transport Assessment. Offsite works maybe required such as speed reduction measures of the A4109 and turn left lane. 	TBC	Developer	Developer	Improvements / provision to be determined ahead of deposit plan.	Further work will be done ahead of Deposit Plan to confirm cost and timing.
Active Travel: <ul style="list-style-type: none"> Improvements to proposed active 	TBC	Developer	Developer / NPTC	TBC	Further work will be done ahead of Deposit Plan to confirm cost and delivery mechanisms.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
<p>travel route along the A4109.</p> <ul style="list-style-type: none"> Improvements to footway and cycle access via Cefn yr Allt and A4109. 					
<p>Green Infrastructure and Nature Recovery:</p> <ul style="list-style-type: none"> Creation of a green infrastructure network across the site. 	TBC	Developer	Developer	TBC	<p>Green Infrastructure and net biodiversity benefits to be provided on-site as part of the detailed masterplanning of the site.</p> <p>Green infrastructure to be provided in accordance with emerging policy SP16 'Green Infrastructure' in the RLDP Preferred Strategy.</p> <p>Net biodiversity benefits to be provided in accordance with</p>

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
					emerging policy SP3 'Nature Recovery, Biodiversity and the Natural Environment' in the RLDP Preferred Strategy.
District Heat Network	TBC	Developer	Developer	TBC.	In line with Future Wales requirements potential for District Heat Network will need to be explored. This will need to be incorporated into the design of the site.
Housing: <ul style="list-style-type: none"> Affordable housing A range of housing types and tenures. 	TBC	Developer	Developer	To be agreed as part of the planning application.	Affordable housing will need to be provided on site in accordance with the requirements identified as part of the Deposit Plan.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Public Rights of Way: <ul style="list-style-type: none"> Protection of Public Rights of Way to the west/south west of the site. 	TBC	Developer	Developer	TBC	<p>Further discussions to take place ahead of the Deposit Plan.</p> <p>Design measures incorporated into the masterplanning of the site to connect to existing Public Rights of Way.</p>
Recreational Space	TBC	Developer	Developer	To be agreed as part of the planning application.	<p>Further work will be undertaken ahead of the Deposit Plan.</p> <p>Recreational space will be provided in accordance with the requirements identified as part of the Deposit Plan.</p> <p>Recreational space provision will be incorporated into the masterplanning of the site.</p>

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Allotments	TBC	Developer	Developer	TBC	<p>Further work will be undertaken ahead of the Deposit Plan.</p> <p>Allotment provision will be sought in accordance with the requirements identified as part of the Deposit Plan.</p> <p>Where allotment provision is sought on site, this will be incorporated into the masterplanning of the site.</p>

Table 23: Coed Hirwaun, Margam

Site Area	128.1ha
Allocation Type	Indicative 900 dwellings (400 within the Replacement Local Development Plan period) and a new Welsh medium primary school.
Total Homes	900 homes
Site Description	Coed Hirwaun is an existing settlement located in the south east of the Authority within close proximity of the Steelworks and Free Port. The existing settlement includes approximately 500 homes, a school, playing fields and convenience store. There is a bus stop on the entrance to the site which offers hourly services to Bridgend and Swansea. There are footways and cycleways to Margam and Bridgend. The settlement is approximately 1 mile from Pyle which has a wide range of facilities including doctor's surgery, pharmacy, primary school, secondary school, leisure centre, supermarket, petrol stations, restaurants, take-aways, public houses, churches, and a railway station offering regular services to Bridgend, Swansea, Cardiff and Carmarthen.
Key Sites Issues and Constraints	<ul style="list-style-type: none"> • A48 passes through the site separating the eastern and western parcels. • Major Pipeline and Major Hazard Pipeline Buffer traverses the northern parts of the east and west parcels. • Minor watercourse west of site hydrologically connected to Kenfig Site of Special Scientific Interest (SSSI) / Special Area of Conservation (SAC) approx. 950m away. • The site includes an important hedgerow network, protected species, S7 habitat, irreplaceable trees, and European Protected Species.

	<ul style="list-style-type: none"> • Dense woodland to the east and southeast of the existing residential development. • Parts of the parcel to the west of the A48 are classified as Grade 2 agricultural land classification. • Part of the parcel to the east of the A48 are located within Special Landscape Area. • Main river (Cole Brook) traverses the site. • There are a number of ordinary watercourses running throughout the site. Flood Map for Planning identifies small central part of the eastern parcel as Flood Zone 3 (Rivers)
Key Policy Requirements	<ul style="list-style-type: none"> • Sustainable travel • Active Travel • Affordable Housing • Green Infrastructure • New school • Recreational Space • Highway improvements • Placemaking • Water and sewerage improvements

	<ul style="list-style-type: none"> • District Heat Network • A range of housing types and sizes • Flood risk assessment • Sustainable Urban Drainage System. • Retail, community, and employment facilities • Consideration of Major Pipeline and Major Hazard Pipeline Buffer. • Considerations of biodiversity constraints • Heritage considerations
Key Supporting Information to Include:	<ul style="list-style-type: none"> • Transport Assessment • Hydraulic Modelling Assessment • Flood Risk Assessment • Extended Phase 1 Habitat Survey • Landscape and Visual Assessment • Master Plan

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Education: <ul style="list-style-type: none"> Welsh medium primary school 	TBC	TBC	TBC	TBC	<p>Further work will be done ahead of Deposit Plan to confirm cost, delivery timeframes and mechanisms and funding sources.</p> <p>Discussions will take place between developer, WG and NPTC.</p>
Highways: <ul style="list-style-type: none"> Additional vehicular entry point to the eastern parcel. Measures to reduce speed along the A48. A new right turn lane to facilitate access to the western parcel. 	TBC	Developer	Developer	Improvements / provision to be determined ahead of deposit plan.	<p>Further work will be done ahead of Deposit Plan to confirm cost and timing.</p>

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Active Travel: <ul style="list-style-type: none"> Improvements and extensions to existing and proposed footways/combined footway. Measure to encourage pedestrian crossing from the east to the western parcel. Improved active travel route connecting Pyle to Margam. Strategy to encourage modal shift. 	TBC	Developer	Developer / NPTC	TBC	Further work will be done ahead of Deposit Plan to confirm cost and delivery mechanisms.
Water Supply/ Sewerage <ul style="list-style-type: none"> Based on the outcome 	Hydraulic Modelling	Developer	Developer	TBC	To be determined at the planning application stage.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
of the Hydraulic Modelling Assessment.	Assessment required for water supply network and public sewerage network.			Hydraulic Modelling Assessment to be submitted at the planning application stage.	
Drainage <ul style="list-style-type: none"> The incorporation of a Sustainable Drainage System. 	TBC	Developer	Developer	TBC	To be determined at the planning application stage.
Green Infrastructure and Nature Recovery: <ul style="list-style-type: none"> Creation of a green infrastructure network across the site. 	TBC	Developer	Developer	TBC	Green Infrastructure and net biodiversity benefits to be provided on-site as part of the detailed masterplanning of the site.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
					Green infrastructure to be provided in accordance with emerging policy SP16 'Green Infrastructure' in the RLDP Preferred Strategy. Net biodiversity benefits to be provided in accordance with emerging policy SP3 'Nature Recovery, Biodiversity and the Natural Environment' in the RLDP Preferred Strategy.
District Heat Network	TBC	Developer	Developer	TBC.	In line with Future Wales requirements potential for District Heat Network will need to be explored. This will need to be incorporated into the design of the site.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Housing <ul style="list-style-type: none"> Provision of affordable housing. A range of types and tenures. 	TBC	Developer	Developer	To be agreed as part of the planning application.	Affordable housing will need to be provided on site in accordance with the requirements identified as part of the Deposit Plan.
Recreational Space	TBC	Developer	Developer	To be agreed as part of the planning application.	<p>Further work will be undertaken ahead of the Deposit Plan.</p> <p>Recreational space will be provided in accordance with the requirements identified as part of the Deposit Plan.</p> <p>Recreational space provision will be incorporated into the masterplanning of the site.</p>

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Allotments	TBC	Developer	Developer	TBC	Further work will be undertaken ahead of the Deposit Plan. Allotment provision will be sought in accordance with the requirements identified as part of the Deposit Plan. Where allotment provision is sought on site, this will be incorporated into the masterplanning of the site.
Enhance sustainability through the provision of: <ul style="list-style-type: none"> • Retail; • Employment; and • Community facilities. 	TBC	Developer	Developer	These will be incorporated into the masterplanning of the site. Further work will be undertaken	Small scale retail, employment and community facilities will need to be provided to ensure the comprehensive development of the site and enhance the sustainability of the existing settlement.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
				ahead of the Deposit Plan.	Further work will be done ahead of the Deposit Plan to understand the type and scale of provision required. A masterplan will be prepared ahead of the Deposit Plan.

Table 24: Port Talbot Port

Site Area	389.6ha
Allocation Type	Employment and transportation
Total Homes	N/A
Site Description	The Port is a large previously developed brownfield site within the National Growth Area as identified in Future Wales, within close proximity to the M4 and Port Talbot town centre. The site will form part of the UK Government and WG designated Freeport. 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.
Key Sites Issues and Constraints	<ul style="list-style-type: none"> • There are a number of listed buildings within the site including Former Harbour House, plate-grinder bridge, and harbour watch tower. Magistrates Court Listed Building is within close proximity. • The site has complex biodiversity including open mosaic, sand dune, shoreline and marine habitats. • Japanese Knotweed coverage across the site. • SINC 0009 Lower River Afan Estuary, Watercourse • Flood Map for Planning identifies parts of the site as Flood Zone 2 and Flood Zone 3.

Key Policy Requirements	<ul style="list-style-type: none"> • Highway improvements • Active Travel • Consideration towards environmental health • Green Infrastructure • Protection of existing freight facilities • Provision of complementary facilities • Recreational Space • Sewage and water improvements • Flood Risk Assessment • Heritage considerations
Key Supporting Information to Include:	<ul style="list-style-type: none"> • Hydraulic Modelling Assessment • Transport Assessment • Extended Phase 1 habitat survey • Master Plan • Land contamination survey and land remediation measures

- Flood Risk Assessment

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Highways: <ul style="list-style-type: none"> • Measure to reduce impacts on road safety, operation or capacity of the highway network. • Transport Assessment • Improvements to Heilbron Way Junctions. 	TBC	Developer	Developer	Improvements / provision to be determined ahead of deposit plan.	Further work will be done ahead of Deposit Plan to confirm cost and timing.
Active Travel: <ul style="list-style-type: none"> • Improvements and extensions of existing active travel route. 	TBC	Developer	Developer / NPTC	TBC	Further work will be done ahead of Deposit Plan to confirm cost and delivery mechanisms.
Environmental Health <ul style="list-style-type: none"> • Engage with the Councils 	TBC	Developer	Developer	To be agreed as part of the	Specific engagement is currently taking place

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Environmental Health Department regarding potential odour issues and land contamination and remediation measures.				planning application.	between the site promoter and the Councils Environmental Health team. Further work will be done ahead of the Deposit Plan. Any specific requirements will need to be developed in order to deliver the site.
Green Infrastructure and Nature Recovery: <ul style="list-style-type: none"> Creation of a green infrastructure network across the site. 	TBC	Developer	Developer	TBC	Green Infrastructure and net biodiversity benefits to be provided on-site as part of the detailed masterplanning of the site. Green infrastructure to be provided in accordance with emerging policy SP16 'Green Infrastructure' in the RLDP Preferred Strategy.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
					Net biodiversity benefits to be provided in accordance with emerging policy SP3 'Nature Recovery, Biodiversity and the Natural Environment' in the RLDP Preferred Strategy.
Recreational Space	TBC	Developer	Developer	To be agreed as part of the planning application.	Further work will be undertaken ahead of the Deposit Plan. Recreational space will be provided in accordance with the requirements identified as part of the Deposit Plan. Recreational space provision will be incorporated into the masterplanning of the site.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Drainage <ul style="list-style-type: none"> The incorporation of a Sustainable Drainage System. 	TBC	Developer	Developer	TBC	To be determined at the planning application stage.

Table 25: Port Talbot Steelworks

Site Area	671.9ha
Allocation Type	Employment and renewable energy
Total Homes	N/A
Site Description	Following the announcement in September 2023 to decommission the existing two blast furnaces and replace them with a single standalone electric arc furnace, Port Talbot Steelworks has been identified as a potential key site in the Preferred Strategy to reflect its key local, regional and national importance and reflect the significant economic restructuring taking place. It is envisaged that the site is brought forward for employment and renewable energy development with supporting complementary facilities to serve and facilitate these uses.
Key Sites Issues and Constraints	<ul style="list-style-type: none"> • Flood Map for Planning identifies part of the site as Flood Zones 2 and 3. • Ditches on site providing direct hydrological link to the Margam Moors Site of Special Scientific Interest (SSSI) immediately adjacent to the site. Full appraisal of the potential impact on Margam Moors Site of Special Scientific Interest (SSSI) will be required. • Great Crested Newt record on site. • The site has complex biodiversity including open mosaic, marsh, sand dune and shoreline habitats. • Site of Interest for Nature Conservation (SINC) Watercourse. • The site includes previously developed land with land contamination.

	<ul style="list-style-type: none"> • Parts of the site are identified as Agricultural Land Classification Grade 2. • The site is an established Control of Major Accident Hazards Regulations (COMAH) site.
Key Policy Requirements	<ul style="list-style-type: none"> • Highways improvements • Active travel • Environmental Health considerations • Green Infrastructure • Flood Risk Assessment • Provision of complementary facilities • Recreational Space
Key Supporting Information to Include:	<ul style="list-style-type: none"> • Transport Assessment • Extended Phase 1 habitat survey • Master Plan • Land contamination survey and land remediation measures.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Active Travel: <ul style="list-style-type: none"> Designed to be pedestrian friendly and incorporate linkages to the town centre, bus and railway Stations. 	TBC	Developer	Developer / NPTC	TBC	Further work will be done ahead of Deposit Plan to confirm cost and delivery mechanisms.
Recreational Space	TBC	Developer	Developer	To be agreed as part of the planning application.	Further work will be undertaken ahead of the Deposit Plan. Recreational space will be provided in accordance with the requirements identified as part of the Deposit Plan. Recreational space provision will be incorporated into the masterplanning of the site.
Drainage <ul style="list-style-type: none"> The incorporation of a Sustainable Drainage 	TBC	Developer	Developer	TBC	To be determined at the planning application stage.

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
System.					
Green Infrastructure and Nature Recovery: <ul style="list-style-type: none"> Creation of a green infrastructure network across the site. 	TBC	Developer	Developer	TBC	<p>Green Infrastructure and net biodiversity benefits to be provided on-site as part of the detailed masterplanning of the site.</p> <p>Green infrastructure to be provided in accordance with emerging policy SP16 'Green Infrastructure' in the RLDP Preferred Strategy.</p> <p>Net biodiversity benefits to be provided in accordance with emerging policy SP3 'Nature Recovery, Biodiversity and the Natural Environment' in the RLDP Preferred Strategy.</p>

Table 26: Baglan Energy Park

Site Area	187.8ha
Allocation Type	Employment and
Total Homes	N/A
Site Description	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. It is envisaged that the site will be brought forward for employment development with supporting complementary facilities to serve and facilitate this use.
Key Sites Issues and Constraints	<ul style="list-style-type: none">• The site is a large complex site containing diverse open mosaic and sand dune habitats.• Lapwing, rare invertebrates, protected plants, lower plants, highly specialised habitat.• Site of Interest for Nature Conservation (SINC 130) Marden Park Baglan.• Site of Interest for Nature Conservation (SINC 132) Baglan Brownfield Slack.• Site of Interest for Nature Conservation (SINC 006) Baglan Bay.• Given the previous use of the site the site is heavily contaminated. Historic landfill within the site.• Small part in the south west of the site identified as undeveloped coast.• Flood Map for Planning identifies parts of the site falling within Flood Zones 2 and 3.

	<ul style="list-style-type: none"> • There is a substation adjacent to the north of the Candidate Site parcel (in the area cut out of the parcel). • Major pipeline and major pipeline buffer covers part of the north of the site.
Key Policy Requirements	<ul style="list-style-type: none"> • Green Infrastructure • Highway improvements • Active Travel • Land contamination survey • Provision of complementary facilities • Flood Risk Assessment • Consideration to surrounding environment • Sewage and water improvements • Recreational Space • Master Plan

Key Supporting Information to Include:

- Transport Assessment
- Land contamination and land remediation measures.
- Flood Risk Assessment
- Extended Phase 1 habitat survey
- Master Plan

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
Highways: <ul style="list-style-type: none"> • Measures to reduce impact on safety, operation and capacity of the highway network to be informed by a Transport Assessment. 	TBC	Developer	Developer	Improvements / provision to be determined ahead of deposit plan.	Further work will be done ahead of Deposit Plan to confirm cost and timing.
Active Travel: <ul style="list-style-type: none"> • Improvements and extensions of existing and proposed active travel routes 	TBC	Developer	Developer / NPTC	TBC	Further work will be done ahead of Deposit Plan to confirm cost and

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
<p>will be required.</p> <ul style="list-style-type: none"> • Cycle ways and shared routes to be incorporated on site. • Create a pedestrian friendly environment. 					delivery mechanisms.
<p>Green Infrastructure and Nature Recovery:</p> <ul style="list-style-type: none"> • Creation of a green infrastructure network across the site. 	TBC	Developer	Developer	TBC	<p>Green Infrastructure and net biodiversity benefits to be provided on-site as part of the detailed masterplanning of the site.</p> <p>Green infrastructure to be provided in accordance with emerging policy SP16 'Green</p>

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
					Infrastructure' in the RLDP Preferred Strategy. Net biodiversity benefits to be provided in accordance with emerging policy SP3 'Nature Recovery, Biodiversity and the Natural Environment' in the RLDP Preferred Strategy.
Recreational Space	TBC	Developer	Developer	To be agreed as part of the planning application.	Further work will be undertaken ahead of the Deposit Plan. Recreational space will be provided in accordance with the

Infrastructure	Estimated Costs	Funding Sources	Delivery Body	Phasing/ Delivery Period	Notes
					requirements identified as part of the Deposit Plan. Recreational space provision will be incorporated into the masterplanning of the site.
Drainage <ul style="list-style-type: none"> The incorporation of a Sustainable Drainage System. 	TBC	Developer	Developer	TBC	To be determined at the planning application stage.

Table 27: Global Centre of Rail Excellence (GCRE)

Site Area	107.8ha
Allocation Type	Transport infrastructure
Total Homes	N/A
Site Description	The site is a former open cast mine, washery and distribution centre. It is therefore a large brownfield previously developed site. The site is at the top of the Dulais Valley in Neath Port Talbot and stretches into Powys.
Key Sites Issues and Constraints	<ul style="list-style-type: none"> • The entirety of the site has been identified as having biodiversity constraints. The site contains purple moor grass and rush pasture, open mosaic habitat and qualifies as a Site of Interest for Nature Conservation (SINC) for invertebrates and birds. There are some areas of deep peat and notable plants. • The site is located approximately 900m from the Brecon Beacons National Park and dark skies area. • Site is adjacent to Gorsllwyn, Onllwyn Site of Special Scientific Interest (SSSI). Potential linkages between the site and SSSI. • Ordinary watercourses and ditches on site. • Site within surface mining (risk plan) area. • There are a number of Public Rights of Way within the site and within close proximity of the site. • Given the former coal mining use of the site, potential land instability, mine entries and shallow

	<p>coal mine workings.</p> <ul style="list-style-type: none"> • Given the former use of the site there is contamination on site.
Key Policy Requirements	<ul style="list-style-type: none"> • Highways improvements • Active Travel • Green Infrastructure • Sewerage and water improvements • Environmental Health consideration • Recreational Space • Complementary facilities
Key Supporting Information to Include:	<ul style="list-style-type: none"> • Transport Assessment • Extended Phase 1 habitat survey • Master Plan

Infrastructure	Estimated Costs	Funding Sources	Delivery body	Phasing/delivery period	Notes
Highways: <ul style="list-style-type: none"> Measures to reduce impact on safety, operation, or capacity of the road network. 	TBC	Developer	Developer	Improvements / provision to be determined ahead of deposit plan.	Further work will be done ahead of Deposit Plan to confirm cost and timing.
Active travel: <ul style="list-style-type: none"> Active travel linkages to encourage active travel to and from the site. Cycle ways and shared used routes. Create a pedestrian friendly environment and 	TBC	Developer	Developer / NPTC	TBC	Further work will be done ahead of Deposit Plan to confirm cost and delivery mechanisms.

Infrastructure	Estimated Costs	Funding Sources	Delivery body	Phasing/delivery period	Notes
incorporate linkages to the existing residential development.					
Water: <ul style="list-style-type: none"> Limited capacity identified in Crynant Waste Water Treatment Works – further assessment will be required. 	TBC	Developer	Developer / Dwr Cymru Welsh Water	TBC	Further work to be undertaken ahead of the Deposit Plan including engagement with Dwr Cymru Welsh Water.
Drainage <ul style="list-style-type: none"> The incorporation of a Sustainable Drainage System. 	TBC	Developer	Developer	TBC	To be determined at the planning application stage.
Green Infrastructure and Nature Recovery:	TBC	Developer	Developer	TBC	Green Infrastructure and net biodiversity benefits to

Infrastructure	Estimated Costs	Funding Sources	Delivery body	Phasing/delivery period	Notes
<ul style="list-style-type: none"> Creation of a green infrastructure network across the site. 					<p>be provided on-site as part of the detailed masterplanning of the site.</p> <p>Green infrastructure to be provided in accordance with emerging policy SP16 'Green Infrastructure' in the RLDP Preferred Strategy.</p> <p>Net biodiversity benefits to be provided in accordance with emerging policy SP3 'Nature Recovery, Biodiversity and the Natural Environment' in the RLDP Preferred Strategy.</p>

Infrastructure	Estimated Costs	Funding Sources	Delivery body	Phasing/delivery period	Notes
Recreational Space	TBC	Developer	Developer	To be agreed as part of the planning application.	Further work will be undertaken ahead of the Deposit Plan. Recreational space will be provided in accordance with the requirements identified as part of the Deposit Plan. Recreational space provision will be incorporated into the masterplanning of the site.

Table 28: Wildfox Adventure Resort

Site Area	128.4ha
Allocation Type	Tourism and recreation
Total Homes	N/A
Site Description	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. 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.
Key Sites Issues and Constraints	Constraints and mitigation methods have been taken into consideration as part of the planning application and a s.106 agreement has been signed.
Key Policy Requirements	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.

No infrastructure requirements have been identified given that planning permission has been granted for the type and scale of development envisaged. Further work will take place ahead of the Deposit Plan in order to understand timings and phasing of delivery of the site.

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